LANL Science Center Traffic Impact and Access Analysis

November 15, 2005



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November 15, 2005

Mr. Kirt Anderson, ASLA, AICP Urban Planner Los Alamos National Laboratory MS K773; TA 63, Building 111, Room 145 Los Alamos, NM 87545

> RE: LANL Science Center Los Alamos, New Mexico LSC #056010

Dear Mr. Anderson:

We are pleased to present our traffic impact and access analysis regarding the LANL Science Center. We trust that this report will assist you in planning the LANL Science Center. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

Albert T. Stoddard III, Ph.D., P.E.

Vice President

ATS:CSM:EJL:bjwb:rf

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November 15, 2005

Prepared for:

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LSC #056010

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SECTION A

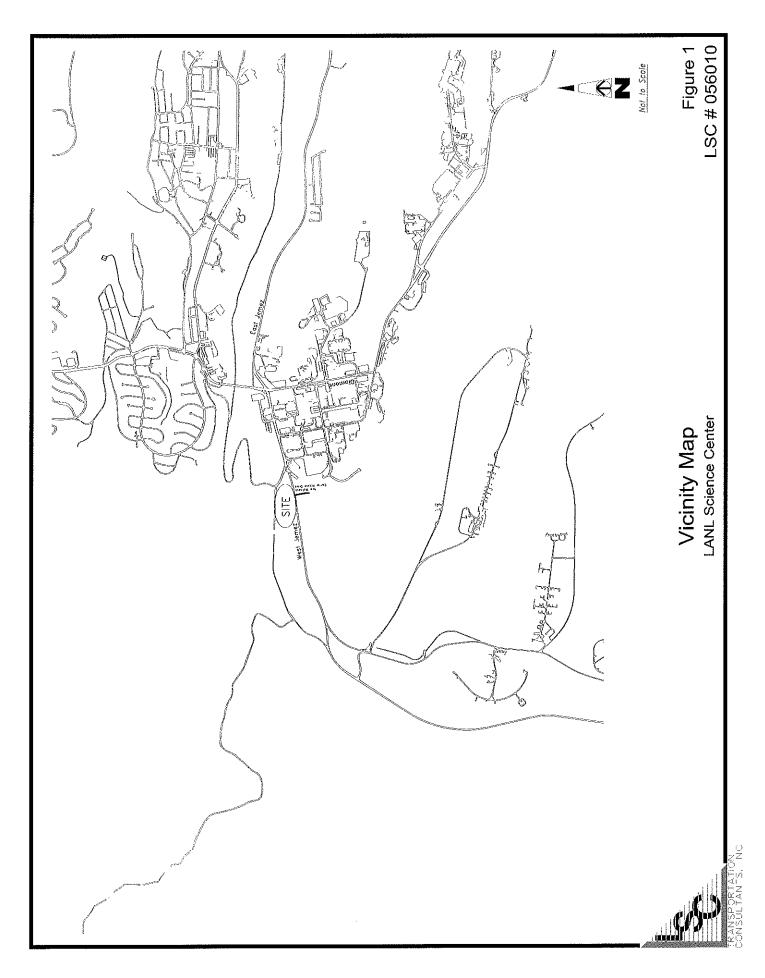
Introduction

In response to your request, LSC Transportation Consultants, Inc. (LSC) has prepared this traffic impact and access analysis report for the proposed Science Center to be located north of West Jemez Road across from the proposed Wellness Center. The site location and area roadways are shown in Figure 1. Access to the site is proposed to align with the western full-movement Wellness Center access.

REPORT CONTENTS

The analysis covered by the report includes the following:

- A review of the existing and planned roadway system including the roadway alignments, existing and proposed access points, traffic controls, lane configurations, intersection spacing, intersection alignments, intersection sight distances, and any improvement plans for the roadways in the vicinity of the site.
- A determination of the existing average weekday and peak-hour traffic volumes on the surrounding roadway system based on counts performed in 2004.
- A projection of the vehicle-trips to be generated by the Science Center. These projections are based on nationally published trip generation rates found in *Trip Generation*, 7th Edition, 2003 by the Institute of Transportation Engineers (ITE).
- A site-generated traffic assignment to West Jemez Road. The vehicle-trips generated by the Science Center were distributed geographically and assigned to West Jemez Road in order to complete a level of service analysis at the site access intersection with West Jemez Road.
- A determination of the projected traffic impacts of the proposed Science Center on West Jemez Road, along with recommendations for any roadway improvements to mitigate these traffic impacts.
- An estimation of the amount of construction traffic that can be expected for the Science Center and any mitigation measures that may be required to accommodate the impacts of that traffic on the affected intersections.



SECTION B

Site Development and Land Use

The site currently is vacant. The site is planned to be developed as a Science Center for the National Laboratory, with approximately 1,400 employees. Access to the site is proposed to align with the western full-movement Wellness Center access.

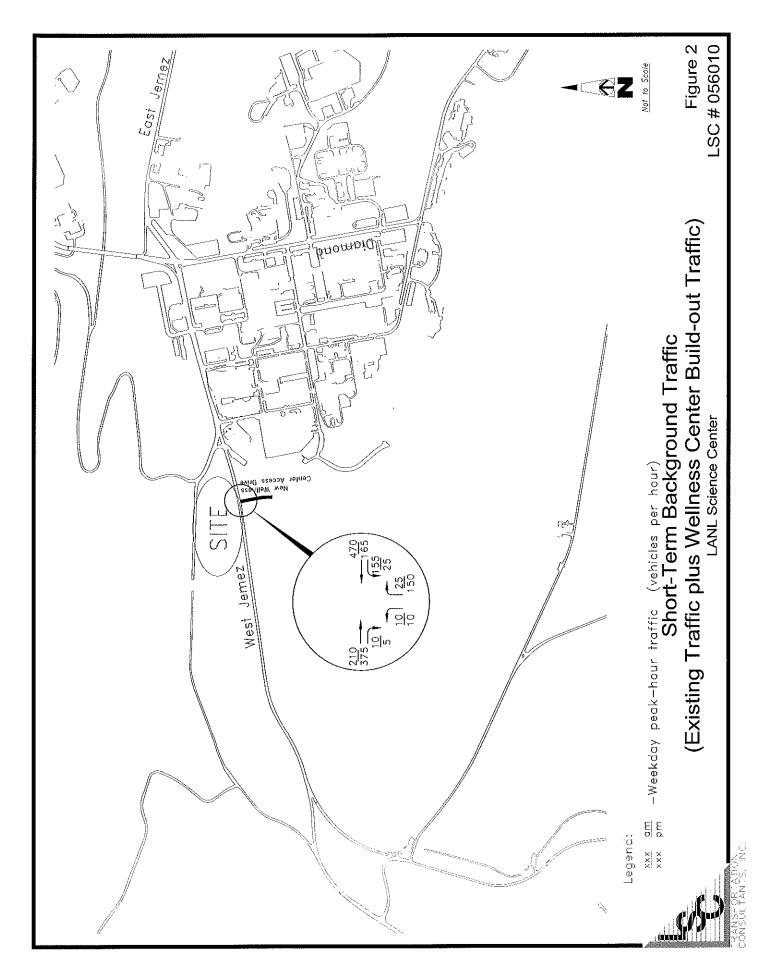
Roadway and Traffic Conditions

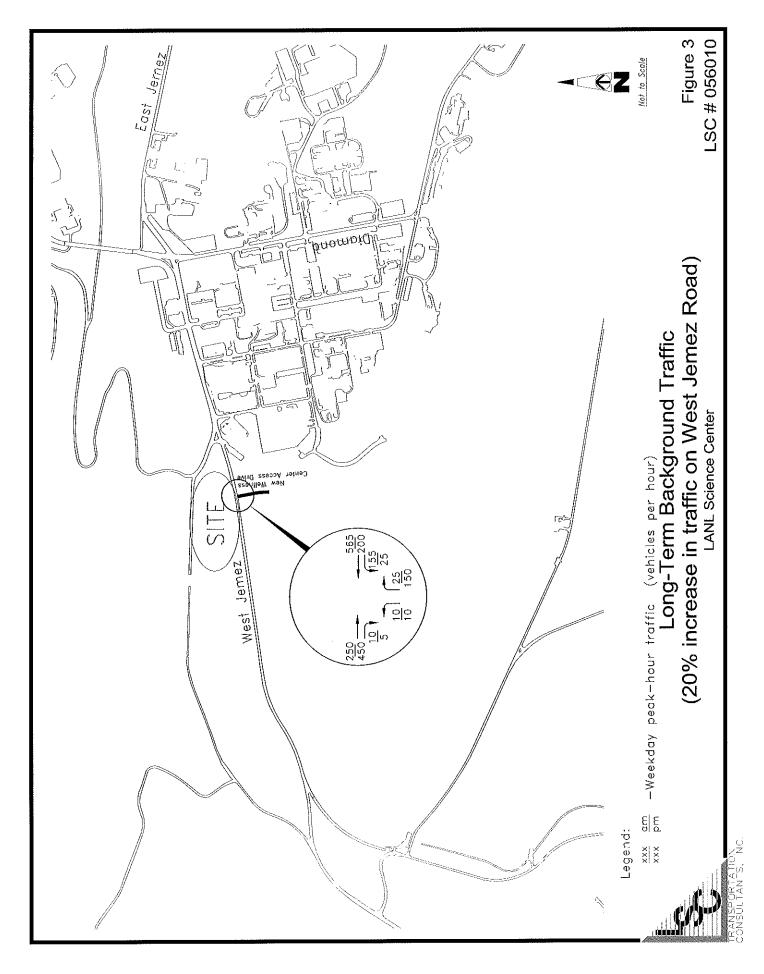
AREA ROADWAYS

The roadways in the vicinity of the site are identified below, followed by a brief description. The roadway system is shown in Figure 1.

• **West Jemez Road** is an existing two-lane east/west roadway north of the site which passes through the National Laboratory.

The short-term background traffic volumes are shown in Figure 2. The short-term background traffic volumes are the sum of the existing traffic volumes (counted in the fall of 2004) plus the traffic volumes estimated to be generated by the Wellness Center and adjacent development. The long-term background traffic volumes are shown in Figure 3 and represent an increase of 20 percent in the traffic volumes on West Jemez Road.





SECTION D

Trip Generation

Estimates of the amount of vehicular traffic expected to be generated by the site have been made based on nationally published trip generation rates found in *Trip Generation, 7th Edition, 2003* by the Institute of Transportation Engineers (ITE). In addition to the 1,400 employees, it is estimated that there would be about 200 visitors per day at the Science Center. To take visitors into account, 1,600 employees were used to calculate the trip generation of the Science Center. This is a conservative method since, unlike employees, many visitors would not arrive or depart during the peak hours. Table 1 shows the results of the trip generation estimates.

As shown in Table 1, the Science Center is expected to generate about 5,790 vehicle-trips on the average weekday (2,395 vehicles entering and 2,395 vehicles exiting in a 24-hour period). During the morning peak hour, about 870 vehicles would enter and 110 vehicles would exit the site. During the afternoon peak hour, about 390 vehicles would enter and 870 vehicles would exit the site.

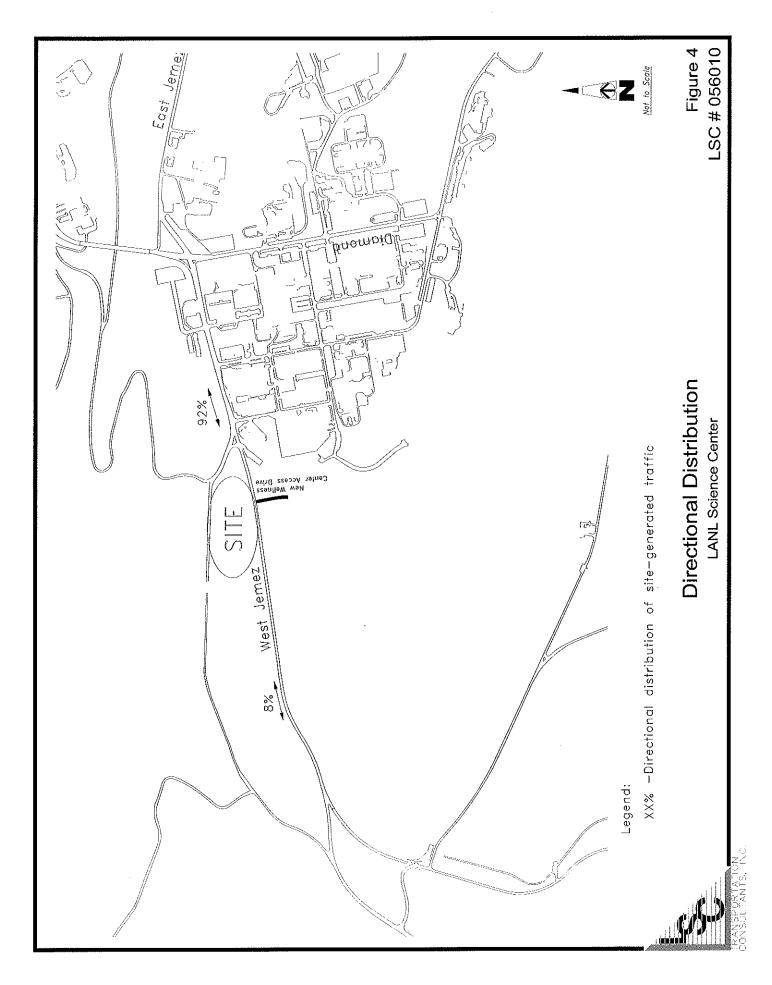
| | Los Ala | Table 1 Trip Generation Estimate amos National Laboratory Science Center | Table 1 Trip Generation Estimate National Laboratory Scie | Table 1 eration Es Laborato | stimat ory Sci | e ience (| Center | | - | | |
|---|---|--|---|-----------------------------------|-------------------|--------------|----------------|-----------------------|----------|----------------|-----------|
| | | | Trip Generation Rates (1) | ation Ra | ites (1) | | | Total Trips Generated | os Genel | rated | |
| Land | Trip | Average | Morning | jing | After | Afternoon | Average | Morning | ing | After | Afternoon |
| Use | Generation | Weekday | Peak Hour | Hour | Peak | Peak Hour | Weekday | Peak Hour | Hour | Peak Hour | Hour |
| Description | Units | Traffic | ч | Out | u | Out | Traffic | 드 | Out | 므 | Out |
| Science Center ⁽²⁾ | 1,600 employees | 3.62 | 0.54 | 0.54 0.07 0.24 0.55 | 0.24 | 0.55 | 5,792 | 869 | 107 | 392 | 872 |
| Notes: (1) Source: "Trip General (2) Daily rate is from ITE | Notes: (1) Source: "Trip Generation," Institute of Transportation Engineers, 7th edition, 2003 (2) Daily rate is from ITE land use 715 - Single Tenant Office Building and peak-hour rates are from ITE land use 733 - Government Office Complex. | ation Engineer | s, 7th edi | ition, 200 peak-hou | ı3 ır rates a | re from 「 | TE land use 73 | 3 - Gover | nment O | ffice Con | plex. |
| Source: LSC Transportation Consultants, Inc. | ion Consultants, Inc. | | | | | | | | Date: | Date: 11/15/05 | |

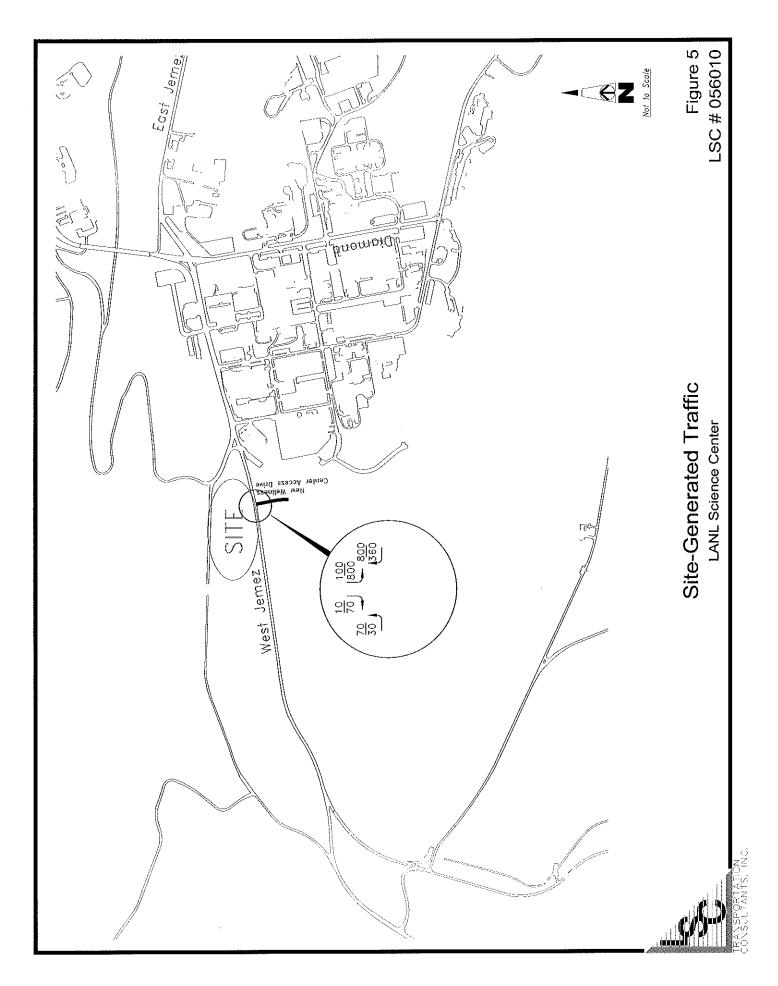
SECTION E

Trip Distribution and Assignment

The directional distribution of the site-generated traffic volumes on the adjacent roadways is an important factor in determining the traffic impacts of the site. The specific distribution estimates for the site-generated traffic volumes are shown in Figure 4. The distribution estimates are based on existing traffic counts on West Jemez Road.

The site-generated traffic volumes on West Jemez Road were determined by applying the distribution percentages (from Figure 4) to the trip generation estimates (from Table 1). Figure 5 shows the morning and afternoon peak-hour and average daily site-generated traffic volumes for the Science Center.



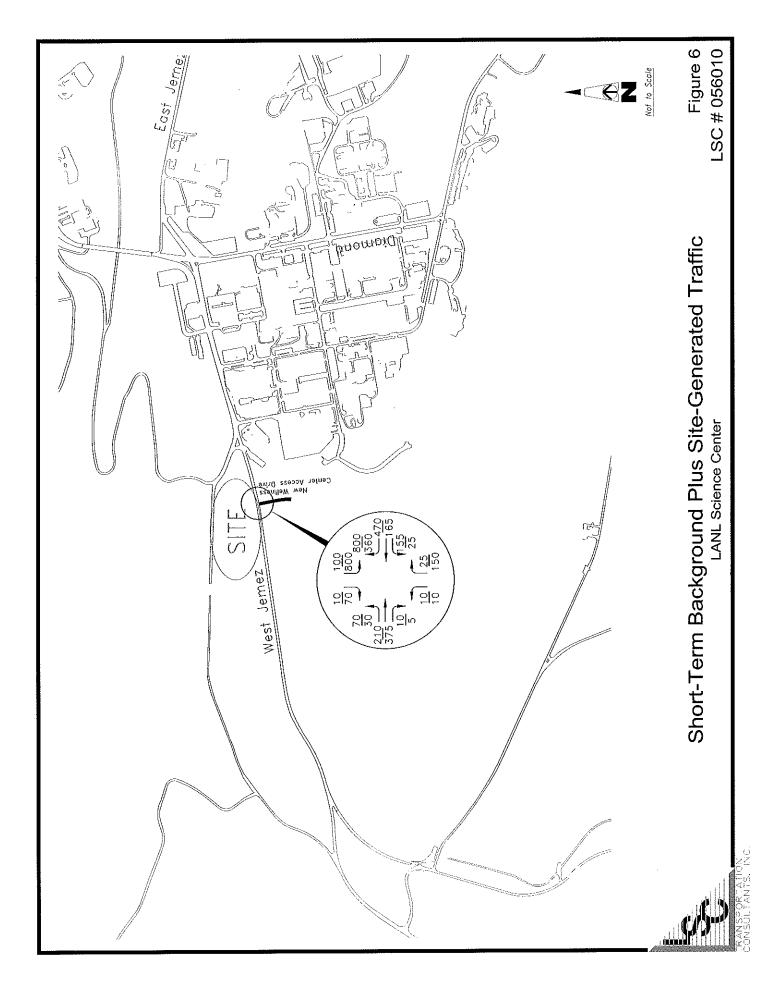


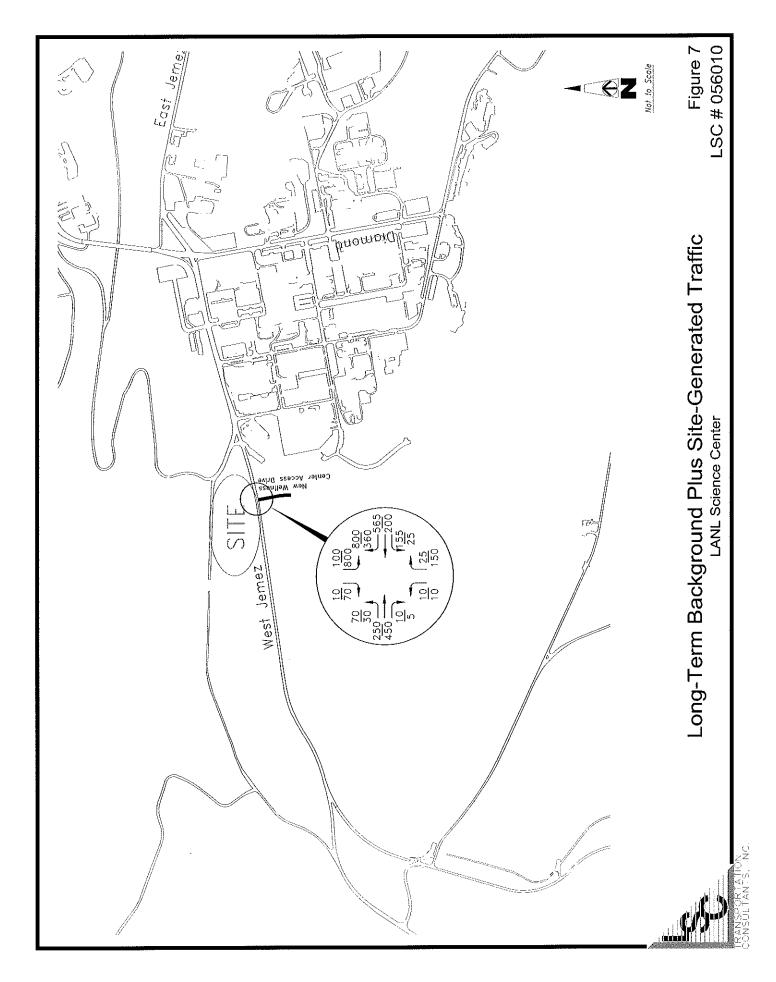
SECTION F

Background Plus Site-Generated Traffic

Figure 6 shows the short-term background plus site-generated traffic volumes. The background plus site-generated traffic volumes are the sum of the site-generated traffic volumes (Figure 5) plus the short-term background traffic volumes (from Figure 2).

Figure 7 shows the long-term background plus site-generated traffic volumes and is the sum of the site-generated traffic volumes (Figure 5) plus the long-term background traffic volumes (from Figure 3).





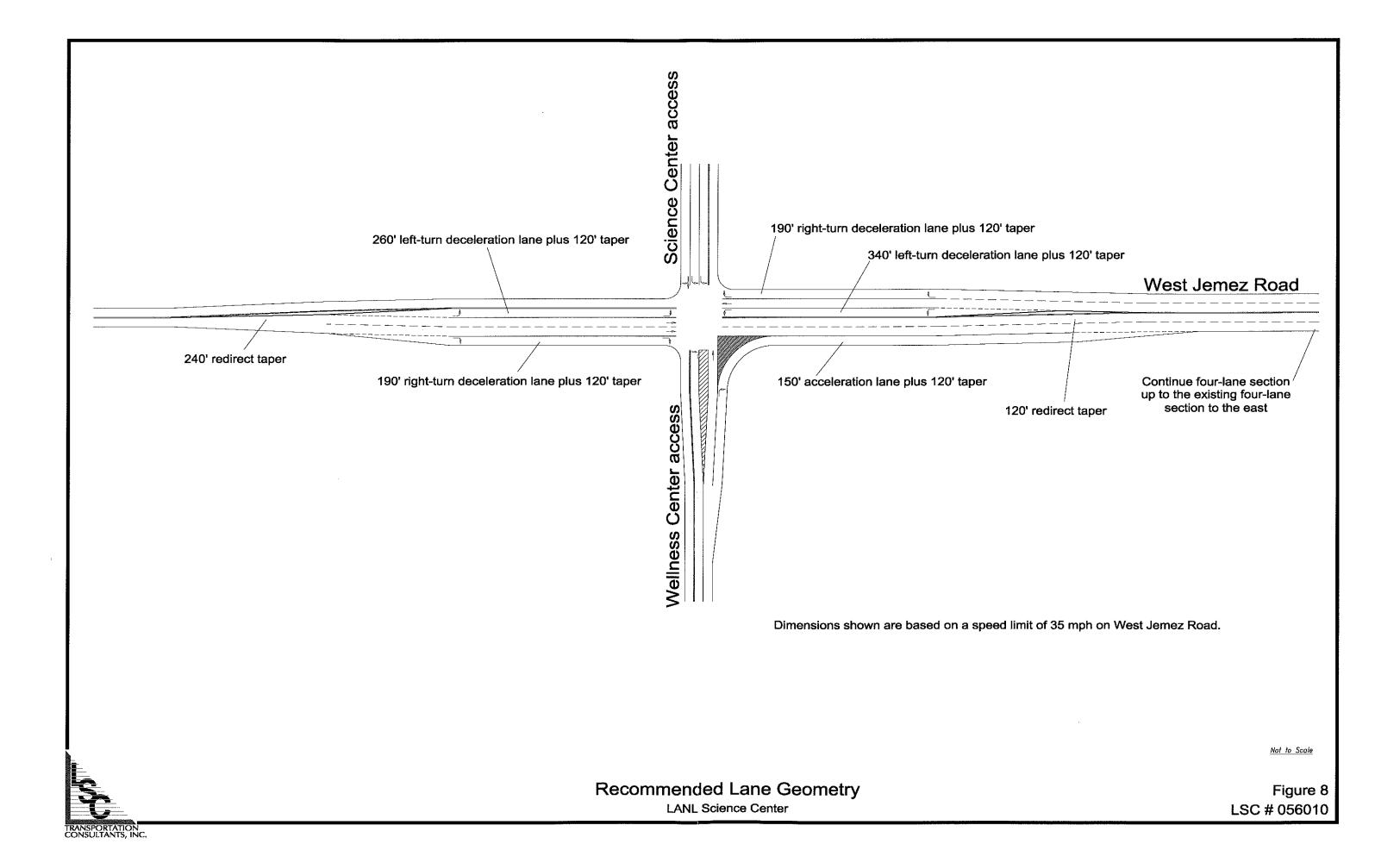
SECTION G

Projected Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of very little congestion or delay. LOS F is indicative of a high level of congestion or delay.

The Science Center access on West Jemez Road has been analyzed to determine the projected levels of service based on the signalized method of analysis procedures outlined in the *Highway Capacity Manual, 2000 Edition* by the Transportation Research Board. The level of service reports are attached in the Appendix.

The signalized access to the Science Center is projected to operate at LOS A during the morning peak hour and LOS B during the afternoon peak hour based on the short-term traffic volumes. Based on the long-term traffic volumes, the intersection is projected to operate at LOS A during the morning peak hour and LOS C during the afternoon peak hour. The recommended lane geometry for the access intersection is shown in Figure 8.



SECTION H

Construction Traffic

Based on information provided by LANL, about 300 construction workers can be expected to work on the Science Center at any given time. The following assumptions have been made regarding the construction traffic: all workers arrive during the morning peak hour and depart during the afternoon peak hour, an average of two workers occupy each vehicle, and the peak hours account for half of the daily trips. Therefore, about 600 daily trips, 150 morning peak-hour inbound trips, and 150 afternoon peak-hour outbound trips are estimated to be generated by those working on construction of the Science Center.

The amount of traffic generated by the construction of the Science Center is not projected to have any significant impacts on the adjacent roadway system, including West Jemez Road. No mitigation measures are recommended to accommodate the construction-related traffic volumes. If other construction projects are undertaken at the same time, the combined impacts should be considered and mitigation measures may be required.

A traffic control plan should be prepared for construction improvements on West Jemez Road. Traffic flow and access should be maintained during construction. Mitigation measures may include restrictions on lane closures and construction hours. The construction contractor should be required to provide appropriate signing and barricades.

Conclusions and Recommendations

TRIP GENERATION

1. The Science Center is expected to generate about 5,790 vehicle-trips on the average weekday (2,395 vehicles entering and 2,395 vehicles exiting in a 24-hour period). During the morning peak hour, about 870 vehicles would enter and 110 vehicles would exit the site. During the afternoon peak hour, about 390 vehicles would enter and 870 vehicles would exit the site.

PROJECTED LEVELS OF SERVICE

2. The signalized access to the Science Center is projected to operate at LOS A during the morning peak hour and LOS B during the afternoon peak hour based on the short-term traffic volumes. Based on the long-term traffic volumes, the intersection is projected to operate at LOS A during the morning peak hour and LOS C during the afternoon peak hour. The recommended lane geometry for the access intersection is shown in Figure 8.

RECOMMENDED IMPROVEMENTS ON WEST JEMEZ ROAD

3. It is recommended that the four-lane cross section of West Jemez Road east of the proposed site access be extended to the site access. Also, eastbound and westbound right- and left-turn decelerations lanes should be constructed on West Jemez approaching the site access. Figure 8 shows the recommended lane geometry of the site access intersection.

CONSTRUCTION TRAFFIC

4. The construction of the Science Center is expected to generate about 600 vehicle-trips on the average weekday, with about 300 vehicles entering and 300 vehicles exiting in a 24-hour period. During the morning peak hour, about 150 vehicles would enter the site. During the afternoon peak hour, about 150 vehicles would exit the site.

- 5. The amount of construction traffic is not anticipated to be great enough to require any mitigation measures.
- 6. Construction on West Jemez Road may require mitigation measures to maintain access and traffic flow. The contractor should be required to provide a traffic control plan to address the impacts on traffic flow.

Appendix



| | <u> </u> | → | * | • | 4— | 4 | 4 | 1 | <i>></i> | 1 | 1 | 4 |
|------------------------|--------------|---|------------------|-------|---------------------------------------|-------------------------|------------|---|-----------------|---|----------------|--|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | Ť | ^ | 7 | ሻ | ♠ | 7 | Ť | | 7 | N/N/ | ₽ | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | 350 | 350 | | 0 | 350 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 14 | 1. | | 1 | 2 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Num. (21.111.11) |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Fit | | 0.00 | 0.850 | 1.00 | | 0.850 | 1,00 | | 0.850 | | 0.862 | |
| Flt Protected | 0.950 | | 0.000 | 0.950 | | 0.000 | 0.950 | :: *::::::::::::::::::::::::::::::::::: | · · · · · · · · | 0.950 | | ;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;; |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 3433 | 1606 | 0 |
| Flt Permitted | 0.298 | 0000 | 1000 | 0.607 | | | 0.750 | 1000 | | 0.950 | | |
| Satd. Flow (perm) | 555 | 3539 | 1583 | 1131 | 1863 | 1583 | 1397 | 1863 | 1583 | 3433 | 1606 | 0 |
| | uoo | 9009 | Yes | 1101 | 1000 | Yes | 1.001 | 1000 | Yes | UTOU: | | Yes |
| Right Turn on Red | TARBUNIS | TERRETALIO | 111 | | | 889 | | | 28 | | 11 | 103 |
| Satd. Flow (RTOR) | 1 00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Headway Factor | 1.00 | | 1.00 | 1.00 | 45 | | 1.00 | 25 | 1.00 | 1.00 | 25 | 1.00 |
| Link Speed (mph) | | 45 | | | | | HANNEN F | | | | 944 | Virus No. |
| Link Distance (ft) | | 1148 | Acedo escabilida | | 672 | electe that is (179) | 4659055557 | 864 | | | | |
| Travel Time (s) | | 17.4 | 400 | 1.5 | 10.2 | | | 23.6 | ^r | 400 | 25.7 | 40 |
| Volume (vph) | 70 | 210 | 10 | 155 | 470 | 800 | 10 | 1 | 25 | 100 | 1 | 10 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 78 | 233 | 11 | 172 | 522 | 889 | 11 | 1 | 28 | 111 | 1 | 11 |
| Lane Group Flow (vph) | | 233 | _ 11 | 172 | 522 | _889 | 11 | 1 | 28 | 111 | 12 | 0 |
| Turn Type | pm+pt | eranunna na | | pm+pt | ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; | Perm | pm+pt | e-1 meda 4 0 | Perm | Prot | | ta recercación |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | system and any | 4 | 8 | ver energy | 8 | 2 | ga ing kalawa | 2 | | non commune co | no town thing |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | aunopus e pee |
| Minimum Split (s) | 9.0 | 21.0 | 21.0 | 9.0 | 21.0 | 21.0 | 9.0 | 15.0 | 15.0 | 9.0 | 21.0 | |
| Total Split (s) | 9.0 | 41.0 | 41.0 | 9.0 | 41.0 | 41.0 | 9.0 | 15.0 | 15.0 | 15.0 | 21.0 | 0.0 |
| Total Split (%) | | 51.3% | | | | | | | 18.8% | | | 0.0% |
| Maximum Green (s) | 4.0 | 36.0 | 36.0 | 4.0 | 36.0 | 36.0 | 4.0 | 10.0 | 10.0 | 10.0 | 16.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3,0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3,0 | 3,0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | C-Max | None | None | None | None | None | |
| Act Effct Green (s) | 55.8 | 48,5 | 48.5 | 58.0 | 52.1 | 52.1 | 8.2 | 7.1 | 7.1 | 8.9 | 11.8 | |
| Actuated g/C Ratio | 0.70 | 0.61 | 0.61 | 0.72 | 0.65 | 0.65 | 0.10 | 0.09 | 0.09 | 0.11 | 0.15 | |
| v/c Ratio | 0.16 | 0.11 | 0.01 | 0.19 | 0.43 | 0.66 | 0.07 | 0.01 | 0.17 | 0.29 | 0.05 | |
| Control Delay | 5.7 | 9.2 | 6.5 | 5.2 | 12.3 | 3.9 | 24.3 | 32.0 | 15.7 | 34.2 | 15.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 5.7 | 9.2 | 6.5 | 5.2 | 12.3 | 3.9 | 24.3 | 32.0 | 15.7 | 34.2 | 15.2 | |
| LOS | Α | A | Α | Α | В | Α | С | С | В | С | В | |
| Approach Delay | | 8.3 | . , | | 6.8 | | | 18.5 | | | 32.3 | |
| Approach LOS | <u>Milda</u> | Ã | iki rejeriki. | | Ā | agh is | GEN. | В | | J. B. | С | |
| | | *************************************** | | | | echia ese conessionemen | | | | | 20010000000 | |

11/15/2005 EJL LSC, Inc. Synchro 6 Report Page 1 Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

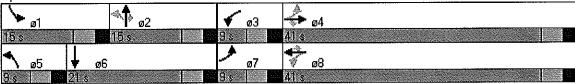
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 8.8 Intersection LOS: A Intersection Capacity Utilization 66.7% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: West Jemez & site access



| | <i>•</i> | | * | € | 4 | 4 | 4 | † | <i>*</i> | - | ↓ | 4 |
|--|--|---|----------------------------|---|------------------|----------|---------------|------------|-----------|--|-----------|----------------------------|
| Lane Group | - EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | ተተ | 7 | Ť | | 7 | ሻ | ተ | 7 | ሻሻ | <u>}</u> | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | 350 | 350 | | 0 | 350 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1.54.1.4.1 | 1 | | 1 | 1 | | 1 | 2 | i (Hina | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| The state of the s | | | 0.850 | | | 0.850 | | | 0.850 | | 0.852 | |
| FIt Protected | 0.950 | 1,711 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 3433 | 1587 | 0 |
| FIt Permitted | 0.552 | *************************************** | | 0.398 | | | 0.800 | | | 0.950 | | : ., |
| Satd. Flow (perm) | 1028 | 3539 | 1583 | 741 | 1863 | 1583 | 1490 | 1863 | 1583 | 3433 | 1587 | 0 |
| Right Turn on Red | to a mante e til a insetti | | Yes | | Y | Yes | M. a. chemine | ;;; | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 6 | | | 400 | | | 167 | | 78 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Link Speed (mph) | | 45 | | | 45 | | | 25 | | | 25 | |
| Link Distance (ft) | ************************************** | 1138 | taunus pun nep sunte piler | 11 | 672 | 1 1 | | 864 | | | 944 | 111 |
| Travel Time (s) | | 17.2 | | | 10.2 | | | 23.6 | | | 25.7 | |
| Volume (vph) | 30 | 375 | 5 | 25 | 165 | 360 | 10 | 1 | 150 | 800 | 1 | 70 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 33 | 417 | 6 | 28 | 183 | 400 | 11 | 1 | 167 | 889 | 1 | 78 |
| Lane Group Flow (vph | | 417 | 6 | | 183 | 400 | 11 | 1 | | 889 | 79 | 0 |
| Turn Type | pm+pt | rozazar era direktek | ** **** * * ******** * | pm+pt | .: * 1 7 | | pm+pt | | Perm | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | ntra taman | 2 | 1011 E. 100 | , | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | 21.0 | 9,0 | 21.0 | 21.0 | 9.0 | 9.0 | 9.0 | 9.0 | 21.0 | anadi. |
| Total Split (s) | 9.0 | 24.0 | 24.0 | 9.0 | 24.0 | 24.0 | 9.0 | 9.0 | 9.0 | 38.0 | 38.0 | 0.0 |
| Total Split (%) | 11.3% | | 30.0% | | | 30.0% | 11.3% | | | 47.5% | | 0.0% |
| Maximum Green (s) | 4.0 | 19.0 | 19.0 | 4.0 | 19.0 | 19.0 | 4.0 | 4.0 | 4.0 | 33.0 | 33.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | | C-Max | | 50.000000000000000000000000000000000000 | C-Max | | None | None | None | None | None | |
| Act Effot Green (s) | 32.3 | 30.3 | 30.3 | 31.4 | 28.0 | 28.0 | 11.8 | 6.8 | 6.8 | 27.4 | 36.3 | |
| Actuated g/C Ratio | 0.40 | 0.38 | 0.38 | 0.39 | 0.35 | 0.35 | 0.15 | 0.08 | 0.08 | 0.34 | 0.45 | 40 m 20 m 10 1 M |
| v/c Ratio | 0.07 | 0.31 | 0.01 | 0.08 | 0.28 | 0.49 | 0.05 | 0.01 | 0.58 | 0.76 | 0.10 | Marie (S. |
| Control Delay | 16.3 | 20.7 | 14.2 | 16.4 | 23.4 | 5.2 | 15.6 | 34.0 | 15.8 | 27.5 | 3.7 | 14. 11.7.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | . 4. 5.5 |
| Total Delay | 16.3 | 20.7 | 14.2 | 16.4 | 23.4 | 5.2 | 15.6 | 34.0 | 15.8 | 27.5 | 3.7 | • |
| LOS | 10.3 B | 20.1 C | 14.2 B | 10.4 B | 23. 4 | J.Z | 10.0 B | 34.0 C | 13.0 B | 27.5 C | J., | a entre |
| Approach Delay | D | 20.3 | the off | | 11.2 | | U | 15.9 | ט | | 25.5 | |
| Approach LOS | | 20.3 C | | Natiti | B | Lauginer | | 13.9 B | | | 23.5 C | |
| Uhhinani roo | | | | | | | ar mayar nga | D | | 11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | | mayoriment at the state to |

11/15/2005 EJL LSC, Inc. Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

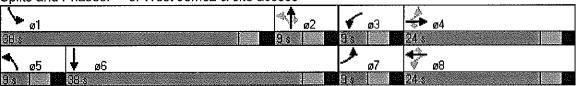
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 53.2% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: West Jemez & site access



| | → | - | 7 | * | ← | • | * | † | * | \ | ţ | 4 |
|------------------------|-----------|---|---------------------------------------|--------|-------------|---------|-------------|--|-------|----------------------|--|--|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ^ | 77 | ሻ | 1 | 7 | Ϋ́ | Λ | 7 | ሻሻ | 1> | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | 350 | 350 | | 0 | 350 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 4 | 13.514 | | 1 | 1 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 |
| Fit | | | 0.850 | | | 0.850 | | | 0.850 | | 0.862 | 1011 1011 1011 1011 1011 1011 1011 101 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | :: ': he - h |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 3433 | 1606 | 0 |
| FIt Permitted | 0.207 | *************************************** | '.' ********* | 0.581 | | | 0.750 | | | 0.950 | P. 11 1000 P. 11 14 1 17 17 1 | N. 101 100 1100 |
| Satd. Flow (perm) | 386 | 3539 | 1583 | 1082 | 1863 | 1583 | 1397 | 1863 | 1583 | 3433 | 1606 | 0 |
| Right Turn on Red | | | Yes | * | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 11 | | | 889 | | | 28 | | 11 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Link Speed (mph) | | 45 | | | 45 | | | 25 | | (Andries) | 25 | |
| Link Distance (ft) | | 1148 | | -: | 672 | | | 864 | | | 944 | 7,111,111,1111,111 |
| Travel Time (s) | | 17,4 | | | 10.2 | | | 23.6 | | | 25.7 | |
| Volume (vph) | 70 | 250 | 10 | 155 | 565 | 800 | 10 | 1 | 25 | 100 | 1 | 10 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 78 | 278 | 11 | 172 | 628 | 889 | 11 | 1 | 28 | 111 | 1 | 11 |
| Lane Group Flow (vph) | | 278 | 11 | 172 | 628 | 889 | 11 | 1 | 28 | 111 | 12 | 0 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | | Transfer of the St. | Perm | Prot | 11 | juli i i dulite |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | *************************************** | 4 | 8 | | 8 | 2 | :::::::::::::::::::::::::::::::::::::: | 2 | | | 711 1111111111 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | - 5 | 2 | | \$10.50 .4 .5 | 6 | are daying |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | 21.0 | 9,0 | 21.0 | 21.0 | 9,0 | 15.0 | 15.0 | 9.0 | 21.0 | |
| Total Split (s) | 9.0 | 41.0 | 41.0 | 9.0 | 41.0 | 41.0 | 9.0 | 15.0 | 15.0 | 15.0 | 21.0 | 0.0 |
| Total Split (%) | 11.3% | | 51.3% | | 51.3% | | 11.3% | 18.8% | 18.8% | | 26.3% | 0.0% |
| Maximum Green (s) | 4.0 | 36.0 | 36.0 | 4.0 | 36.0 | 36.0 | 4.0 | 10.0 | 10.0 | 10.0 | 16.0 | |
| Yellow Time (s) | 3.0 | 3,0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 77729-37139-574 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3,0 | |
| Recall Mode | | C-Max | | | C-Max | | None | None | None | None | None | |
| Act Effct Green (s) | 55.8 | 48.5 | 48.5 | 58.0 | 52.1 | 52.1 | 8.2 | 7.1 | 7.1 | 8.9 | 11.8 | Contract Contract |
| Actuated g/C Ratio | 0.70 | 0.61 | 0.61 | 0.72 | 0.65 | 0.65 | 0.10 | 0.09 | 0.09 | 0.11 | 0.15 | 74,000,000,000 |
| v/c Ratio | 0.20 | 0.13 | 0.01 | 0.20 | 0.52 | 0.66 | 0.07 | 0.01 | 0.17 | 0.29 | 0.05 | arinia |
| Control Delay | 6.2 | 9.3 | 6.5 | 5.3 | 13.8 | 3.9 | 24.3 | 32.0 | 15.7 | 34.2 | 15.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 6.2 | 9.3 | 6.5 | 5.3 | 13.8 | 3.9 | 24.3 | 32.0 | 15.7 | 34.2 | 15.2 | |
| LOS | A | A | Α. | A | | A | 27.0 C | 02.0 C | В | C | В | . 1 |
| Approach Delay | . ; | 8.5 | · · · · · · · · · · · · · · · · · · · | | 7.7 | | | 18.5 | | . | 32.3 | |
| Approach LOS | Neek, 171 | 0.0 A | HARRY. | | Á | e gerak | .a., 64.644 | 10.3 B | | | 02.5 C | 9,000 |
| Approduit EAA | | 73 | er general | | <i>(</i> 3) | | | | | | i i i i i i i i i i i i i i i i i i i | |

11/15/2005 EJL LSC, Inc. Synchro 6 Report Page 1 Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 70

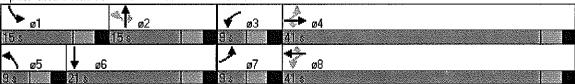
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 9.4 Intersection LOS: A Intersection Capacity Utilization 66.7% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: West Jemez & site access



| Bane Group | | ٠ | - | * | √ | * | 4 | * | † | / | / | Į. | 4 |
|---|--|------------------------------|---|--|---|-------------------------------|---|--------------------------------|-----------------------|--------------|-------------------------|--|---------------------------------------|
| Ideal Flow (rphph) | Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Ideal Flow (rphpl) 1900 | Lane Configurations | Ť | ተ ተ | 7 | Ť | † | 7 | J. | 1 | 7 | 76.75 | ĵ. | |
| Storage Lanes | Ideal Flow (vphpl) | | 1900 | 1900 | 1900 | | 1900 | | | 1900 | | | 1900 |
| Storage Lanes | Storage Length (ft) | 350 | | 350 | 350 | | 0 | 350 | | 0 | 0 | | 0 |
| Total Lost Time (s) | | 1 | | 1. | 1 | | 1 | erability of the second | | 1 | 2 | Majihi | 0 |
| Leading Detector (ft) | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Trailing Detector (fit) | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | | |
| Turning Speed (mph) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1911 1919 |
| Lane Util. Factor | | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Fit | | | and the form of the con- | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Fit Protected | and the second of the second o | | | | | | | | | | | | |
| Satid. Flow (prot) | | 0.950 | : | | 0.950 | 's se | | 0.950 | | | 0.950 | | |
| Fit Permitted | | | | 1583 | | 1863 | 1583 | | 1863 | 1583 | | 1587 | 0 |
| Satid. Flow (perm) | | | | a | | | | | | | | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| Right Turn on Red Satd, Flow (RTOR) | Satd. Flow (perm) | | 3539 | 1583 | | 1863 | 1583 | | 1863 | 1583 | | 1587 | 0 |
| Said Flow (RTOR) | | | | | n an in medical Sharishad radios | erre retritectoruli V | | eren e tradestrumenzo | | 1. 17. 12.11 | 115.00151515 | | |
| Headway Factor | | | | | | | | | | | | 78 | |
| Link Speed (mph) | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | and the second second second | 1.00 |
| Link Distance (ft) | | | | | | | | | | | | | |
| Travel Time (s) | | T. 22.77779.2 TV | | :: | | | 101 - 111 - 1 | | | | 1.77, 1712/714/77 | na manda na na Asabaran Pa | " usun penahana |
| Volume (vph) 30 450 5 25 200 360 10 1 150 800 1 70 Peak Hour Factor 0.90 | | | | | | | A | | | | | | |
| Peak Hour Factor 0.90 0. | | 30 | 27. 2 7. 1. 2 | 5 | 25 | ''. ' | 360 | 10 | | 150 | 800 | | 70 |
| Adj. Flow (vph) 33 500 6 28 222 400 11 1 167 889 1 78 Lane Group Flow (vph) 33 500 6 28 222 400 11 1 167 889 79 0 Turn Type pm+pt Perm pm+pt Perm pm+pt Perm pm+pt Perm pm+pt Perm Perm Perm 1 6 | | | | | | | | | | | | - | |
| Lane Group Flow (vph) 33 500 6 28 222 400 11 1 167 889 79 0 | 1. | | | make a section of a | | | | | | | | | 10 11 11 11 11 |
| Turn Type | and the contraction of the contr | | | | | | | | | | | | |
| Protected Phases 7 | | | | 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 | a meralesa i versi a l | | and contract to the | Note that work that | | | | | |
| Permitted Phases | | garang garang a | 4 | | | 8 | | er i a na na nefe <u>ar</u> a. | 2 | | 141 | 6 | |
| Detector Phases | | umanan anaran ing t | | 4 | 200 202 202 202 202 202 202 202 202 202 | : | 8 | A common to the | | 2 | ranna, na a num notina. | ; · · · · ; · · · · · · · · · · · · · · | P 6 11 (25 (12 5 |
| Minimum Initial (s) 4.0 9.0 21.0 21.0 9.0 9.0 9.0 9.0 9.0 21. | | | 4 | a era aras 🎫 | | 8 | | | 2 | | | 6 | |
| Minimum Split (s) 9.0 21.0 21.0 9.0 21.0 21.0 9.0 21.0 9.0 9.0 9.0 9.0 9.0 38.0 38.0 0.0 Total Split (%) 11.3% 30.0% 30.0% 11.3% 30.0% 30.0% 11.3% 11.3% 11.3% 11.3% 47.5% 47.5% 0.0% Maximum Green (s) 4.0 19.0 19.0 4.0 19.0 4.0 4.0 4.0 33.0 | | | | | | | | | | | | and the first of the second | · · · · · · · · · · · · · · · · · · · |
| Total Split (s) 9.0 24.0 24.0 9.0 24.0 9.0 9.0 9.0 38.0 38.0 0.0 Total Split (%) 11.3% 30.0% 30.0% 30.0% 30.0% 30.0% 11.3% 11.3% 11.3% 14.3% 14.3% 14.3% 47.5% 47.5% 0.0% Maximum Green (s) 4.0 19.0 19.0 4.0 19.0 4.0 4.0 4.0 33.0 | | | | | | | | | | | | | |
| Total Split (%) 11.3% 30.0% 30.0% 11.3% 30.0% 11.3% 30.0% 11.3% 47.5% 47.5% 0.0% Maximum Green (s) 4.0 19.0 19.0 4.0 19.0 4.0 4.0 4.0 33.0 | | | 2 7 | | | | | | | | | | በሰ |
| Maximum Green (s) 4.0 19.0 19.0 4.0 19.0 4.0 4.0 4.0 33.0 32.0 2.0 <td></td> | | | | | | | | | | | | | |
| Yellow Time (s) 3.0 2.0 | | | | A CONTRACTOR OF THE PARTY OF TH | | and the second of the second | | | | | and the second second | and the second of the second of the second | . 0.00,00 |
| All-Red Time (s) 2.0 3.0 | | | | | | | | | | | | | 64 194 194 44 194 194 |
| Lead/Lag Lead Lag Lag Lag Lag Lead Lag | | | 1 | | | and the annual contraction of | | manua muliati | | | | | |
| Lead-Lag Optimize? Yes | | and the second second second | Committee and the second second | and the second section of | are more expenses | | | and the second second | | | | and the second organic | |
| Vehicle Extension (s) 3.0 | | | | | | | | | | | | | Y1,117-0-6-4 |
| Recall Mode None C-Max C-Max None C-Max C-Max None C-Max C-Max None None None None None None None None None None Act Effct Green (s) 32.0 30.0 30.0 31.1 27.7 27.7 12.1 7.1 7.1 27.4 36.6 Actuated g/C Ratio 0.40 0.38 0.38 0.39 0.35 0.35 0.15 0.09 0.09 0.34 0.46 V/c Ratio 0.08 0.38 0.01 0.09 0.34 0.49 0.05 0.01 0.60 0.76 0.10 Control Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 Queue Delay 0.0 0 | | | | | | | | | | | | A control of the second control | |
| Act Effct Green (s) 32.0 30.0 30.0 31.1 27.7 27.7 12.1 7.1 7.1 27.4 36.6 Actuated g/C Ratio 0.40 0.38 0.38 0.39 0.35 0.35 0.15 0.09 0.09 0.34 0.46 V/c Ratio 0.08 0.38 0.01 0.09 0.34 0.49 0.05 0.01 0.60 0.76 0.10 Control Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 Queue Delay 0.0 0 | | | | | | ** * ** ** ** ** ** ** | | | | | | | |
| Actuated g/C Ratio 0.40 0.38 0.38 0.39 0.35 0.35 0.15 0.09 0.09 0.34 0.46 v/c Ratio 0.08 0.38 0.01 0.09 0.34 0.49 0.05 0.01 0.60 0.76 0.10 Control Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 Queue Delay 0.0 <td>Amortimate Control of the Control of</td> <td>and the second second second</td> <td></td> <td></td> <td></td> <td></td> <td> ,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | Amortimate Control of the Control of | and the second second second | | | | | , | | | | | | |
| V/c Ratio 0.08 0.38 0.01 0.09 0.34 0.49 0.05 0.01 0.60 0.76 0.10 Control Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 Queue Delay 0.0 | | | | | | | | | | | | | |
| Control Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 Queue Delay 0.0 | | **** | e ne e non recomme con | | Annual Control of | the second of a first | and the second | and the second | | | | | |
| Queue Delay 0.0 | | | | | | | | | | | | | |
| Total Delay 16.5 21.6 14.2 16.7 24.4 5.2 15.5 34.0 19.1 27.5 3.7 LOS B C B B C A B C B C A Approach Delay 21.2 12.3 19.0 25.5 | and the second control of the second control | | | | | | | | and the second second | | | | elen ala |
| LOS A B C B B C A B C A A B C A A A B C A A A A | | | | | | | | | | | | | er er er er er er er er |
| Approach Delay 21.2 12.3 19.0 25.5 | | | | | | | | | | | | | 1. 11. 2 |
| | | B | | В | В | | · A | В | | В | U | | : 7 |
| Approach LOO De level | | oljege a stole a s Hi | | egagarena Ega | | | a angayan sa | | | | garagga waa | | |
| | Approach LOS | | | | | 1 1 1 5 | tra Va | | В | | | Ų | |

11/15/2005 EJL LSC, Inc. Synchro 6 Report Page 1 Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 55:3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: West Jemez & site access

