Pajarito Road Closure
Impact Traffic Study

Los Alamos, New Mexico

Rev. 0

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(Pajarito Road Closure Impact Traffic Study)

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LIST OF ACRONYMS

AASHTO - American Association of State Highway and Transportation Officials
CMRR - Chemistry and Metallurgy Research Replacement
ES – Executive Summary
EB – Eastbound
HCM – Highway Capacity Manual
LANL – Los Alamos National Laboratory
LOS – Level of Service
MIDA- C – Material Disposal Area C
MPH – Miles per Hour
MUTCD - Manual on Uniform Traffic Control Devices
NB – Northbound
NM – New Mexico
NMDOT – New Mexico Department of Transportation
NMSSUP – Nuclear Materials Safeguards and Security Upgrades Project
PCPHPL – Passenger-Cars per Hour per Lane
RLWTF – Radioactive Liquid Waste Treatment Facility
SB – Southbound
SNM – Special Nuclear Materials
SOC – Special Operations Consulting
TA – Technical Area
TRB – Transportation Research Board
TRU – Transuranic
TWSC – Two-Way Stop Control
WB – Westbound
WIPP – Waste Isolation Pilot Plant
ZLD - Zero Liquid Discharge

Executive Summary

A. Project Background

Pajarito Road is one of the primary access corridors to Los Alamos National Laboratory (LANL) located in Los Alamos, New Mexico. It traverses through TA-55, an area of the lab in which multiple facility construction projects are scheduled to occur over the next year. In conjunction with construction of these facilities, it has been proposed that Pajarito Road be closed to general traffic between TA-48/TA-64 and Pecos Road for a period of up to 12 months, beginning in 2011.

In conjunction with the multiple facility construction projects and proposed closure of Pajartio Road, a new off-site Craft Service parking lot will be constructed, with an estimated capacity of up to 800 parking stalls. Craft Service employees will be required to park at the off-site lot and shuttled in to the various project sites. Currently, two potential locations for the Craft Services parking lot have been proposed; the first being located on the south side of East Jemez Road approximately a quarter mile west of NM-4, the second being located on the west side of NM-4 just south of Pajarito Road.

This study serves to identify the potential impacts associated with the closure of Pajarito Road and the diversion of both existing lab traffic and new construction traffic. The closure of Pajarito Road is anticipated to reroute approximately 700 trips during the AM peak and 500 trips during the PM peak. Traffic currently utilizing the proposed closed segment of Pajarito Road was assumed to be rerouted to East Jemez Road, via Diamond Drive to the west and NM-4 to the east for the purpose of this study.

B. Study Area

The project study area consists of four (4) major corridors which are anticipated to accommodate the rerouted traffic:

- Diamond Drive between West Jemez Road and Pajarito Road – This segment of Diamond Drive is currently constructed as a two-lane roadway, with a painted center median.
- NM-4 between East Jemez Road and Pajarito Road - NM-4 between East Jemez Road and Rover Boulevard is currently constructed as an undivided two-lane roadway. NM-4 between Rover Boulevard and Pajarito Road is currently constructed as an undivided 3-lane roadway (2-lanes SB, 1-lane NB).
- East Jemez Road between Diamond Drive and NM-4 – This segment of East Jemez Road is currently constructed as an undivided two-lane roadway.
- Pajarito Road between Diamond Drive and NM-4 – Pajarito Road is currently constructed as an undivided two-lane roadway,

There are 13 key signalized intersections and one (1) key unsignalized intersection located within the project study area:

- West Jemez Road & Diamond Drive
- East Jemez Road & West Jemez Road
- Embudo Road & Diamond Drive
- Eniwetok Drive & Diamond Drive
- Sigma Road & Diamond Drive
- Pajarito Road & Diamond Drive*
- Pajarito Road & TA-48/TA-64
- Pajarito Road & Pecos Road
- Pajarito Road & Lubbock Road
- Pajarito Road & Puye Road**
- East Jemez & NM-4
- Rover Boulevard & NM-4
- Pajarito Road & NM-4
- East Jemez Road & La Mesita Drive*

* indicates unsignalized intersection
** currently unsignalized, plans to be signalized

C. Summary of Impacts

Table ES-1 summarizes the existing Level of Service (LOS) at key study area intersections during the AM and PM peak hours, as well as the anticipated levels of service with the proposed closure of Pajarito Road and construction of the proposed Craft parking lot on either East Jemez Road or NM-4.

As indicated in Table ES-1, all key study area intersections currently operate at acceptable level of service D or better with the exception of Pajarito Road & Diamond Drive which operates at LOS E during the AM peak hour.

East Jemez Road Craft Lot (Preferred Option)
With the Craft Lot located on East Jemez Road, the following intersections are anticipated to experience degradation in level of service with the addition of construction traffic and diversion of existing traffic resulting from closure of Pajarito Road:

- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume in the AM peak hour created by trips being rerouted from Pajarito Road to East Jemez Road.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted to East Jemez Road from NM-4, as well as the addition of construction employee traffic accessing the Craft parking lot by turning to/from East Jemez Road. The intersection is projected to fail during the PM peak hour due to the high number of Craft Service worker vehicles turning left onto northbound NM-4 from East Jemez Road conflicting with the high number of vehicles heading northbound through the intersection on NM-4.
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.

TABLE ES-1
INTERSECTION LEVEL OF SERVICE SUMMARY
LOS (DELAY)

Intersection	AM			PM		
	Existing	Existing with Closure (Jemez Lot)	Existing with Closure (NM-4 Lot)	Existing	Existing with Closure (Jemez Lot)	Existing with Closure (NM-4 Lot)
West Jemez Road & Diamond Drive	26.7 (C)	18.8 (B)	18.8 (B)	34.3 (C)	35.9 (D)	35.9 (D)
East Jemez Road & West Jemez Road	26.7 (C)	**74.3 (E)**	**74.3 (E)**	39.0 (D)	28.7 (C)	28.7 (C)
Embudo Road & Diamond Drive	26.0 (C)	4.0 (A)	4.0 (A)	9.7 (A)	5.1 (A)	5.1 (A)
*Eniwetok Drive & Diamond Drive	5.3 (A)	3.8 (A)	3.8 (A)	5.6 (A)	5.1 (A)	5.1 (A)
Sigma Road & Diamond Drive	4.1 (A)	4.5 (A)	4.5 (A)	5.1 (A)	5.1 (A)	5.1 (A)
Pajarito Road & Diamond Drive*	37.1 (E)	7.9 (A)	7.9 (A)	21.4 (C)	13.7 (B)	13.7 (B)
Pajarito Road & TA-48/TA-64	2.7 (A)	2.9 (A)	2.9 (A)	4.6 (A)	2.4 (A)	2.4 (A)
Pajarito Road & Pecos Road	3.6 (A)	1.0 (A)	1.0 (A)	7.8 (A)	3.5 (A)	3.5 (A)
Pajarito Road & Lubbock Road	20.9 (C)	1.7 (A)	1.7 (A)	17.2 (B)	6.0 (A)	6.0 (A)
Pajarito Road & Puye Road	0.8 (A)	7.7 (A)	7.7 (A)	1.1 (A)	12.4 (B)	12.4 (B)
East Jemez & NM-4	3.6 (A)	50.7 (D)	**>150 (F)**	24.8 (C)	**107.8 (F)**	**86.3 (F)**
Rover Boulevard & NM-4	7.1 (A)	14.9 (B)	28.5 (C)	7.5 (A)	**97.6 (F)**	**>150 (F)**
Pajarito Road & NM-4	5.1 (A)	9.0 (B)	8.2 (A)	10.3 (B)	27.8 (C)	**>150 (F)**
*East Jemez Road & La Mesita Drive	0.4 (A)	0.5 (A)	0.5 (A)	3.6 (A)	11.7 (B)	11.7 (B)
East Jemez Road & Craft Lot	N/A	31.5 (C)	N/A	N/A	95.6 (F)	N/A
*NM-4 & Craft Lot	N/A	N/A	0.4 (A)	N/A	N/A	**49.0 (E)**

* indicates unsignalized intersection.
** The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.
Bold text indicates intersections operating at an unacceptable LOS E or F.

- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS will degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.

- **East Jemez Road & Craft Services Parking Lot –** The Craft Service Lot driveway is a proposed to be constructed as a new signalized intersection. The Craft Service Lot driveway is projected to fail during the PM peak hour. This is due to a heavy eastbound through movement conflicting with the craft service workers and vehicles exiting the lot.

NM 4 Craft Lot (2nd Preferred Option)

With the Craft Lot located on NM 4, the following intersections are anticipated to experience degradation in level of service with the addition of construction traffic and diversion of existing traffic resulting from closure of Pajarito Road:

- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume in the AM peak hour created by trips rerouted from Pajarito Road to East Jemez Road.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade to the point of failure during both the AM and PM peak hours. This is due to traffic being rerouted to East Jemez Road from NM-4 (NB left in the AM and EB right in the PM), as well as the additional construction worker trips accessing the Craft Services parking lot (SB though in the AM and NB through in the PM).
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.
- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the construction management traffic as well as the re-routed traffic making an eastbound left-turn onto NM-4 from Pajarito road conflicting with the northbound through traffic generated from the Craft Service Lot.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS is projected to degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.
- **NM-4 & Craft Service Lot –** This intersection is proposed as a one-way stop controlled intersection controlling Craft Service Lot driveway. This intersection if projected to operate at an acceptable LOS during AM peak hour however it is projected to operate at an unacceptable LOS E during the PM peak hour.

D. Summary of Recommendations

East Jemez Road Craft Lot (Preferred Option)
The following improvements are recommended to mitigate the impacts associated with the construction traffic using the East Jemez Craft Lot and rerouted traffic from Pajarito Road.

1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second eastbound left-turn lane at the NM-4 & East Jemez Road intersection. This improvement will require that a second northbound receiving lane be constructed along NM-4 north of the East Jemez intersection. The length of the additional receiving lane will require a detailed analysis and will be conducted in a separate report. It is also recommended, but not required to achieve an acceptable LOS, that a second northbound left-turn lane be constructed and that the northbound left-turn phasing be changed from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 / Rover Boulevard intersection and change from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.
4. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
5. Signalize the Craft Service Parking Lot & East Jemez Road intersection and construct a second eastbound through lane which should continue to the NM-4 intersection.

NM 4 Craft Lot (2nd Preferred Option)
The following improvements are recommended to mitigate the impacts associated with the construction traffic using the NM 4 Craft Lot and rerouted traffic from Pajarito Road.

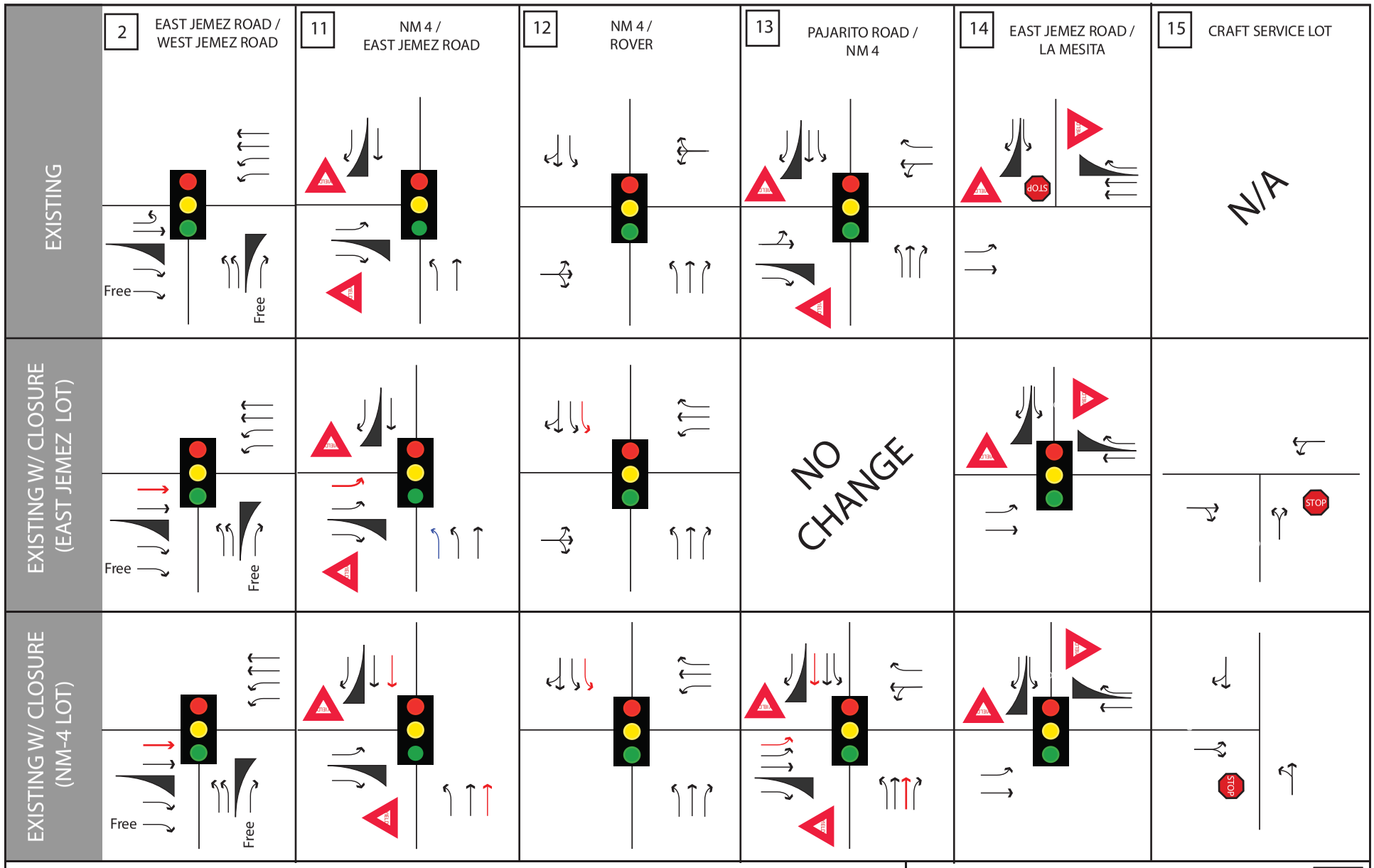
1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second through lane in each direction (400' in length with a 100' taper) along NM-4 at the NM-4 East Jemez Road intersection and change the northbound left-turn phasing from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 & Rover Boulevard intersection and change to from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.

4. Construct a second eastbound left-turn lane at the NM-4 & Pajarito Road intersection as well as a second through lane in each direction (NB and SB) along NM-4.
5. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
6. Add a second eastbound left-turn lane at the NM-4 & Craft Service Lot Driveway, or signalize the driveway.

In conjunction with either Craft Lot location, the following additional improvements will also be necessary:

1. Improve site distances and shoulder widths along East Jemez Road to meet current AASHTO standards.
2. Provide a temporary shuttle service from the Craft Service parking lot to the project site and provide incentives for LANL employees & Craft Service employees to use existing shuttles and buses.
3. Any modifications to the roadway network shall make provisions to not impede pedestrian and bicycle traffic.
4. All improvements shall conform to the latest NMDOT standards.
5. Construction traffic control shall be per the latest version of the Manual on Uniform Traffic Control Devices.
6. This study shall be revisited if the assumptions made change or the study criteria deviates from the original proposed construction sequence and/or schedule.

For each intersection anticipated to experience degradation in level of service, Figure ES-1 provides a comparison of existing intersection geometry and required improvements under both the East Jemez Craft Lot scenario and the NM 4 Craft Lot scenario.



PROPOSED IMPROVEMENT
SUGESTED IMPROVEMENT

Note: The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.

INTERSECTION LANE CONFIGURATIONS W/ PROPOSED IMPROVEMENTS

ES1
FIGURE

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LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

I. Introduction

A. Purpose of Report and Study Objectives

This Traffic Study has been conducted to document the projected traffic operations during the proposed closure of Pajarito Road between TA-48/TA-64 and Pecos Road for up to a 12 month period. During the closure, Pajarito Road will be closed to general traffic but will remain accessible for the following uses:

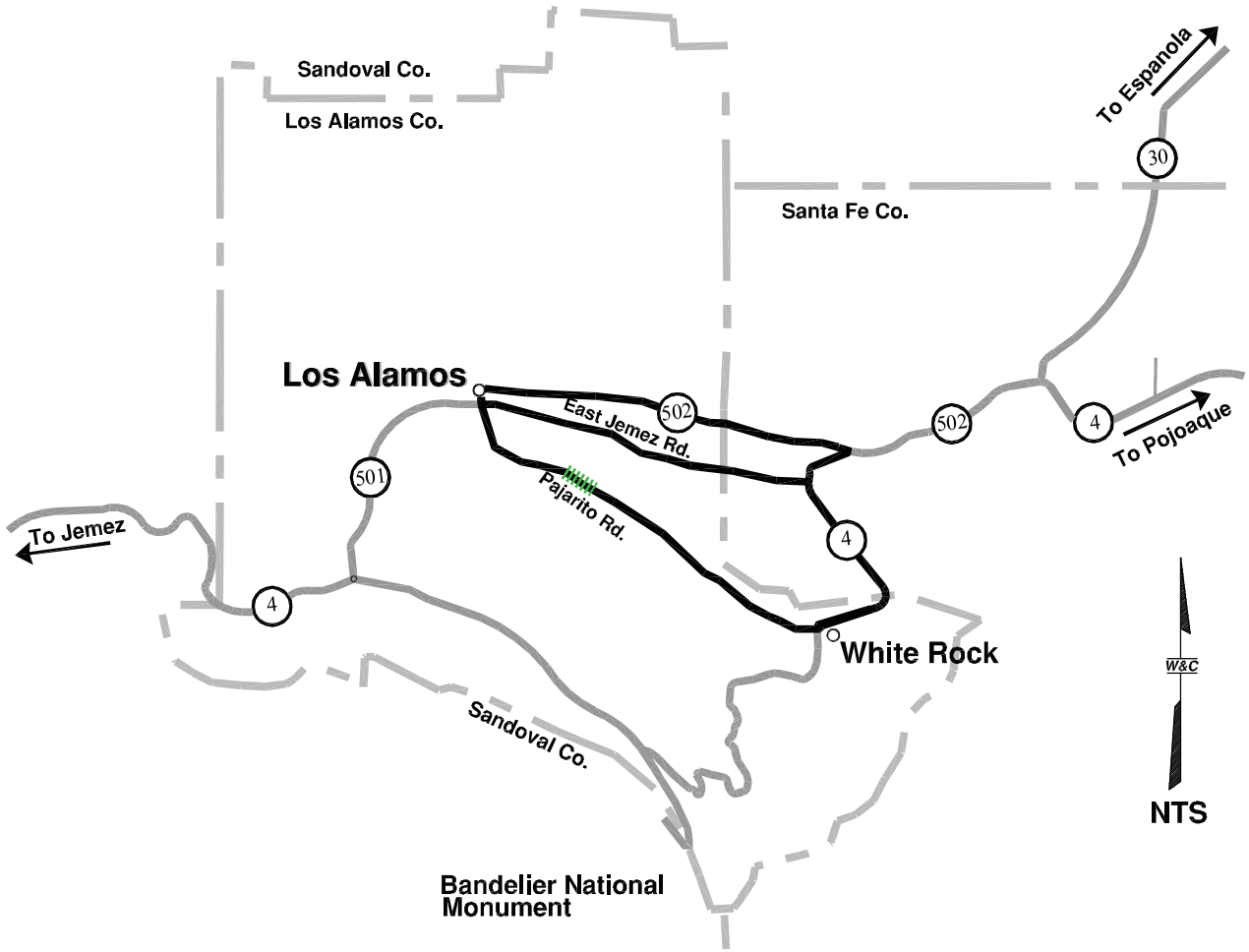
- Responding emergency vehicles (LA Police Department, SOC-LA, LA Fire Department, ambulances, emergency utility vehicles, snow removal vehicles)
- Scheduled waste shipments
- Scheduled TRU waste shipments to WIPP
- Scheduled SNM shipments
- Scheduled hazardous material shipments
- Scheduled large mobile construction equipment (ie. cranes)
- CMRR construction and delivery vehicles (with placard)
- Scheduled Crafts, security, and warehouse personnel and other personnel in government vehicles (with placard)
- Shuttle service between TA-54 and TA-3 every half hour (6 AM to 6 PM)

The study will also provide recommendations for roadway and intersection improvements to help maintain acceptable traffic operations during the closure.

B. Closure Location and Description

The proposed closure of Pajarito Road between TA-48/TA-64 and Pecos Road is located in Technical Area TA-55 within the Los Alamos National Laboratory (LANL) in Los Alamos, New Mexico. Figure 1 illustrates the regional location of the Pajarito Road study corridor. The closure is anticipated to occur over a 12 month period, with the Traffic Control Plan anticipated to be in place between 2011 and 2012. The closure is anticipated to reroute approximately 700 AM peak hour trips and 500 PM peak hour from Pajarito Road to East Jemez Road, utilizing both Diamond Drive and NM-4. Detailed worksheets showing the methodology utilized to reroute the Pajarito Road traffic are provided in Appendix A.

Several facility construction projects will be underway in the Pajarito corridor during the period of the closure. An off-site Craft Service parking lot with a capacity of up to 800 parking stalls will be constructed to service the incoming construction workers for these projects. This study analyzes two potential locations for the Craft Services parking lot; the first being located on the southside of East Jemez Road approximately a quarter mile west of NM-4, the second being located on the westside of NM-4 just south of Pajarito Road. Craft Service employees will be required to park at the off-site lot and shuttled in to the various project sites.



LEGEND

PROJECT STUDY AREA

ROAD CLOSURE

VICINITY MAP

1
FIGURE

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LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

C. Study Area Definition

Traffic currently utilizing Pajarito Road in the area of the proposed closure will be rerouted to East Jemez Road via Diamond drive to the west and NM-4 to the east. It was assumed that all rerouted traffic would utilize East Jemez Road due it's closer proximity and more direct route. The project study area consists of four (4) major main corridors which are anticipated to accommodate the rerouted traffic:

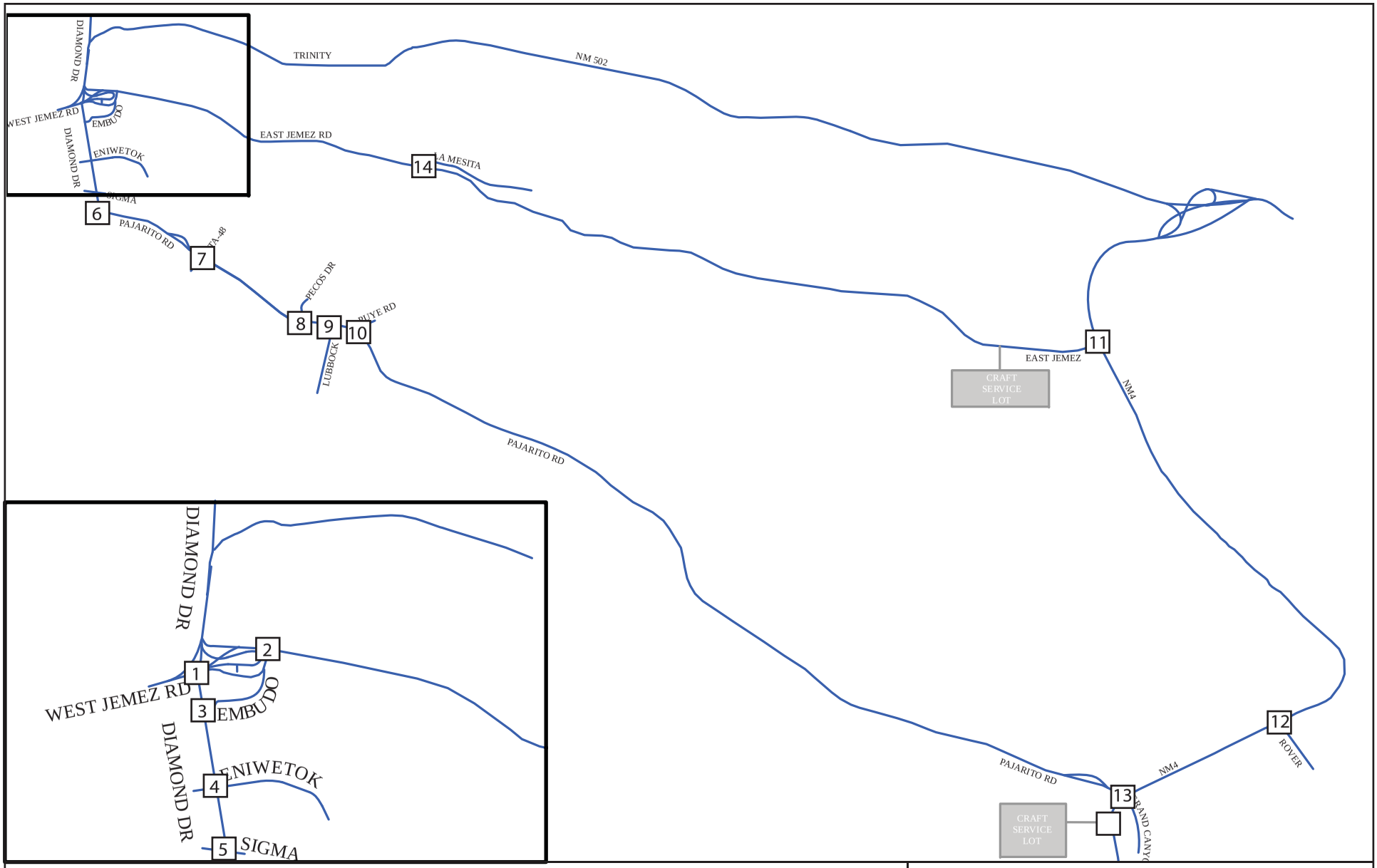
- Diamond Drive between West Jemez Road and Pajarito Road – This segment of Diamond Drive is currently constructed as a two-lane roadway, with a painted center median and a speed limit of 35 MPH.
- NM-4 between East Jemez and Pajarito Road - NM-4 between between East Jemez Road and Rover Boulevard is currently constructed as an undivided two-lane roadway with a speed limit of 45 MPH. NM-4 between Rover Boulevard and Pajarito road is currently constructed as an undivided 3-lane roadway (2-lanes SB, 1-lane NB) with a speed limit of 45 MPH.
- East Jemez between Diamond Drive and NM-4 – This segment of East Jemez is currently constructed as an undivided two-lane roadway with a speed limit of 55 MPH.
- Pajarito Road between Diamond Drive and NM-4 – Pajarito Road is currently constructed as an undivided two-lane roadway with a speed limit of 50 MPH. Due to construction along Pajarito Road the speed limit between Puye Road and TA-48 has been temporarily reduced to 35 MPH.

There are 13 key signalized intersections and one (1) key unsignalized intersection located within the project study area:

- West Jemez Road & Diamond Drive
- East Jemez Road & West Jemez Road
- Embudo Road & Diamond Drive
- Eniwetok Drive & Diamond Drive
- Sigma Road & Diamond Drive
- Pajarito Road & Diamond Drive*
- Pajarito Road & TA-48/TA-64
- Pajarito Road & Pecos Road
- Pajarito Road & Lubbock Road
- Pajarito Road & Puye Road**
- East Jemez & NM-4
- Rover Boulevard & NM-4
- Pajarito Road & NM-4
- East Jemez Road & La Mesita Drive*

* indicates two-way stop controlled intersection
** currently unsignalized, plans to be signalized

Figure 2 displays the location of these key intersections within the study area.



STUDY AREA INTERSECTION

DIVERTED TRAFFIC ROUTE

2
FIGURE

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LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

II. Analysis of Existing Conditions

A. Peak-Hour Conditions

1.0 Peak Hour Traffic Volumes

Peak period traffic data for the 14 study area intersections was provided by LANL. The counts were conducted in February and March 2008. Count data is provided in Appendix B.

Data indicates that traffic volumes in the study area peak between 7:00 and 8:00 in the AM and 5:00 and 6:00 in the PM.

Figure 3 provides a summary of the existing AM and PM peak hour intersection turning movement volumes used in the analysis.

2.0 Intersection Geometry & Traffic Control

Existing lane configurations and traffic control at study area intersections are depicted in Figure 4.

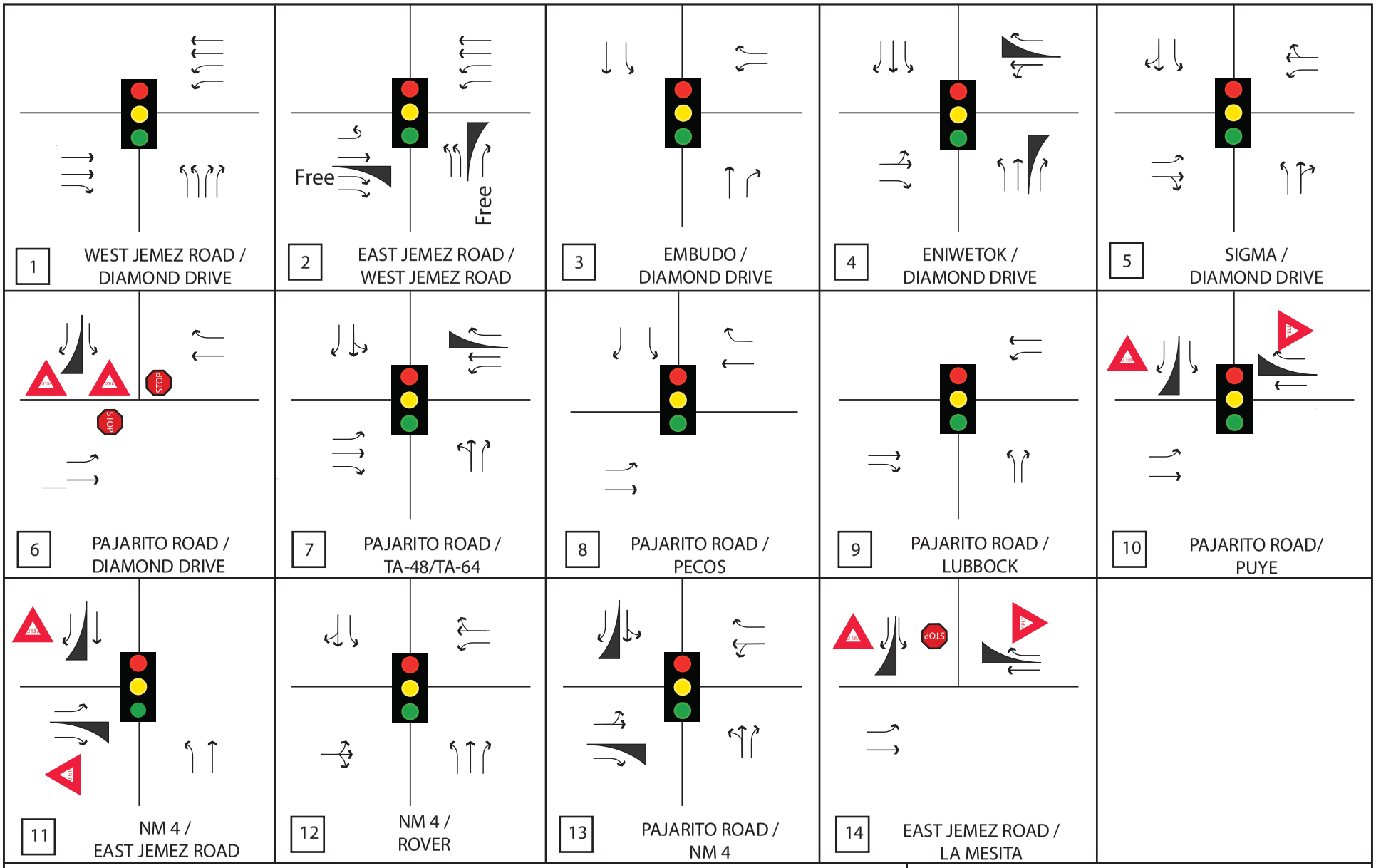
B. Level of Service Criteria

1.0 Signalized Intersection Analysis Criteria

The signalized intersection analysis conforms to the operational analysis methodology outlined in Chapter 16 of the *Highway Capacity Manual 2000 (HCM 2000), Transportation Research Board Special Report 209*. The HCM 2000 methodology relates the intersection level of service (LOS) to intersection control delay, in terms of seconds per vehicle (sec/veh). A micro simulation program, *Synchro*, was used for this analysis as it implements the methods of *HCM 2000* to calculate level of service.

This methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the base (or ideal) saturation flow rate at signalized intersections, which is based on the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane).

The LOS criteria used for the analysis of signalized intersections are described in Table 1, identifying the thresholds of control delays and the associated LOS.



Note: The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.

EXISTING LANE CONFIGURATIONS

3
FIGURE

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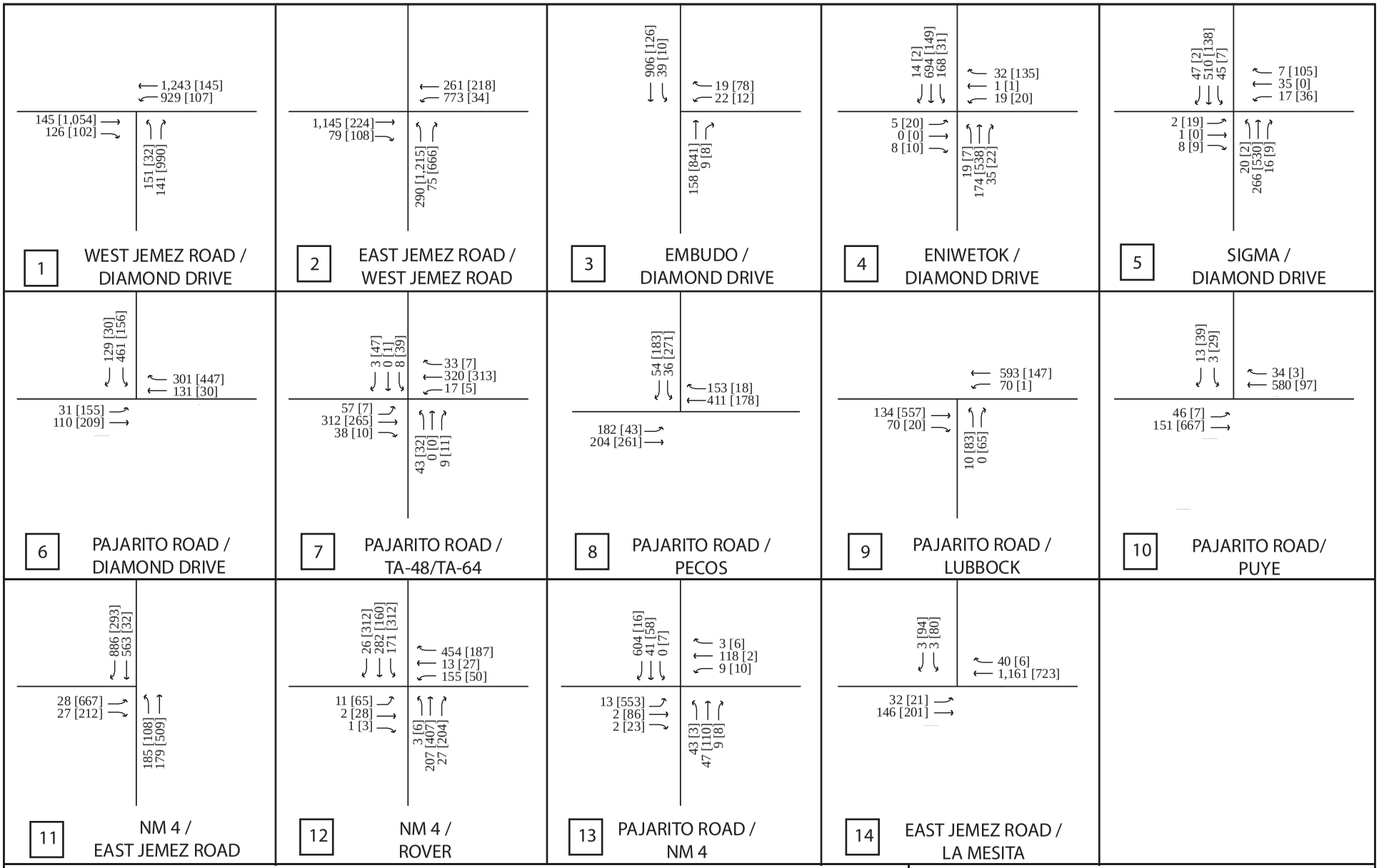
LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY



= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

TRAFFIC VOLUMES EXISTING CONDITIONS

4
FIGURE

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TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA DEFINITIONS

Average Control Delay (seconds/vehicle)	Level of Service (LOS) Characteristics
<10	*LOS A* describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
>10– 20	*LOS B* describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
>20 – 35	*LOS C* describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
>35– 55	*LOS D* describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
>55 – 80	*LOS E* is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80	*LOS F* describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: 2000 Highway Capacity Manual, TRB Special Report 209.

2.0 Unsignalized Intersection Analysis Criteria

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the Chapter 17 methodology of the *2000 Highway Capacity Manual*. The Level of Service for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. Table 2 summarizes the LOS criteria for unsignalized intersections. The *Synchro* software package was utilized to produce LOS results.

3.0 Level of Service Thresholds

Overall intersection level of service D is typically assigned as the threshold for acceptable operations at signalized intersections. However, level of service E may acceptable for certain low volumes approaches, particularly when a higher level of service may degrade a major movement. At unsignalized intersections, level of service D is usually considered as a minimum for each approach, but lower levels may be acceptable for very low volume approaches.

TABLE 2
LEVEL OF SERVICE CRITERIA FOR
STOP CONTROLLED UNSIGNALIZED INTERSECTIONS

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10	A
>10 and ≤15	B
>15 and ≤25	C
>25 and ≤35	D
>35 and ≤50	E
>50	F

Source: 2000 Highway Capacity Manual, TRB Special Report 209.

C. Existing Levels of Service

The existing peak hour traffic volumes at each intersection, as depicted in Figure 3, were evaluated using the Synchro Traffic Analysis Software and resulting delays were compared to the thresholds described in the previous section. Table 3 provides a summary of resulting delays and associated levels of service at each analyzed intersection under existing conditions.

D. Operational Deficiencies

As indicated in Table 3, all key study area intersections currently operate at acceptable level of service D or better with the exception of Pajarito Road & Diamond Drive which operates at LOS E during the AM peak hour.

E. Results of Special Studies

No special studies were conducted in conjunction with this analysis.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE
AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
1: West Jemez Rd & Diamond Dr				
Approach Delay (sec)	29.4 (43.8)	26.6 (20.9)	24.9 (27.0)	
Approach LOS	C (D)	C (C)	C (C)	
Intersection Delay (sec)	26.7 (34.3)			
Intersection LOS	C (C)			

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE
AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
2: East Jemez Rd & West Jemez Rd				
Approach Delay (sec)	26.9 (30.8)	26.8 (19.9)	20.8 (42.9)	
Approach LOS	C (C)	C(B)	C (d)	
Intersection Delay (sec)	25.4 (39.0)			
Intersection LOS	C (D)			
3: Embudo & Diamond Dr				
Approach Delay (sec)		11.8 (9.3)	2.2 (10.8)	7.6 (3.5)
Approach LOS		B (A)	A (B)	A (A)
Intersection Delay (sec)	7.0 (9.7)			
Intersection LOS	A (A)			
4: Eniwetok & Diamond Dr*				
Approach Delay (sec)	7.4 (8.3)	6.7 (4.6)	2.8 (6.3)	5.9 (4.1)
Approach LOS	A (A)	A (A)	A (A)	A (A)
Intersection Delay (sec)	5.3 (5.6)			
Intersection LOS	A (A)			
5: Sigma & Diamond Dr				
Approach Delay (sec)	7.8 (5.1)	10.3 (4.6)	3.0 (5.5)	4.0 (3.8)
Approach LOS	A (A)	B (A)	A (A)	A (A)
Intersection Delay (sec)	4.1 (5.1)			
Intersection LOS	A (A)			
6: Pajarito Rd & Diamond Dr				
Approach Delay (sec)	**175.1 (42.6)**	33.9 (11.1)		6.4 (6.3)
Approach LOS	**F (E)**	D (B)		A (A)
Intersection Delay (sec)	**37.1** (21.4)			
Intersection LOS	**E** (C)			
7: Pajarito Rd & TA-48/TA-64				
Approach Delay (sec)	2.4 (4.3)	2.5 (4.6)	4.8 (5.8)	5.8 (5.1)
Approach LOS	A (A)	A (A)	A (A)	A (A)
Intersection Delay (sec)	2.7 (4.6)			
Intersection LOS	A (A)			
8: Pajarito Rd & Pecos				
Approach Delay (sec)	3.8 (9.2)	3.1 (8.0)		5.9 (6.9)
Approach LOS	A (A)	A (A)		A (A)
Intersection Delay (sec)	3.6 (7.8)			
Intersection LOS	A (A)			

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE
AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
9: Pajarito Rd & Lubbock				
Approach Delay (sec)	6.8 (22.2)	25.5 (8.9)	7.4 (6.0)	
Approach LOS	A (C)	C (A)	A (A)	
Intersection Delay (sec)	20.9 (17.2)			
Intersection LOS	C (B)			
10: Pajarito Rd & Puye				
Approach Delay (sec)	2.1 (0.1)	13.6 (0.0)		12.7 (12.2)
Approach LOS	A (A)	B (A)		B (B)
Intersection Delay (sec)	0.8 (1.1)			
Intersection LOS	A (A)			
11: NM 4 & East Jemez Rd				
Approach Delay (sec)	10.8 (36.5)		3.5 (13.9)	3.3 (3.6)
Approach LOS	B (D)		A (B)	A (A)
Intersection Delay (sec)	3.6 (24.8)			
Intersection LOS	A (C)			
12: NM 4 & Rover				
Approach Delay (sec)	7.6 (5.2)	9.4 (9.3)	5.2 (5.8)	7.1 (12.4)
Approach LOS	A (A)	A (A)	A (A)	A (B)
Intersection Delay (sec)	7.1 (7.5)			
Intersection LOS	A (A)			
13: Pajarito Rd & NM 4				
Approach Delay (sec)	5.2 (10.9)	7.8 (8.0)	7.3 (10.2)	4.2 (5.7)
Approach LOS	A (B)	A (A)	A (B)	A (A)
Intersection Delay (sec)	5.1 (10.3)			
Intersection LOS	A (B)			
14: East Jemez Rd & La Mesita*				
Approach Delay (sec)	2.3 (0.9)	0.0 (0.0)		28.5 (22.1)
Approach LOS	A (A)	A (A)		D (C)
Intersection Delay (sec)	0.4 (3.6)			
Intersection LOS	A (A)			

* indicates unsignalized intersection.
** The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.
Bold text indicates intersections operating at an unacceptable LOS E or F.

III. Analysis of Closure Conditions

A. Traffic Projections

1.0 Background Construction Traffic Trip Generation

There are several LANL construction projects either currently underway or scheduled to be underway during the proposed timeframe of the Pajarito Road closure. Figure 5 displays the location of the various construction sites.

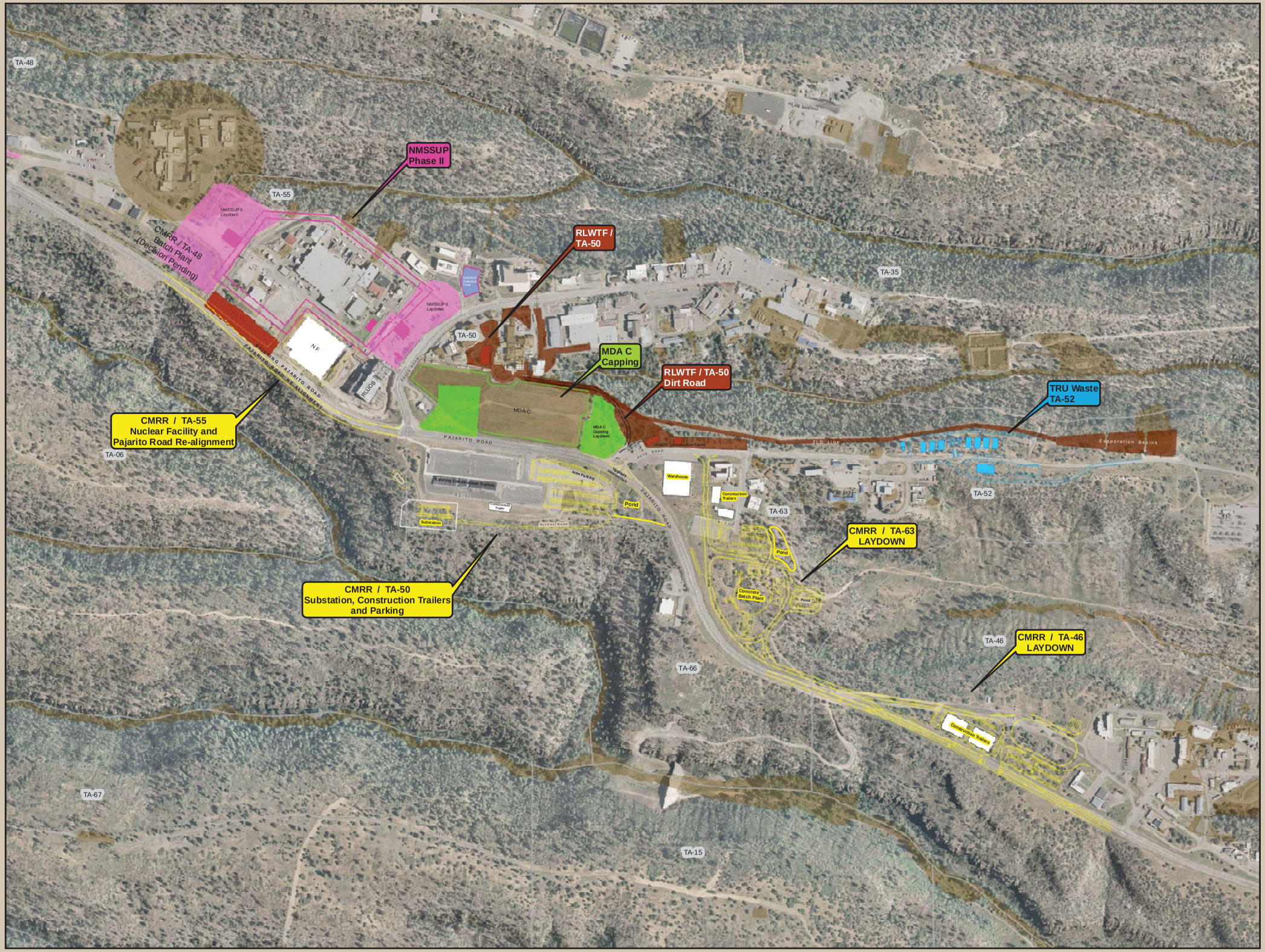
Construction activity associated with these projects is anticipated to add additional background traffic to the local roadway network surrounding the LANL facility. Table 4 provides a summary of the anticipated construction traffic assumed to be generated during the period in which Pajarito Road is projected to be closed.

TABLE 4
TRIP GENERATION
BACKGROUND CONSTRUCTION TRAFFIC

Project	Daily		During Peak Hour	
	Trucks	**Workers**	**Trucks**	**Workers**
ZLD/Evap Basins	10	15	1	15
RLWTF	15	20	2	20
MIDA-C	50	20	6	20
TRU Waste	10	10	1	10
NMSSUP Phase II	20	15	2	15
CMRR	50	800	6	800
TA-55 Infrastructure Upgrade	3	0	0	0
Carpool	-	44	-	44
Net Total	**158**	**836**	**18**	**836**

As noted in Table 4, it is anticipated that during the time in which Pajarito Road will be closed there will be 158 daily truck trips and 836 construction workers accessing the various construction projects. Additional construction traffic data is provided in Appendix C.

A new Craft Parking Lot will be constructed to accommodate construction workers for the various projects. Workers will be required to park in the Craft Lot and then shuttled to the various construction projects along Pajarito Road. Currently, two potential locations for this Craft Lot are being considered; the first on the southside of East Jemez Road just west of NM 4, the second on the westside of NM 4, just south of Pajarito Road.



Los Alamos NATIONAL LABORATORY EST. 1943

NNSA National Nuclear Security Administration

Pajarito Corridor Project Planning 2010 - 2020 D R A F T

June 23, 2010

Aerial Photography - September 2008

Legend

Potential Release Site

Technical Area Boundary

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FOR PLANNING AND GENERAL PURPOSES ONLY:
Using this map for anything other than its intended purpose may yield inaccurate or misleading results.

PROJECTION: State Plane Coordinate System, New Mexico, Central Zone, U. S. Feet, DATUM NAD 83

SPATIAL DATA REFERENCES:
-Aerial Photography, SPPI-IP, September 2008
-Topo, SPPI-IP, 2005
-Roads, Facilities, ES-SE
-Hillshade, 4-ft. LIDAR, GISLab
-Potential Release Sites, ADEP-WES, EP2009-0633

N

1 inch = 200 feet

0 100 200 400 600 800 Feet

Site Planning & Project Initiation Group
Infrastructure Planning Office
LOS ALAMOS NATIONAL LABORATORY

Geographic Information Systems
June 2010

pkodoum@lanl.gov
jmcnab@lanl.gov

Corridor_Projects_DRAFTS.mxd

LANL CONSTRUCTION PROJECTS LOCATION MAP

5
FIGURE

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Truck Trips

It was assumed that the trucks trips arriving and departing from the various construction sites would be spread evenly throughout a 9 hour day, resulting in 18 truck trips per hour, including peak hours. It is anticipated that trucks entering LANL would be inspected at the existing truck inspection station located on East Jemez Road before proceeding to the various construction projects on Pajarito Road.

Construction Worker Trips

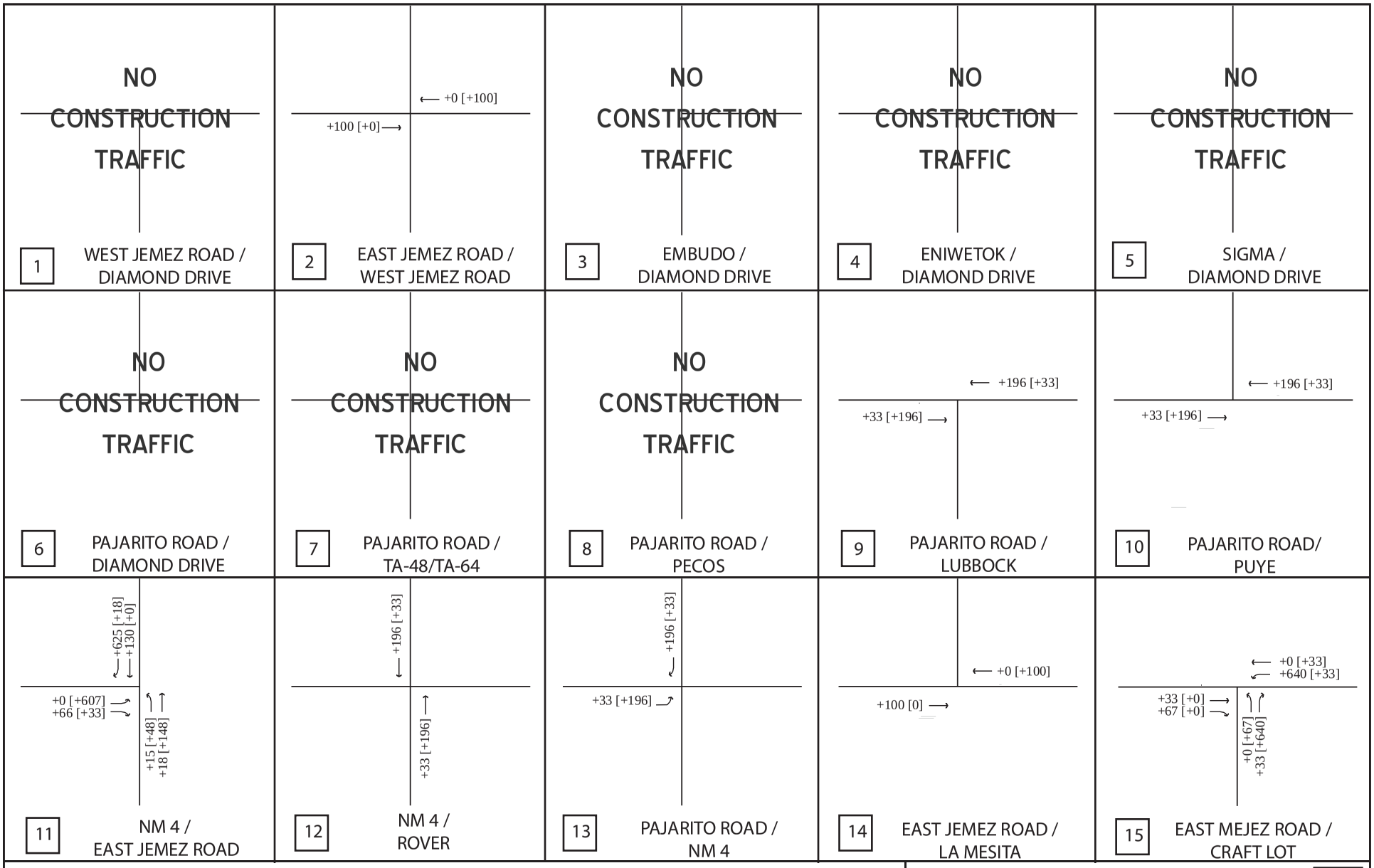
The following assumptions were made in regards to construction worker trips:

- To conduct a worst case analysis, it was assumed that all construction worker trips would arrive during the AM peak hour and depart during the PM peak hour.
- Construction workers would be required to park in the Craft Service Lot and be shuttled into the construction site.
- Construction managers would be allowed to park on the construction site and would not be required to park at the Craft Service Parking lot (approximately 20% of the work force or 163 workers).
- Shuttles would be able to transport 45 workers at a time, resulting in 15 total shuttle (round) trips between the Craft Service Parking Lot and the construction sites.

Truck Inspection

Currently, it is the intent that all inspection of construction trucks will be conducted at the existing truck inspection facility located on the north side of East Jemez Road, just west of the NM-4 intersection. Our preliminary review of anticipated operations at this inspection point has lead to the recommendation that incoming construction related trucks be inspected at the proposed Craft Service lot instead of the existing inspection point located on East Jemez Road due to the following reasons:

- Due to the close proximity of the inspection point to the NM-4 & East Jemez Road intersection, the queuing of the trucks waiting to access the inspection point may impede westbound traffic on East Jemez Road, potentially back up into the intersection and, and impede intersection operations.
- The current inspection point only allows westbound right-turns out onto East Jemez Road. This would require trucks to continue west along East Jemez Road and utilize Diamond Drive to access Pajarito Road. This route is not preferred due to the additional travel that would be required by trucks and the heavier volumes and numerous closely spaced signalized intersections on Diamond Drive.
- The existing inspection point location was not designed to service the additional volume of trucks. Trucks may experience difficulties with existing horizontal curves and lane widths at the existing check point.



= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

CONSTRUCTION TRIP ASSIGNMENT (EAST JEMEZ LOT)

6
FIGURE

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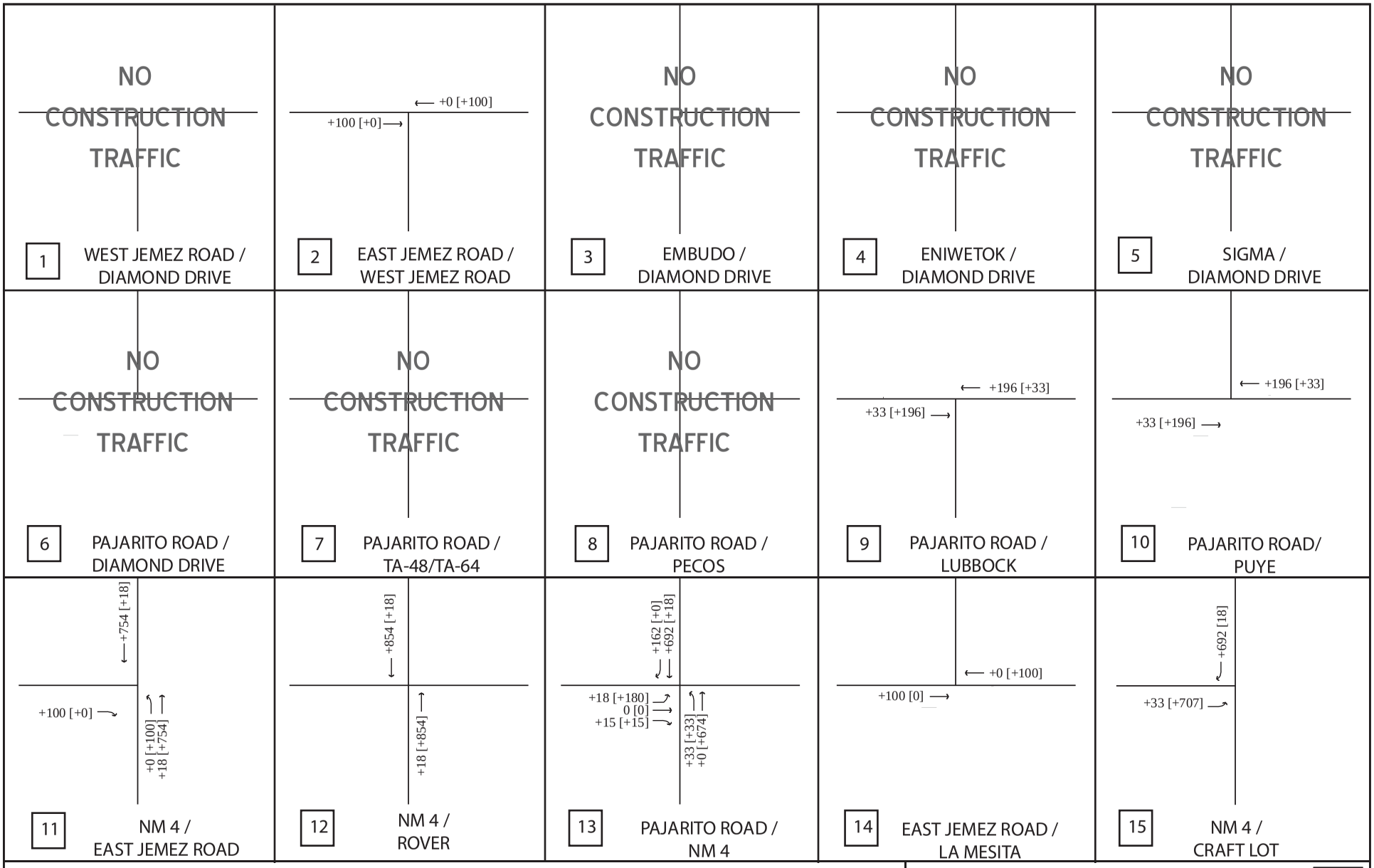

= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

CONSTRUCTION TRIP ASSIGNMENT (NM-4 LOT)

7
FIGURE

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LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

2.0 Construction Traffic Trip Distribution and Assignment

The following assumptions were made in regards to the origin/destination of the construction worker trip assignments:

- 80% of the construction manager trips would come to/from the east utilizing NM 502 to access the Los Alamos area, with the remaining 20% coming from the Los Alamos community located northwest of LANL facilities.
- 90% of the construction worker trips would come to/from the east utilizing NM 502 to access Los Alamos area with the remaining 10% coming from the Los Alamos community located northwest of LANL facilities.

Construction traffic trip assignment was developed and analyzed independently for the two potential Craft Lot locations. Figure 6 displays the trip assignments for the anticipated construction traffic with the Craft Service Parking Lot located on East Jemez Road. Figure 7 displays the trip assignments for the anticipated construction traffic with the Craft Service Parking Lot located on NM-4.

3.0 Diverted Traffic Due to Pajarito Road Closure

It is anticipated that the trips currently using the segment of Pajarito Road between TA-48 and Pecos Drive will be diverted to East Jemez Road during the proposed road closure in order to reach their ultimate destination. Based upon existing travel patterns, it is anticipated that 700 trips during the AM peak hour and 500 trips during the PM peak hour will be diverted to East Jemez Road from Pajarito Road. Figure 8 displays the anticipated diversion route for affected motorists. Figure 9 displays the anticipated rerouted traffic volumes.

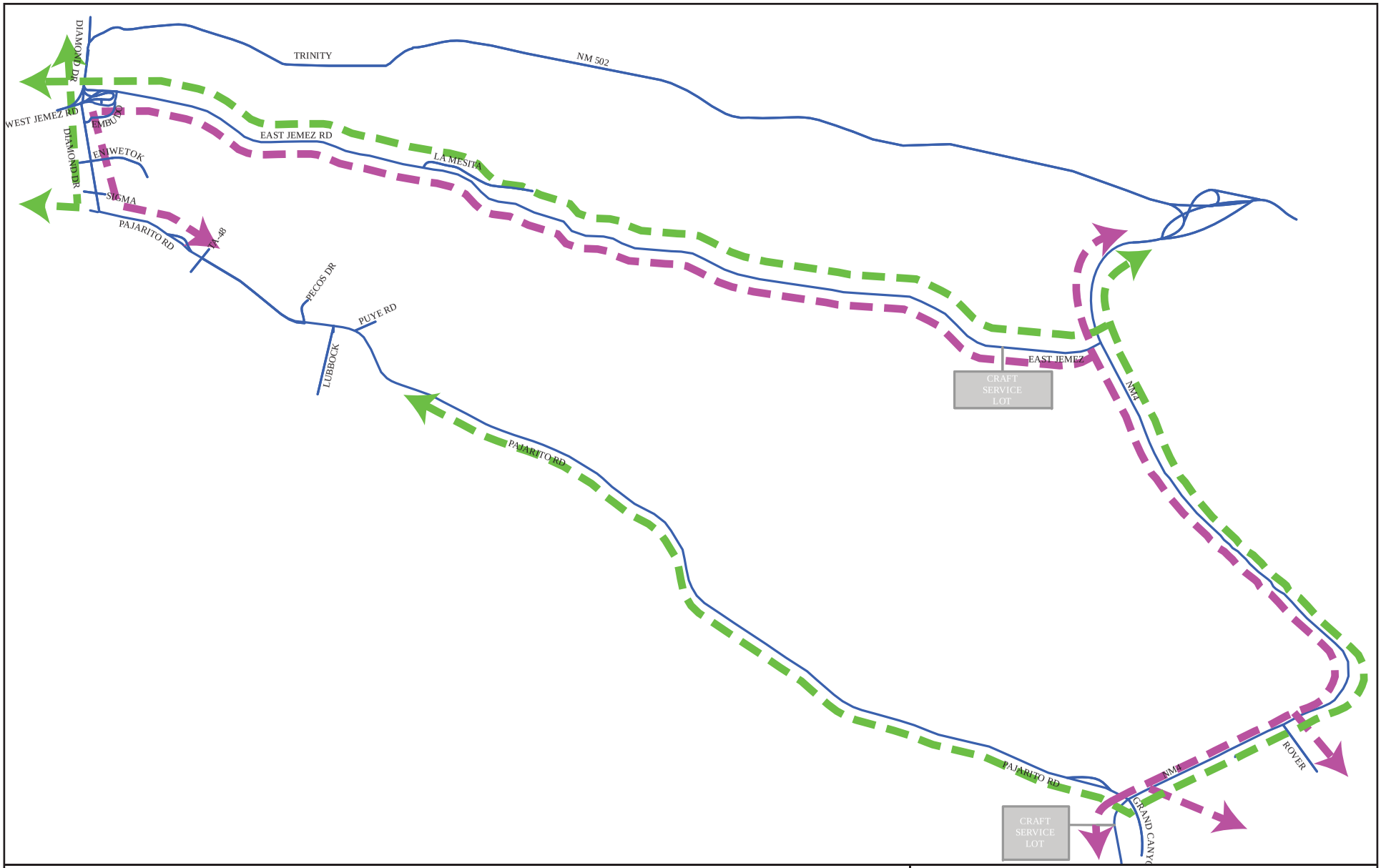
4.0 Resulting Traffic With Closure of Pajarito Road

Craft Service Parking Lot Located on East Jemez Road

Figure 10 displays the projected traffic volumes assuming that the Craft Service Parking Lot would be located on East Jemez Road. These volumes were derived by combining the Existing Traffic Volumes (displayed in Figure 3), the construction traffic volumes with the Craft Service Parking Lot located on East Jemez Road (displayed in Figure 6), and the diverted traffic volumes (displayed in Figure 9).

Craft Service Parking Lot Located on NM-4

Figure 11 displays the projected traffic volumes assuming that the Craft Service Parking Lot is located on NM-4. These volumes were derived by combining the Existing Traffic Volumes (displayed in Figure 3), the construction traffic volumes with the Craft Service Parking Lot located on NM-4 (displayed in Figure 7), and the diverted traffic volumes (displayed in Figure 9).



LEGEND

Detour Route for WB Pajarito traffic

Detour Route for EB Pajarito Traffic

DIVERTED TRAFFIC ROUTE

8
FIGURE

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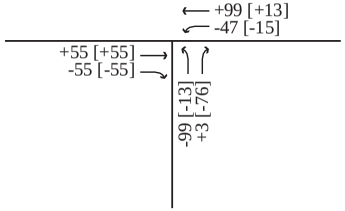
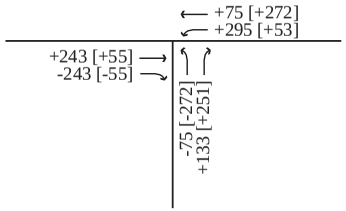
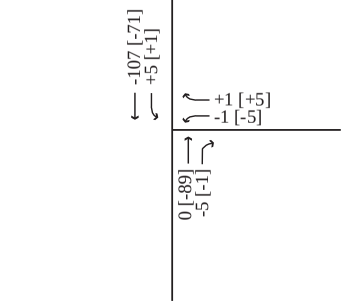
LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY



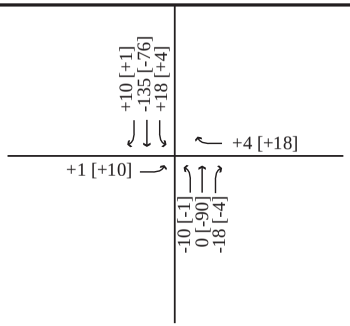
1 WEST JEMEZ ROAD / DIAMOND DRIVE



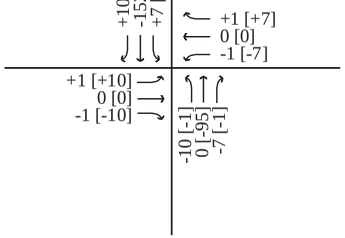
2 EAST JEMEZ ROAD / WEST JEMEZ ROAD



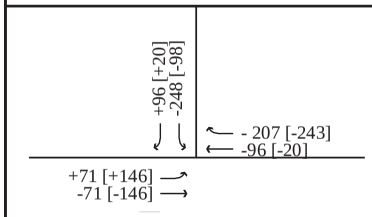
3 EMBUDO / DIAMOND DRIVE



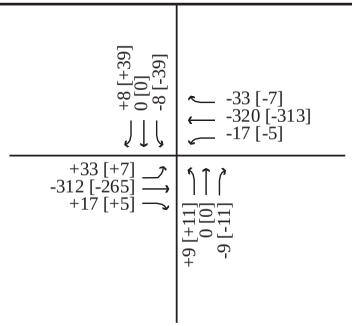
4 ENIWETOK / DIAMOND DRIVE



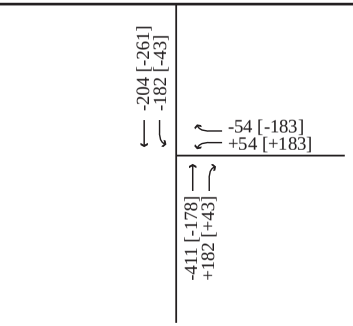
5 SIGMA / DIAMOND DRIVE



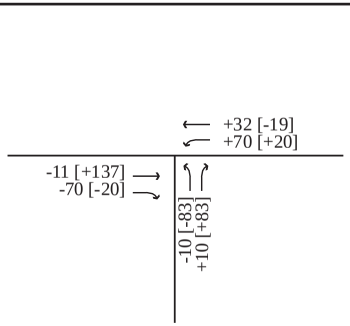
6 PAJARITO ROAD / DIAMOND DRIVE



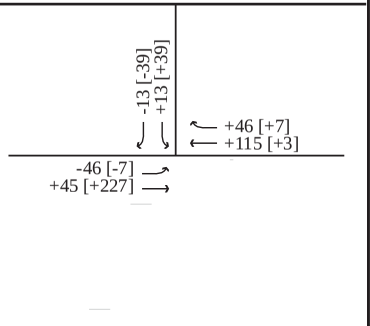
7 PAJARITO ROAD / TA-48/TA-64



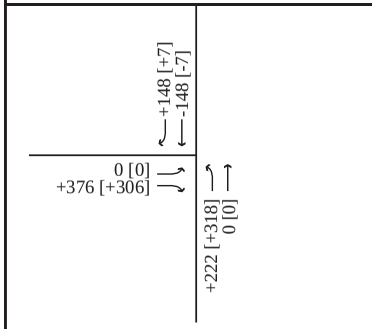
8 PAJARITO ROAD / PECOS



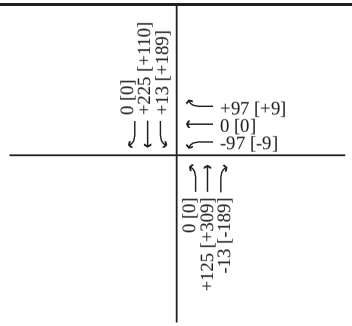
9 PAJARITO ROAD / LUBBOCK



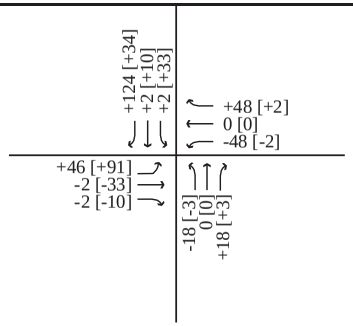
10 PAJARITO ROAD/ PUYE



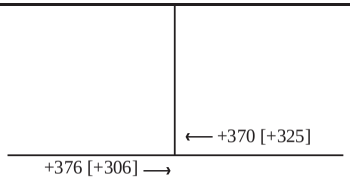
11 NM 4 / EAST JEMEZ ROAD



12 NM 4 / ROVER



13 PAJARITO ROAD / NM 4



14 EAST JEMEZ ROAD / LA MESITA

= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

REROUTED TRAFFIC DUE TO PAJARITO ROAD CLOSURE

9
FIGURE

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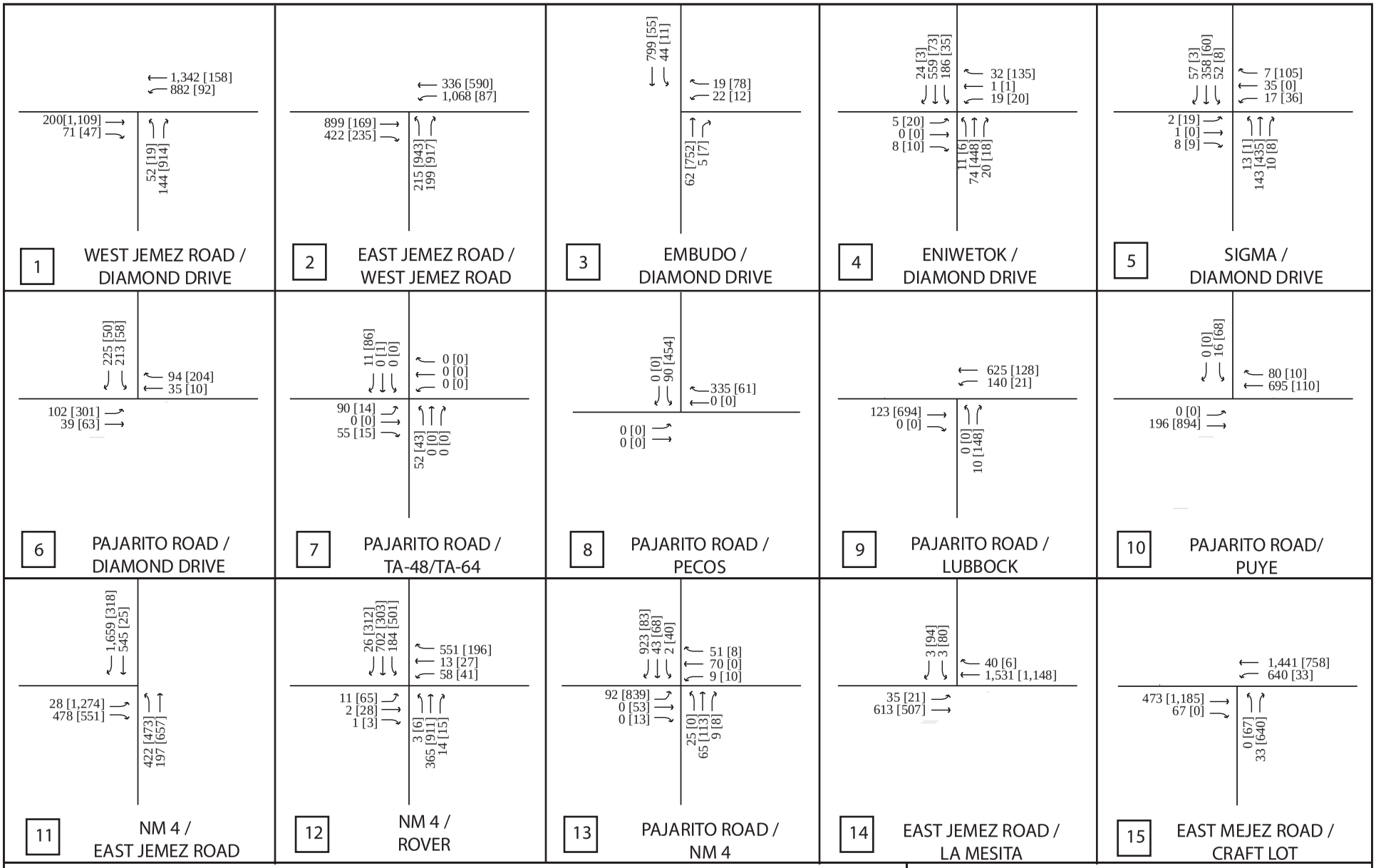

= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

TRAFFIC VOLUMES
EXISTING W/ CLOSURE (EAST JEMEZ LOT)

10
FIGURE

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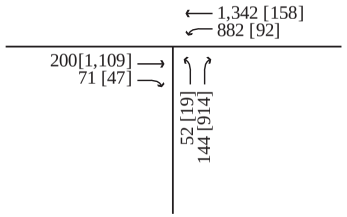
LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY



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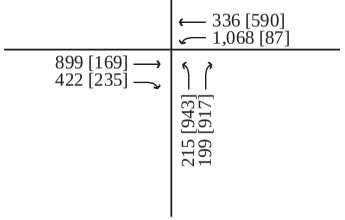
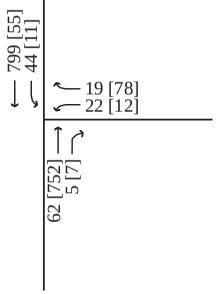
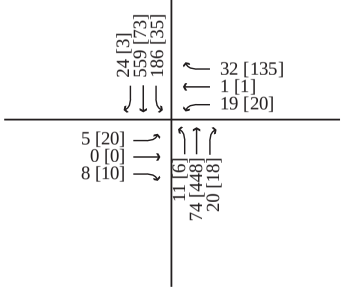


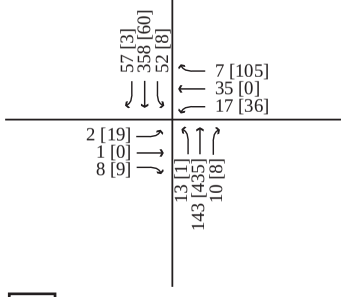
2 EAST JEMEZ ROAD / WEST JEMEZ ROAD



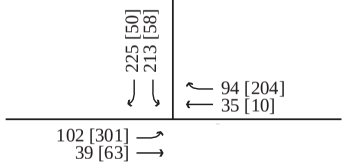
3 EMBUDO / DIAMOND DRIVE



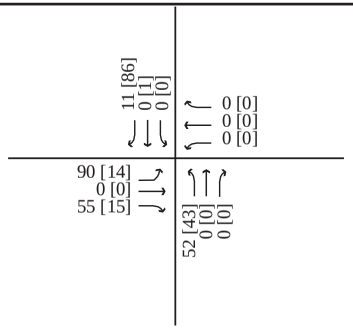
4 ENIWETOK / DIAMOND DRIVE



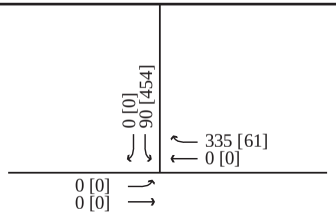
5 SIGMA / DIAMOND DRIVE



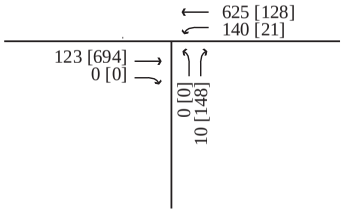
6 PAJARITO ROAD / DIAMOND DRIVE



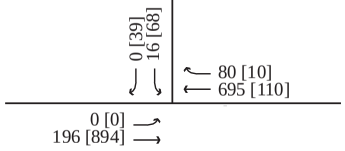
7 PAJARITO ROAD / TA-48/TA-64



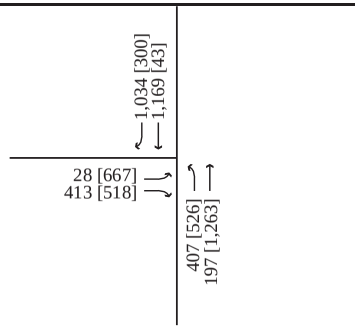
8 PAJARITO ROAD / PECOS



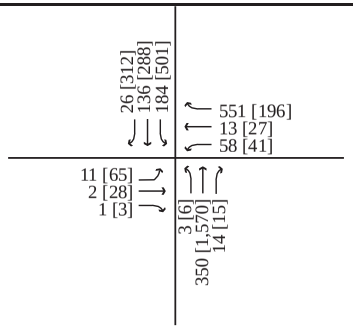
9 PAJARITO ROAD / LUBBOCK



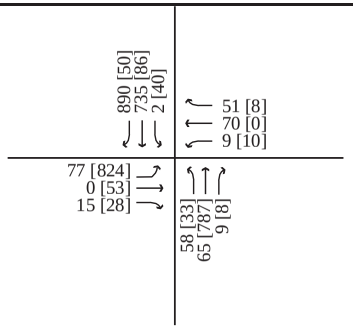
10 PAJARITO ROAD/ PUYE



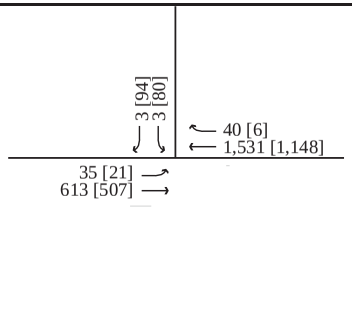
11 NM 4 / EAST JEMEZ ROAD



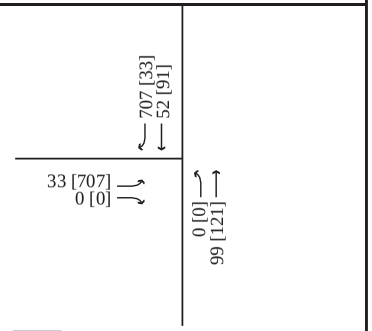
12 NM 4 / ROVER



13 PAJARITO ROAD / NM 4



14 EAST JEMEZ ROAD / LA MESITA



15 NM 4 / CRAFT LOT

= AM PEAK-HOUR TURNING MOVEMENT VOLUMES
[###] = PM PEAK-HOUR TURNING MOVEMENT VOLUMES

TRAFFIC VOLUMES
EXISTING W/ CLOSURE (NM-4 LOT)

11
FIGURE

WILSON & COMPANY

LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

B. Traffic Analysis (East Jemez Lot) – Preferred Option

1.0 East Jemez Craft Service Parking Lot Access Point

Existing roadway and intersection geometry and intersection traffic controls were used in the analysis of the Existing with Closure (East Jemez Lot) traffic conditions. It was assumed that Craft Service Parking Lot driveway would be a signalized intersection with both an exclusive northbound left-turn lane and right-turn lane exiting the parking lot. It was also assumed that an exclusive eastbound left-turn lane into the parking lot from East Jemez Road would be constructed as well. The parking lot driveway will be designed and constructed based upon the standards outlined in latest NMDOT State Access Management Manual.

2.0 Traffic Signal Warrant Review (East Jemez Lot) – Preferred Option

Guidelines from the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) were reviewed to determine whether anticipated volumes at the Craft Service Parking Lot entrance would warrant installation of a traffic signal based on the following warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Warrant

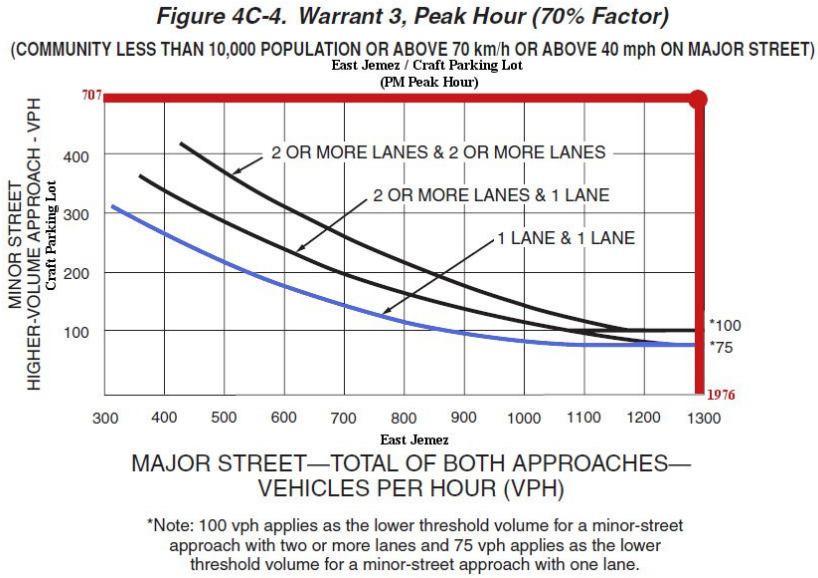
Warrant 1 requires a minimum minor approach volume of 42 vehicles to satisfy the combination of warrants for a facility with travel speeds greater than 40mph. While both the AM and PM peak hour volumes meet the criteria it is not anticipated that the conflicting volumes will sustain for 8 full hours during a 24 hour period as required to meet this warrant.

Warrant 2 requires a minimum minor approach volume of 60 vehicles for a facility with posed speeds greater than 40 mph. While both the AM and PM peak hour volumes meet this criteria it is not anticipated that the conflicting volumes will sustain for 4 full hours during a 24 hour period as required to meet this warrant.

Warrant 3 requires minimum minor approach volumes that vary based on the mainline volume of traffic, with a minimum threshold of 75 vehicles for a facility with a posted speed greater than 40 mph. Both the AM and PM peak hour volumes exceed this limit, therefore a warrant analysis was conducted. Figure 12 displays the Warrant 3 peak hour analysis worksheet.

As shown in Figure 12 the projected PM peak hour traffic volumes on East Jemez Road (1,185 EB through, 758 WB through and 33 WB left-turns) & at Craft Service Parking Lot (67 NB left-turns and 640 right-turns) would meet the requirements to fulfill a peak hour signal warrant (Warrant 3).

Figure 12
Peak Hour Signal Warrant
East Jemez Road & Craft Service Parking Lot



3.0 Level of Service Analysis Results (East Jemez Lot) – Preferred Option

The peak hour traffic volumes resulting from the combination of the Craft Lot at East Jemez Road and closure of Pajarito Road, as depicted in Figure 10 were evaluated using the Synchro analysis tool. Resulting delays were compared to the thresholds described in a previous section. Table 5 provides a summary of resulting delays and associated levels of service at each analyzed intersection. Synchro analysis worksheets are provided in Appendix D.

The following changes in overall intersection level of service are expected to occur under Existing With Closure (East Jemez Lot) conditions.

- **West Jemez Road & Diamond Drive** – The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of Diamond Drive.
- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume in the Am peak hour created by trips bring rerouted from Pajarito Road to East Jemez Road.
- **Embudo Road & Diamond Drive** – The overall LOS at the intersection is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of Diamond Drive.

TABLE 5
EXISTING WITH CLOSURE CONDITIONS (EAST JEMEZ LOT)
INTERSECTION LEVEL OF SERVICE, AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
1: West Jemez Rd & Diamond Dr				
Approach Delay (sec)	27.1(46.1)	18.3(17.7)	12.9(28.2)	
Approach LOS	C(D)	C(B)	B(C)	
Intersection Delay (sec)	18.8(35.9)			
Intersection LOS	B(D)			
2: East Jemez Rd & West Jemez Rd				
Approach Delay (sec)	93.6(26.0)	78.9(15.9)	29.0(34.2)	
Approach LOS	F(C)	E(B)	C(D)	
Intersection Delay (sec)	74.3(28.7)			
Intersection LOS	**E**(C)			
3: Embudo & Diamond Dr				
Approach Delay (sec)		17.9(10.1)	1.6(4.7)	3.5(2.3)
Approach LOS		B(C)	A(A)	C(A)
Intersection Delay (sec)	4.0(5.1)			
Intersection LOS	A(A)			
4: Eniwetok & Diamond Dr*				
Approach Delay (sec)	10.3(8.8)	9.0(4.8)	2.3(5.2)	3.5(4.0)
Approach LOS	B(A)	A(A)	A(A)	A(A)
Intersection Delay (sec)	3.8(5.1)			
Intersection LOS	A(A)			
5: Sigma & Diamond Dr				
Approach Delay (sec)	8.3(7.1)	11.6(3.4)	3.2(5.7)	3.9(3.8)
Approach LOS	A(A)	B(A)	A(A)	A(A)
Intersection Delay (sec)	4.5(5.1)			
Intersection LOS	A(A)			
6: Pajarito Rd & Diamond Dr				
Approach Delay (sec)	18.7(19.3)	10.2(9.2)		3.7(3.9)
Approach LOS	C(C)	B(A)		A(A)
Intersection Delay (sec)	7.9(13.7)			
Intersection LOS	A(B)			
7: Pajarito Rd & TA-48/TA-64				
Approach Delay (sec)	4.1(4.0)	0.1(0.0)	4.4(3.8)	0.0(1.9)
Approach LOS	A(A)	A(A)	A(C)	A(B)
Intersection Delay (sec)	2.9(2.4)			
Intersection LOS	A(A)			
8: Pajarito Rd & Pecos				
Approach Delay (sec)	N/A	0.5(0.1)		2.8(4.0)
Approach LOS	N/A	A(A)		A(A)
Intersection Delay (sec)	1.0(3.5)			
Intersection LOS	A(A)			

TABLE 5
EXISTING WITH CLOSURE CONDITIONS (EAST JEMEZ LOT)
INTERSECTION LEVEL OF SERVICE, AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
9: Pajarito Rd & Lubbock				
Approach Delay (sec)	1.1(7.1)	1.9(3.5)	0.0(3.8)	
Approach LOS	A(A)	C(A)	A(A)	
Intersection Delay (sec)	1.7(6.0)			
Intersection LOS	A(A)			
10: Pajarito Rd & Puye				
Approach Delay (sec)	3.7(13.1)	8.5(3.1)		15.1(20.5)
Approach LOS	A(B)	A(A)		B(C)
Intersection Delay (sec)	7.7(12.4)			
Intersection LOS	A(B)			
11: NM 4 & East Jemez Rd				
Approach Delay (sec)	23.6(115.6)		37.9(127.3)	60.6(2.8)
Approach LOS	C(F)		D(F)	E(A)
Intersection Delay (sec)	50.7(107.8)			
Intersection LOS	D**(F)**			
12: NM 4 & Rover				
Approach Delay (sec)	8.6(8.9)	16.8(149.3)	16.0(24.4)	13.9(>150)
Approach LOS	A(B)	B(F)	B(C)	B(F)
Intersection Delay (sec)	14.9(97.6)			
Intersection LOS	B**(F)**			
13: Pajarito Rd & NM 4				
Approach Delay (sec)	24.1(23.4)	16.9(1.9)	3.6(53.2)	7.0(35.4)
Approach LOS	C(C)	B(A)	A(D)	A(D)
Intersection Delay (sec)	9.0(27.8)			
Intersection LOS	B(C)			
14: East Jemez Rd & La Mesita*				
Approach Delay (sec)	0.8(0.5)	0.0(0.0)		81.2(123.6)
Approach LOS	A(A)	A(A)		F(F)
Intersection Delay (sec)	0.5(11.7)			
Intersection LOS	A(B)			
East Jemez Rd & Craft Lot				
Approach Delay (sec)	37.6(138.3)	30.4(28.9)	0.1(98.9)	
Approach LOS	D(F)	C(C)	A(F)	
Intersection Delay (sec)	31.5(95.6)			
Intersection LOS	C**(F)**			

* indicates unsignalized intersection.
** The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.
Bold text indicates intersections operating at an unacceptable LOS E or F.

- **Eniwetok Drive & Diamond Drive** - The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Sigma Road & Diamond Drive** - The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Pajarito Road & Diamond Drive** – The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of both Diamond Drive and Pajarito Road.
- **Pajarito Road & Pecos Road**– The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Pajarito Road & Lubbock Road**– The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of Pajarito Road.
- **Pajarito Road & Puye Road**– The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted to East Jemez Road from NM-4, as well as the addition of construction employee traffic accessing the Craft parking lot by turning to/from East Jemez Road. The intersection is projected to fail during the PM peak hour due to the high number of Craft Service worker vehicles turning left onto northbound NM-4 from East Jemez Road conflicting with the high number of vehicles heading northbound through the intersection on NM-4.
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.
- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS will degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.
- **East Jemez Road & Craft Services Parking Lot –** The Craft Service Lot driveway is a proposed to be constructed as a new signalized intersection. The Craft Service Lot driveway is projected to fail during the PM peak hour. This is due to a heavy eastbound through movement conflicting with the craft service workers and vehicles exiting the lot.

4.0 Recommended Roadway Improvements (East Jemez Lot) - Preferred Option

The following temporary improvements are recommended to mitigate the impacts associated with the rerouted traffic from Pajarito Road.

1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second eastbound left-turn lane at the NM-4 & East Jemez Road intersection. This improvement will require that a second northbound receiving lane be constructed along NM-4 north of the East Jemez intersection. The length of the additional receiving lane will require a detailed analysis and will be conducted in a separate report. It is also recommended, but not required to achieve an acceptable LOS, that a second northbound left-turn lane be constructed and that the northbound left-turn phasing be changed from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 / Rover Boulevard intersection and change from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.
4. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
5. Signalize the Craft Service Parking Lot & East Jemez Road intersection and construct a second eastbound through lane which should continue to the NM-4 intersection.

In conjunction with either Craft Lot location, the following additional improvements will also be necessary:

1. Improve site distances and shoulder widths along East Jemez Road to meet current AASHTO standards.
2. Provide a temporary shuttle service from the Craft Service parking lot to the project site and provide incentives for Craft Service employees to use existing shuttles and buses.
3. Any modifications to the roadway network shall make provisions to not impede pedestrian and bicycle traffic.
4. All improvements shall conform to the latest NMDOT standards.
5. Construction traffic control shall be per the latest version of the Manual on Uniform Traffic Control Devices.
6. This study shall be revisited if the assumptions made change or the study criteria deviates from the original proposed construction sequence and/or schedule.

C. Traffic Analysis (NM-4 Lot) - 2nd Preferred Option

1.0 NM-4 Craft Service Parking Lot Access Point - 2nd Preferred Option

Existing roadway and intersection geometry and intersection traffic controls were used in the analysis of the Existing with Closure (East Jemez Lot) traffic conditions. It was assumed that Craft Service Parking Lot driveway located along NM-4 would be a one-way stop controlled intersection with a shared left/right-turn lane exiting the parking lot. The parking lot driveway will be designed and constructed based upon the standards outlined in latest NMDOT State Access Management Manual.

2.0 Traffic Signal Warrant Review (NM-4 Lot) - 2nd Preferred Option

Guidelines from the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) were reviewed to determine whether anticipated volumes at the Craft Service Parking Lot entrance would warrant installation of a traffic signal based on the following warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Warrant

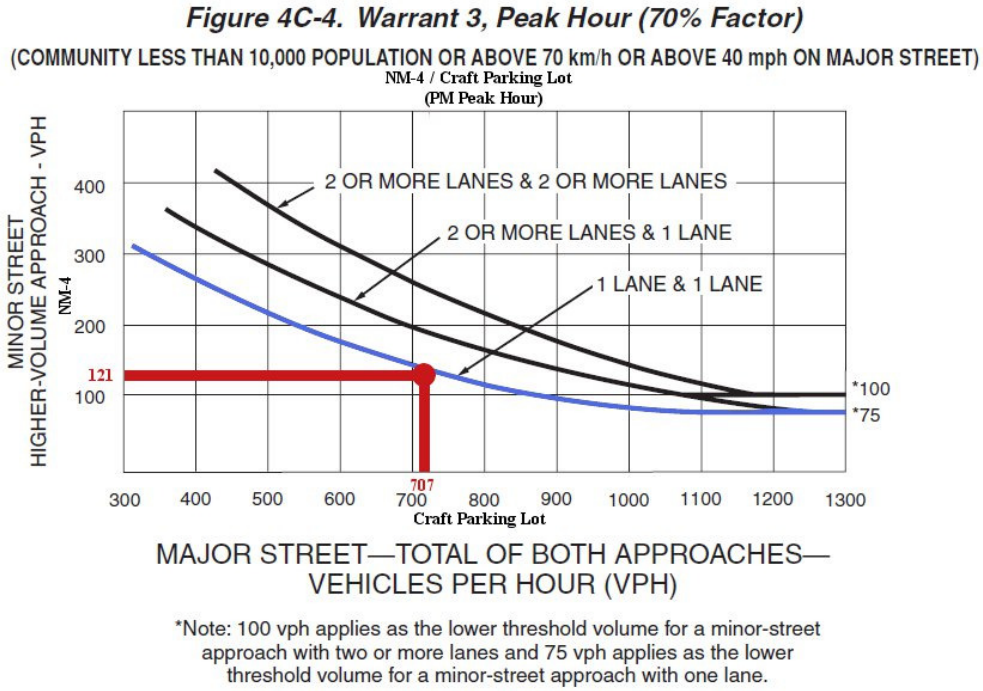
Warrant 1 requires a minimum minor approach volume of 42 vehicles to satisfy the combination of warrants for a facility with travel speeds greater than 40mph. While both the AM and PM peak hour volumes meet the criteria it is not anticipated that the conflicting volumes will sustain for 8 full hours during a 24 hour period as required to meet this warrant.

Warrant 2 requires a minimum minor approach volume of 60 vehicles for a facility with posed speeds greater than 40 mph. While both the AM and PM peak hour volumes meet this criteria it is not anticipated that the conflicting volumes will sustain for 4 full hours during a 24 hour period as required to meet this warrant.

Warrant 3 requires minimum minor approach volumes that vary based on the mainline volume of traffic, with a minimum threshold of 75 vehicles for a facility with a posted speed greater than 40 mph. Both the AM and PM peak hour volumes exceed this limit, therefore a warrant analysis was conducted. Figure 13 displays the Warrant 3 peak hour analysis worksheet.

As shown in Figure 13 the projected PM peak hour traffic volumes on NM-4 (121 NB through trips) & Craft Service Parking Lot intersection (707 EB left-turns) would not meet the requirements to fulfill a peak hour signal warrant (Warrant 3).

Figure 13
Peak Hour Signal Warrant
NM-4 & Craft Service Parking Lot



3.0 Level of Service Analysis Results (NM-4 Lot) - 2nd Preferred Option

The Existing With Closure (NM-4 Lot) peak hour traffic volumes at each intersection, as depicted in Figure 9, were evaluated using the Synchro analysis tool and resulting delays were compared to the thresholds described in a previous section. Table 6 provides a summary of resulting delays and associated levels of service at each analyzed intersection. Synchro analysis worksheets are provided in Appendix D.

The following changes in overall intersection level of service are expected to occur under Existing With Closure (NM-4 Lot) conditions.

- **West Jemez Road & Diamond Drive** – The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of Diamond Drive.
- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume in the AM peak hour created by trips rerouted from Pajarito Road to East Jemez Road.

TABLE 6
EXISTING WITH CLOSURE CONDITIONS (NM-4 LOT)
INTERSECTION LEVEL OF SERVICE, AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
1: West Jemez Rd & Diamond Dr				
Approach Delay (sec)	27.1(46.1)	18.3(17.7)	12.9(28.2)	
Approach LOS	C(D)	C(B)	B(C)	
Intersection Delay (sec)	18.8(35.9)			
Intersection LOS	B(D)			
2: East Jemez Rd & West Jemez Rd				
Approach Delay (sec)	93.6(26.0)	78.9(15.9)	29.0(34.2)	
Approach LOS	F(C)	F(B)	C(D)	
Intersection Delay (sec)	**74.3**(28.7)			
Intersection LOS	**E**(C)			
3: Embudo & Diamond Dr				
Approach Delay (sec)		17.9(10.1)	1.6(4.7)	3.5(2.3)
Approach LOS		B(C)	A(A)	C(A)
Intersection Delay (sec)	4.0(5.1)			
Intersection LOS	A(A)			
4: Eniwetok & Diamond Dr*				
Approach Delay (sec)	10.3(8.8)	9.0(4.8)	2.3(5.2)	3.5(4.0)
Approach LOS	B(A)	A(A)	A(A)	A(A)
Intersection Delay (sec)	3.8(5.1)			
Intersection LOS	A(A)			
5: Sigma & Diamond Dr				
Approach Delay (sec)	8.3(7.1)	11.6(3.4)	3.2(5.7)	3.9(3.8)
Approach LOS	A(A)	B(A)	A(A)	A(A)
Intersection Delay (sec)	4.5(5.1)			
Intersection LOS	A(A)			
6: Pajarito Rd & Diamond Dr				
Approach Delay (sec)	18.7(19.3)	10.2(9.2)		3.7(3.9)
Approach LOS	C(C)	B(A)		A(A)
Intersection Delay (sec)	7.9(13.7)			
Intersection LOS	A(B)			
7: Pajarito Rd & TA-48/TA-64				
Approach Delay (sec)	4.1(4.0)	0.1(0.0)	4.4(3.8)	0.0(1.9)
Approach LOS	A(A)	A(A)	A(C)	A(B)
Intersection Delay (sec)	2.9(2.4)			
Intersection LOS	A(A)			
8: Pajarito Rd & Pecos				
Approach Delay (sec)	N/A	0.5(0.1)		2.8(4.0)
Approach LOS	N/A	A(A)		A(A)
Intersection Delay (sec)	1.0(3.5)			
Intersection LOS	A(A)			

TABLE 6
EXISTING WITH CLOSURE CONDITIONS (NM-4 LOT)
INTERSECTION LEVEL OF SERVICE, AM (PM) PEAK

Intersection	Eastbound	Westbound	Northbound	Southbound
9: Pajarito Rd & Lubbock				
Approach Delay (sec)	1.1(7.1)	1.9(3.5)	0.0(3.8)	
Approach LOS	A(A)	C(A)	A(A)	
Intersection Delay (sec)	1.7(6.0)			
Intersection LOS	A(A)			
10: Pajarito Rd & Puye				
Approach Delay (sec)	3.7(13.1)	8.5(3.1)		15.1(20.5)
Approach LOS	A(B)	A(A)		B(B)
Intersection Delay (sec)	7.7(12.4)			
Intersection LOS	A(B)			
11: NM 4 & East Jemez Rd				
Approach Delay (sec)	>150(99.5)		>150(93.5)	11.4(2.8)
Approach LOS	F(F)		F(F)	B(A)
Intersection Delay (sec)	**>150(86.3)**			
Intersection LOS	**F(F)**			
12: NM 4 & Rover				
Approach Delay (sec)	3.4(>150)	26.7(18.3)	26.0(131.5)	61.0(43.3)
Approach LOS	A(F)	D(B)	C(F)	E(D)
Intersection Delay (sec)	23.4**(>150)**			
Intersection LOS	C**(F)**			
13: Pajarito Rd & NM 4				
Approach Delay (sec)	19.4(212.5)	14.8(18.3)	4.3(131.5)	6.2(43.3)
Approach LOS	C(F)	B(B)	A(F)	A(D)
Intersection Delay (sec)	7.3**(>150)**			
Intersection LOS	A**(F)**			
14: East Jemez Rd & La Mesita*				
Approach Delay (sec)	0.8(0.5)	0.0(0.0)		81.2(123.6)
Approach LOS	A(A)	A(A)		F(F)
Intersection Delay (sec)	0.5(11.7)			
Intersection LOS	A(B)			
NM-4 & Craft Lot				
Approach Delay (sec)	11.1(66.0)		0.0(17.1)	0.0(13.7)
Approach LOS	B(F)		A(B)	A(B)
Intersection Delay (sec)	0.4**(49.0)**			
Intersection LOS	A**(E)**			

* indicates unsignalized intersection.
** The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.
Bold text indicates intersections operating at an unacceptable LOS E or F.

- **Embudo Road & Diamond Drive** – The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of Diamond Drive.
- **Eniwetok Drive & Diamond Drive** - The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Sigma Road & Diamond Drive** - The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Pajarito Road & Diamond Drive** – The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted off of both Diamond Drive and Pajarito Road.
- **Pajarito Road & Pecos Road**– The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **Pajarito Road & Lubbock Road**– The overall intersection LOS is projected to improve with the Pajarito Road closure during both the AM and PM peak hours due to traffic being rerouted both off of Pajarito Road.
- **Pajarito Road & Puye Road**– The overall intersection LOS is not projected to change due to the Pajarito Road closure.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade to the point of failure during both the AM and PM peak hours. This is due to traffic being rerouted to East Jemez Road from NM-4 (NB left in the AM and EB right in the PM), as well as the additional construction worker trips accessing the Craft Services parking lot (SB though in the AM and NB through in the PM).
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.
- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the construction manager traffic as well as the re-routed traffic making an eastbound left-turn onto NM-4 from Pajarito road conflicting with the northbound through traffic generated from the Craft Service Lot.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS is projected to degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.
- **NM-4 & Craft Service Lot –** This intersection is proposed as a one-way stop controlled intersection controlling Craft Service Lot driveway. This intersection if projected to operate at an acceptable LOS during AM peak

hour however it is projected to operate at an unacceptable LOS E during the PM peak hour.

4.0 Recommended Roadway Improvements (NM-4 Lot) - 2nd Preferred Option

The following temporary improvements are recommended to mitigate the impacts associated with the rerouted traffic from Pajarito Road.

1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second through lane in each direction (400' in length with a 100' taper) along NM-4 at the NM-4 East Jemez Road intersection and change the northbound left-turn phasing from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 & Rover Boulevard intersection and change to from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.
4. Construct a second eastbound left-turn lane at the NM-4 & Pajarito Road intersection as well as a second through lane in each direction (NB and SB) along NM-4.
5. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
6. Add a second eastbound left-turn lane at the NM-4 & Craft Service Lot Driveway, or signalize the driveway.

In conjunction with either Craft Lot location, the following additional improvements will also be necessary:

1. Improve site distances and shoulder widths along East Jemez Road to meet current AASHTO standards.
2. Provide a temporary shuttle service from the Craft Service parking lot to the project site and provide incentives for Craft Service employees to use existing shuttles and buses.
3. Any modifications to the roadway network shall make provisions to not impede pedestrian and bicycle traffic.
4. All improvements shall conform to the latest NMDOT standards.
5. Construction traffic control shall be per the latest version of the Manual on Uniform Traffic Control Devices.
6. This study shall be revisited if the assumptions made change or the study criteria deviates from the original proposed construction sequence and/or schedule.

D. Recommendations for Site Evacuation with Road Closure

In September 2006, LANL completed a comprehensive analysis of various evacuation scenarios, documented in the report *Traffic Planning at Los Alamos: Evacuation and Other Planning Simulations*. One of the tested scenarios corresponded to closure of Pajarito Road. Findings and recommendations developed in conjunction with the 2006 study will remain applicable to conditions analyzed in this current study. The majority of additional construction traffic will be confined to the Craft Lots, oriented toward NM-4. However, there will be need for additional shuttle vehicles on Pajarito Road to transport construction workers to the Craft Lots. In the event of a laboratory evacuation a minimum of 15 shuttles would be required to evacuate the 674 construction workers who parked in the Craft Service lot. Shuttles should evacuate to the east on Pajarito Road in order to access NM-4 and ultimately the Craft Service lot. It is recommended that all shuttles and construction related vehicles evacuate to the east due to the location of the proposed Craft Service lots as well as to avoid Diamond Drive.

IV. Summary of Deficiencies, Anticipated Impacts, and Recommendations

A. Existing Conditions

All key study area intersections currently operate at acceptable level of service D or better with the exception of Pajarito Road & Diamond Drive which operates at LOS E during the AM peak hour.

B. Summary of Impacts

East Jemez Road Craft Lot (Preferred Option)

With the Craft Lot located on East Jemez Road, the following intersections are anticipated to experience degradation in level of service with the addition of construction traffic and diversion of existing traffic resulting from closure of Pajarito Road:

- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume during the AM peak hour created by trips bring rerouted from Pajarito Road to East Jemez Road.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted to East Jemez Road from NM-4, as well as the addition of construction employee traffic accessing the Craft parking lot by turning to/from East Jemez Road. The intersection is projected to fail during the PM peak hour due to the high number of Craft Service worker vehicles turning left onto northbound NM-4 from East Jemez Road conflicting with the high number of vehicles heading northbound through the intersection on NM-4.
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.
- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS will degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.

- **East Jemez Road & Craft Services Parking Lot –** The Craft Service Lot driveway is a proposed to be constructed as a new signalized intersection. The Craft Service Lot driveway is projected to fail during the PM peak hour. This is due to a heavy eastbound through movement conflicting with the craft service workers and vehicles exiting the lot.

NM 4 Craft Lot (2nd Preferred Option)

With the Craft Lot located on NM 4, the following intersections are anticipated to experience degradation in level of service with the addition of construction traffic and diversion of existing traffic resulting from closure of Pajarito Road:

- **East Jemez Road & West Jemez Road** – The overall intersection LOS is projected to degrade from LOS C under Existing Conditions to LOS E with the Pajarito Road closure during the AM peak hour. This is due to the significant increase in the westbound left-turn volume during the AM peak hour created by trips rerouted from Pajarito Road to East Jemez Road.
- **East Jemez & NM-4** - The overall intersection LOS is projected to degrade to the point of failure during both the AM and PM peak hours. This is due to traffic being rerouted to East Jemez Road from NM-4 (NB left in the AM and EB right in the PM), as well as the additional construction worker trips accessing the Craft Services parking lot (SB though in the AM and NB through in the PM).
- **Rover Boulevard & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak hours due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the number of vehicles that have been rerouted a from Pajarito Road to East Jemez Road that will have to make a southbound left-turn onto Rover Boulevard instead of a northbound right-turn.
- **Pajarito Road & NM-4** - The overall intersection LOS is projected to degrade during both the AM and PM peak due to traffic being rerouted along NM-4, as well as construction management traffic access Pajarito Road to/from NM-4. This intersection is projected to fail during the PM peak hour due to the construction manager traffic as well as the re-routed traffic making an eastbound left-turn onto NM-4 from Pajarito road conflicting with the northbound through traffic generated from the Craft Service Lot.
- **East Jemez Road & La Mesita Drive** - The overall intersection LOS is projected to degrade during the PM peak hour due to traffic being rerouted along East Jemez Road.
- **NM-4 & Craft Service Lot –** This intersection is proposed as a one-way stop controlled intersection controlling Craft Service Lot driveway. This intersection if projected to operate at an acceptable LOS during AM peak hour however it is projected to operate at an unacceptable LOS E during the PM peak hour.

C. Recommendations

East Jemez Road Craft Lot (Preferred Option)

The following improvements are recommended to mitigate the impacts associated with the construction traffic using the East Jemez Craft Lot and rerouted traffic from Pajarito Road.

1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second eastbound left-turn lane at the NM-4 & East Jemez Road intersection. This improvement will require that a second northbound receiving lane be constructed along NM-4 north of the East Jemez intersection. The length of the additional receiving lane will require a detailed analysis and will be conducted in a separate report. It is also recommended, but not required to achieve an acceptable LOS, that a second northbound left-turn lane be constructed and that the northbound left-turn phasing be changed from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 / Rover Boulevard intersection and change from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.
4. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
5. Signalize the Craft Service Parking Lot & East Jemez Road intersection and construct a second eastbound through lane which should continue to the NM-4 intersection.

NM 4 Craft Lot (2nd Preferred Option)

The following improvements are recommended to mitigate the impacts associated with the construction traffic using the NM 4 Craft Lot and rerouted traffic from Pajarito Road:

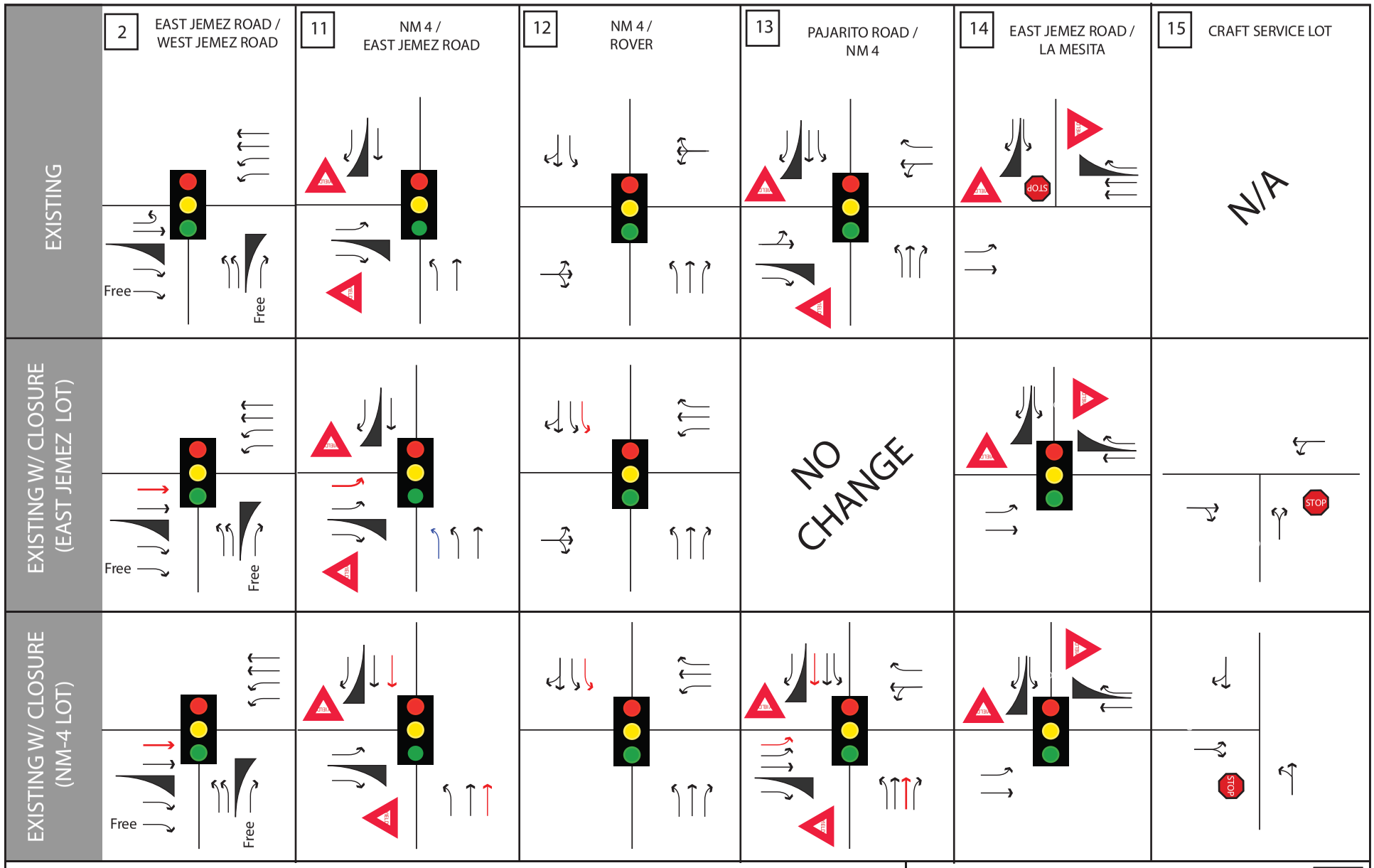
1. Construct a second eastbound through-lane at the East Jemez Road & West Jemez Road intersection.
2. Construct a second through lane in each direction (400' in length with a 100' taper) along NM-4 at the NM-4 East Jemez Road intersection and change the northbound left-turn phasing from permitted to protected.
3. Construct a second southbound left-turn lane at the NM-4 & Rover Boulevard intersection and change to from permitted to protected left-turn phasing in the northbound and southbound directions along NM-4.
4. Construct a second eastbound left-turn lane at the NM-4 & Pajarito Road intersection as well as a second through lane in each direction (NB and SB) along NM-4.

5. Signalize or grade-separate the East Jemez Road & La Mesita Drive intersection.
6. Add a second eastbound left-turn lane at the NM-4 & Craft Service Lot Driveway, or signalize the driveway.

In conjunction with either Craft Lot location, the following additional improvements will also be necessary:

1. Improve site distances and shoulder widths along East Jemez Road to meet current AASHTO standards.
2. Provide a temporary shuttle service from the Craft Service parking lot to the project site and provide incentives for Craft Service employees to use existing shuttles and buses.
3. Any modifications to the roadway network shall make provisions to not impede pedestrian and bicycle traffic.
4. All improvements shall conform to the latest NMDOT standards.
5. Construction traffic control shall be per the latest version of the Manual on Uniform Traffic Control Devices.
6. This study shall be revisited if the assumptions made change or the study criteria deviates from the original proposed construction sequence and/or schedule.

For each intersection anticipated to experience degradation in level of service, Figure 14 provides a comparison of existing intersection geometry and required improvements under both the East Jemez Craft Lot scenario and the NM 4 Craft Lot Scenario.



PROPOSED IMPROVEMENT
SUGESTED IMPROVEMENT

Note: The intersections of Puye Road & Pajarito Road, Eniwetok Drive & Diamond Drive, and Rover Boulevard & NM-4 are currently being upgraded and were analyzed with their proposed future geometry.

INTERSECTION LANE CONFIGURATIONS W/ PROPOSED IMPROVEMENTS

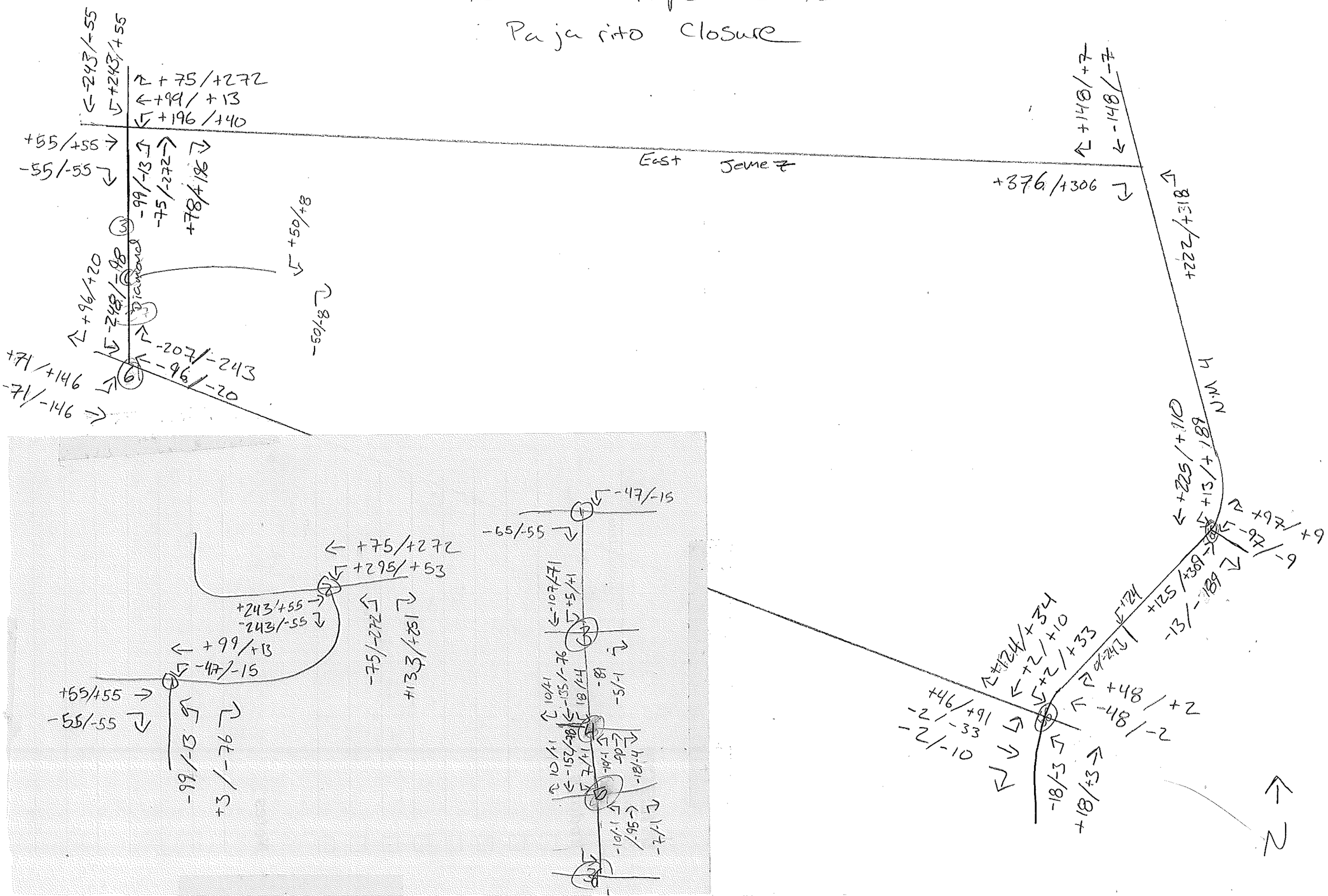
14
FIGURE

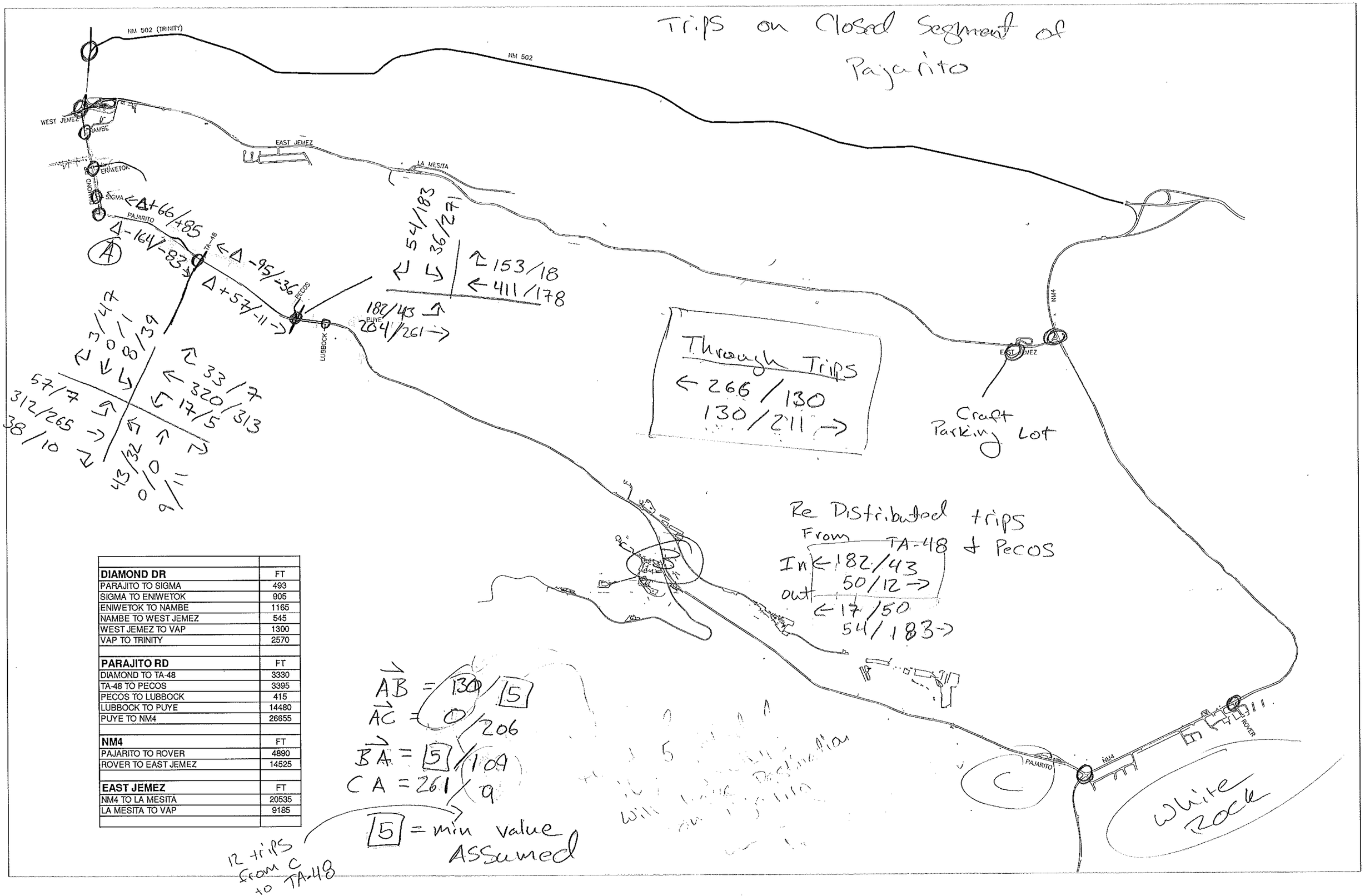
WILSON & COMPANY

LANL PAJARITO ROAD CLOSURE TRAFFIC STUDY

Appendix A
Traffic Count Data

Re-Routed Trips Due to Pajarito Closure

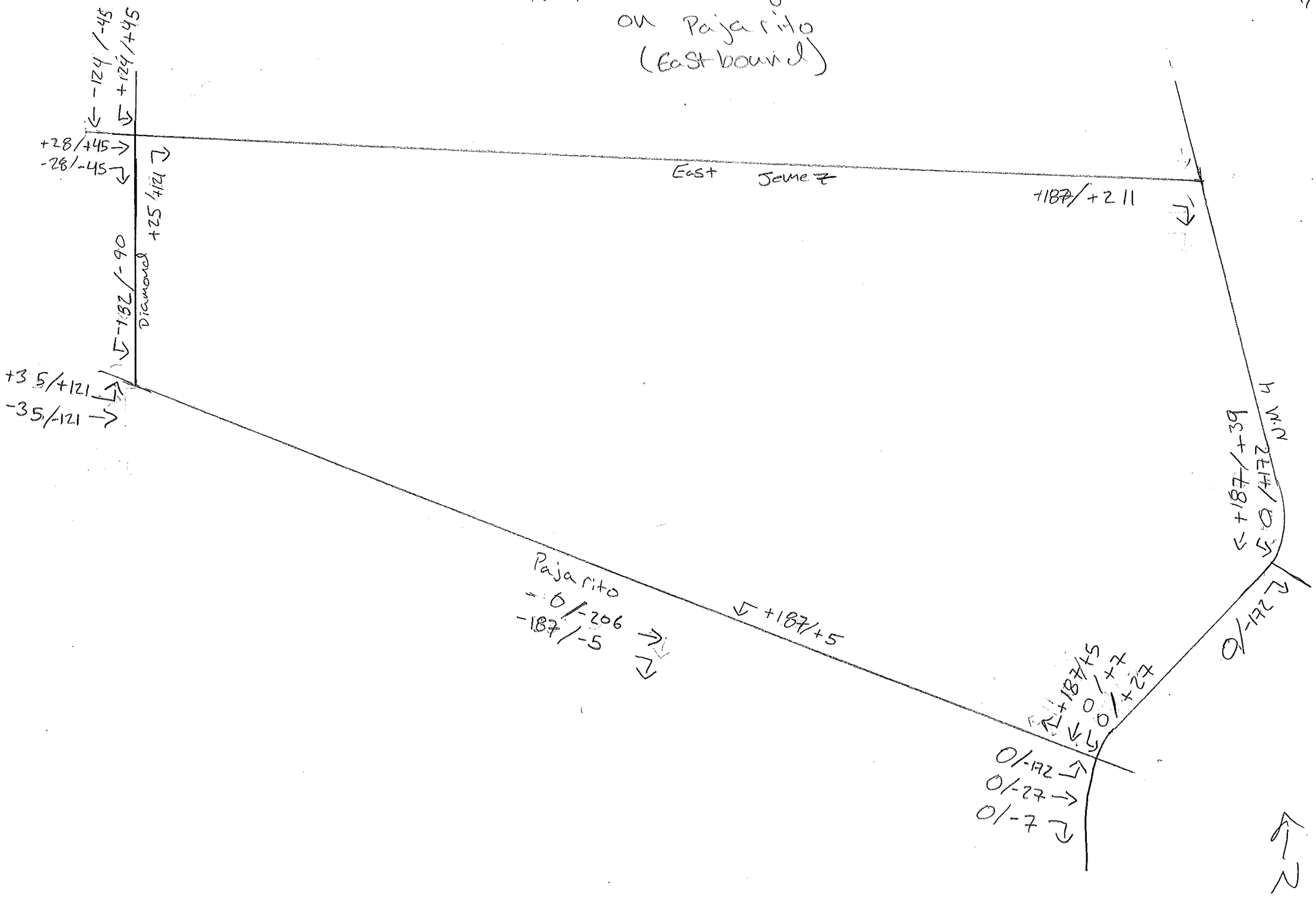




DIAMOND DR	FT
PARAJITO TO SIGMA	493
SIGMA TO ENIWETOK	905
ENIWETOK TO NAMBE	1165
NAMBE TO WEST JEMEZ	545
WEST JEMEZ TO VAP	1300
VAP TO TRINITY	2570
PARAJITO RD	FT
DIAMOND TO TA-48	3330
TA-48 TO PECOS	3395
PECOS TO LUBBOCK	415
LUBBOCK TO PUYE	14480
PUYE TO NM4	26655
NM4	FT
PAJARITO TO ROVER	4890
ROVER TO EAST JEMEZ	14525
EAST JEMEZ	FT
NM4 TO LA MESITA	20535
LA MESITA TO VAP	9185

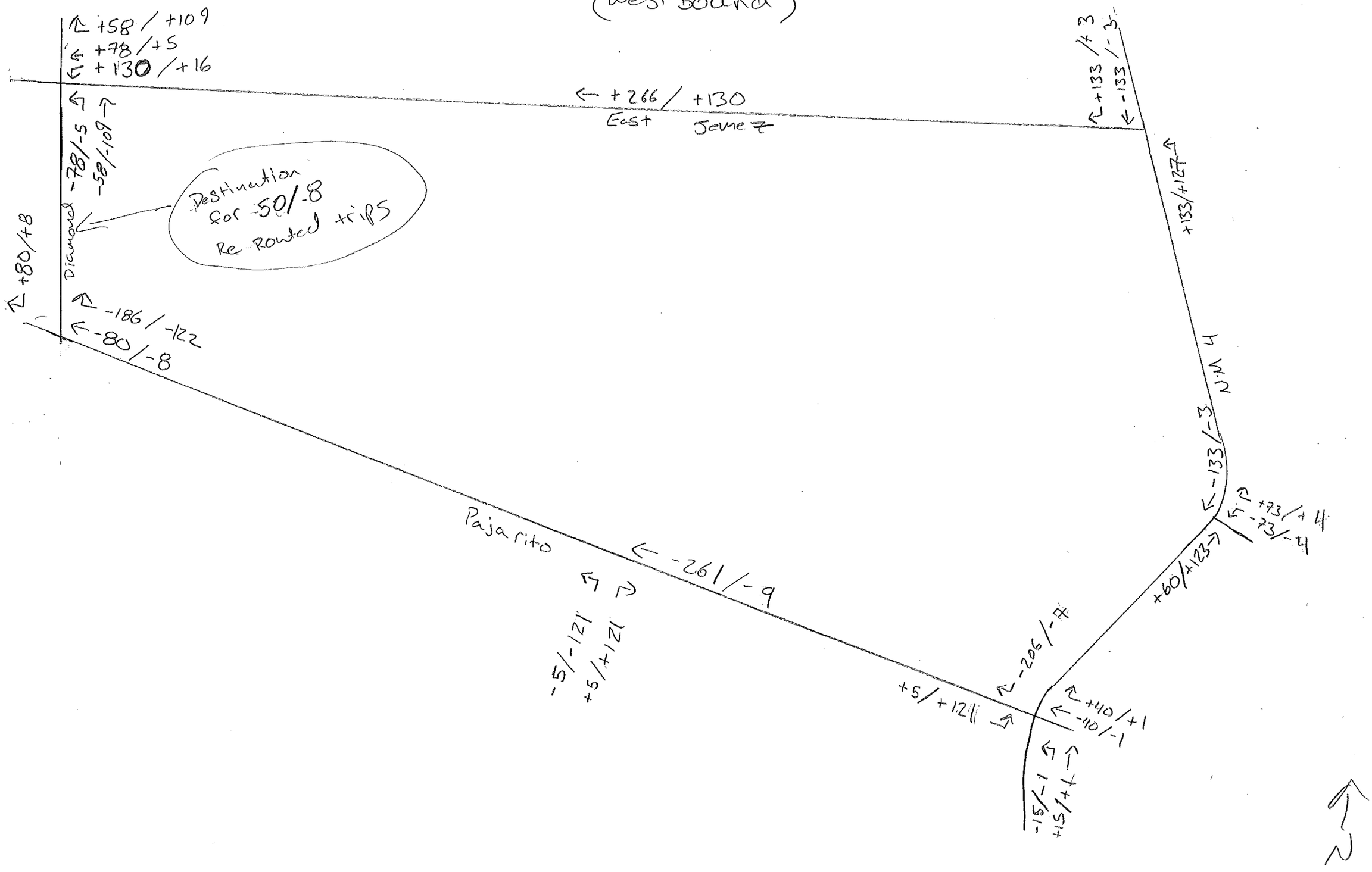
Re-Routed Through Traffic
on Pajarito
(Eastbound)

7/8/10



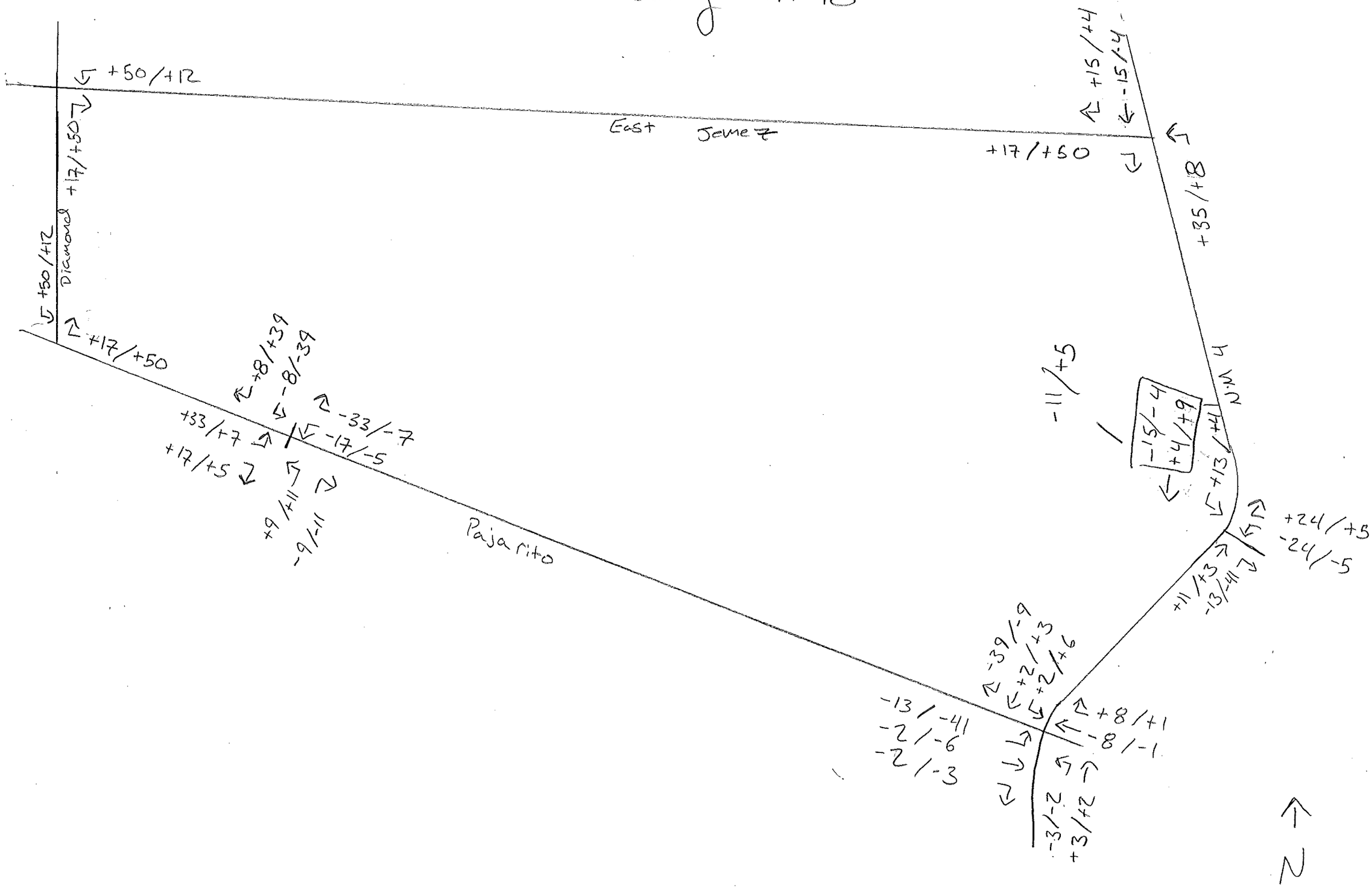
Re-Routed Through Traffic
on Pajarito
(West Bound)

7/8/10



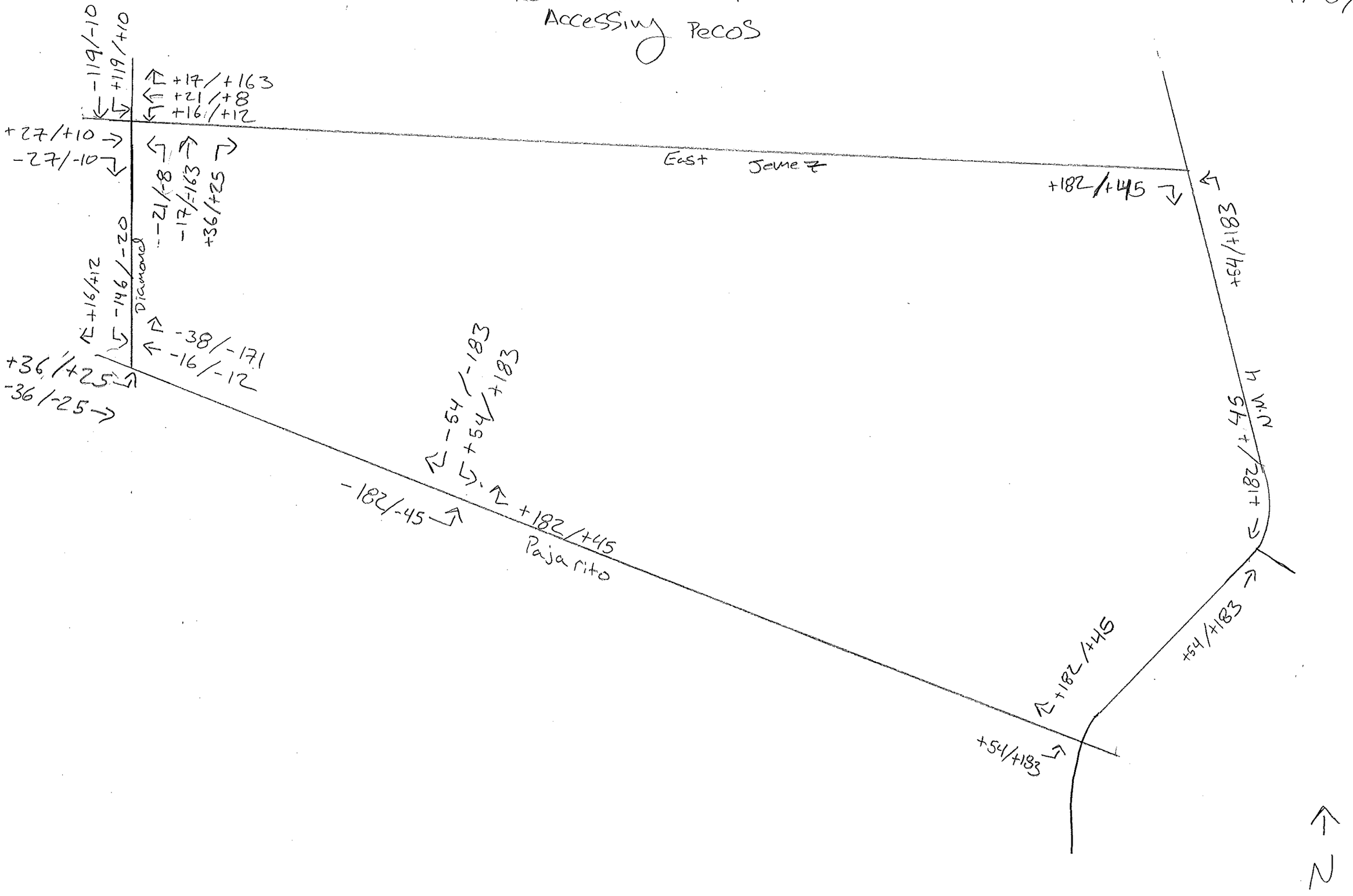
Re-Routed Trips
Accessing TA-48

7/8/10

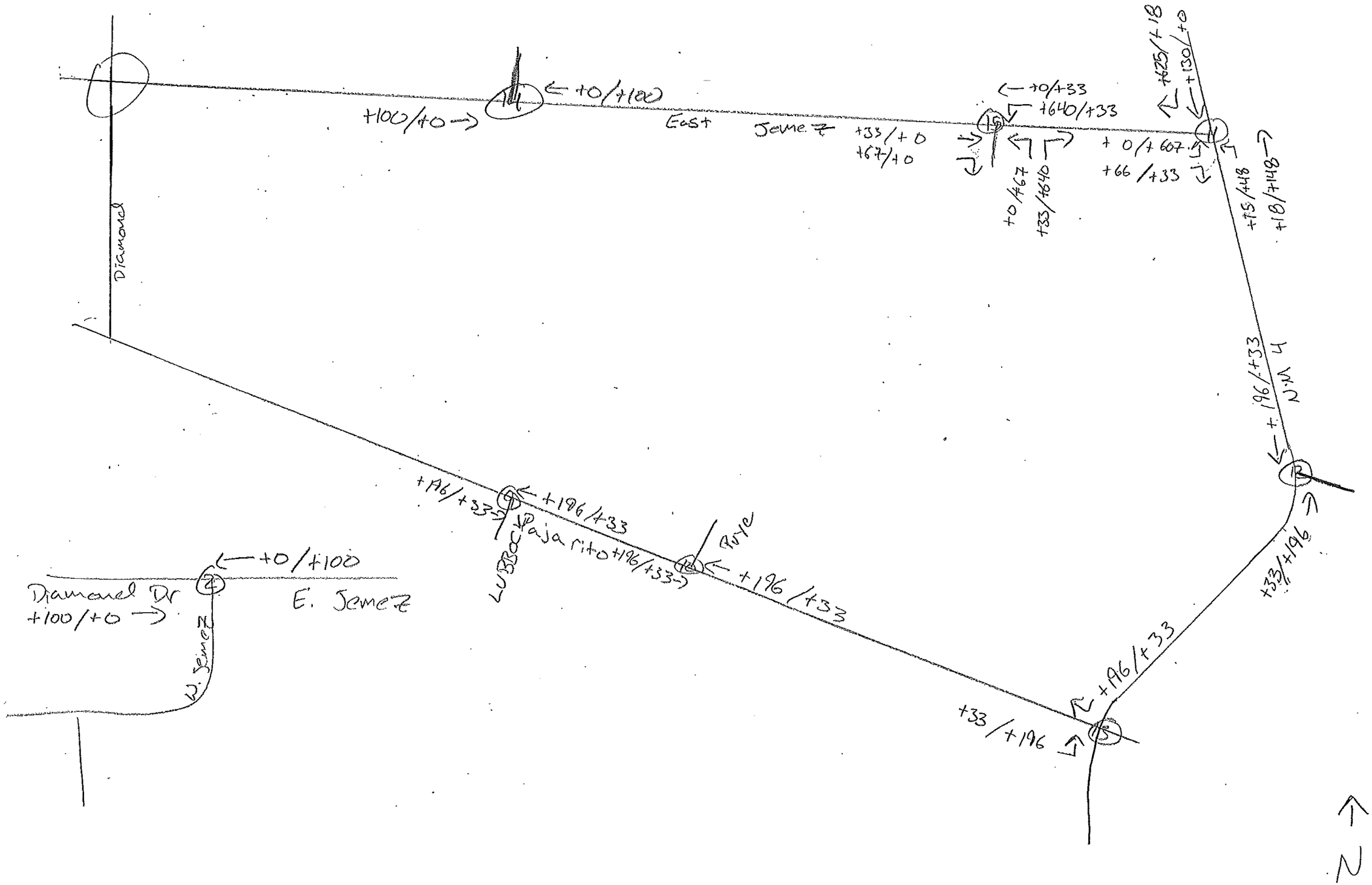


Re-Routed Trips
Accessing Pecos

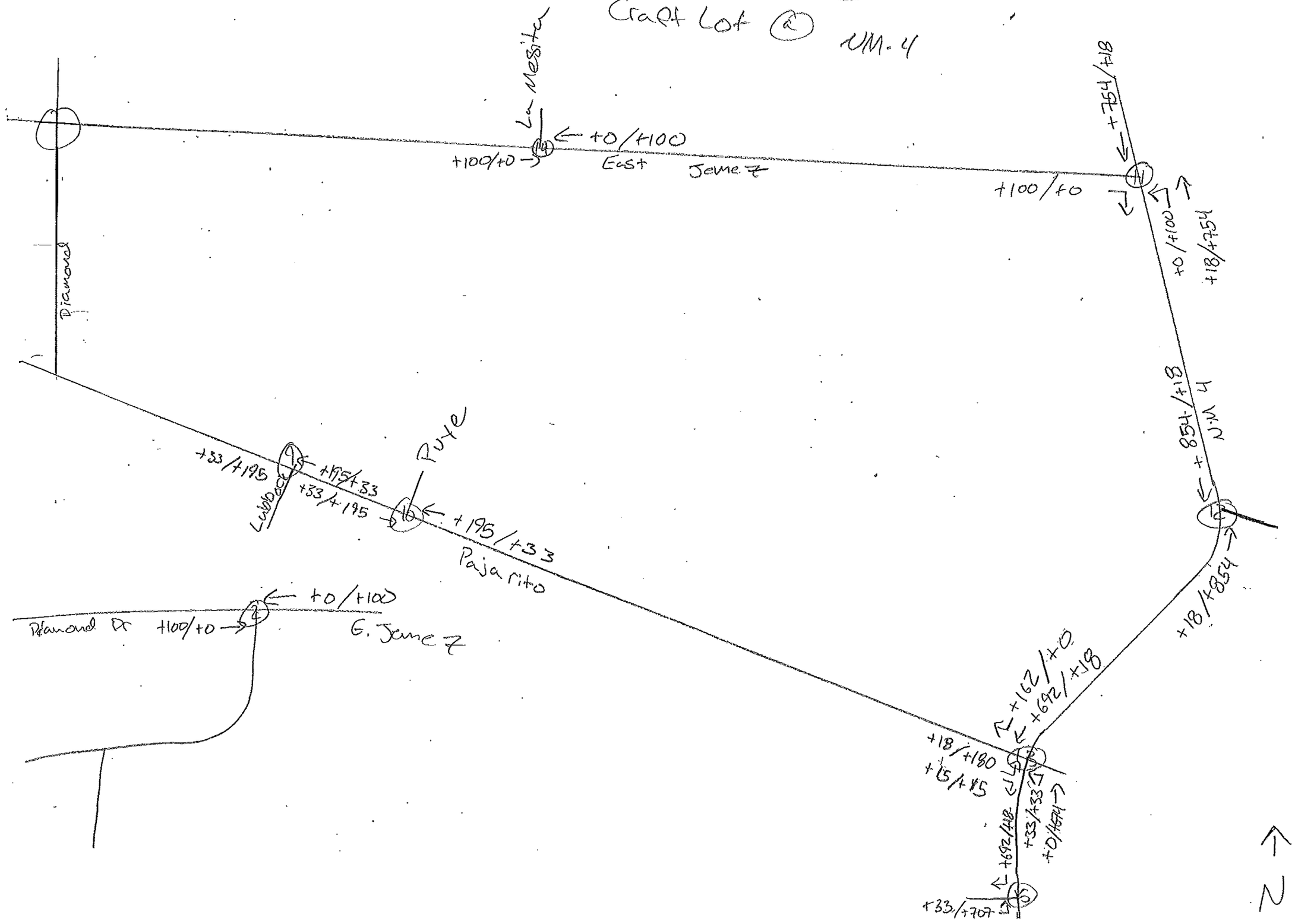
7/8/10



Construction traffic
Craft Lot (a) E. Jemez



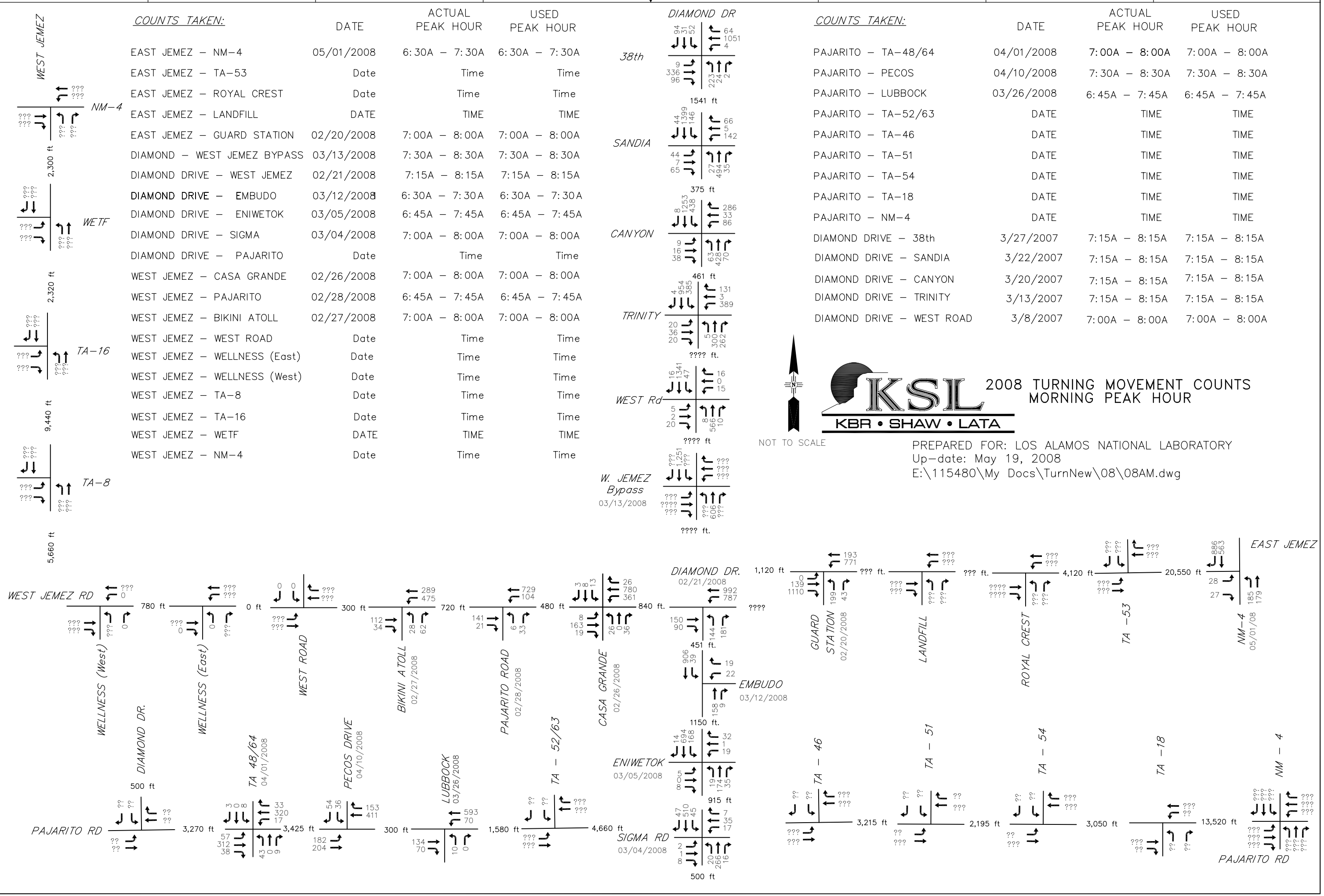
Construction traffic
Craft Lot (a)



Appendix B
Traffic Redistribution Worksheets

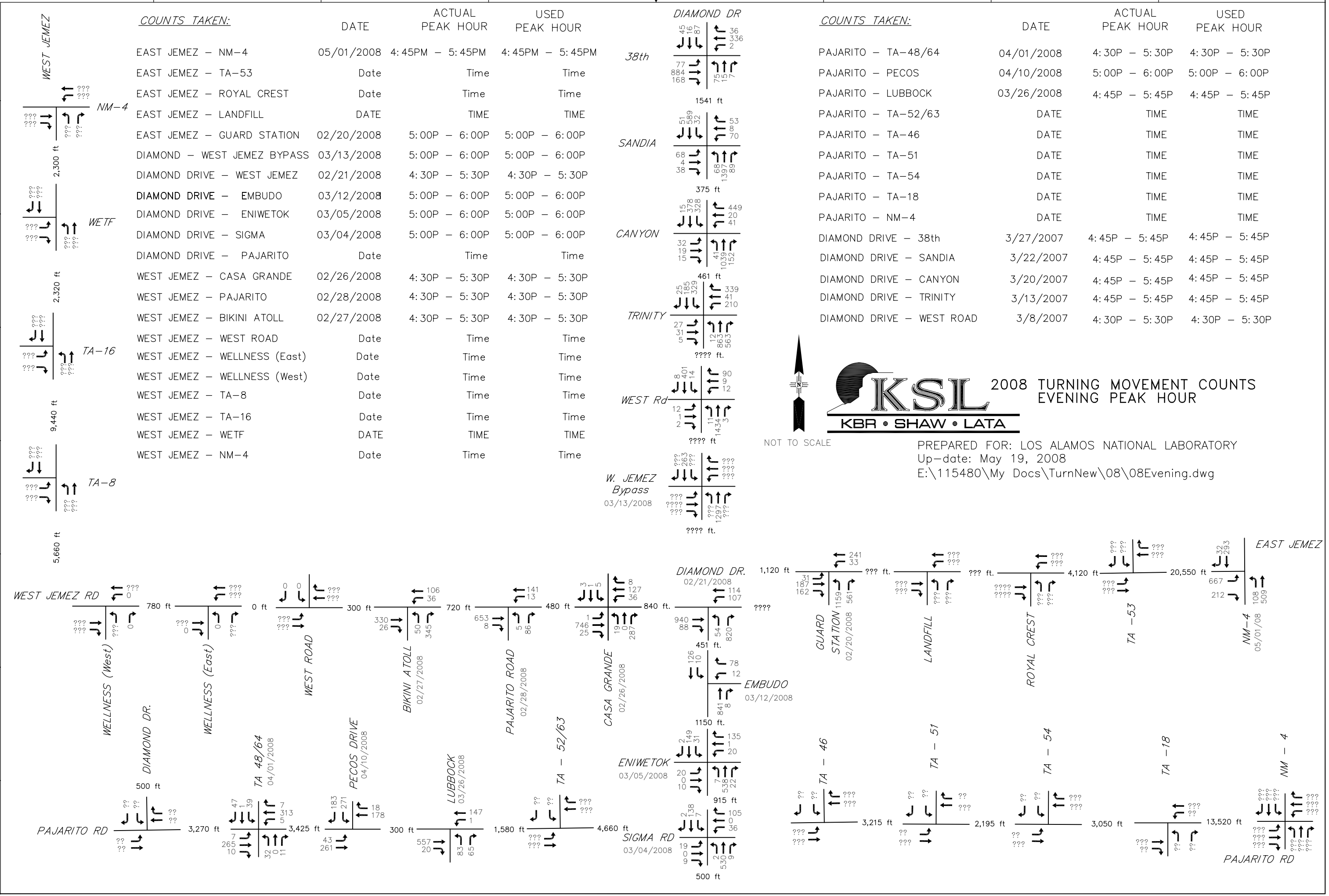
COUNTS TAKEN:	DATE	ACTUAL PEAK HOUR	USED PEAK HOUR
EAST JEMEZ – NM–4	05/01/2008	6:30A – 7:30A	6:30A – 7:30A
EAST JEMEZ – TA–53	Date	Time	Time
EAST JEMEZ – ROYAL CREST	Date	Time	Time
EAST JEMEZ – LANDFILL	DATE	TIME	TIME
EAST JEMEZ – GUARD STATION	02/20/2008	7:00A – 8:00A	7:00A – 8:00A
DIAMOND – WEST JEMEZ BYPASS	03/13/2008	7:30A – 8:30A	7:30A – 8:30A
DIAMOND DRIVE – WEST JEMEZ	02/21/2008	7:15A – 8:15A	7:15A – 8:15A
DIAMOND DRIVE – EMBUDO	03/12/2008	6:30A – 7:30A	6:30A – 7:30A
DIAMOND DRIVE – ENIWETOK	03/05/2008	6:45A – 7:45A	6:45A – 7:45A
DIAMOND DRIVE – SIGMA	03/04/2008	7:00A – 8:00A	7:00A – 8:00A
DIAMOND DRIVE – PAJARITO	Date	Time	Time
WEST JEMEZ – CASA GRANDE	02/26/2008	7:00A – 8:00A	7:00A – 8:00A
WEST JEMEZ – PAJARITO	02/28/2008	6:45A – 7:45A	6:45A – 7:45A
WEST JEMEZ – BIKINI ATOLL	02/27/2008	7:00A – 8:00A	7:00A – 8:00A
WEST JEMEZ – WEST ROAD	Date	Time	Time
WEST JEMEZ – WELLNESS (East)	Date	Time	Time
WEST JEMEZ – WELLNESS (West)	Date	Time	Time
WEST JEMEZ – TA–8	Date	Time	Time
WEST JEMEZ – TA–16	Date	Time	Time
WEST JEMEZ – WETF	DATE	TIME	TIME
WEST JEMEZ – NM–4	Date	Time	Time

COUNTS TAKEN:	DATE	ACTUAL PEAK HOUR	USED PEAK HOUR
PAJARITO – TA–48/64	04/01/2008	7:00A – 8:00A	7:00A – 8:00A
PAJARITO – PECOS	04/10/2008	7:30A – 8:30A	7:30A – 8:30A
PAJARITO – LUBBOCK	03/26/2008	6:45A – 7:45A	6:45A – 7:45A
PAJARITO – TA–52/63	DATE	TIME	TIME
PAJARITO – TA–46	DATE	TIME	TIME
PAJARITO – TA–51	DATE	TIME	TIME
PAJARITO – TA–54	DATE	TIME	TIME
PAJARITO – TA–18	DATE	TIME	TIME
PAJARITO – NM–4	DATE	TIME	TIME
DIAMOND DRIVE – 38th	3/27/2007	7:15A – 8:15A	7:15A – 8:15A
DIAMOND DRIVE – SANDIA	3/22/2007	7:15A – 8:15A	7:15A – 8:15A
DIAMOND DRIVE – CANYON	3/20/2007	7:15A – 8:15A	7:15A – 8:15A
DIAMOND DRIVE – TRINITY	3/13/2007	7:15A – 8:15A	7:15A – 8:15A
DIAMOND DRIVE – WEST ROAD	3/8/2007	7:00A – 8:00A	7:00A – 8:00A



COUNTS TAKEN:	DATE	ACTUAL PEAK HOUR	USED PEAK HOUR
EAST JEMEZ – NM–4	05/01/2008	4:45PM – 5:45PM	4:45PM – 5:45PM
EAST JEMEZ – TA–53	Date	Time	Time
EAST JEMEZ – ROYAL CREST	Date	Time	Time
EAST JEMEZ – LANDFILL	DATE	TIME	TIME
EAST JEMEZ – GUARD STATION	02/20/2008	5:00P – 6:00P	5:00P – 6:00P
DIAMOND – WEST JEMEZ BYPASS	03/13/2008	5:00P – 6:00P	5:00P – 6:00P
DIAMOND DRIVE – WEST JEMEZ	02/21/2008	4:30P – 5:30P	4:30P – 5:30P
DIAMOND DRIVE – EMBUDO	03/12/2008	5:00P – 6:00P	5:00P – 6:00P
DIAMOND DRIVE – ENIWETOK	03/05/2008	5:00P – 6:00P	5:00P – 6:00P
DIAMOND DRIVE – SIGMA	03/04/2008	5:00P – 6:00P	5:00P – 6:00P
DIAMOND DRIVE – PAJARITO	Date	Time	Time
WEST JEMEZ – CASA GRANDE	02/26/2008	4:30P – 5:30P	4:30P – 5:30P
WEST JEMEZ – PAJARITO	02/28/2008	4:30P – 5:30P	4:30P – 5:30P
WEST JEMEZ – BIKINI ATOLL	02/27/2008	4:30P – 5:30P	4:30P – 5:30P
WEST JEMEZ – WEST ROAD	Date	Time	Time
WEST JEMEZ – WELLNESS (East)	Date	Time	Time
WEST JEMEZ – WELLNESS (West)	Date	Time	Time
WEST JEMEZ – TA–8	Date	Time	Time
WEST JEMEZ – TA–16	Date	Time	Time
WEST JEMEZ – WETF	DATE	TIME	TIME
WEST JEMEZ – NM–4	Date	Time	Time

COUNTS TAKEN:	DATE	ACTUAL PEAK HOUR	USED PEAK HOUR
PAJARITO – TA–48/64	04/01/2008	4:30P – 5:30P	4:30P – 5:30P
PAJARITO – PECOS	04/10/2008	5:00P – 6:00P	5:00P – 6:00P
PAJARITO – LUBBOCK	03/26/2008	4:45P – 5:45P	4:45P – 5:45P
PAJARITO – TA–52/63	DATE	TIME	TIME
PAJARITO – TA–46	DATE	TIME	TIME
PAJARITO – TA–51	DATE	TIME	TIME
PAJARITO – TA–54	DATE	TIME	TIME
PAJARITO – TA–18	DATE	TIME	TIME
PAJARITO – NM–4	DATE	TIME	TIME
DIAMOND DRIVE – 38th	3/27/2007	4:45P – 5:45P	4:45P – 5:45P
DIAMOND DRIVE – SANDIA	3/22/2007	4:45P – 5:45P	4:45P – 5:45P
DIAMOND DRIVE – CANYON	3/20/2007	4:45P – 5:45P	4:45P – 5:45P
DIAMOND DRIVE – TRINITY	3/13/2007	4:45P – 5:45P	4:45P – 5:45P
DIAMOND DRIVE – WEST ROAD	3/8/2007	4:30P – 5:30P	4:30P – 5:30P



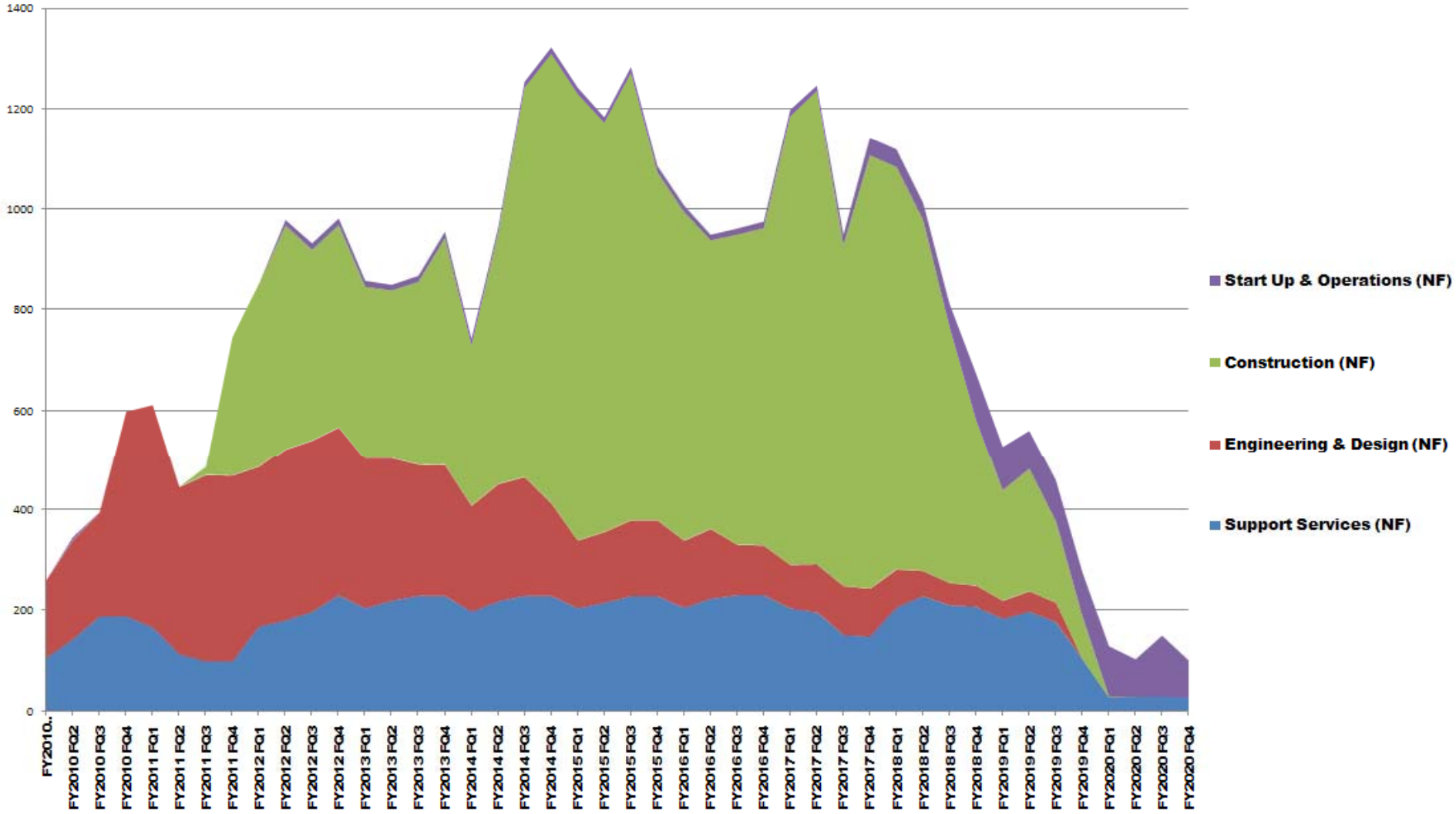
Appendix C
Supporting Information for Background Construction Traffic

Pajarito Corridor Project Matrix

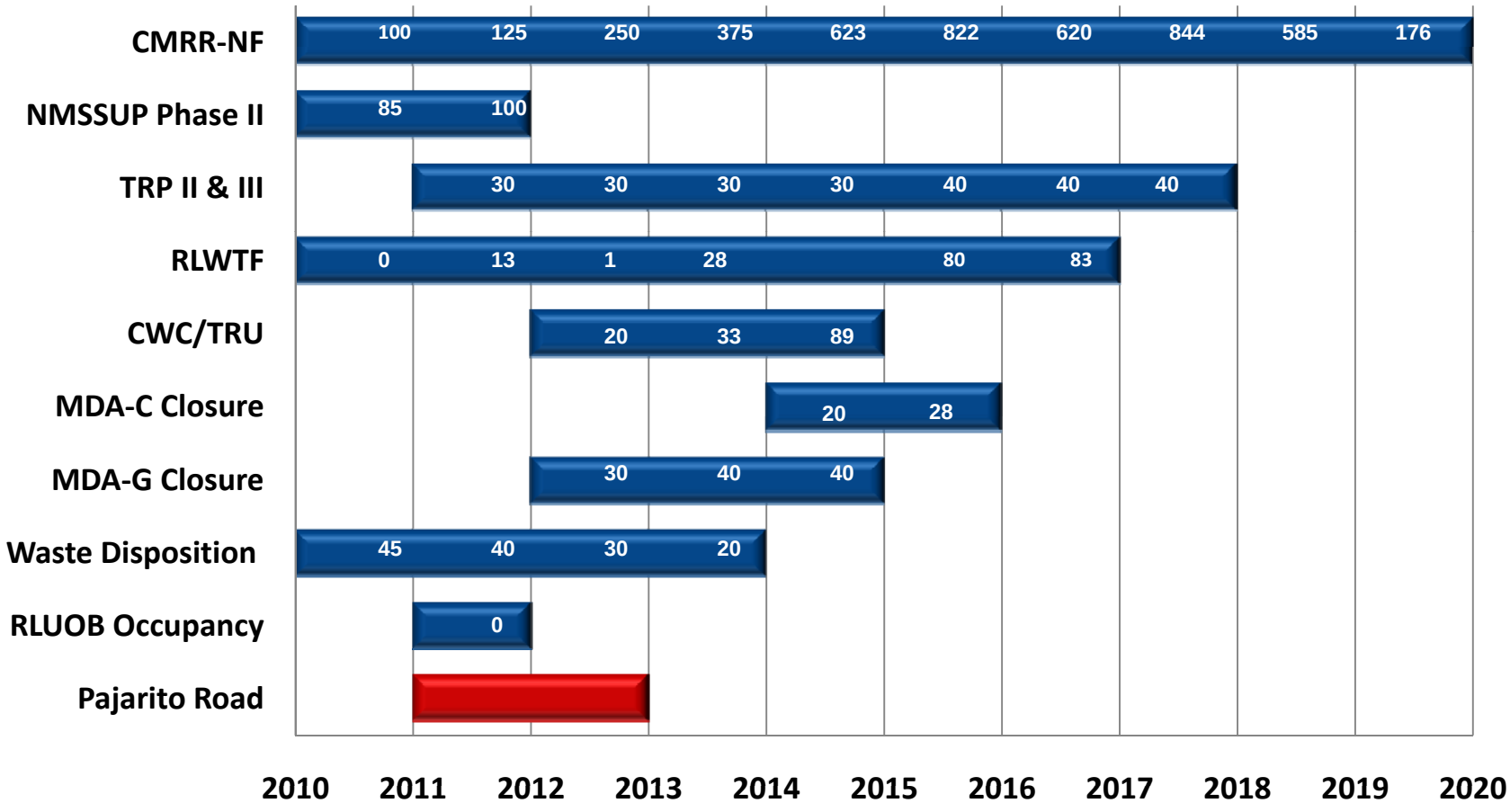
	MDA-C POC-Paula Bertino	**RLWTF** POC-	**TA-55-41 D&D** POC-	**NMSSUP phase II** POC-	**CMRR Project** POC-Rick Holmes	**ZLD/Evap Basins** POC-	**TRU Waste** POC-	**TA-55 Infrastructure Ugarde**
Project Start/Finish (FY)	**1Q 2010 thru 2Q FY11**	**9/08 thru 3/10**	**12/07 thru 7/08**	**3/08 thru 6/2012**	**Now thru 2014**	**3/08 thru 7/09**	**2Q FY10 thru 4Q FY11**	**2Q FY08 thru 2015**
Quantity of Material or Delivery Trucks (daily, weekly, or monthly)	**50/day**	**15/day**	**15-25/day**	**15-20 trucks/day**	**Varies ~ Peak at 200-300 day**	**10/day**	**10 trucks/day**	**3/day**
Project Management and Contractor Employees	**20 PM/contractor vehicles**	**20/day**	**10/day**	**10-15 vehicles**	**Full construction ~500-800**	**10-15/day**	**10 trucks/day**	**N/A – busing in craft from offsite**

Traffic study input

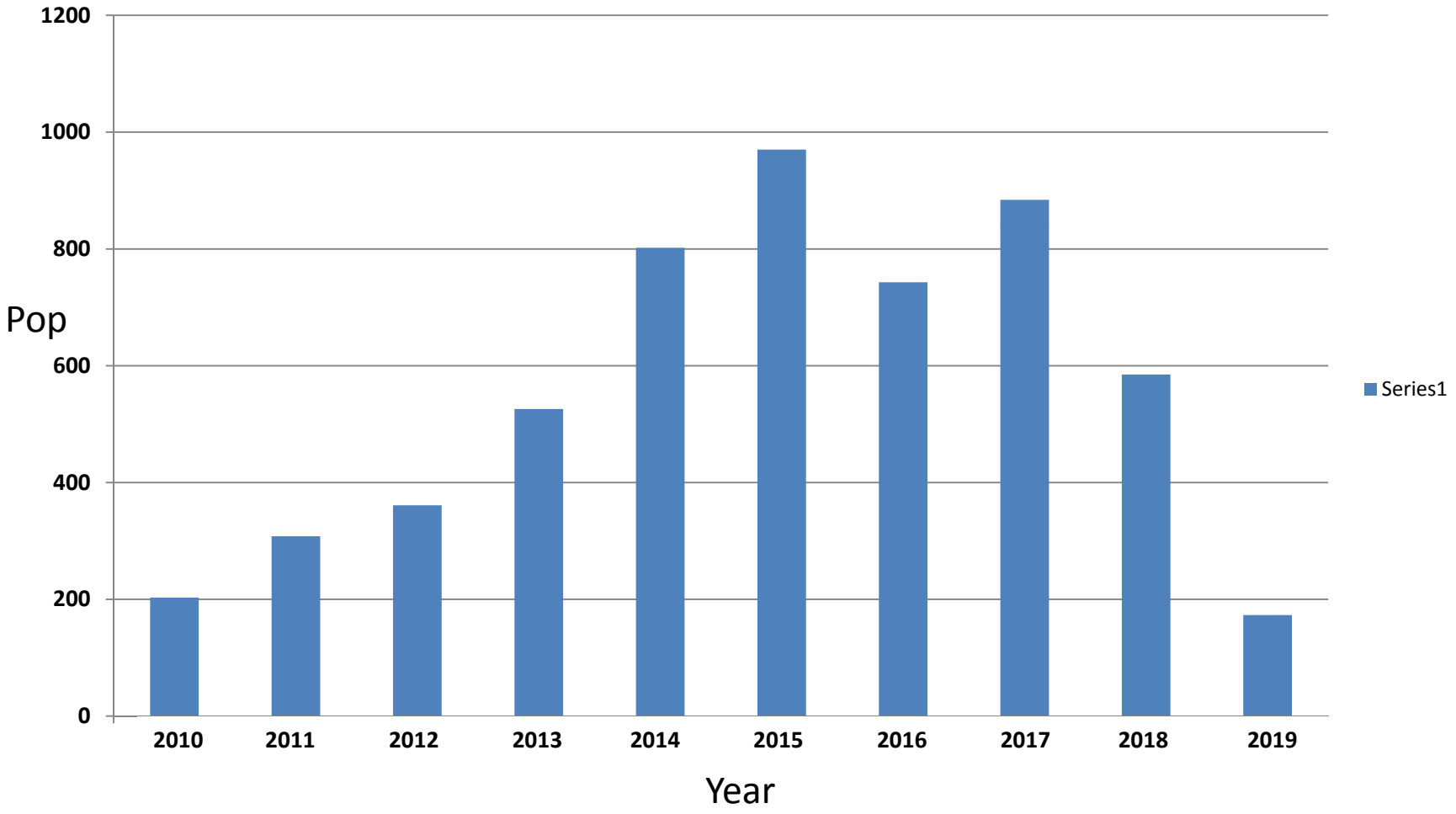
Nuclear Facility Total Staffing



Project Construction Craft FTE



Project Construction Craft FTE



Appendix D
Traffic Analysis Output Reports Organized by Analysis Year/Phase

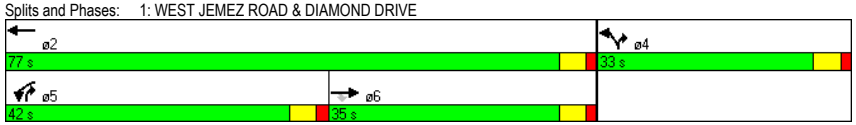
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	145	126	929	1243	151	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3438	1538	3574	3574	3335	2814
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3438	1538	3574	3574	3335	2814
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Heavy Vehicles (%)	5%	5%	1%	1%	5%	1%
Adj. Flow (vph)	179	148	1161	1337	229	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	148	1161	1337	229	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	34.0	21.0	33.0	
Total Split (s)	35.0	35.0	42.0	77.0	33.0	75.0
Total Split (%)	31.8%	31.8%	38.2%	70.0%	30.0%	68.2%
Maximum Green (s)	30.0	30.0	37.0	72.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	C-Max	C-Max	None	C-Max	None	
Walk Time (s)	4.0	4.0	4.0		4.0	
Flash Dont Walk (s)	26.0	26.0	25.0		24.0	
Pedestrian Calls (#/hr)	24	24	24		24	
Act Effct Green (s)	37.2	37.2	38.7	79.9	22.1	64.8
Actuated g/C Ratio	0.34	0.34	0.35	0.73	0.20	0.59
v/c Ratio	0.15	0.28	0.92	0.51	0.34	0.11
Control Delay	28.0	31.1	47.4	8.6	37.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	31.1	47.4	8.6	37.5	9.2
LOS	C	C	D	A	D	A
Approach Delay	29.4			26.6	24.9	
Approach LOS	C			C	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 72 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE



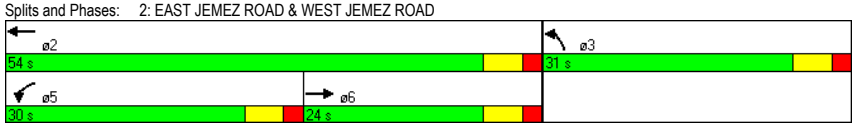
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	79	0	773	261	290	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1792	0	3400	3505	3084	1524
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1792	0	3400	3505	3084	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						100
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Heavy Vehicles (%)	6%	6%	3%	3%	3%	6%
Adj. Flow (vph)	152	0	966	358	354	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	966	358	354	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	24.0	0.0	30.0	54.0	31.0	0.0
Total Split (%)	28.2%	0.0%	35.3%	63.5%	36.5%	0.0%

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Maximum Green (s)	18.0		24.0	48.0	25.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	20.7		25.6	50.4	18.7	77.1
Actuated g/C Ratio	0.27		0.33	0.65	0.24	1.00
v/c Ratio	0.32		0.85	0.16	0.47	0.07
Control Delay	26.9		34.4	6.3	26.6	0.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.9		34.4	6.3	26.6	0.1
LOS	C		C	A	C	A
Approach Delay	26.9			26.8	20.8	
Approach LOS	C			C	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 77.1	
Natural Cycle: 85	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



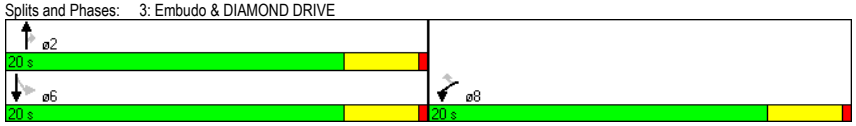
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	19	158	9	39	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.649	
Satd. Flow (perm)	1770	1583	1863	1583	1209	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		21		10		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	21	172	10	42	985
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	21	172	10	42	985
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.1	6.1	32.3	32.3	32.3	32.3
Actuated g/C Ratio	0.16	0.16	0.86	0.86	0.86	0.86
v/c Ratio	0.08	0.08	0.11	0.01	0.04	0.62
Control Delay	14.8	8.3	2.2	1.8	2.4	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	8.3	2.2	1.8	2.4	7.8
LOS	B	A	A	A	A	A
Approach Delay	11.8		2.2			7.6
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 37.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 7.0 — Intersection LOS: A
Intersection Capacity Utilization 57.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Embudo & DIAMOND DRIVE



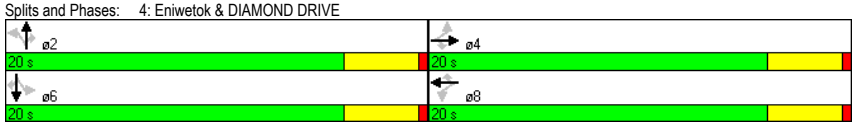
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	8	19	1	32	19	174	35	168	694	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.305			0.639		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	568	1863	1583	1190	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			35			38			15
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	9	21	1	35	21	189	38	183	754	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	9	0	22	35	21	189	38	183	754	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		6.1	6.1		6.1	6.1	19.6	19.6	19.6	19.6	19.6	19.6
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.81	0.81	0.81	0.81	0.81	0.81
v/c Ratio		0.01	0.02		0.05	0.08	0.05	0.13	0.03	0.19	0.50	0.01
Control Delay		9.2	6.4		9.2	5.0	3.5	2.9	1.7	3.5	6.5	2.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.2	6.4		9.2	5.0	3.5	2.9	1.7	3.5	6.5	2.1
LOS		A	A		A	A	A	A	A	A	A	A
Approach Delay		7.4			6.7			2.8			5.9	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 24.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 5.3 — Intersection LOS: A
Intersection Capacity Utilization 57.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

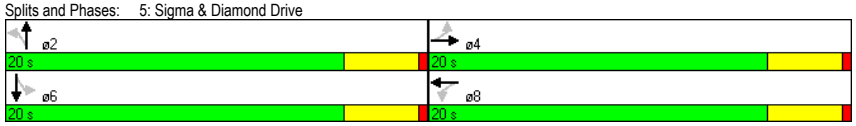


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1	8	17	35	7	20	266	16	45	510	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.865			0.974			0.992			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1814	0	1770	1848	0	1770	1839	0
Flt Permitted							0.410			0.574		
Satd. Flow (perm)	1863	1611	0	1863	1814	0	764	1848	0	1069	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			8			9			14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	18	38	8	22	289	17	49	554	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	10	0	18	46	0	22	306	0	49	605	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.1	6.1		6.3	6.3		25.4	25.4		25.4	25.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.82	0.82		0.82	0.82	
v/c Ratio	0.01	0.03		0.05	0.12		0.04	0.20		0.06	0.40	
Control Delay	10.5	7.2		10.8	10.2		3.3	3.0		3.1	4.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.5	7.2		10.8	10.2		3.3	3.0		3.1	4.1	
LOS	B	A		B	B		A	A		A	A	
Approach Delay		7.8			10.3			3.0			4.0	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 30.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 4.1		Intersection LOS: A	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	31	110	131	301	461	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	120	142	327	501	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	120	142	327	501	140
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	110	131	301	461	129
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	120	142	327	501	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	1237	1002	1002	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1237	1002	1002	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	0	29	15	70	69	
cM capacity (veh/h)	24	168	168	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	34	120	470	501	140
Volume Left	34	0	0	501	0
Volume Right	0	0	327	0	140
cSH	24	168	553	1623	1700
Volume to Capacity	1.39	0.71	0.85	0.31	0.08
Queue Length 95th (ft)	105	108	227	33	0
Control Delay (s)	558.1	67.2	33.9	8.2	0.0
Lane LOS	F	F	D	A	
Approach Delay (s)	175.1		33.9	6.4	
Approach LOS	F		D		

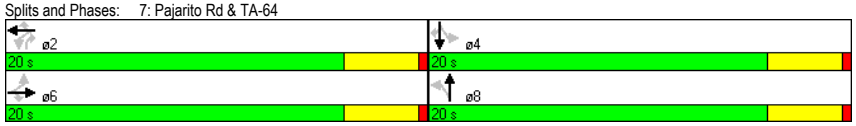
Intersection Summary			
Average Delay	37.1		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	312	38	17	320	33	43	0	9	8	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	1770	1583	0	1770	1583
Flt Permitted	0.702			0.702								
Satd. Flow (perm)	1308	1863	1583	1308	1863	1583	0	1863	1583	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41			36			10			3
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	339	41	18	348	36	47	0	10	9	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	339	41	18	348	36	0	47	10	0	9	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	11.4	11.4	11.4	11.5	11.5	11.5		7.1	11.5		6.9	6.9
Actuated g/C Ratio	0.73	0.73	0.73	0.74	0.74	0.74		0.46	0.74		0.44	0.44
v/c Ratio	0.06	0.25	0.03	0.02	0.25	0.03		0.06	0.01		0.01	0.00
Control Delay	2.3	2.6	1.4	2.4	2.6	1.5		5.4	1.9		6.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	2.3	2.6	1.4	2.4	2.6	1.5		5.4	1.9		6.0	5.3
LOS	A	A	A	A	A	A		A	A		A	A
Approach Delay		2.4			2.5			4.8			5.8	
Approach LOS		A			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 15.6	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 2.7	Intersection LOS: A
Intersection Capacity Utilization 39.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Pajarito Rd & TA-64

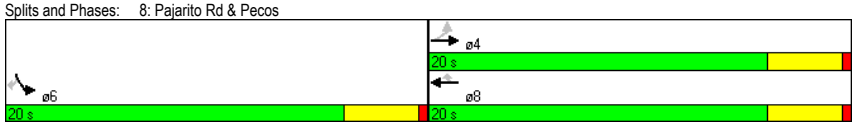


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	182	204	411	153	36	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.504				0.950	
Satd. Flow (perm)	939	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				166		59
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	222	447	166	39	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	222	447	166	39	59
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.7	14.7	14.5	14.5	7.1	7.1
Actuated g/C Ratio	0.74	0.74	0.73	0.73	0.36	0.36
v/c Ratio	0.28	0.16	0.33	0.14	0.06	0.10
Control Delay	4.6	3.1	3.8	1.3	8.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	3.1	3.8	1.3	8.5	4.2
LOS	A	A	A	A	A	A
Approach Delay		3.8	3.1		5.9	
Approach LOS		A	A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 19.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 3.6		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pajarito Rd & Pecos

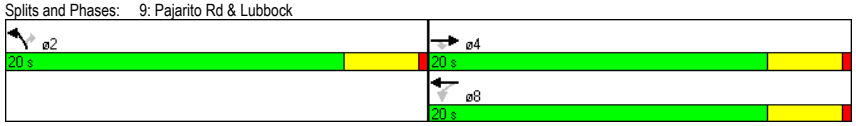


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	134	70	70	593	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1863
Flt Permitted			0.664		0.950	
Satd. Flow (perm)	1863	1583	1237	1863	1770	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		76				
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	146	76	76	645	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	76	76	645	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Turn Type		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	16.0	16.0	16.0	16.0	16.0	
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	
v/c Ratio	0.20	0.11	0.15	0.87	0.02	
Control Delay	8.7	3.1	8.7	27.5	7.4	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.7	3.1	8.7	27.5	7.4	
LOS	A	A	A	C	A	
Approach Delay	6.8			25.5	7.4	
Approach LOS	A			C	A	

Intersection Summary	
Area Type: Other	
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 41.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Pajarito Rd & Lubbock



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	46	151	580	34	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	164	630	37	3	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	164	630	37	3	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	46	151	580	34	3	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	164	630	37	3	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		690				
pX, platoon unblocked						
vC, conflicting volume	630				895	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	630				895	630
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				99	97
cM capacity (veh/h)	952				295	481

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SW 1	SW 2
Volume Total	50	164	630	37	3	14
Volume Left	50	0	0	0	3	0
Volume Right	0	0	0	37	0	14
cSH	952	1700	1700	1700	295	481
Volume to Capacity	0.05	0.10	0.37	0.02	0.01	0.03
Queue Length 95th (ft)	4	0	0	0	1	2
Control Delay (s)	9.0	0.0	0.0	0.0	17.3	12.7
Lane LOS	A				C	B
Approach Delay (s)	2.1		0.0		13.6	
Approach LOS					B	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

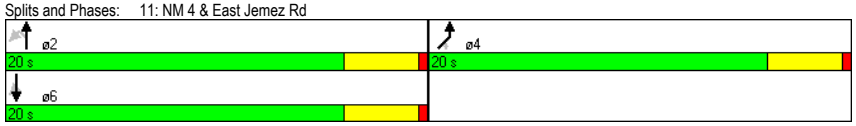
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	185	179	563	886	28	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.411				0.950	
Satd. Flow (perm)	766	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				963		29
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	195	612	963	30	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	195	612	963	30	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	31.5	31.5	31.5	31.5	6.2	6.2
Actuated g/C Ratio	0.85	0.85	0.85	0.85	0.17	0.17
v/c Ratio	0.31	0.12	0.39	0.65	0.10	0.10
Control Delay	4.6	2.4	3.6	3.1	14.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	2.4	3.6	3.1	14.1	7.3
LOS	A	A	A	A	B	A
Approach Delay		3.5	3.3		10.8	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 37.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 3.6 — Intersection LOS: A
Intersection Capacity Utilization 71.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 11: NM 4 & East Jemez Rd

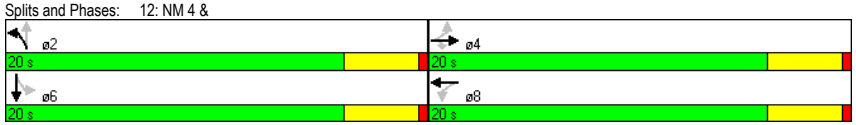


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	207	27	171	282	26	155	13	454	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.987			0.854			0.991	
Flt Protected	0.950			0.950			0.950				0.962	
Satd. Flow (prot)	1770	1863	1583	1770	1839	0	1770	1591	0	0	1776	0
Flt Permitted	0.554			0.618			0.950				0.704	
Satd. Flow (perm)	1032	1863	1583	1151	1839	0	1770	1591	0	0	1300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29		14			493			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			274			66	
Travel Time (s)		21.4			6.7			4.2			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	225	29	186	307	28	168	14	493	12	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	225	29	186	335	0	168	507	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Prot			Perm		
Protected Phases		4			8		2!				6!	
Permitted Phases	4		4	8				2		6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	10.7	10.7	10.7	11.0	11.0		9.8	9.8			9.8	
Actuated g/C Ratio	0.40	0.40	0.40	0.41	0.41		0.37	0.37			0.37	
v/c Ratio	0.01	0.30	0.04	0.39	0.44		0.26	0.56			0.03	
Control Delay	6.7	8.1	3.7	10.3	9.0		8.6	4.1			7.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	6.7	8.1	3.7	10.3	9.0		8.6	4.1			7.1	
LOS	A	A	A	B	A		A	A			A	
Approach Delay		7.6			9.4			5.2			7.1	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 26.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 12: NM 4 &

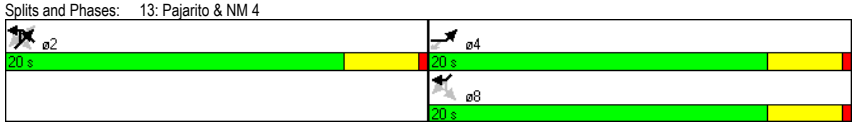


Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	13	2	2	9	118	3	43	47	9	0	41	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	400			0	225	0		150	0		0
Storage Lanes	1	1			1	1	0		1	0		1
Taper Length (ft)	25	25			25	25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.850			0.850			0.850			0.850
Flt Protected	0.958				0.950			0.977				
Satd. Flow (prot)	1751	0	1504	0	1770	1583	0	1820	1583	0	1863	1583
Flt Permitted	0.958				0.950			0.977			0.747	
Satd. Flow (perm)	1751	0	1504	0	1770	1583	0	1820	1583	0	1391	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			2			3			10			623
Link Speed (mph)	45				45			45			45	
Link Distance (ft)	569				363			922			3080	
Travel Time (s)	8.6				5.5			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	2	2	10	128	3	47	51	10	0	45	657
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	16	0	2	0	138	3	0	98	10	0	45	657
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			0			0	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20	10	10	20	20	10	20		10	20		10
Number of Detectors	1		1	1	1	1	1	2	1	1	2	1
Detector Template	Left		Right	Left	Left	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20		20	20	20	20	20	100	20	20	100	20
Trailing Detector (ft)	0		0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20		20	20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	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			Perm	Perm		Perm	Split		Perm	custom		custom
Protected Phases	4				2!		2!	2!				8
Permitted Phases			4	2!		2			2	8	8	
Detector Phase	4		4	2	2	2	2	2	2	8	8	8

Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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)	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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		None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	9.4		9.4		8.7	8.7		8.7	8.7		9.4	9.4
Actuated g/C Ratio	0.44		0.44		0.40	0.40		0.40	0.40		0.44	0.44
v/c Ratio	0.02		0.00		0.19	0.00		0.13	0.02		0.07	0.63
Control Delay	5.3		4.0		7.9	6.0		7.5	5.1		5.6	4.1
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	5.3		4.0		7.9	6.0		7.5	5.1		5.6	4.1
LOS	A		A		A	A		A	A		A	A
Approach Delay	5.2				7.8			7.3			4.2	
Approach LOS	A				A			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 40	
Actuated Cycle Length: 21.6	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 13: Pajarito & NM 4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	35	146	1161	40	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	159	1262	43	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	159	1262	43	3	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	146	1161	40	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	159	1262	43	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1262				1497	1262
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1262				1497	1262
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				97	98
cM capacity (veh/h)	551				126	207

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	38	159	1262	43	3	3
Volume Left	38	0	0	0	3	0
Volume Right	0	0	0	43	0	3
cSH	551	1700	1700	1700	126	207
Volume to Capacity	0.07	0.09	0.74	0.03	0.03	0.02
Queue Length 95th (ft)	6	0	0	0	2	1
Control Delay (s)	12.0	0.0	0.0	0.0	34.4	22.6
Lane LOS	B				D	C
Approach Delay (s)	2.3		0.0		28.5	
Approach LOS					D	

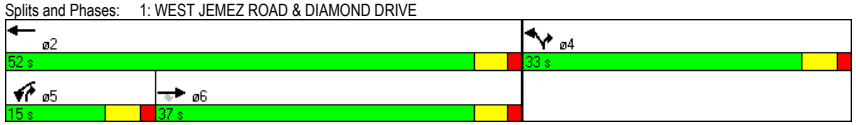
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1054	102	107	145	32	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3438	1538	3574	3574	3335	2814
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3438	1538	3574	3574	3335	2814
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Heavy Vehicles (%)	5%	5%	1%	1%	5%	1%
Adj. Flow (vph)	1301	120	134	156	48	1286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1301	120	134	156	48	1286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	15.0	33.0	33.0	
Total Split (s)	37.0	37.0	15.0	52.0	33.0	48.0
Total Split (%)	43.5%	43.5%	17.6%	61.2%	38.8%	56.5%
Maximum Green (s)	32.0	32.0	10.0	47.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	26.0	26.0		24.0	24.0	
Pedestrian Calls (#/hr)	24	24		24	24	
Act Effct Green (s)	33.0	33.0	11.0	48.0	29.0	44.0
Actuated g/C Ratio	0.39	0.39	0.13	0.56	0.34	0.52
v/c Ratio	0.97	0.20	0.29	0.08	0.04	0.88
Control Delay	46.2	18.4	35.3	8.6	18.9	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	18.4	35.3	8.6	18.9	27.3
LOS	D	B	D	A	B	C
Approach Delay	43.8			20.9	27.0	
Approach LOS	D			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 34.3		Intersection LOS: C	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE



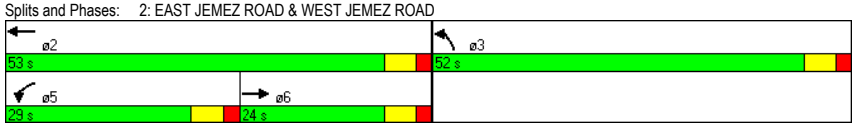
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	180	0	34	218	1215	666
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1792	0	3400	3505	3084	1524
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1792	0	3400	3505	3084	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						398
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Heavy Vehicles (%)	6%	6%	3%	3%	3%	6%
Adj. Flow (vph)	346	0	42	299	1482	888
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	0	42	299	1482	888
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	24.0	0.0	29.0	53.0	52.0	0.0
Total Split (%)	22.9%	0.0%	27.6%	50.5%	49.5%	0.0%

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Maximum Green (s)	18.0		23.0	47.0	46.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	39.4		12.0	49.0	48.0	105.0
Actuated g/C Ratio	0.38		0.11	0.47	0.46	1.00
v/c Ratio	0.51		0.11	0.18	1.05	0.58
Control Delay	30.8		42.6	16.7	67.6	1.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.8		42.6	16.7	67.6	1.6
LOS	C		D	B	E	A
Approach Delay	30.8			19.9	42.9	
Approach LOS	C			B	D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 105		
Actuated Cycle Length: 105		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.05		
Intersection Signal Delay: 39.0		Intersection LOS: D
Intersection Capacity Utilization 55.9%		ICU Level of Service B
Analysis Period (min) 15		

* User Entered Value

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



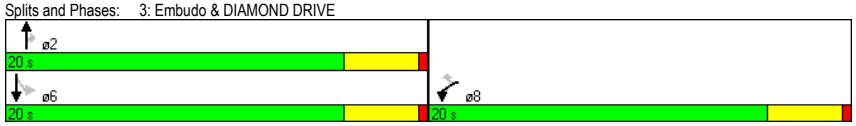
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	12	78	841	8	10	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.220	
Satd. Flow (perm)	1770	1583	1863	1583	410	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		51		7		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	85	914	9	11	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	85	914	9	11	137
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.7	6.7	28.4	28.4	28.4	28.4
Actuated g/C Ratio	0.18	0.18	0.76	0.76	0.76	0.76
v/c Ratio	0.04	0.26	0.65	0.01	0.04	0.10
Control Delay	11.8	8.9	10.9	2.8	4.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	8.9	10.9	2.8	4.1	3.5
LOS	B	A	B	A	A	A
Approach Delay	9.3		10.8			3.5
Approach LOS	A		B			A

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 37.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 9.7 — Intersection LOS: A
Intersection Capacity Utilization 55.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Embudo & DIAMOND DRIVE

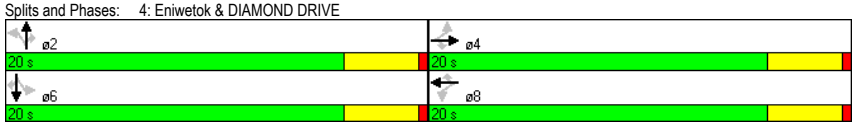


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	10	20	1	135	7	538	22	31	149	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.654			0.397		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	1218	1863	1583	740	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			147			24			2
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	11	22	1	147	8	585	24	34	162	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	11	0	23	147	8	585	24	34	162	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		7.1	7.1		7.1	7.1	14.7	14.7	14.7	14.7	14.7	14.7
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.62	0.62	0.62	0.62	0.62	0.62
v/c Ratio		0.04	0.02		0.04	0.26	0.01	0.51	0.02	0.07	0.14	0.00
Control Delay		9.5	5.9		9.5	3.8	4.0	6.5	2.3	4.5	4.1	3.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.5	5.9		9.5	3.8	4.0	6.5	2.3	4.5	4.1	3.0
LOS		A	A		A	A	A	A	A	A	A	A
Approach Delay		8.3			4.6			6.3			4.1	
Approach LOS		A			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 23.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

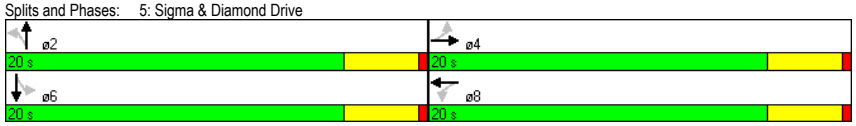


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	9	36	0	105	2	530	9	7	138	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.850			0.850			0.997			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1857	0	1770	1859	0
Flt Permitted							0.660			0.404		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	1229	1857	0	753	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		676			165			3			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	0	10	39	0	114	2	576	10	8	150	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	10	0	39	114	0	2	586	0	8	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.4	6.4		6.4	6.4		21.6	21.6		21.6	21.6	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.72	0.72		0.72	0.72	
v/c Ratio	0.05	0.01		0.10	0.24		0.00	0.44		0.01	0.11	
Control Delay	9.9	0.0		10.4	2.6		4.0	5.5		3.9	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.9	0.0		10.4	2.6		4.0	5.5		3.9	3.8	
LOS	A	A		B	A		A	A		A	A	
Approach Delay		6.7			4.6			5.5			3.8	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 30.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	155	209	30	447	156	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	227	33	486	170	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	227	33	486	170	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	155	209	30	447	156	30
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	168	227	33	486	170	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	598	339	339	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598	339	339	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	16	56	94	55	90	
cM capacity (veh/h)	200	521	521	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	168	227	518	170	33
Volume Left	168	0	0	170	0
Volume Right	0	0	486	0	33
cSH	200	521	1158	1623	1700
Volume to Capacity	0.84	0.44	0.45	0.10	0.02
Queue Length 95th (ft)	155	55	59	9	0
Control Delay (s)	77.0	17.1	11.1	7.5	0.0
Lane LOS	F	C	B	A	
Approach Delay (s)	42.6		11.1	6.3	
Approach LOS	E		B		

Intersection Summary			
Average Delay	21.4		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

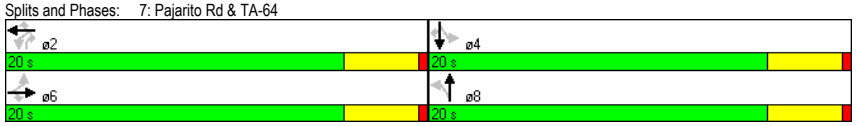
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	265	10	5	313	7	32	0	11	39	1	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950			0.953	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	1770	1583	0	1775	1583
Flt Permitted												
Satd. Flow (perm)	1863	1863	1583	1863	1863	1583	0	1863	1583	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			8			12			51
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	288	11	5	340	8	35	0	12	42	1	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	288	11	5	340	8	0	35	12	0	43	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	9.5	9.5	9.5	9.7	9.7	9.7		7.3	9.7		7.3	7.3
Actuated g/C Ratio	0.53	0.53	0.53	0.54	0.54	0.54		0.41	0.54		0.41	0.41
v/c Ratio	0.01	0.29	0.01	0.00	0.34	0.01		0.05	0.01		0.06	0.08
Control Delay	3.9	4.4	2.7	3.8	4.6	2.9		6.9	2.6		6.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	3.9	4.4	2.7	3.8	4.6	2.9		6.9	2.6		6.8	3.7
LOS	A	A	A	A	A	A		A	A		A	A
Approach Delay		4.3			4.6			5.8			5.1	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 17.9
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 4.6 — Intersection LOS: A
Intersection Capacity Utilization 33.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Pajarito Rd & TA-64



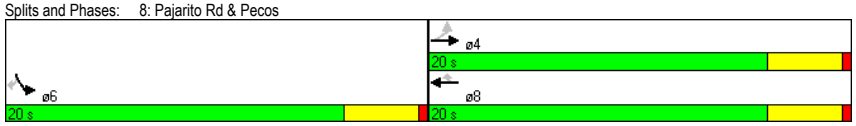
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	43	261	178	18	271	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.636				0.950	
Satd. Flow (perm)	1185	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				20		199
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	284	193	20	295	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	284	193	20	295	199
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.2	10.2	10.0	10.0	10.4	10.4
Actuated g/C Ratio	0.38	0.38	0.37	0.37	0.39	0.39
v/c Ratio	0.11	0.40	0.28	0.03	0.43	0.27
Control Delay	7.7	9.4	8.4	4.1	9.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	9.4	8.4	4.1	9.7	2.8
LOS	A	A	A	A	A	A
Approach Delay		9.2	8.0		6.9	
Approach LOS		A	A		A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 27
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 7.8 — Intersection LOS: A
Intersection Capacity Utilization 37.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Pajarito Rd & Pecos



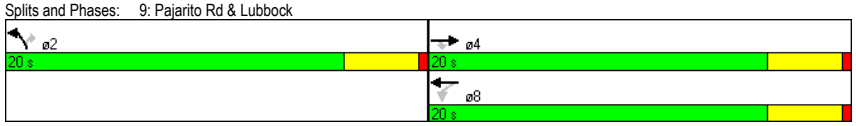
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	557	20	1	147	83	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.250		0.950	
Satd. Flow (perm)	1863	1583	466	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		22				71
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	605	22	1	160	90	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	605	22	1	160	90	71
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Turn Type		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.81	0.03	0.01	0.21	0.13	0.11
Control Delay	22.9	4.2	7.0	8.9	8.2	3.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	4.2	7.0	8.9	8.2	3.2
LOS	C	A	A	A	A	A
Approach Delay	22.2			8.9	6.0	
Approach LOS	C			A	A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 17.2 — Intersection LOS: B
Intersection Capacity Utilization 40.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Pajarito Rd & Lubbock



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	7	667	97	3	29	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	725	105	3	32	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	725	105	3	32	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	7	667	97	3	29	39
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	725	105	3	32	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		690				
pX, platoon unblocked					0.69	
vC, conflicting volume	105				846	105
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	105				546	105
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	96
cM capacity (veh/h)	1486				340	949

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SW 1	SW 2
Volume Total	8	725	105	3	32	42
Volume Left	8	0	0	0	32	0
Volume Right	0	0	0	3	0	42
cSH	1486	1700	1700	1700	340	949
Volume to Capacity	0.01	0.43	0.06	0.00	0.09	0.04
Queue Length 95th (ft)	0	0	0	0	8	4
Control Delay (s)	7.4	0.0	0.0	0.0	16.7	9.0
Lane LOS	A				C	A
Approach Delay (s)	0.1		0.0		12.2	
Approach LOS					B	

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

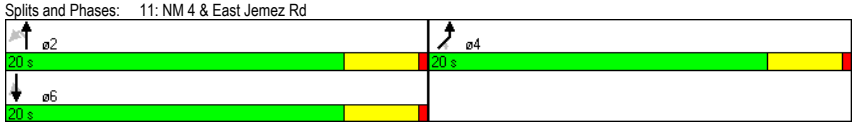
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	108	509	32	293	667	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.734				0.950	
Satd. Flow (perm)	1367	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				318		230
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	553	35	318	725	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	553	35	318	725	230
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.4	14.4	14.4	14.4	16.0	16.0
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.42	0.42
v/c Ratio	0.23	0.79	0.05	0.40	0.98	0.29
Control Delay	9.4	21.4	7.7	3.1	47.1	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	21.4	7.7	3.1	47.1	2.8
LOS	A	C	A	A	D	A
Approach Delay		19.3	3.6		36.5	
Approach LOS		B	A		D	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 38.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 24.8 — Intersection LOS: C
Intersection Capacity Utilization 70.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 11: NM 4 & East Jemez Rd

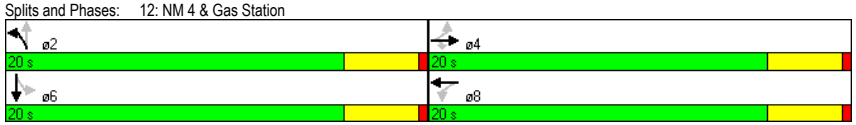


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	407	204	312	160	312	50	27	187	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.901			0.869			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	1863	1583	1770	1678	0	1770	1619	0	0	1794	0
Flt Permitted	0.427			0.488			0.950				0.660	
Satd. Flow (perm)	795	1863	1583	909	1678	0	1770	1619	0	0	1224	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222		292			203			3	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	442	222	339	174	339	54	29	203	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	442	222	339	513	0	54	232	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Prot			Perm		
Protected Phases		4			8		2!				6!	
Permitted Phases	4		4	8				2		6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	17.8	17.8	17.8	17.8	17.8		7.9	7.9			7.9	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59		0.26	0.26			0.26	
v/c Ratio	0.01	0.40	0.22	0.63	0.46		0.12	0.40			0.32	
Control Delay	5.0	6.9	1.8	17.1	4.2		9.6	5.0			12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.0	6.9	1.8	17.1	4.2		9.6	5.0			12.4	
LOS	A	A	A	B	A		A	A			B	
Approach Delay		5.2			9.3			5.8			12.4	
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 30			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 12: NM 4 & Gas Station

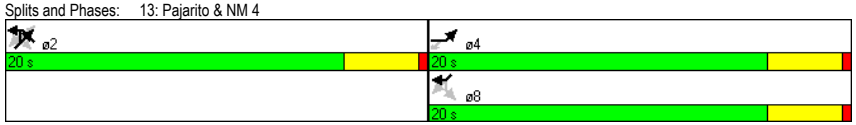


Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	553	86	23	10	2	6	3	110	8	7	58	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	400			0	225	0		150	0		0
Storage Lanes	1	1			1	1	0		1	0		1
Taper Length (ft)	25	25			25	25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.850			0.850			0.850			0.850
Flt Protected	0.959				0.950			0.999			0.994	
Satd. Flow (prot)	1749	0	1504	0	1770	1583	0	1861	1583	0	1852	1583
Flt Permitted	0.959				0.950			0.999			0.310	
Satd. Flow (perm)	1749	0	1504	0	1770	1583	0	1861	1583	0	577	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	1		22			7			9			17
Link Speed (mph)	45				45			45			45	
Link Distance (ft)	569				363			922			3080	
Travel Time (s)	8.6				5.5			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	601	93	25	11	2	7	3	120	9	8	63	17
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	697	0	22	0	13	7	0	123	9	0	71	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			0			0	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20	10	10	20	20	10	20		10	20		10
Number of Detectors	1		1	1	1	1	1	2	1	1	2	1
Detector Template	Left		Right	Left	Left	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20		20	20	20	20	20	100	20	20	100	20
Trailing Detector (ft)	0		0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20		20	20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	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			Perm	Perm		Perm	Split		Perm	custom		custom
Protected Phases	4				2!		2!	2!				8
Permitted Phases			4	2!		2			2	8	8	
Detector Phase	4		4	2	2	2	2	2	2	8	8	8

Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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)	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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		None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	17.8		17.8		7.4	7.4		7.4	7.4		17.8	17.8
Actuated g/C Ratio	0.64		0.64		0.27	0.27		0.27	0.27		0.64	0.64
v/c Ratio	0.62		0.02		0.03	0.02		0.25	0.02		0.19	0.02
Control Delay	11.2		2.6		9.0	6.0		10.5	5.9		6.4	2.7
Queue Delay	0.0		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	11.2		2.6		9.0	6.0		10.5	5.9		6.4	2.7
LOS	B		A		A	A		B	A		A	A
Approach Delay	10.9				8.0			10.2			5.7	
Approach LOS	B				A			B			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 27.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 13: Pajarito & NM 4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	201	723	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	218	786	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	218	786	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	21	201	723	6	80	94
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	218	786	7	87	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	786				1050	786
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	786				1050	786
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				64	74
cM capacity (veh/h)	833				245	392

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	23	218	786	7	87	102
Volume Left	23	0	0	0	87	0
Volume Right	0	0	0	7	0	102
cSH	833	1700	1700	1700	245	392
Volume to Capacity	0.03	0.13	0.46	0.00	0.36	0.26
Queue Length 95th (ft)	2	0	0	0	38	26
Control Delay (s)	9.4	0.0	0.0	0.0	27.6	17.4
Lane LOS	A				D	C
Approach Delay (s)	0.9		0.0		22.1	
Approach LOS					C	

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

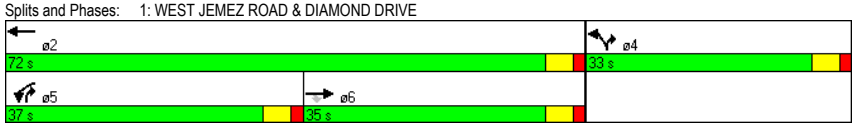
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	200	71	882	1342	52	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3539	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3539	3539	3433	2787
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Adj. Flow (vph)	247	84	1102	1443	79	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	84	1102	1443	79	187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	34.0	34.0	33.0	
Total Split (s)	35.0	35.0	37.0	72.0	33.0	70.0
Total Split (%)	33.3%	33.3%	35.2%	68.6%	31.4%	66.7%
Maximum Green (s)	30.0	30.0	32.0	67.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	26.0	26.0		25.0	24.0	
Pedestrian Calls (#/hr)	24	24		24	24	
Act Effct Green (s)	21.4	21.4	33.5	59.1	17.2	54.9
Actuated g/C Ratio	0.25	0.25	0.40	0.70	0.20	0.65
v/c Ratio	0.28	0.21	0.79	0.58	0.11	0.10
Control Delay	26.8	27.8	30.7	8.8	28.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	27.8	30.7	8.8	28.1	6.5
LOS	C	C	C	A	C	A
Approach Delay	27.1			18.3	12.9	
Approach LOS	C			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 84.6			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE

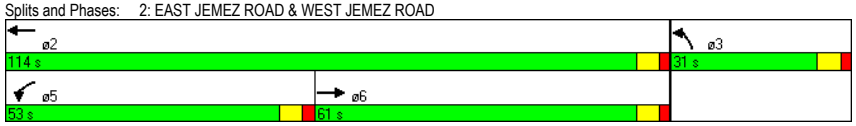


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	422	0	1068	336	215	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						265
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	812	0	1335	460	262	265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	812	0	1335	460	262	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	61.0	0.0	53.0	114.0	31.0	0.0
Total Split (%)	42.1%	0.0%	36.6%	78.6%	21.4%	0.0%
Maximum Green (s)	55.0		47.0	108.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	57.1		49.1	110.2	22.2	140.4
Actuated g/C Ratio	0.41		0.35	0.78	0.16	1.00
v/c Ratio	1.07		1.11	0.17	0.53	0.17
Control Delay	93.6		104.7	4.3	58.1	0.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.6		104.7	4.3	58.1	0.2
LOS	F		F	A	E	A
Approach Delay	93.6			78.9	29.0	
Approach LOS	F			E	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 145	
Actuated Cycle Length: 140.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 74.3	Intersection LOS: E
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	19	62	5	44	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.713	
Satd. Flow (perm)	1770	1583	1863	1583	1328	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		21		5		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	21	67	5	48	868
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	21	67	5	48	868
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.8	6.8	38.9	38.9	38.9	38.9
Actuated g/C Ratio	0.16	0.16	0.90	0.90	0.90	0.90
v/c Ratio	0.09	0.08	0.04	0.00	0.04	0.52
Control Delay	22.5	12.5	1.6	1.4	1.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	12.5	1.6	1.4	1.7	3.6
LOS	C	B	A	A	A	A
Approach Delay	17.9		1.6			3.5
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 43.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 4.0 Intersection LOS: A
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Embudo & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	8	19	1	32	11	74	20	186	559	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.408			0.705		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	760	1863	1583	1313	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			35			22			26
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	9	21	1	35	12	80	22	202	608	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	9	0	22	35	12	80	22	202	608	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	36.0	36.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		7.5	7.5		7.6	7.6	18.7	18.7	18.7	18.7	18.7	18.7
Actuated g/C Ratio		0.31	0.31		0.31	0.31	0.77	0.77	0.77	0.77	0.77	0.77
v/c Ratio		0.01	0.02		0.04	0.07	0.02	0.06	0.02	0.20	0.42	0.02
Control Delay		12.6	9.0		12.4	6.8	2.7	2.4	1.6	2.9	3.8	1.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		12.6	9.0		12.4	6.8	2.7	2.4	1.6	2.9	3.8	1.6
LOS		B	A		B	A	A	A	A	A	A	A
Approach Delay		10.3			9.0			2.3			3.5	
Approach LOS		B			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 24.2			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

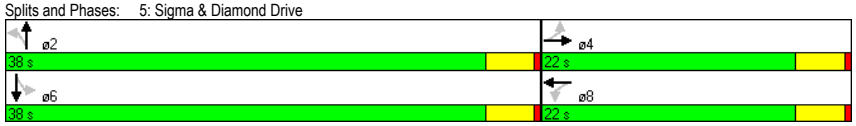
Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1	8	17	35	7	13	143	10	52	358	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.865			0.974			0.990			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1814	0	1770	1844	0	1770	1824	0
Flt Permitted							0.502			0.652		
Satd. Flow (perm)	1863	1611	0	1863	1814	0	935	1844	0	1215	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			8			10			22	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	18	38	8	14	155	11	57	389	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	10	0	18	46	0	14	166	0	57	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.4	6.4		6.5	6.5		24.7	24.7		24.7	24.7	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.76	0.76		0.76	0.76	
v/c Ratio	0.01	0.03		0.05	0.13		0.02	0.12		0.06	0.33	
Control Delay	11.0	7.8		12.1	11.4		3.5	3.2		3.4	4.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.0	7.8		12.1	11.4		3.5	3.2		3.4	4.0	
LOS	B	A		B	B		A	A		A	A	
Approach Delay		8.3			11.6			3.2			3.9	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 4.5		Intersection LOS: A	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	102	39	35	94	213	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	42	38	102	232	245
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	42	38	102	232	245
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	102	39	35	94	213	225
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	42	38	102	232	245
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	533	463	463	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	533	463	463	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	68	90	91	91	86	
cM capacity (veh/h)	344	425	425	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	111	42	140	232	245
Volume Left	111	0	0	232	0
Volume Right	0	0	102	0	245
cSH	344	425	1489	1623	1700
Volume to Capacity	0.32	0.10	0.09	0.14	0.14
Queue Length 95th (ft)	34	8	8	12	0
Control Delay (s)	20.3	14.4	10.2	7.6	0.0
Lane LOS	C	B	B	A	
Approach Delay (s)	18.7		10.2	3.7	
Approach LOS	C		B		

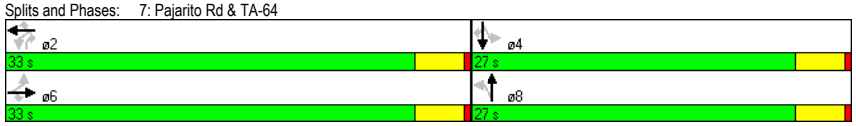
Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	0	55	0	0	0	52	0	0	0	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850									0.850
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	1583	1863	1863	1863	0	1770	1863	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	1863	1863	1583	1863	1863	1863	0	1863	1863	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1091									1091
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	0	60	0	0	0	57	0	0	0	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	0	60	0	0	0	0	57	0	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	27.0	27.0	33.0	27.0	27.0	27.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	55.0%	45.0%	45.0%	45.0%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	23.0	23.0	29.0	23.0	23.0	23.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	7.1		7.1					6.6				6.0
Actuated g/C Ratio	0.40		0.40					0.37				0.34
v/c Ratio	0.13		0.05					0.08				0.01
Control Delay	4.1		0.1					4.4				0.0
Queue Delay	0.0		0.0					0.0				0.0
Total Delay	4.1		0.1					4.4				0.0
LOS	A		A					A				A
Approach Delay								4.4				
Approach LOS								A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 17.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.13			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Pajarito Rd & TA-64

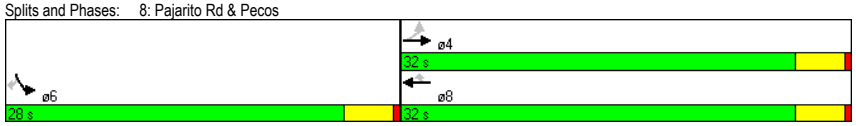


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	335	90	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1091		
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	364	98	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	364	98	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (%)	53.3%	53.3%	53.3%	53.3%	46.7%	46.7%
Maximum Green (s)	28.0	28.0	28.0	28.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)				6.0	6.9	
Actuated g/C Ratio				0.43	0.50	
v/c Ratio				0.28	0.11	
Control Delay				0.5	2.8	
Queue Delay				0.0	0.0	
Total Delay				0.5	2.8	
LOS				A	A	
Approach Delay					2.8	
Approach LOS					A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 13.9			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 1.0		Intersection LOS: A	
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pajarito Rd & Pecos



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	123	0	140	625	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	1863	1770	1863	1863	1583
Flt Permitted			0.671			
Satd. Flow (perm)	1863	1863	1250	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						814
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	0	152	679	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	152	679	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	8	8	2	2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	39.0	39.0	39.0	39.0	21.0	21.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%
Maximum Green (s)	35.0	35.0	35.0	35.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	19.6		19.6	19.6		6.7
Actuated g/C Ratio	0.94		0.94	0.94		0.32
v/c Ratio	0.08		0.13	0.39		0.01
Control Delay	1.1		1.3	2.0		0.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	1.1		1.3	2.0		0.0
LOS	A		A	A		A
Approach Delay	1.1			1.9		
Approach LOS	A			A		

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 20.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 1.7	Intersection LOS: A
Intersection Capacity Utilization 36.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Pajarito Rd & Lubbock

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	0	196	695	80	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				87		
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	213	755	87	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	213	755	87	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	custom			Perm		Perm
Protected Phases			8		6	
Permitted Phases	4	4		8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)		19.0	19.0	19.0	6.2	
Actuated g/C Ratio		0.57	0.57	0.57	0.18	
v/c Ratio		0.20	0.72	0.09	0.05	
Control Delay		3.7	9.4	1.1	15.1	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		3.7	9.4	1.1	15.1	
LOS		A	A	A	B	
Approach Delay		3.7	8.5		15.1	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 33.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Puye &

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	422	197	545	1659	28	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.372				0.950	
Satd. Flow (perm)	693	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						354
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	459	214	592	1803	30	520
Shared Lane Traffic (%)						
Lane Group Flow (vph)	459	214	592	1803	30	520
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			pm+ov		Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	55.0	55.0	55.0	20.0	20.0	20.0
Total Split (%)	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%
Maximum Green (s)	51.0	51.0	51.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	49.8	49.8	49.8	73.8	16.0	16.0
Actuated g/C Ratio	0.67	0.67	0.67	1.00	0.22	0.22
v/c Ratio	0.98	0.17	0.47	1.14	0.08	0.84
Control Delay	53.3	4.8	7.2	78.1	24.4	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	4.8	7.2	78.1	24.4	23.5
LOS	D	A	A	E	C	C
Approach Delay		37.9	60.6		23.6	
Approach LOS		D	E		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 73.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 50.7		Intersection LOS: D	
Intersection Capacity Utilization 132.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 11: NM 4 & East Jemez Rd

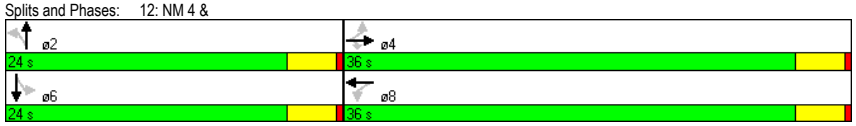
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	365	14	184	702	26	58	13	551	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.995			0.853			0.991	
Flt Protected	0.950			0.950			0.950				0.962	
Satd. Flow (prot)	1770	1863	1583	1770	1853	0	1770	1589	0	0	1776	0
Flt Permitted	0.178			0.484			0.748				0.486	
Satd. Flow (perm)	332	1863	1583	902	1853	0	1393	1589	0	0	897	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		5			418			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			274			66	
Travel Time (s)		21.4			6.7			4.2			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	397	15	200	763	28	63	14	599	12	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	397	15	200	791	0	63	613	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	0.0	0.0	0.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	25.2	25.2	25.2	25.2	25.2		13.6	13.6			13.6	
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53		0.29	0.29			0.29	
v/c Ratio	0.02	0.40	0.02	0.42	0.80		0.16	0.81			0.06	
Control Delay	7.0	8.8	3.6	11.1	18.2		15.0	16.1			13.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	7.0	8.8	3.6	11.1	18.2		15.0	16.1			13.9	
LOS	A	A	A	B	B		B	B			B	
Approach Delay		8.6			16.8			16.0			13.9	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 47.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 86.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 12: NM 4 &



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	92	0	0	9	70	51	25	65	9	2	43	923
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt						0.850			0.850			0.850
Flt Protected		0.950			0.994		0.950			0.950		
Satd. Flow (prot)	0	1770	1863	0	1852	1583	1770	1863	1583	1770	1863	1583
Flt Permitted		0.701			0.958		0.726			0.711		
Satd. Flow (perm)	0	1306	1863	0	1785	1583	1352	1863	1583	1324	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55			10			654
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	0	0	10	76	55	27	71	10	2	47	1003
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	86	55	27	71	10	2	47	1003
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	77.0	77.0	77.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	77.0%	77.0%	77.0%	77.0%	77.0%	77.0%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	73.0	73.0	73.0	73.0	73.0	73.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		11.6			11.5	11.5	30.6	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio		0.26			0.26	0.26	0.69	0.69	0.69	0.69	0.69	0.69
v/c Ratio		0.29			0.19	0.12	0.03	0.06	0.01	0.00	0.04	0.78
Control Delay		24.1			21.9	9.0	3.7	3.8	2.1	3.5	3.7	7.2
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.1			21.9	9.0	3.7	3.8	2.1	3.5	3.7	7.2
LOS		C			C	A	A	A	A	A	A	A
Approach Delay		24.1			16.9			3.6			7.0	
Approach LOS		C			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 44.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 13: Pajarito & NM 4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	35	613	1531	40	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	666	1664	43	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	666	1664	43	3	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	613	1531	40	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	666	1664	43	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1664				2407	1664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1664				2407	1664
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				90	97
cM capacity (veh/h)	386				33	120

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	38	666	1664	43	3	3
Volume Left	38	0	0	0	3	0
Volume Right	0	0	0	43	0	3
cSH	386	1700	1700	1700	33	120
Volume to Capacity	0.10	0.39	0.98	0.03	0.10	0.03
Queue Length 95th (ft)	8	0	0	0	8	2
Control Delay (s)	15.3	0.0	0.0	0.0	126.5	35.9
Lane LOS	C				F	E
Approach Delay (s)	0.8		0.0		81.2	
Approach LOS					F	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	473	67	640	1441	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983					0.850
Flt Protected			0.950			
Satd. Flow (prot)	1831	0	1770	1863	1863	1583
Flt Permitted			0.950			
Satd. Flow (perm)	1831	0	1770	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					677
Link Speed (mph)	55			55	45	
Link Distance (ft)	2673			1165	292	
Travel Time (s)	33.1			14.4	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	514	73	696	1566	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	587	0	696	1566	0	36
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
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			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		8.0	20.0	20.0	20.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	54.0	0.0	66.0	120.0	20.0	20.0
Total Split (%)	38.6%	0.0%	47.1%	85.7%	14.3%	14.3%
Maximum Green (s)	50.0		62.0	116.0	16.0	16.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Min	Min
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	56.8		55.2	116.0		5.5
Actuated g/C Ratio	0.44		0.43	0.90		0.04
v/c Ratio	0.73		0.92	0.94		0.05
Control Delay	37.6		53.3	17.6		0.1
Queue Delay	0.0		0.0	2.6		0.0
Total Delay	37.6		53.3	20.3		0.1
LOS	D		D	C		A
Approach Delay	37.6			30.4		
Approach LOS	D			C		

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 129.5	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: East Jemez Rd &

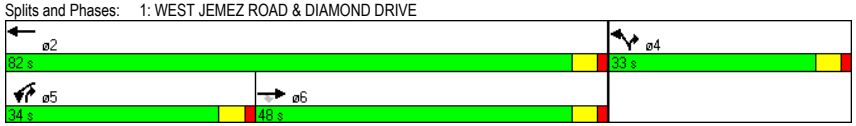
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1109	47	92	158	19	914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3539	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3539	3539	3433	2787
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Adj. Flow (vph)	1369	55	115	170	29	1187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1369	55	115	170	29	1187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	34.0	34.0	33.0	
Total Split (s)	48.0	48.0	34.0	82.0	33.0	67.0
Total Split (%)	41.7%	41.7%	29.6%	71.3%	28.7%	58.3%
Maximum Green (s)	43.0	43.0	29.0	77.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	26.0	26.0		25.0	24.0	
Pedestrian Calls (#/hr)	24	24		24	24	
Act Effct Green (s)	44.2	44.2	23.2	71.4	29.1	56.3
Actuated g/C Ratio	0.41	0.41	0.21	0.66	0.27	0.52
v/c Ratio	0.95	0.09	0.15	0.07	0.03	0.82
Control Delay	47.0	22.3	34.2	6.6	31.8	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	47.0	22.3	34.2	6.6	31.8	28.1
LOS	D	C	C	A	C	C
Approach Delay	46.1			17.7	28.2	
Approach LOS	D			B	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 108.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE

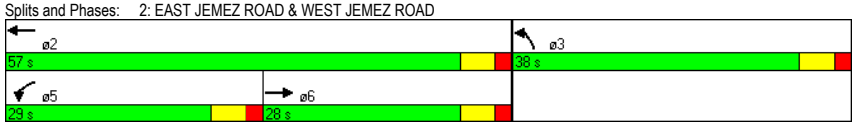


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	235	0	87	590	943	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						781
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	452	0	109	808	1150	1223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	0	109	808	1150	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	28.0	0.0	29.0	57.0	38.0	0.0
Total Split (%)	29.5%	0.0%	30.5%	60.0%	40.0%	0.0%
Maximum Green (s)	22.0		23.0	51.0	32.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	40.1		12.1	53.0	34.0	95.0
Actuated g/C Ratio	0.42		0.13	0.56	0.36	1.00
v/c Ratio	0.58		0.25	0.41	1.03	0.77
Control Delay	26.0		38.9	12.8	66.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.0		38.9	12.8	66.6	3.7
LOS	C		D	B	E	A
Approach Delay	26.0			15.9	34.2	
Approach LOS	C			B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 95	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	12	78	752	7	11	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.298	
Satd. Flow (perm)	1770	1583	1863	1583	555	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		7		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	85	817	8	12	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	85	817	8	12	60
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.7	6.7	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.16	0.16	0.83	0.83	0.83	0.83
v/c Ratio	0.05	0.27	0.53	0.01	0.03	0.04
Control Delay	20.1	8.5	4.8	1.7	2.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	8.5	4.8	1.7	2.5	2.3
LOS	C	A	A	A	A	A
Approach Delay	10.1		4.7			2.3
Approach LOS	B		A			A

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 43	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

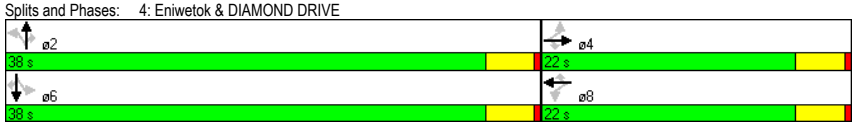
Splits and Phases: 3: Embudo & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	10	20	1	135	6	448	18	35	73	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.706			0.479		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	1315	1863	1583	892	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			147			20			3
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	11	22	1	147	7	487	20	38	79	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	11	0	23	147	7	487	20	38	79	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0	34.0	34.0	34.0	34.0	34.0	34.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		7.6	7.6		7.6	7.6	14.8	14.8	14.8	14.1	14.1	14.1
Actuated g/C Ratio		0.33	0.33		0.33	0.33	0.64	0.64	0.64	0.61	0.61	0.61
v/c Ratio		0.04	0.02		0.04	0.24	0.01	0.41	0.02	0.07	0.07	0.00
Control Delay		10.0	6.5		10.0	4.0	3.8	5.4	2.2	4.3	3.8	3.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.0	6.5		10.0	4.0	3.8	5.4	2.2	4.3	3.8	3.0
LOS		A	A		A	A	A	A	A	A	A	A
Approach Delay		8.8			4.8			5.2			4.0	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 23.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

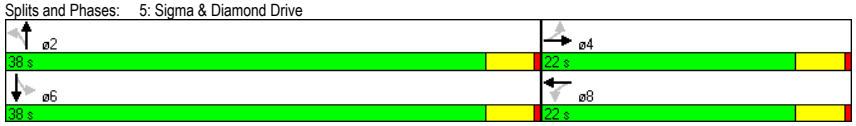


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	9	36	0	105	1	435	8	8	60	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.850			0.850			0.997			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1857	0	1770	1850	0
Flt Permitted	0.755			0.755			0.713			0.466		
Satd. Flow (perm)	1406	1583	0	1406	1583	0	1328	1857	0	868	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		943			371			3			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	0	10	39	0	114	1	473	9	9	65	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	10	0	39	114	0	1	482	0	9	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.6	6.6		6.6	6.6		20.2	20.2		20.2	20.2	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.64	0.64		0.64	0.64	
v/c Ratio	0.07	0.01		0.13	0.18		0.00	0.41		0.02	0.06	
Control Delay	10.5	0.0		11.3	0.6		4.0	5.7		3.9	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.5	0.0		11.3	0.6		4.0	5.7		3.9	3.8	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.1			3.4			5.7			3.8	
Approach LOS		A			A			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 31.7	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	301	63	10	204	58	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	327	68	11	222	63	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	68	11	222	63	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	301	63	10	204	58	50
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	327	68	11	222	63	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	242	126	126	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	242	126	126	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	40	91	99	80	96	
cM capacity (veh/h)	543	735	735	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	327	68	233	63	54
Volume Left	327	0	0	63	0
Volume Right	0	0	222	0	54
cSH	543	735	1138	1623	1700
Volume to Capacity	0.60	0.09	0.20	0.04	0.03
Queue Length 95th (ft)	99	8	19	3	0
Control Delay (s)	21.2	10.4	9.2	7.3	0.0
Lane LOS	C	B	A	A	
Approach Delay (s)	19.3		9.2	3.9	
Approach LOS	C		A		

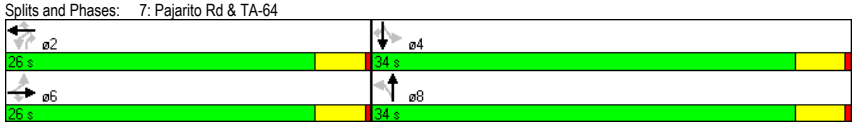
Intersection Summary			
Average Delay	13.7		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	0	15	0	0	0	43	0	0	0	1	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850									0.850
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	1583	1863	1863	1863	0	1770	1863	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	1863	1863	1583	1863	1863	1863	0	1863	1863	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1088									93
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	0	16	0	0	0	47	0	0	0	1	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	0	16	0	0	0	0	47	0	0	1	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	34.0	34.0	26.0	34.0	34.0	34.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	43.3%	56.7%	56.7%	43.3%	56.7%	56.7%	56.7%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0	22.0	30.0	30.0	22.0	30.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	6.0		6.0					6.3			6.1	6.1
Actuated g/C Ratio	0.36		0.36					0.37			0.36	0.36
v/c Ratio	0.02		0.01					0.07			0.00	0.15
Control Delay	4.0		0.0					3.8			4.0	1.8
Queue Delay	0.0		0.0					0.0			0.0	0.0
Total Delay	4.0		0.0					3.8			4.0	1.8
LOS	A		A					A			A	A
Approach Delay								3.8			1.9	
Approach LOS								A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 16.9	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay: 2.4	Intersection LOS: A
Intersection Capacity Utilization 19.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Pajarito Rd & TA-64



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	61	454	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1091		
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	66	493	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	66	493	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)				6.7	13.5	
Actuated g/C Ratio				0.35	0.71	
v/c Ratio				0.05	0.39	
Control Delay				0.1	4.0	
Queue Delay				0.0	0.0	
Total Delay				0.1	4.0	
LOS				A	A	
Approach Delay					4.0	
Approach LOS					A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 19			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 3.5		Intersection LOS: A	
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pajarito Rd & Pecos

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	694	0	21	128	0	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1818	1863	1770	1863	1863	1583
Flt Permitted			0.283			
Satd. Flow (perm)	1818	1863	527	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						211
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	6	0	0	0	0	0
Adj. Flow (vph)	754	0	23	139	0	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	754	0	23	139	0	161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.03	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		10	20		20	10
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	21.2		21.2	21.2		7.2
Actuated g/C Ratio	0.68		0.68	0.68		0.23
v/c Ratio	0.61		0.06	0.11		0.31
Control Delay	7.1		3.4	3.2		3.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	7.1		3.4	3.2		3.8
LOS	A		A	A		A
Approach Delay	7.1			3.3		
Approach LOS	A			A		

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 31.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Pajarito Rd & Lubbock

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	0	894	110	10	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				11		
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	972	120	11	74	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	972	120	11	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	custom			Perm		Perm
Protected Phases			8		6	
Permitted Phases	4	4		8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)		28.6	28.6	28.6	7.6	
Actuated g/C Ratio		0.64	0.64	0.64	0.17	
v/c Ratio		0.81	0.10	0.01	0.25	
Control Delay		13.1	3.2	1.8	20.5	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		13.1	3.2	1.8	20.5	
LOS		B	A	A	C	
Approach Delay		13.1	3.1		20.5	
Approach LOS		B	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 44.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 57.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Int

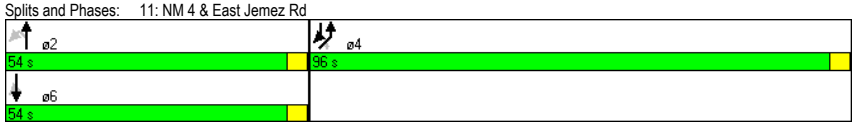
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	473	657	25	318	1274	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.740				0.950	
Satd. Flow (perm)	1378	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						456
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	514	714	27	346	1385	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	514	714	27	346	1385	599
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			pm+ov		Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	54.0	54.0	54.0	96.0	96.0	96.0
Total Split (%)	36.0%	36.0%	36.0%	64.0%	64.0%	64.0%
Maximum Green (s)	50.0	50.0	50.0	92.0	92.0	92.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	50.0	50.0	50.0	150.0	92.0	92.0
Actuated g/C Ratio	0.33	0.33	0.33	1.00	0.61	0.61
v/c Ratio	1.12	1.15	0.04	0.22	1.28	0.52
Control Delay	124.3	129.5	34.2	0.3	159.1	5.1
Queue Delay	0.0	0.0	0.0	0.0	4.2	0.0
Total Delay	124.3	129.5	34.2	0.3	163.4	5.1
LOS	F	F	C	A	F	A
Approach Delay		127.3	2.8		115.6	
Approach LOS		F	A		F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 107.8 — Intersection LOS: F
Intersection Capacity Utilization 111.8% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 11: NM 4 & East Jemez Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	911	15	501	303	312	41	27	196	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.924			0.868			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	1863	1583	1770	1721	0	1770	1617	0	0	1794	0
Flt Permitted	0.364			0.221			0.689				0.183	
Satd. Flow (perm)	678	1863	1583	412	1721	0	1283	1617	0	0	340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			16		124			207			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	990	16	545	329	339	45	29	213	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	990	16	545	668	0	45	242	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	124.0	124.0	124.0	124.0	124.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	82.7%	82.7%	82.7%	82.7%	82.7%	0.0%	17.3%	17.3%	0.0%	17.3%	17.3%	0.0%
Maximum Green (s)	120.0	120.0	120.0	120.0	120.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	120.0	120.0	120.0	120.0	120.0		22.0	22.0			22.0	
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80		0.15	0.15			0.15	
v/c Ratio	0.01	0.66	0.01	1.65	0.48		0.24	0.58			2.04	
Control Delay	3.2	9.1	1.2	326.3	5.0		60.4	17.7			558.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.2	9.1	1.2	326.3	5.0		60.4	17.7			558.9	
LOS	A	A	A	F	A		E	B			F	
Approach Delay		8.9			149.3			24.4			558.9	
Approach LOS		A			F			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.04			
Intersection Signal Delay: 97.6		Intersection LOS: F	
Intersection Capacity Utilization 107.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: NM 4 & Gas Station

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	839	53	13	10	0	8	0	113	8	40	68	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950					0.950		
Satd. Flow (prot)	0	1779	1583	0	1770	1583	1863	1863	1583	1770	1863	1583
Flt Permitted		0.731			0.228					0.567		
Satd. Flow (perm)	0	1362	1583	0	425	1583	1863	1863	1583	1056	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			14			9			9			90
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	912	58	14	11	0	9	0	123	9	43	74	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	970	14	0	11	9	0	123	9	43	74	90
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	110.0	110.0	110.0	110.0	110.0	110.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	84.6%	84.6%	84.6%	84.6%	84.6%	84.6%	15.4%	15.4%	15.4%	15.4%	15.4%	15.4%
Maximum Green (s)	106.0	106.0	106.0	106.0	106.0	106.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		73.5	73.5		73.5	73.5		12.1	12.1	12.1	12.1	12.1
Actuated g/C Ratio		0.78	0.78		0.78	0.78		0.13	0.13	0.13	0.13	0.13
v/c Ratio		0.92	0.01		0.03	0.01		0.51	0.04	0.32	0.31	0.32
Control Delay		22.9	1.0		2.5	1.1		55.2	26.1	54.2	50.1	14.2
Queue Delay		0.8	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		23.7	1.0		2.5	1.1		55.2	26.1	54.2	50.1	14.2
LOS		C	A		A	A		E	C	D	D	B
Approach Delay		23.4			1.9			53.2			35.4	
Approach LOS		C			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 94.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: Pajarito & NM 4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	507	1148	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	551	1248	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	551	1248	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	21	507	1148	6	80	94
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	551	1248	7	87	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1248				1845	1248
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1248				1845	1248
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				0	52
cM capacity (veh/h)	558				79	211

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	23	551	1248	7	87	102
Volume Left	23	0	0	0	87	0
Volume Right	0	0	0	7	0	102
cSH	558	1700	1700	1700	79	211
Volume to Capacity	0.04	0.32	0.73	0.00	1.10	0.48
Queue Length 95th (ft)	3	0	0	0	156	60
Control Delay (s)	11.7	0.0	0.0	0.0	225.4	37.0
Lane LOS	B				F	E
Approach Delay (s)	0.5		0.0		123.6	
Approach LOS					F	

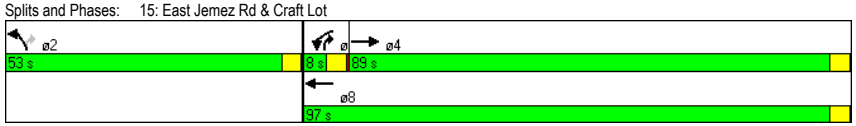
Intersection Summary			
Average Delay	11.7		
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1185	0	33	758	67	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	0	1770	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						52
Link Speed (mph)	55			55	45	
Link Distance (ft)	2673			1165	285	
Travel Time (s)	33.1			14.4	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1288	0	36	824	73	696
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1288	0	36	824	73	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
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			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		8.0	20.0	20.0	8.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	89.0	0.0	8.0	97.0	53.0	8.0
Total Split (%)	59.3%	0.0%	5.3%	64.7%	35.3%	5.3%
Maximum Green (s)	85.0		4.0	93.0	49.0	4.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	None
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	85.0		4.0	93.0	49.0	57.0
Actuated g/C Ratio	0.57		0.03	0.62	0.33	0.38
v/c Ratio	1.22		0.77	0.71	0.13	1.10
Control Delay	138.3		144.3	23.8	36.3	105.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	138.3		144.3	23.8	36.3	105.5
LOS	F		F	C	D	F
Approach Delay	138.3			28.9	98.9	
Approach LOS	F			C	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 95.6		Intersection LOS: F	
Intersection Capacity Utilization 108.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 15: East Jemez Rd & Craft Lot

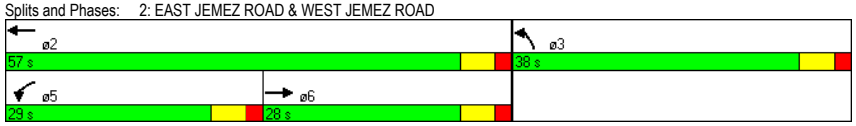


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	235	0	87	590	943	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						781
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	452	0	109	808	1150	1223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	0	109	808	1150	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	28.0	0.0	29.0	57.0	38.0	0.0
Total Split (%)	29.5%	0.0%	30.5%	60.0%	40.0%	0.0%
Maximum Green (s)	22.0		23.0	51.0	32.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	40.1		12.1	53.0	34.0	95.0
Actuated g/C Ratio	0.42		0.13	0.56	0.36	1.00
v/c Ratio	0.30		0.25	0.41	1.03	0.77
Control Delay	20.0		38.9	12.8	66.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.0		38.9	12.8	66.6	3.7
LOS	B		D	B	E	A
Approach Delay	20.0			15.9	34.2	
Approach LOS	B			B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 95	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



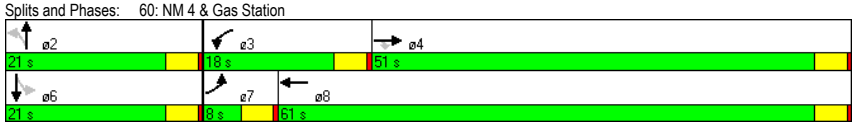
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	911	15	501	303	312	41	27	196	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	2		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.924			0.868			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	1863	1583	3433	1721	0	1770	1617	0	0	1794	0
Flt Permitted	0.950			0.950			0.704				0.317	
Satd. Flow (perm)	1770	1863	1583	3433	1721	0	1311	1617	0	0	588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		112			213			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	990	16	545	329	339	45	29	213	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	990	16	545	668	0	45	242	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	7	4	4	3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	51.0	51.0	18.0	61.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	8.9%	56.7%	56.7%	20.0%	67.8%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%
Maximum Green (s)	4.0	47.0	47.0	14.0	57.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	4.0	47.1	47.1	14.0	63.6		14.6	14.6			14.6	
Actuated g/C Ratio	0.05	0.54	0.54	0.16	0.73		0.17	0.17			0.17	
v/c Ratio	0.09	0.99	0.02	0.99	0.52		0.21	0.54			1.06	
Control Delay	43.7	48.6	5.3	75.6	6.9		33.6	11.8			145.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	43.7	48.6	5.3	75.6	6.9		33.6	11.8			145.1	
LOS	D	D	A	E	A		C	B			F	
Approach Delay		47.9			37.8			15.2			145.1	
Approach LOS		D			D			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 87.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 43.5 Intersection LOS: D
Intersection Capacity Utilization 94.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 60: NM 4 & Gas Station



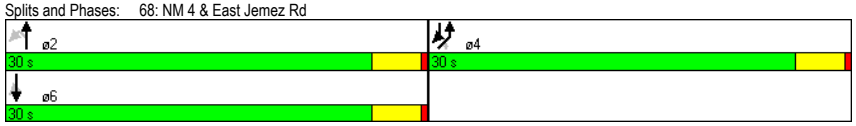
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	473	657	25	318	1274	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	2	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	3433	1583
Flt Permitted	0.740				0.950	
Satd. Flow (perm)	1378	1863	1863	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						599
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	514	714	27	346	1385	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	514	714	27	346	1385	599
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			pm+ov		Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	24.9	24.9	24.9	58.8	25.9	25.9
Actuated g/C Ratio	0.42	0.42	0.42	1.00	0.44	0.44
v/c Ratio	0.88	0.90	0.03	0.22	0.92	0.58
Control Delay	35.5	34.0	10.0	0.3	27.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	34.0	10.0	0.3	27.8	3.8
LOS	D	C	A	A	C	A
Approach Delay		34.6	1.0		20.5	
Approach LOS		C	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 58.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 23.3 — Intersection LOS: C
Intersection Capacity Utilization 77.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 68: NM 4 & East Jemez Rd

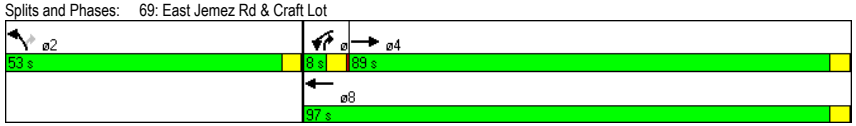


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1185	0	33	758	67	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	1770	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						52
Link Speed (mph)	55			55	45	
Link Distance (ft)	2673			1165	285	
Travel Time (s)	33.1			14.4	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1288	0	36	824	73	696
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1288	0	36	824	73	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
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			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		8.0	20.0	20.0	8.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	89.0	0.0	8.0	97.0	53.0	8.0
Total Split (%)	59.3%	0.0%	5.3%	64.7%	35.3%	5.3%
Maximum Green (s)	85.0		4.0	93.0	49.0	4.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	None
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	50.5		4.0	58.5	49.4	57.5
Actuated g/C Ratio	0.44		0.03	0.50	0.43	0.50
v/c Ratio	0.84		0.59	0.88	0.10	0.86
Control Delay	34.2		93.8	36.8	23.7	37.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.2		93.8	36.8	23.7	37.9
LOS	C		F	D	C	D
Approach Delay	34.2			39.2	36.5	
Approach LOS	C			D	D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 116	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 69: East Jemez Rd & Craft Lot



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	507	1148	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				7		102
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	551	1248	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	551	1248	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	8.0	70.0	62.0	62.0	20.0	20.0
Total Split (%)	8.9%	77.8%	68.9%	68.9%	22.2%	22.2%
Maximum Green (s)	4.0	66.0	58.0	58.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	61.2	58.3	58.3	9.2	9.2
Actuated g/C Ratio	0.05	0.78	0.74	0.74	0.12	0.12
v/c Ratio	0.26	0.38	0.90	0.01	0.42	0.37
Control Delay	45.7	3.8	21.6	2.8	39.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	3.8	21.6	2.8	39.3	11.6
LOS	D	A	C	A	D	B
Approach Delay		5.5	21.5		24.4	
Approach LOS		A	C		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

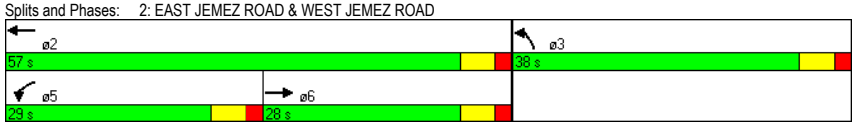
Splits and Phases: 83: East Jemez & La Mesita

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	235	0	87	590	943	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						781
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	452	0	109	808	1150	1223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	0	109	808	1150	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	28.0	0.0	29.0	57.0	38.0	0.0
Total Split (%)	29.5%	0.0%	30.5%	60.0%	40.0%	0.0%
Maximum Green (s)	22.0		23.0	51.0	32.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	40.1		12.1	53.0	34.0	95.0
Actuated g/C Ratio	0.42		0.13	0.56	0.36	1.00
v/c Ratio	0.30		0.25	0.41	1.03	0.77
Control Delay	20.0		38.9	12.8	66.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.0		38.9	12.8	66.6	3.7
LOS	B		D	B	E	A
Approach Delay	20.0			15.9	34.2	
Approach LOS	B			B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 95	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD

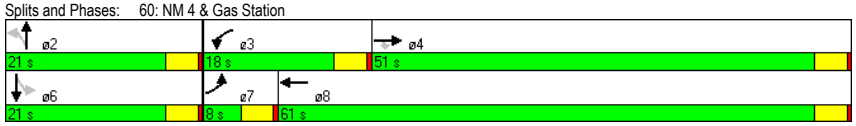


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	911	15	501	303	312	41	27	196	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	2		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.924			0.868			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	1863	1583	3433	1721	0	1770	1617	0	0	1794	0
Flt Permitted	0.950			0.950			0.704				0.317	
Satd. Flow (perm)	1770	1863	1583	3433	1721	0	1311	1617	0	0	588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		112			213			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	990	16	545	329	339	45	29	213	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	990	16	545	668	0	45	242	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	7	4	4	3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	51.0	51.0	18.0	61.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	8.9%	56.7%	56.7%	20.0%	67.8%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%
Maximum Green (s)	4.0	47.0	47.0	14.0	57.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	4.0	47.1	47.1	14.0	63.6		14.6	14.6			14.6	
Actuated g/C Ratio	0.05	0.54	0.54	0.16	0.73		0.17	0.17			0.17	
v/c Ratio	0.09	0.99	0.02	0.99	0.52		0.21	0.54			1.06	
Control Delay	43.7	48.6	5.3	75.6	6.9		33.6	11.8			145.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	43.7	48.6	5.3	75.6	6.9		33.6	11.8			145.1	
LOS	D	D	A	E	A		C	B			F	
Approach Delay		47.9			37.8			15.2			145.1	
Approach LOS		D			D			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 43.5		Intersection LOS: D	
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 60: NM 4 & Gas Station



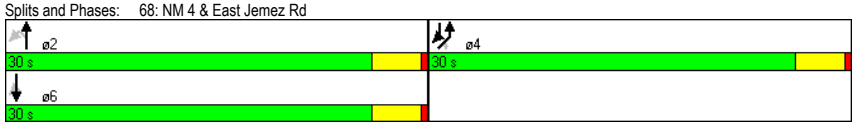
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	473	657	25	318	1274	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	2	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	3433	1583
Flt Permitted	0.740				0.950	
Satd. Flow (perm)	1378	1863	1863	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						599
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	514	714	27	346	1385	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	514	714	27	346	1385	599
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			pm+ov		Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	24.9	24.9	24.9	58.8	25.9	25.9
Actuated g/C Ratio	0.42	0.42	0.42	1.00	0.44	0.44
v/c Ratio	0.88	0.90	0.03	0.22	0.92	0.58
Control Delay	35.5	34.0	10.0	0.3	27.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	34.0	10.0	0.3	27.8	3.8
LOS	D	C	A	A	C	A
Approach Delay		34.6	1.0		20.5	
Approach LOS		C	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 58.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 23.3 — Intersection LOS: C
Intersection Capacity Utilization 77.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 68: NM 4 & East Jemez Rd

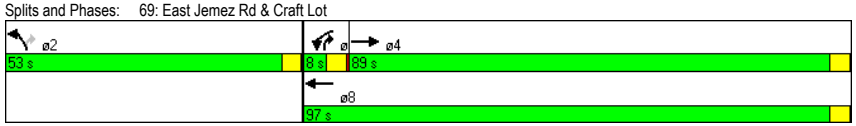


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1185	0	33	758	67	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	1770	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						52
Link Speed (mph)	55			55	45	
Link Distance (ft)	2673			1165	285	
Travel Time (s)	33.1			14.4	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1288	0	36	824	73	696
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1288	0	36	824	73	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
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			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		8.0	20.0	20.0	8.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	89.0	0.0	8.0	97.0	53.0	8.0
Total Split (%)	59.3%	0.0%	5.3%	64.7%	35.3%	5.3%
Maximum Green (s)	85.0		4.0	93.0	49.0	4.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	None
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	50.5		4.0	58.5	49.4	57.5
Actuated g/C Ratio	0.44		0.03	0.50	0.43	0.50
v/c Ratio	0.84		0.59	0.88	0.10	0.86
Control Delay	34.2		93.8	36.8	23.7	37.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.2		93.8	36.8	23.7	37.9
LOS	C		F	D	C	D
Approach Delay	34.2			39.2	36.5	
Approach LOS	C			D	D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 116	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 69: East Jemez Rd & Craft Lot



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	507	1148	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				7		102
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	551	1248	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	551	1248	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	8.0	70.0	62.0	62.0	20.0	20.0
Total Split (%)	8.9%	77.8%	68.9%	68.9%	22.2%	22.2%
Maximum Green (s)	4.0	66.0	58.0	58.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	61.2	58.3	58.3	9.2	9.2
Actuated g/C Ratio	0.05	0.78	0.74	0.74	0.12	0.12
v/c Ratio	0.26	0.38	0.90	0.01	0.42	0.37
Control Delay	45.7	3.8	21.6	2.8	39.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	3.8	21.6	2.8	39.3	11.6
LOS	D	A	C	A	D	B
Approach Delay		5.5	21.5		24.4	
Approach LOS		A	C		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: East Jemez & La Mesita

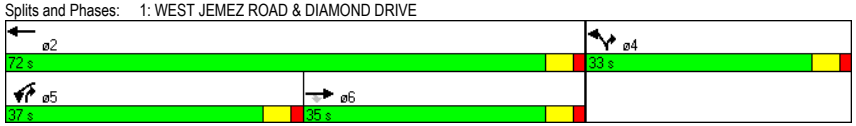
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	200	71	882	1342	52	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3539	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3539	3539	3433	2787
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Adj. Flow (vph)	247	84	1102	1443	79	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	84	1102	1443	79	187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	34.0	34.0	33.0	
Total Split (s)	35.0	35.0	37.0	72.0	33.0	70.0
Total Split (%)	33.3%	33.3%	35.2%	68.6%	31.4%	66.7%
Maximum Green (s)	30.0	30.0	32.0	67.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	26.0	26.0		25.0	24.0	
Pedestrian Calls (#/hr)	24	24		24	24	
Act Effct Green (s)	21.4	21.4	33.5	59.1	17.2	54.9
Actuated g/C Ratio	0.25	0.25	0.40	0.70	0.20	0.65
v/c Ratio	0.28	0.21	0.79	0.58	0.11	0.10
Control Delay	26.8	27.8	30.7	8.8	28.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	27.8	30.7	8.8	28.1	6.5
LOS	C	C	C	A	C	A
Approach Delay	27.1			18.3	12.9	
Approach LOS	C			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 84.6			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE

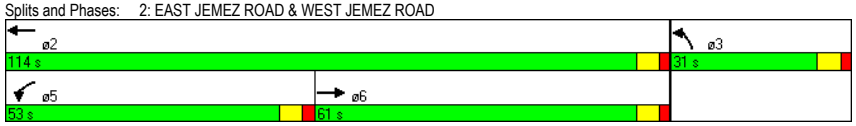


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	422	0	1068	336	215	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						265
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	812	0	1335	460	262	265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	812	0	1335	460	262	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	61.0	0.0	53.0	114.0	31.0	0.0
Total Split (%)	42.1%	0.0%	36.6%	78.6%	21.4%	0.0%
Maximum Green (s)	55.0		47.0	108.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	57.1		49.1	110.2	22.2	140.4
Actuated g/C Ratio	0.41		0.35	0.78	0.16	1.00
v/c Ratio	1.07		1.11	0.17	0.53	0.17
Control Delay	93.6		104.7	4.3	58.1	0.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.6		104.7	4.3	58.1	0.2
LOS	F		F	A	E	A
Approach Delay	93.6			78.9	29.0	
Approach LOS	F			E	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 145	
Actuated Cycle Length: 140.4	
Natural Cycle: 145	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 74.3	Intersection LOS: E
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	19	62	5	44	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.713	
Satd. Flow (perm)	1770	1583	1863	1583	1328	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		21		5		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	21	67	5	48	868
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	21	67	5	48	868
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.8	6.8	38.9	38.9	38.9	38.9
Actuated g/C Ratio	0.16	0.16	0.90	0.90	0.90	0.90
v/c Ratio	0.09	0.08	0.04	0.00	0.04	0.52
Control Delay	22.5	12.5	1.6	1.4	1.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	12.5	1.6	1.4	1.7	3.6
LOS	C	B	A	A	A	A
Approach Delay	17.9		1.6			3.5
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 43.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 4.0 Intersection LOS: A
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Embudo & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	8	19	1	32	11	74	20	186	559	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.408			0.705		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	760	1863	1583	1313	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			35			22			26
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	9	21	1	35	12	80	22	202	608	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	9	0	22	35	12	80	22	202	608	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	36.0	36.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		7.5	7.5		7.6	7.6	18.7	18.7	18.7	18.7	18.7	18.7
Actuated g/C Ratio		0.31	0.31		0.31	0.31	0.77	0.77	0.77	0.77	0.77	0.77
v/c Ratio		0.01	0.02		0.04	0.07	0.02	0.06	0.02	0.20	0.42	0.02
Control Delay		12.6	9.0		12.4	6.8	2.7	2.4	1.6	2.9	3.8	1.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		12.6	9.0		12.4	6.8	2.7	2.4	1.6	2.9	3.8	1.6
LOS		B	A		B	A	A	A	A	A	A	A
Approach Delay		10.3			9.0			2.3			3.5	
Approach LOS		B			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 24.2			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 3.8		Intersection LOS: A	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

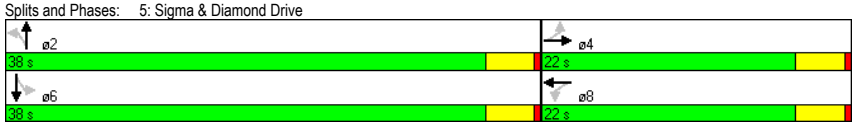
Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1	8	17	35	7	13	143	10	52	358	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.865			0.974			0.990			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1814	0	1770	1844	0	1770	1824	0
Flt Permitted							0.502			0.652		
Satd. Flow (perm)	1863	1611	0	1863	1814	0	935	1844	0	1215	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			8			10			22	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	9	18	38	8	14	155	11	57	389	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	10	0	18	46	0	14	166	0	57	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.4	6.4		6.5	6.5		24.7	24.7		24.7	24.7	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.76	0.76		0.76	0.76	
v/c Ratio	0.01	0.03		0.05	0.13		0.02	0.12		0.06	0.33	
Control Delay	11.0	7.8		12.1	11.4		3.5	3.2		3.4	4.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.0	7.8		12.1	11.4		3.5	3.2		3.4	4.0	
LOS	B	A		B	B		A	A		A	A	
Approach Delay		8.3			11.6			3.2			3.9	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 4.5		Intersection LOS: A	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	102	39	35	94	213	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	42	38	102	232	245
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	42	38	102	232	245
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	102	39	35	94	213	225
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	42	38	102	232	245
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	533	463	463	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	533	463	463	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	68	90	91	91	86	
cM capacity (veh/h)	344	425	425	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	111	42	140	232	245
Volume Left	111	0	0	232	0
Volume Right	0	0	102	0	245
cSH	344	425	1489	1623	1700
Volume to Capacity	0.32	0.10	0.09	0.14	0.14
Queue Length 95th (ft)	34	8	8	12	0
Control Delay (s)	20.3	14.4	10.2	7.6	0.0
Lane LOS	C	B	B	A	
Approach Delay (s)	18.7		10.2	3.7	
Approach LOS	C		B		

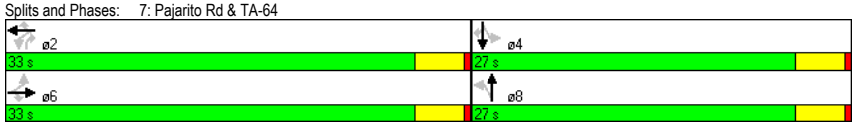
Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	0	55	0	0	0	52	0	0	0	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850									0.850
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	1583	1863	1863	1863	0	1770	1863	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	1863	1863	1583	1863	1863	1863	0	1863	1863	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1091									1091
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	0	60	0	0	0	57	0	0	0	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	0	60	0	0	0	0	57	0	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	27.0	27.0	33.0	27.0	27.0	27.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	55.0%	45.0%	45.0%	45.0%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	23.0	23.0	29.0	23.0	23.0	23.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	7.1		7.1					6.6				6.0
Actuated g/C Ratio	0.40		0.40					0.37				0.34
v/c Ratio	0.13		0.05					0.08				0.01
Control Delay	4.1		0.1					4.4				0.0
Queue Delay	0.0		0.0					0.0				0.0
Total Delay	4.1		0.1					4.4				0.0
LOS	A		A					A				A
Approach Delay								4.4				
Approach LOS								A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 17.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.13			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Pajarito Rd & TA-64

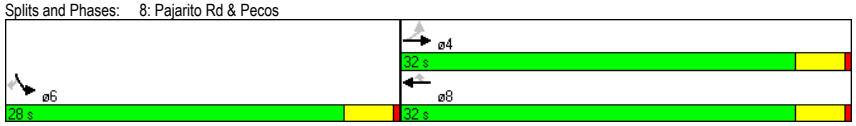


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	335	90	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1091		
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	364	98	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	364	98	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	32.0	32.0	32.0	32.0	28.0	28.0
Total Split (%)	53.3%	53.3%	53.3%	53.3%	46.7%	46.7%
Maximum Green (s)	28.0	28.0	28.0	28.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)				6.0	6.9	
Actuated g/C Ratio				0.43	0.50	
v/c Ratio				0.28	0.11	
Control Delay				0.5	2.8	
Queue Delay				0.0	0.0	
Total Delay				0.5	2.8	
LOS				A	A	
Approach Delay					2.8	
Approach LOS					A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 13.9			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 1.0		Intersection LOS: A	
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pajarito Rd & Pecos



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	123	0	140	625	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	1863	1770	1863	1863	1583
Flt Permitted			0.671			
Satd. Flow (perm)	1863	1863	1250	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						814
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	0	152	679	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	152	679	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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)		10	20		20	10
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	8	8	2	2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	39.0	39.0	39.0	39.0	21.0	21.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%
Maximum Green (s)	35.0	35.0	35.0	35.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	19.6		19.6	19.6		6.7
Actuated g/C Ratio	0.94		0.94	0.94		0.32
v/c Ratio	0.08		0.13	0.39		0.01
Control Delay	1.1		1.3	2.0		0.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	1.1		1.3	2.0		0.0
LOS	A		A	A		A
Approach Delay	1.1			1.9		
Approach LOS	A			A		

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 20.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 1.7	Intersection LOS: A
Intersection Capacity Utilization 36.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Pajarito Rd & Lubbock

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	0	196	695	80	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				87		
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	213	755	87	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	213	755	87	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	custom			Perm		Perm
Protected Phases			8		6	
Permitted Phases	4	4		8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)		19.0	19.0	19.0	6.2	
Actuated g/C Ratio		0.57	0.57	0.57	0.18	
v/c Ratio		0.20	0.72	0.09	0.05	
Control Delay		3.7	9.4	1.1	15.1	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		3.7	9.4	1.1	15.1	
LOS		A	A	A	B	
Approach Delay		3.7	8.5		15.1	
Approach LOS		A	A		B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 33.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Puye &

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	407	197	1169	1034	28	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.095				0.950	
Satd. Flow (perm)	177	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				988		132
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	442	214	1271	1124	30	449
Shared Lane Traffic (%)						
Lane Group Flow (vph)	442	214	1271	1124	30	449
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	115.0	115.0	115.0	115.0	25.0	25.0
Total Split (%)	82.1%	82.1%	82.1%	82.1%	17.9%	17.9%
Maximum Green (s)	111.0	111.0	111.0	111.0	21.0	21.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	111.0	111.0	111.0	111.0	21.0	21.0
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.15	0.15
v/c Ratio	3.16	0.14	0.86	0.77	0.11	1.28
Control Delay	1003.6	3.6	17.3	4.8	52.9	180.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1003.6	3.6	17.3	4.8	52.9	180.2
LOS	F	A	B	A	D	F
Approach Delay		677.4	11.4		172.2	
Approach LOS		F	B		F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 3.16			
Intersection Signal Delay: 157.0		Intersection LOS: F	
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 11: NM 4 & East Jemez Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	350	14	184	1361	26	58	13	551	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.997			0.853			0.991	
Flt Protected	0.950			0.950			0.950				0.962	
Satd. Flow (prot)	1770	1863	1583	1770	1857	0	1770	1589	0	0	1776	0
Flt Permitted	0.034			0.526			0.748				0.321	
Satd. Flow (perm)	63	1863	1583	980	1857	0	1393	1589	0	0	593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		2			582			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			274			66	
Travel Time (s)		21.4			6.7			4.2			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	380	15	200	1479	28	63	14	599	12	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	380	15	200	1507	0	63	613	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	120.0	120.0	120.0	120.0	120.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	0.0%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%
Maximum Green (s)	116.0	116.0	116.0	116.0	116.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	0.0	0.0	0.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	116.3	116.3	116.3	116.3	116.3		15.0	15.0			15.0	
Actuated g/C Ratio	0.83	0.83	0.83	0.83	0.83		0.11	0.11			0.11	
v/c Ratio	0.06	0.24	0.01	0.24	0.97		0.42	0.89			0.23	
Control Delay	6.0	3.4	1.5	3.9	29.7		65.5	21.9			61.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	6.0	3.4	1.5	3.9	29.7		65.5	21.9			61.0	
LOS	A	A	A	A	C		E	C			E	
Approach Delay		3.4			26.7			26.0			61.0	
Approach LOS		A			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 139.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 121.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 12: NM 4 &

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	77	0	15	9	70	51	58	65	9	2	735	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.994		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1852	1583	1770	1863	1583	1770	1863	1583
Flt Permitted		0.701			0.955		0.266			0.711		
Satd. Flow (perm)	0	1306	1583	0	1779	1583	495	1863	1583	1324	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			16			55			10			759
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	84	0	16	10	76	55	63	71	10	2	799	967
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	16	0	86	55	63	71	10	2	799	967
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	36.0	36.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		9.5	9.5		9.5	9.5	30.6	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.71	0.71	0.71	0.71	0.71	0.71
v/c Ratio		0.29	0.04		0.22	0.14	0.18	0.05	0.01	0.00	0.60	0.72
Control Delay		21.3	9.9		19.5	7.5	5.4	3.6	2.2	3.5	7.7	5.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.3	9.9		19.5	7.5	5.4	3.6	2.2	3.5	7.7	5.0
LOS		C	A		B	A	A	A	A	A	A	A
Approach Delay		19.4			14.8			4.3			6.2	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 42.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: Pajarito & NM 4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	35	613	1531	40	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	666	1664	43	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	666	1664	43	3	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	613	1531	40	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	666	1664	43	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1664				2407	1664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1664				2407	1664
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				90	97
cM capacity (veh/h)	386				33	120

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	38	666	1664	43	3	3
Volume Left	38	0	0	0	3	0
Volume Right	0	0	0	43	0	3
cSH	386	1700	1700	1700	33	120
Volume to Capacity	0.10	0.39	0.98	0.03	0.10	0.03
Queue Length 95th (ft)	8	0	0	0	8	2
Control Delay (s)	15.3	0.0	0.0	0.0	126.5	35.9
Lane LOS	C				F	E
Approach Delay (s)	0.8		0.0		81.2	
Approach LOS					F	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	33	0	0	99	52	707
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.874	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1628	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1628	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			362	922	
Travel Time (s)	7.3			5.5	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	0	0	108	57	768
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	108	825	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
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)	20	10	20			10
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	33	0	0	99	52	707
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	0	0	108	57	768
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					922	
pX, platoon unblocked	0.67	0.67	0.67			
vC, conflicting volume	548	441	825			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	0	486			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	100			
cM capacity (veh/h)	621	723	717			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	36	108	825
Volume Left	36	0	0
Volume Right	0	0	768
cSH	621	1700	1700
Volume to Capacity	0.06	0.06	0.49
Queue Length 95th (ft)	5	0	0
Control Delay (s)	11.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

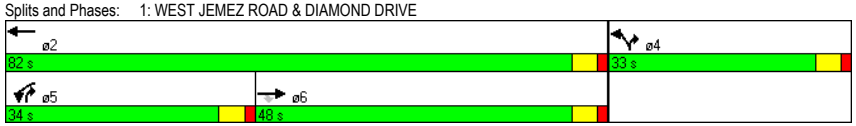
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1109	47	92	158	19	914
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	*1.00	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3539	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3539	3539	3433	2787
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	35	
Link Distance (ft)	507			84	290	
Travel Time (s)	11.5			1.9	5.6	
Peak Hour Factor	0.81	0.85	0.80	0.93	0.66	0.77
Adj. Flow (vph)	1369	55	115	170	29	1187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1369	55	115	170	29	1187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type		Perm	Prot			custom
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	10.0	
Minimum Split (s)	35.0	35.0	34.0	34.0	33.0	
Total Split (s)	48.0	48.0	34.0	82.0	33.0	67.0
Total Split (%)	41.7%	41.7%	29.6%	71.3%	28.7%	58.3%
Maximum Green (s)	43.0	43.0	29.0	77.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
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	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	26.0	26.0		25.0	24.0	
Pedestrian Calls (#/hr)	24	24		24	24	
Act Effct Green (s)	44.2	44.2	23.2	71.4	29.1	56.3
Actuated g/C Ratio	0.41	0.41	0.21	0.66	0.27	0.52
v/c Ratio	0.95	0.09	0.15	0.07	0.03	0.82
Control Delay	47.0	22.3	34.2	6.6	31.8	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	47.0	22.3	34.2	6.6	31.8	28.1
LOS	D	C	C	A	C	C
Approach Delay	46.1			17.7	28.2	
Approach LOS	D			B	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 108.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 1: WEST JEMEZ ROAD & DIAMOND DRIVE

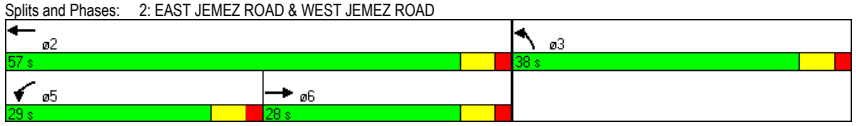


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	235	0	87	590	943	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						781
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	452	0	109	808	1150	1223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	0	109	808	1150	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	28.0	0.0	29.0	57.0	38.0	0.0
Total Split (%)	29.5%	0.0%	30.5%	60.0%	40.0%	0.0%
Maximum Green (s)	22.0		23.0	51.0	32.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	40.1		12.1	53.0	34.0	95.0
Actuated g/C Ratio	0.42		0.13	0.56	0.36	1.00
v/c Ratio	0.58		0.25	0.41	1.03	0.77
Control Delay	26.0		38.9	12.8	66.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.0		38.9	12.8	66.6	3.7
LOS	C		D	B	E	A
Approach Delay	26.0			15.9	34.2	
Approach LOS	C			B	C	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 95	
Natural Cycle: 85	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	12	78	752	7	11	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.298	
Satd. Flow (perm)	1770	1583	1863	1583	555	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		7		
Link Speed (mph)	30		25			35
Link Distance (ft)	173		388			253
Travel Time (s)	3.9		10.6			4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	85	817	8	12	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	85	817	8	12	60
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)	20	10		10	20	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	6.7	6.7	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.16	0.16	0.83	0.83	0.83	0.83
v/c Ratio	0.05	0.27	0.53	0.01	0.03	0.04
Control Delay	20.1	8.5	4.8	1.7	2.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	8.5	4.8	1.7	2.5	2.3
LOS	C	A	A	A	A	A
Approach Delay	10.1		4.7			2.3
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

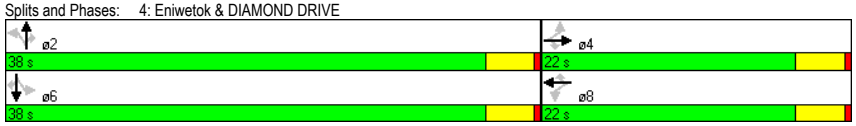
Splits and Phases: 3: Embudo & DIAMOND DRIVE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	0	10	20	1	135	6	448	18	35	73	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.954		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1777	1583	1770	1863	1583	1770	1863	1583
Flt Permitted							0.706			0.479		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	1315	1863	1583	892	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			147			20			3
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		270			724			887			782	
Travel Time (s)		6.1			16.5			17.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	11	22	1	147	7	487	20	38	79	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	11	0	23	147	7	487	20	38	79	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0	34.0	34.0	34.0	34.0	34.0	34.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		7.6	7.6		7.6	7.6	14.8	14.8	14.8	14.1	14.1	14.1
Actuated g/C Ratio		0.33	0.33		0.33	0.33	0.64	0.64	0.64	0.61	0.61	0.61
v/c Ratio		0.04	0.02		0.04	0.24	0.01	0.41	0.02	0.07	0.07	0.00
Control Delay		10.0	6.5		10.0	4.0	3.8	5.4	2.2	4.3	3.8	3.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.0	6.5		10.0	4.0	3.8	5.4	2.2	4.3	3.8	3.0
LOS		A	A		A	A	A	A	A	A	A	A
Approach Delay		8.8			4.8			5.2			4.0	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 23.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Eniwetok & DIAMOND DRIVE

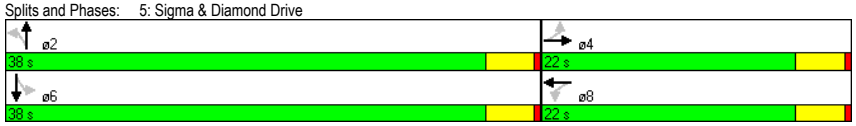


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	9	36	0	105	1	435	8	8	60	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt		0.850			0.850			0.997			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	1857	0	1770	1850	0
Flt Permitted	0.755			0.755			0.713			0.466		
Satd. Flow (perm)	1406	1583	0	1406	1583	0	1328	1857	0	868	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		943			371			3			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		112			166			503			887	
Travel Time (s)		2.5			3.8			9.8			17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	0	10	39	0	114	1	473	9	9	65	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	10	0	39	114	0	1	482	0	9	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	6.6	6.6		6.6	6.6		20.2	20.2		20.2	20.2	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.64	0.64		0.64	0.64	
v/c Ratio	0.07	0.01		0.13	0.18		0.00	0.41		0.02	0.06	
Control Delay	10.5	0.0		11.3	0.6		4.0	5.7		3.9	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.5	0.0		11.3	0.6		4.0	5.7		3.9	3.8	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.1			3.4			5.7			3.8	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 31.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Sigma & Diamond Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	301	63	10	204	58	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		25	35		35	
Link Distance (ft)		302	2211		503	
Travel Time (s)		8.2	43.1		9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	327	68	11	222	63	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	68	11	222	63	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
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)	20			10	20	10
Sign Control		Stop	Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	301	63	10	204	58	50
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	327	68	11	222	63	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				8		
Median type					None	
Median storage veh)						
Upstream signal (ft)					503	
pX, platoon unblocked						
vC, conflicting volume	242	126	126	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	242	126	126	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	40	91	99	80	96	
cM capacity (veh/h)	543	735	735	1085	1623	

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	327	68	233	63	54
Volume Left	327	0	0	63	0
Volume Right	0	0	222	0	54
cSH	543	735	1138	1623	1700
Volume to Capacity	0.60	0.09	0.20	0.04	0.03
Queue Length 95th (ft)	99	8	19	3	0
Control Delay (s)	21.2	10.4	9.2	7.3	0.0
Lane LOS	C	B	A	A	
Approach Delay (s)	19.3		9.2	3.9	
Approach LOS	C		A		

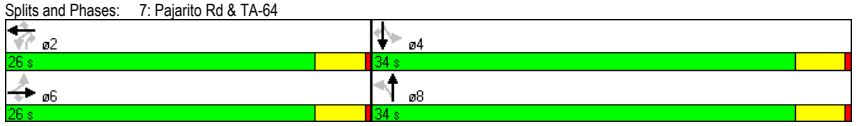
Intersection Summary			
Average Delay	13.7		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	0	15	0	0	0	43	0	0	0	1	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		100	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850									0.850
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	1583	1863	1863	1863	0	1770	1863	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	1863	1863	1583	1863	1863	1863	0	1863	1863	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1088									93
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		444			1675			117			214	
Travel Time (s)		6.1			22.8			2.7			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	0	16	0	0	0	47	0	0	0	1	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	0	16	0	0	0	0	47	0	0	1	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		custom	Perm		Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		2	4		4
Detector Phase	6	6	6	2	2	2	8	8	2	4	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	26.0	34.0	34.0	26.0	34.0	34.0	34.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	43.3%	56.7%	56.7%	43.3%	56.7%	56.7%	56.7%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0	22.0	30.0	30.0	22.0	30.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	6.0		6.0					6.3			6.1	6.1
Actuated g/C Ratio	0.36		0.36					0.37			0.36	0.36
v/c Ratio	0.02		0.01					0.07			0.00	0.15
Control Delay	4.0		0.0					3.8			4.0	1.8
Queue Delay	0.0		0.0					0.0			0.0	0.0
Total Delay	4.0		0.0					3.8			4.0	1.8
LOS	A		A					A			A	A
Approach Delay								3.8			1.9	
Approach LOS								A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 16.9	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay: 2.4	Intersection LOS: A
Intersection Capacity Utilization 19.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Pajarito Rd & TA-64



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	61	454	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1091		
Link Speed (mph)		50	50		30	
Link Distance (ft)		1725	884		350	
Travel Time (s)		23.5	12.1		8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	66	493	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	66	493	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)				6.7	13.5	
Actuated g/C Ratio				0.35	0.71	
v/c Ratio				0.05	0.39	
Control Delay				0.1	4.0	
Queue Delay				0.0	0.0	
Total Delay				0.1	4.0	
LOS				A	A	
Approach Delay					4.0	
Approach LOS					A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 19			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 3.5		Intersection LOS: A	
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Pajarito Rd & Pecos

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	694	0	21	128	0	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1818	1863	1770	1863	1863	1583
Flt Permitted			0.283			
Satd. Flow (perm)	1818	1863	527	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						211
Link Speed (mph)	55			30	30	
Link Distance (ft)	884			690	215	
Travel Time (s)	11.0			15.7	4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	6	0	0	0	0	0
Adj. Flow (vph)	754	0	23	139	0	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	754	0	23	139	0	161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.03	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		10	20		20	10
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	21.2		21.2	21.2		7.2
Actuated g/C Ratio	0.68		0.68	0.68		0.23
v/c Ratio	0.61		0.06	0.11		0.31
Control Delay	7.1		3.4	3.2		3.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	7.1		3.4	3.2		3.8
LOS	A		A	A		A
Approach Delay	7.1			3.3		
Approach LOS	A			A		

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 31.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Pajarito Rd & Lubbock

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	0	894	110	10	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1863	1863	1863	1583	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1863	1863	1583	1770	1863
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				11		
Link Speed (mph)		55	55		30	
Link Distance (ft)		690	1239		159	
Travel Time (s)		8.6	15.4		3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	972	120	11	74	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	972	120	11	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	custom			Perm		Perm
Protected Phases			8		6	
Permitted Phases	4	4		8		6
Detector Phase	4	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)		28.6	28.6	28.6	7.6	
Actuated g/C Ratio		0.64	0.64	0.64	0.17	
v/c Ratio		0.81	0.10	0.01	0.25	
Control Delay		13.1	3.2	1.8	20.5	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		13.1	3.2	1.8	20.5	
LOS		B	A	A	C	
Approach Delay		13.1	3.1		20.5	
Approach LOS		B	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 44.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 57.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Int

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	526	1263	43	300	667	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.726				0.950	
Satd. Flow (perm)	1352	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				326		540
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	572	1373	47	326	725	563
Shared Lane Traffic (%)						
Lane Group Flow (vph)	572	1373	47	326	725	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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	Perm			Perm		Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	84.0	84.0	84.0	84.0	46.0	46.0
Total Split (%)	64.6%	64.6%	64.6%	64.6%	35.4%	35.4%
Maximum Green (s)	80.0	80.0	80.0	80.0	42.0	42.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	80.0	80.0	80.0	80.0	42.0	42.0
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.32	0.32
v/c Ratio	0.69	1.20	0.04	0.30	1.27	0.64
Control Delay	22.1	123.5	10.0	1.8	171.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	123.5	10.0	1.8	171.1	7.2
LOS	C	F	B	A	F	A
Approach Delay		93.7	2.8		99.5	
Approach LOS		F	A		F	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 86.3 Intersection LOS: F
Intersection Capacity Utilization 110.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 11: NM 4 & East Jemez Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1570	15	501	288	312	41	27	196	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850		0.922			0.868			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	1863	1583	1770	1717	0	1770	1617	0	0	1794	0
Flt Permitted	0.330			0.111			0.749				0.576	
Satd. Flow (perm)	615	1863	1583	207	1717	0	1395	1617	0	0	1069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		162			23			2	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1707	16	545	313	339	45	29	213	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1707	16	545	652	0	45	242	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Maximum Green (s)	36.0	36.0	36.0	36.0	36.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	36.1	36.1	36.1	36.1	36.1		12.3	12.3			12.3	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64		0.22	0.22			0.22	
v/c Ratio	0.02	1.43	0.02	4.13	0.56		0.15	0.65			0.44	
Control Delay	4.8	216.7	2.8	1431.7	7.0		18.5	26.9			24.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.8	216.7	2.8	1431.7	7.0		18.5	26.9			24.9	
LOS	A	F	A	F	A		B	C			C	
Approach Delay		213.8			655.7			25.6			24.9	
Approach LOS		F			F			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 56.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 4.13
Intersection Signal Delay: 351.0 Intersection LOS: F
Intersection Capacity Utilization 142.5% ICU Level of Service H
Analysis Period (min) 15

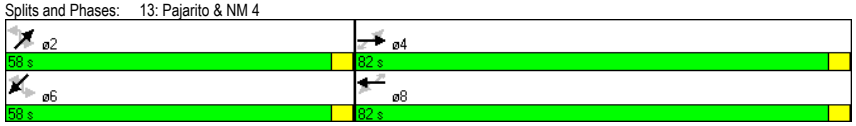
Splits and Phases: 12: NM 4 & Gas Station

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	824	53	28	10	0	8	33	787	8	40	86	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1779	1583	0	1770	1583	1770	1863	1583	1770	1863	1583
Flt Permitted		0.731			0.051		0.688			0.074		
Satd. Flow (perm)	0	1362	1583	0	95	1583	1282	1863	1583	138	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30			9			3			54
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	896	58	30	11	0	9	36	855	9	43	93	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	954	30	0	11	9	36	855	9	43	93	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	82.0	82.0	82.0	82.0	82.0	82.0	58.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	41.4%	41.4%	41.4%	41.4%	41.4%	41.4%
Maximum Green (s)	78.0	78.0	78.0	78.0	78.0	78.0	54.0	54.0	54.0	54.0	54.0	54.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		78.0	78.0		78.0	78.0	54.0	54.0	54.0	54.0	54.0	54.0
Actuated g/C Ratio		0.56	0.56		0.56	0.56	0.39	0.39	0.39	0.39	0.39	0.39
v/c Ratio		1.26	0.03		0.21	0.01	0.07	1.19	0.01	0.81	0.13	0.08
Control Delay		155.6	4.6		27.5	7.0	27.9	137.1	22.0	120.6	28.5	7.1
Queue Delay		54.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		209.8	4.6		27.5	7.0	27.9	137.1	22.0	120.6	28.5	7.1
LOS		F	A		C	A	C	F	C	F	C	A
Approach Delay		203.5			18.3			131.5			43.3	
Approach LOS		F			B			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 156.3		Intersection LOS: F	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 13: Pajarito & NM 4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	507	1148	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	551	1248	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	551	1248	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	21	507	1148	6	80	94
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	551	1248	7	87	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1248				1845	1248
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1248				1845	1248
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				0	52
cM capacity (veh/h)	558				79	211

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	23	551	1248	7	87	102
Volume Left	23	0	0	0	87	0
Volume Right	0	0	0	7	0	102
cSH	558	1700	1700	1700	79	211
Volume to Capacity	0.04	0.32	0.73	0.00	1.10	0.48
Queue Length 95th (ft)	3	0	0	0	156	60
Control Delay (s)	11.7	0.0	0.0	0.0	225.4	37.0
Lane LOS	B				F	E
Approach Delay (s)	0.5		0.0		123.6	
Approach LOS					F	

Intersection Summary			
Average Delay	11.7		
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	707	0	0	121	91	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964	
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1796	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	631			298	922	
Travel Time (s)	9.6			4.5	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	768	0	0	132	99	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	768	0	0	132	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
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)	20	10	20			10
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	707	0	0	121	91	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	768	0	0	132	99	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					922	
pX, platoon unblocked	1.00	1.00	1.00			
vC, conflicting volume	248	117	135			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	111	129			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	100	100			
cM capacity (veh/h)	742	938	1451			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	768	132	135
Volume Left	768	0	0
Volume Right	0	0	36
cSH	742	1700	1700
Volume to Capacity	1.04	0.08	0.08
Queue Length 95th (ft)	467	0	0
Control Delay (s)	66.0	0.0	0.0
Lane LOS	F		
Approach Delay (s)	66.0	0.0	0.0
Approach LOS	F		

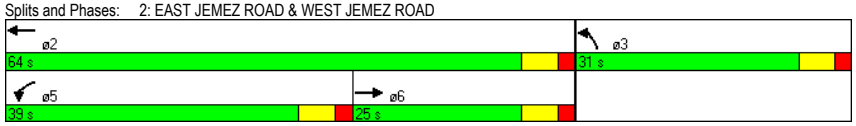
Intersection Summary			
Average Delay	49.0		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	422	0	1068	336	215	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						265
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	812	0	1335	460	262	265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	812	0	1335	460	262	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	25.0	0.0	39.0	64.0	31.0	0.0
Total Split (%)	26.3%	0.0%	41.1%	67.4%	32.6%	0.0%
Maximum Green (s)	19.0		33.0	58.0	25.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	21.1		35.2	60.4	18.1	86.6
Actuated g/C Ratio	0.24		0.41	0.70	0.21	1.00
v/c Ratio	0.94		0.96	0.19	0.40	0.17
Control Delay	53.5		42.8	5.6	30.7	0.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	53.5		42.8	5.6	30.7	0.2
LOS	D		D	A	C	A
Approach Delay	53.5			33.3	15.4	
Approach LOS	D			C	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 86.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	77	0	15	9	70	51	58	65	9	2	735	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	2		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.994		0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	0	1852	1583	1770	3539	1583	1770	3539	1583
Flt Permitted					0.958		0.350			0.708		
Satd. Flow (perm)	3614	3539	1583	0	1785	1583	652	3539	1583	1319	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			55			10			759
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	84	0	16	10	76	55	63	71	10	2	799	967
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	0	16	0	86	55	63	71	10	2	799	967
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	36.0	36.0	36.0	36.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	8.8		8.8		8.9	8.9	29.0	29.0	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.24		0.24		0.24	0.24	0.79	0.79	0.79	0.79	0.79	0.79
v/c Ratio	0.10		0.03		0.20	0.13	0.12	0.03	0.01	0.00	0.29	0.69
Control Delay	16.8		0.1		18.3	7.6	3.8	2.8	1.9	3.0	3.1	4.2
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8		0.1		18.3	7.6	3.8	2.8	1.9	3.0	3.1	4.2
LOS	B		A		B	A	A	A	A	A	A	A
Approach Delay					14.1			3.2			3.7	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 36.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 4.9		Intersection LOS: A	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Pajarito & NM 4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	350	14	184	1361	26	58	13	551	11	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	2		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.853			0.991	
Flt Protected	0.950			0.950			0.950				0.962	
Satd. Flow (prot)	1770	1863	1583	3433	1857	0	1770	1589	0	0	1776	0
Flt Permitted	0.950			0.950			0.748				0.327	
Satd. Flow (perm)	1770	1863	1583	3433	1857	0	1393	1589	0	0	604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15		2			570			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			274			66	
Travel Time (s)		21.4			6.7			4.2			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	380	15	200	1479	28	63	14	599	12	2	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	380	15	200	1507	0	63	613	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	7	4	4	3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	102.0	102.0	18.0	112.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	5.3%	68.0%	68.0%	12.0%	74.7%	0.0%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%
Maximum Green (s)	4.0	98.0	98.0	14.0	108.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		0.0	0.0		11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	4.0	93.8	93.8	12.2	108.6		15.1	15.1			15.1	
Actuated g/C Ratio	0.03	0.70	0.70	0.09	0.82		0.11	0.11			0.11	
v/c Ratio	0.06	0.29	0.01	0.63	0.99		0.40	0.89			0.22	
Control Delay	70.3	9.1	3.7	69.2	36.3		61.7	23.2			57.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	70.3	9.1	3.7	69.2	36.3		61.7	23.2			57.7	
LOS	E	A	A	E	D		E	C			E	
Approach Delay		9.4			40.1			26.8			57.7	
Approach LOS		A			D			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 133.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.6 Intersection LOS: C
Intersection Capacity Utilization 120.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 60: NM 4 &

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	407	197	1169	1034	28	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				433		365
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	442	214	1271	1124	30	449
Shared Lane Traffic (%)						
Lane Group Flow (vph)	442	214	1271	1124	30	449
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	35.0	110.0	75.0	75.0	20.0	20.0
Total Split (%)	26.9%	84.6%	57.7%	57.7%	15.4%	15.4%
Maximum Green (s)	31.0	106.0	71.0	71.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	31.0	106.0	71.0	71.0	13.1	13.1
Actuated g/C Ratio	0.24	0.83	0.56	0.56	0.10	0.10
v/c Ratio	1.03	0.07	0.64	1.05	0.16	0.91
Control Delay	97.3	2.1	21.6	58.6	53.5	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	2.1	21.6	58.6	53.5	36.2
LOS	F	A	C	E	D	D
Approach Delay		66.2	39.0		37.3	
Approach LOS		E	D		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 127.2			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 43.8		Intersection LOS: D	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 68: NM 4 & East Jemez Rd

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	35	613	1531	40	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				32		3
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	666	1664	43	3	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	666	1664	43	3	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	8.0	130.0	122.0	122.0	20.0	20.0
Total Split (%)	5.3%	86.7%	81.3%	81.3%	13.3%	13.3%
Maximum Green (s)	4.0	126.0	118.0	118.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	124.4	118.0	118.0	5.8	5.8
Actuated g/C Ratio	0.03	0.90	0.85	0.85	0.04	0.04
v/c Ratio	0.75	0.40	1.05	0.03	0.04	0.04
Control Delay	130.7	1.8	48.3	0.8	65.3	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.7	1.8	48.3	0.8	65.3	42.3
LOS	F	A	D	A	E	D
Approach Delay		8.8	47.1		53.8	
Approach LOS		A	D		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 138.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 35.9		Intersection LOS: D	
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 83: East Jemez & La Mesita

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	33	0	0	99	52	707
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Frt					0.874	
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	1628	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	1628	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			362	922	
Travel Time (s)	7.3			5.5	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	0	0	108	57	768
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	108	825	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
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)	20	10	20			10
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	33	0	0	99	52	707
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	0	0	108	57	768
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					922	
pX, platoon unblocked	0.74	0.74	0.74			
vC, conflicting volume	548	441	825			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216	71	590			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	100			
cM capacity (veh/h)	572	735	731			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	24	12	108	825
Volume Left	24	12	0	0
Volume Right	0	0	0	768
cSH	572	572	1700	1700
Volume to Capacity	0.04	0.02	0.06	0.49
Queue Length 95th (ft)	3	2	0	0
Control Delay (s)	11.6	11.4	0.0	0.0
Lane LOS	B	B		
Approach Delay (s)	11.5		0.0	0.0
Approach LOS	B			

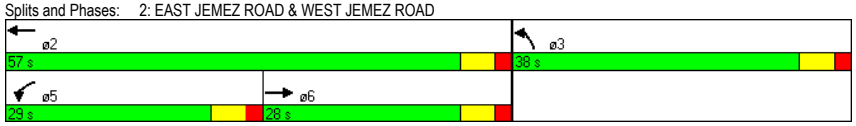
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	235	0	87	590	943	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	615		0	0
Storage Lanes		0	2		2	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	*0.88	0.97	0.95	*0.88	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	0	3433	3539	3115	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	0	3433	3539	3115	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						781
Link Speed (mph)	30			35	30	
Link Distance (ft)	265			743	235	
Travel Time (s)	6.0			14.5	5.3	
Peak Hour Factor	0.52	0.72	0.80	0.73	0.82	0.75
Adj. Flow (vph)	452	0	109	808	1150	1223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	0	109	808	1150	1223
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Number of Detectors	1		1	1	1	1
Detector Template						
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
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
Turn Type			Prot			Free
Protected Phases	6		5	2	3	
Permitted Phases						Free
Detector Phase	6		5	2	3	
Switch Phase						
Minimum Initial (s)	15.0		10.0	15.0	10.0	
Minimum Split (s)	24.0		29.0	22.0	31.0	
Total Split (s)	28.0	0.0	29.0	57.0	38.0	0.0
Total Split (%)	29.5%	0.0%	30.5%	60.0%	40.0%	0.0%
Maximum Green (s)	22.0		23.0	51.0	32.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	0.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		None	Max	None	
Walk Time (s)	4.0				4.0	
Flash Dont Walk (s)	14.0				21.0	
Pedestrian Calls (#/hr)	25				25	
Act Effct Green (s)	40.1		12.1	53.0	34.0	95.0
Actuated g/C Ratio	0.42		0.13	0.56	0.36	1.00
v/c Ratio	0.30		0.25	0.41	1.03	0.77
Control Delay	20.0		38.9	12.8	66.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.0		38.9	12.8	66.6	3.7
LOS	B		D	B	E	A
Approach Delay	20.0			15.9	34.2	
Approach LOS	B			B	C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 95		
Actuated Cycle Length: 95		
Natural Cycle: 85		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.03		
Intersection Signal Delay: 28.0		Intersection LOS: C
Intersection Capacity Utilization 57.7%		ICU Level of Service B
Analysis Period (min) 15		
* User Entered Value		

Splits and Phases: 2: EAST JEMEZ ROAD & WEST JEMEZ ROAD



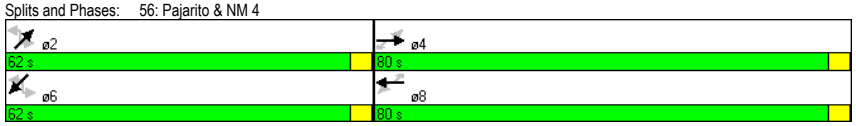
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	824	53	28	10	0	8	33	787	8	40	86	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		225	0		150	0		0
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.757			0.719			0.694			0.210		
Satd. Flow (perm)	2736	1863	1583	1339	1863	1583	1293	3539	1583	391	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30			67			6			54
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		569			367			922			3080	
Travel Time (s)		8.6			5.6			14.0			46.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	896	58	30	11	0	9	36	855	9	43	93	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	896	58	30	11	0	9	36	855	9	43	93	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
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	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	80.0	80.0	80.0	80.0	80.0	80.0	62.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	56.3%	56.3%	56.3%	56.3%	56.3%	56.3%	43.7%	43.7%	43.7%	43.7%	43.7%	43.7%
Maximum Green (s)	76.0	76.0	76.0	76.0	76.0	76.0	58.0	58.0	58.0	58.0	58.0	58.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag												
Lead-Lag Optimize?												
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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	31.6	31.6	31.6	31.6		31.6	25.2	25.2	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.48	0.48	0.48	0.48		0.48	0.39	0.39	0.39	0.39	0.39	0.39
v/c Ratio	0.68	0.06	0.04	0.02		0.01	0.07	0.63	0.01	0.28	0.07	0.08
Control Delay	16.5	10.3	4.4	10.3		0.0	15.5	19.6	11.1	22.6	14.7	5.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	10.3	4.4	10.3		0.0	15.5	19.6	11.1	22.6	14.7	5.4
LOS	B	B	A	B		A	B	B	B	C	B	A
Approach Delay		15.8						19.3			13.8	
Approach LOS		B						B			B	

Intersection Summary

Area Type: Other
Cycle Length: 142
Actuated Cycle Length: 65.4
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 56: Pajarito & NM 4



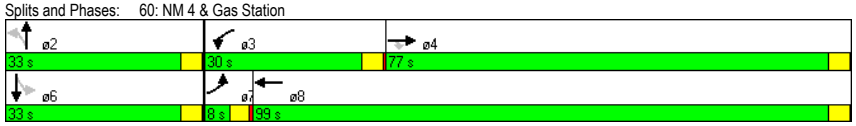
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	1570	15	501	288	312	41	27	196	65	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		0	125		0	0		0
Storage Lanes	1		1	2		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.922			0.868			0.996	
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1770	3539	1583	3433	1717	0	1770	1617	0	0	1794	0
Flt Permitted	0.950			0.950			0.692				0.309	
Satd. Flow (perm)	1770	3539	1583	3433	1717	0	1289	1617	0	0	573	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11		87			213			1	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1410			442			268			66	
Travel Time (s)		21.4			6.7			4.1			1.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1707	16	545	313	339	45	29	213	71	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1707	16	545	652	0	45	242	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
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
Turning Speed (mph)	20		10	20		10	20		10	20		10
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2			6		
Detector Phase	7	4	4	3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	77.0	77.0	30.0	99.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	5.7%	55.0%	55.0%	21.4%	70.7%	0.0%	23.6%	23.6%	0.0%	23.6%	23.6%	0.0%
Maximum Green (s)	4.0	73.0	73.0	26.0	95.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total 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
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	4.1	66.3	66.3	23.9	92.9		21.6	21.6			21.6	
Actuated g/C Ratio	0.03	0.53	0.53	0.19	0.75		0.17	0.17			0.17	
v/c Ratio	0.12	0.90	0.02	0.82	0.50		0.20	0.53			1.04	
Control Delay	70.3	35.0	9.5	61.4	7.8		48.5	13.6			152.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	70.3	35.0	9.5	61.4	7.8		48.5	13.6			152.2	
LOS	E	D	A	E	A		D	B			F	
Approach Delay		34.9			32.2			19.1			152.3	
Approach LOS		C			C			B			F	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 124.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 89.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 60: NM 4 & Gas Station



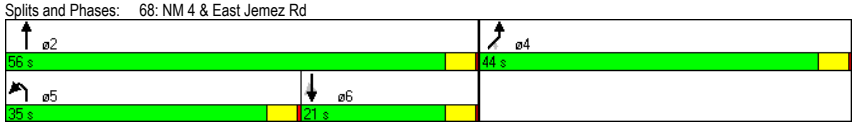
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	526	1263	43	300	667	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	400
Storage Lanes	1			1	1	1
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				326		563
Link Speed (mph)		50	45		55	
Link Distance (ft)		2540	918		1165	
Travel Time (s)		34.6	13.9		14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	572	1373	47	326	725	563
Shared Lane Traffic (%)						
Lane Group Flow (vph)	572	1373	47	326	725	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	35.0	56.0	21.0	21.0	44.0	44.0
Total Split (%)	35.0%	56.0%	21.0%	21.0%	44.0%	44.0%
Maximum Green (s)	31.0	52.0	17.0	17.0	40.0	40.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	31.1	45.2	10.1	10.1	40.1	40.1
Actuated g/C Ratio	0.33	0.48	0.11	0.11	0.43	0.43
v/c Ratio	0.97	0.80	0.12	0.71	0.95	0.56
Control Delay	63.2	24.5	37.2	13.4	50.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	24.5	37.2	13.4	50.9	4.2
LOS	E	C	D	B	D	A
Approach Delay		35.9	16.4		30.5	
Approach LOS		D	B		C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 93.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 31.9 — Intersection LOS: C
Intersection Capacity Utilization 79.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 68: NM 4 & East Jemez Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	507	1148	6	80	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				7		102
Link Speed (mph)		55	45		30	
Link Distance (ft)		777	1974		335	
Travel Time (s)		9.6	29.9		7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	551	1248	7	87	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	551	1248	7	87	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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)	20			10	20	10
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	8.0	70.0	62.0	62.0	20.0	20.0
Total Split (%)	8.9%	77.8%	68.9%	68.9%	22.2%	22.2%
Maximum Green (s)	4.0	66.0	58.0	58.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	61.2	58.3	58.3	9.2	9.2
Actuated g/C Ratio	0.05	0.78	0.74	0.74	0.12	0.12
v/c Ratio	0.26	0.38	0.90	0.01	0.42	0.37
Control Delay	45.7	3.8	21.6	2.8	39.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	3.8	21.6	2.8	39.3	11.6
LOS	D	A	C	A	D	B
Approach Delay		5.5	21.5		24.4	
Approach LOS		A	C		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 83: East Jemez & La Mesita

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	707	0	0	121	91	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Frt					0.964	
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	1796	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	631			298	922	
Travel Time (s)	9.6			4.5	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	768	0	0	132	99	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	768	0	0	132	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
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)	20	10	20			10
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	707	0	0	121	91	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	768	0	0	132	99	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					922	
pX, platoon unblocked						
vC, conflicting volume	248	117	135			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	248	117	135			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	100	100			
cM capacity (veh/h)	740	935	1450			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	512	256	132	135
Volume Left	512	256	0	0
Volume Right	0	0	0	36
cSH	740	740	1700	1700
Volume to Capacity	0.69	0.35	0.08	0.08
Queue Length 95th (ft)	141	39	0	0
Control Delay (s)	20.1	12.4	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	17.5		0.0	0.0
Approach LOS	C			

Intersection Summary			
Average Delay	13.0		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		