



PARCEL INFORMATION	
Address: 1605 Old Pecos Trail	Property Size: 9.7 acres
Current Use of Land: Sanctuary	Proposed Use of Land: Private School
Zoning: R-1	Uniform Parcel Code Number: 1054097298324
Section in <u>Chapter 14</u> under which the SUP is sought:	
Pre-application Conference Date: December 2021	Early Neighborhood Notice (ENN) Meeting Date: February 8, 2022

PROPERTY OWNER INFORMATION	
Name (First, Last): First Baptist Church	
Address: 1605 Old Pecos Trail	Suite/Unit #
Street Address	
Santa Fe	NM 87505
City	State ZIP Code
Phone: 505-983-9151	E-mail Address: fbcsf@comcast.net

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)	
Company Name: Santa Fe Christian	
Name (First, Last): DeeAnn Chavez (Co-Founder) and Patricio Gonzales (Board Member)	
Address: 3201 Zafarano Dr.	C
Street Address	Suite/Unit #
Santa Fe	NM 87507
City	State ZIP Code
Phone: 505-927-2261	E-mail Address: deeannchavez@santafechristian.org
Correspondence Directed To:	<input type="checkbox"/> Owner <input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Both

AGENT AUTHORIZATION (IF APPLICABLE)	
I am/We are the owner(s) and record title holder(s) of the property located at: <i>1605 Old Pecos Trail</i>	
I/we authorize <i>DeeAnn Chavez and Patricio Gonzales</i>	to act as my/our agent to execute this application.
Signed: <i>[Signature]</i>	Date: <i>8-29-2024</i>
Signed:	Date:

SIGNATURE	
I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 2001. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a pre-application meeting to verify that the attached proposal is in compliance with the City's zoning requirements.	
Signature: <i>[Signature]</i>	Date: <i>08/29/2024</i>

Attachment 1: Statement addressing SUP approval Criteria

Santa Fe Christian (SFC) is a private institution dedicated to delivering an academically exceptional education to children in and around Santa Fe. The school is distinguished by its smaller class sizes, which enable more personalized attention and foster enhanced growth and development. The approval of the Special Use Permit will not negatively impact the public interest; rather, it serves as a valuable asset for students and families seeking alternative educational options within the Santa Fe area.

The facilities at First Baptist Church (FBC) include classrooms, conference rooms, a gymnasium, and open spaces for students to gather. The layout of FBC effectively meets the operational needs of SFC, providing an environment conducive to our educational mission.

WARRANTY DEED

SANTA FE HOLDING COMPANY (No Stockholders' Liability), a corporation for consideration paid, grant, S. to FIRST BAPTIST CHURCH OF SANTA FE, INC. the following described real estate in City of Santa Fe, Santa Fe County, New Mexico.

Commencing at a point on the North boundary of the Sebastian De Vargas Grant from which the Southeast corner of the H.B. Cartwright tract which is also the Northeast corner of the Sebastian DeVargas Grant and is marked by a cedar post set and scribed in Ward No. 1 of the City of Santa Fe, New Mexico bears N. 27°03' E. 56.45 feet distant, and from said point of beginning running S. 27°03' W. 339.55 feet, along the north boundary of the Sebastian DeVargas Grant, to an iron stake set for Meander Corner No. 12 of the H.B. Cartwright Tract; thence leaving the north boundary of the Sebastian DeVargas Grant, and running S. 72°41' W. 613.9 feet, along the south boundary of the H.B. Cartwright Tract, to an iron stake set on the easterly boundary of the right-of-way for U.S. Highways 64, 85 and 285; thence leaving the south boundary of the H.B. Cartwright Tract, and running along the easterly boundary of the said U.S. Highways the following courses and distances, N. 26°16' E. 1223.80 feet to an iron stake; and thence continuing along the easterly side of U.S. Highways 64, 85 and 285, which is also Pecos Trail, 318.67 feet to an iron stake set for the most northerly corner of this tract, following a curve to the left (radius 1492.5 feet, chord N. 20°09' E. 318.06 feet); thence leaving the Pecos Trail, and running S. 1°43' E. 472.37 feet, along the east boundary of the H.B. Cartwright Tract, to a granite stone set with a cross chiselled on its top for Meander Corner No. 1; thence running S. 14°33' E. 218.83 feet along the east boundary of the H.B. Cartwright Tract to an iron stake; thence running S. 5°03' E., 227.09 feet to the point and place of beginning; all as delineated upon that certain plat entitled "Lands Surveyed 6-20-55 for The Santa Fe Holding Company Ward No 1 Santa Fe N M", the surveys for which were completed in the field June 20, 1955, by Walter G. Turley, registered professional engineer and land surveyor.

There is reserved to the grantor and its successors in interest a perpetual easement across said tract for the installation and maintenance of a water main. Said easement shall run from the East boundary to the West boundary of said tract at a point approximately opposite to or northerly from Camino Lejos as shown on said map, but at such location as not to interfere with any buildings on said property.

with warranty covenants. Whereof the grantor has caused these presents to be executed by its duly authorized officers this 20 day of July, 1955.

Attest: [Signature] SANTA FE HOLDING COMPANY (No Stockholders' Liability) Its President

STATE OF NEW MEXICO, County of Santa Fe. On this 20th day of July, 1955, before me personally appeared Carl H. Gilbert to me personally known, who being by me duly sworn, and say that he is President of Santa Fe Holding Company (No Stockholders' Liability) organized under the laws of the State of New Mexico and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation, by authority of its board of directors, and said Carl H. Gilbert acknowledged said instrument to be the free act and deed of said corporation.

Witness my hand and seal the day and year last above written. My commission expires June 24, 1957. Notary Public. STATE OF NEW MEXICO, County of Santa Fe. I hereby certify that this instrument was filed for record on the 29 day of August, 1955, at 11:26 o'clock A. M. and duly recorded in Book page of the Records of Deeds of said county, on this day of A. D. 19.

By [Signature] Deputy. Santa Fe City. FORM SP-1-Printed and For Sale by Valliant Printing and Stationery Co., Albuquerque, N. M. 209203

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE MADE A SUBDIVISION OF THOSE LANDS SHOWN HEREON...

FIRST BAPTIST CHURCH B.P.C.E. 460
FIRST BAPTIST CHURCH B.P.C.E. 460
FIRST BAPTIST CHURCH B.P.C.E. 460

STATE OF NEW MEXICO SS
COUNTY OF SANTA FE
THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS 1st DAY OF August 1973.

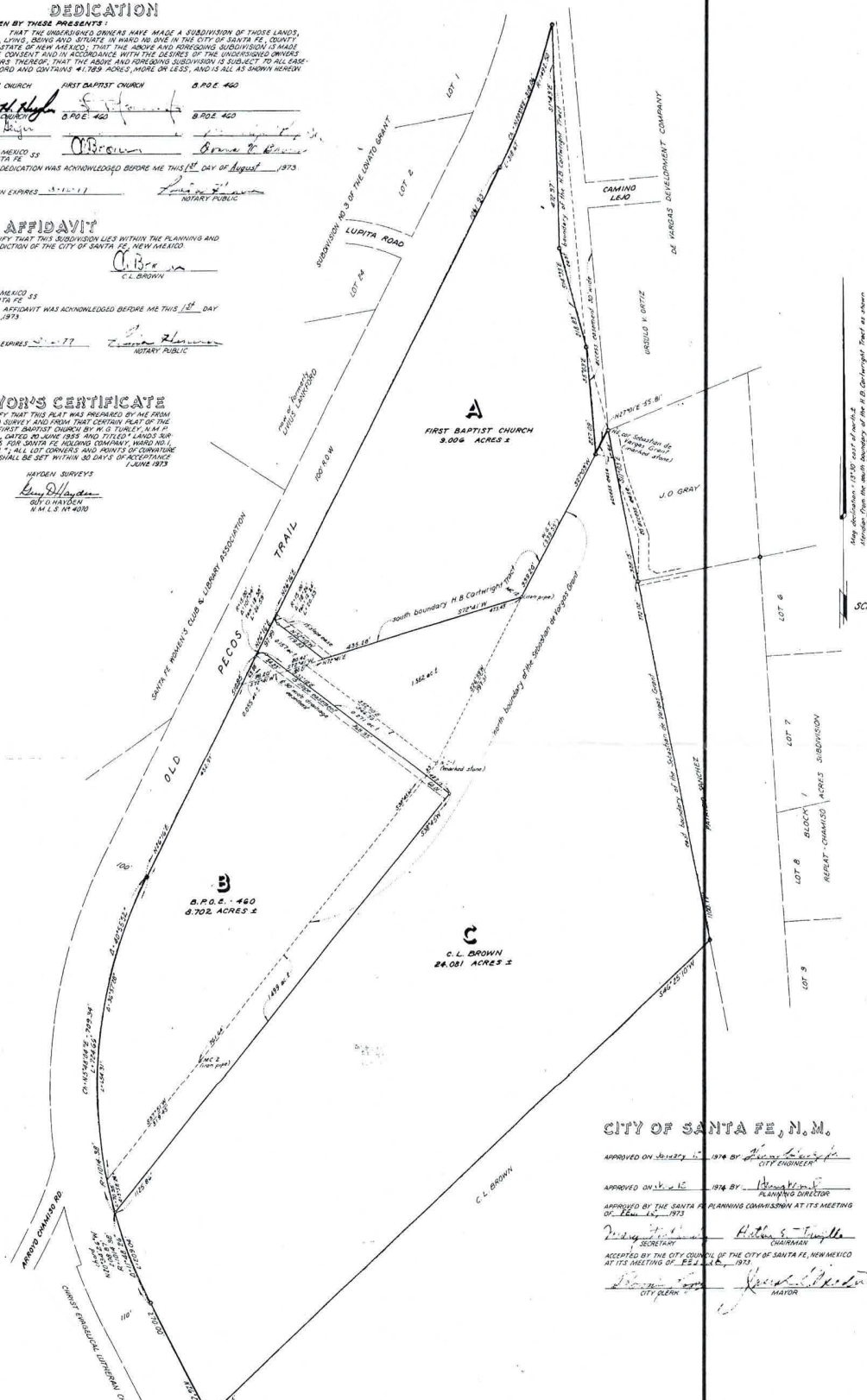
AFFIDAVIT
I HEREBY CERTIFY THAT THIS SUBDIVISION LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

STATE OF NEW MEXICO SS
COUNTY OF SANTA FE
THE FOREGOING AFFIDAVIT WAS ACKNOWLEDGED BEFORE ME THIS 1st DAY OF August 1973.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME FROM AN ACTUAL FIELD SURVEY AND FROM THAT CERTAIN PLAT OF THE LANDS OF THE FIRST BAPTIST CHURCH BY M. G. TUNNEY, N.M.S. & L.S. No. 98, DATED 20 JUNE 1955 AND TITLED "LANDS SURVEYED & PLATTED FOR SANTA FE HOLDING COMPANY, WARD NO. 1, SANTA FE, N.M."...

HAYDEN SURVEYS
Ken D. Hayden
N.M.L.S. No. 4010



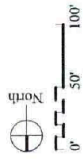
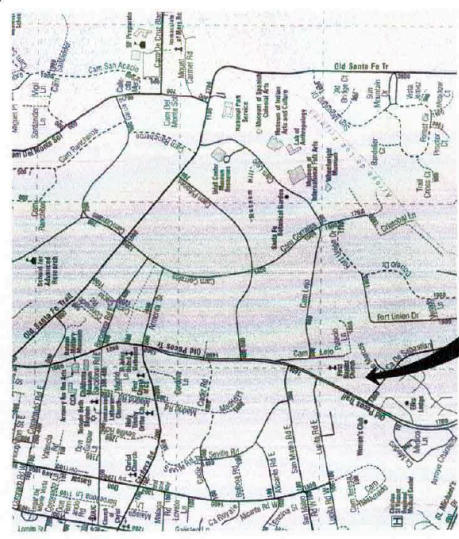
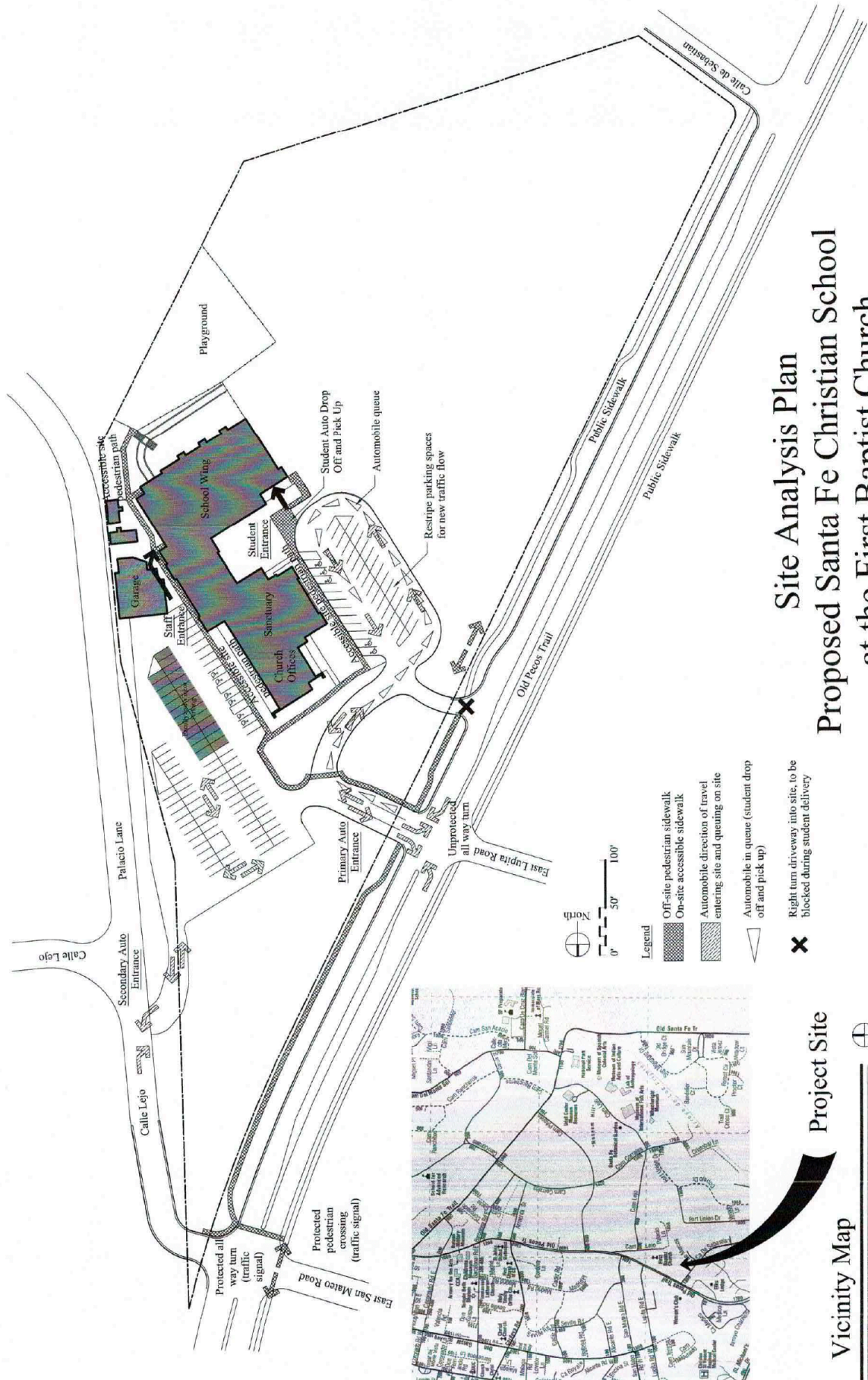
Map obtained from 1950 plat of M.G. Tunney, N.M.S. & L.S. No. 98, dated June 20, 1955, and titled "LANDS SURVEYED & PLATTED FOR SANTA FE HOLDING COMPANY, WARD NO. 1, SANTA FE, N.M."...

SCALE 1"=100'

CITY OF SANTA FE, N.M.
APPROVED ON JULY 25, 1974 BY [Signature] CITY ENGINEER
APPROVED ON JULY 15, 1974 BY [Signature] PLANNING DIRECTOR
APPROVED BY THE SANTA FE PLANNING COMMISSION AT ITS MEETING OF JULY 15, 1973
ACCEPTED BY THE CITY COUNCIL OF THE CITY OF SANTA FE, NEW MEXICO AT ITS MEETING OF JULY 16, 1974

DE VARGAS HEIGHTS
UNIT ONE
WARD NO. ONE SANTA FE, N.M.

COPY OF THIS PLAN IS FILED IN THE OFFICE OF THE COUNTY CLERK OF SANTA FE COUNTY, NEW MEXICO, ON JULY 25, 1974, AT 11:00 A.M. AND WILL BE AVAILABLE FOR INSPECTION AT ANY TIME.



- Legend
- Off-site pedestrian sidewalk
 - On-site accessible sidewalk
 - Automobile direction of travel entering site and queuing on site
 - Automobile in queue (student drop off and pick up)
 - Right turn driveway into site, to be blocked during student delivery

Project Site



TRAFFIC IMPACT REPORT

For

Santa Fe Christian School

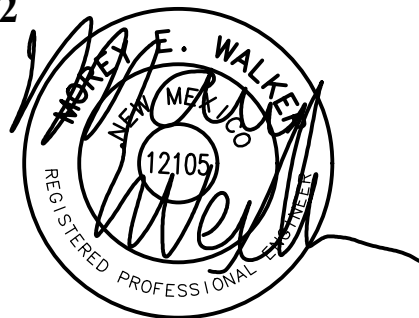
Prepared for

**City of Santa Fe
Traffic Division**

Prepared by

**MOREY WALKER AND ASSOCIATES
ENGINEERING, INC.**

**March 15, 2022
Rev: April 21, 2022**



Santa Fe Christian School
TRAFFIC IMPACT STUDY

TABLE OF CONTENTS

I. INTRODUCTION.....Page -3-
 A. Project Location and Description.....Page -3-
 B. PurposePage -3-

II. ROAD CONDITIONSPage -3-
 A. Existing ConditionsPage -3-
 B. Existing Traffic Volume.....Page -4-
 C. Future ImprovementsPage -4-
 D. Future Traffic Volumes.....Page -4-

III. TRIP GENERATION AND TRAFFIC DISTRIBUTIONPage -4-
 A. Trip GenerationPage -4-
 B. Site Traffic Movements.....Page -5-
 C. Design Traffic Movements.....Page -5-

IV. TRAFFIC EVALUATIONPage -5-
 A. Level of ServicePage -5-
 B. Old Pecos Trail and San Mateo Road.....Page -6-
 C. Old Pecos Trail Driveway and Lapita LanePage -7-
 D. San Mateo, Camino Lejo and Palacio LanePage -8-
 E. Conclusion.....Page -8-

V. STOPPING SIGHT DISTANCEPage -9-

VI. SUMMARY AND RECOMMENDATIONSPage -9-

- Appendix A - Traffic Counts at Old Pecos Trail and San Mateo Road
- Appendix B – Traffic Counts at Old Pecos Trail Driveway and Lapita Lane
- Appendix C – Traffic Counts at San Mateo, Camino Lejo and Palacio Lane
- Appendix D – ITE Trip Generation
- Appendix E - Level of Service – Old Pecos Trail and San Mateo Road
- Appendix F – Level of Service – Old Pecos Trail driveway and Lapita Lane
- Appendix G – Level of Service – San Mateo, Camino Lejo and Palacio Lane
- Appendix H – Traffic Light Timing at Old Pecos Trail and San Mateo Road
- Appendix I – AADT for Old Pecos Trail

Santa Fe Christian School

TRAFFIC IMPACT STUDY

I. INTRODUCTION

A. Project Location and Description

The Santa Fe Christian School will be a private elementary/middle school with grades Kindergarten through 8th grade. The site is presently being used by the First Baptist Church of Santa Fe which will remain in operation. The number of students will be a maximum of 135. Since the school is private, the students will be from the entire Santa Fe area. No bus service is anticipated for this school.

The Christian School only has a three-year lease for this site. After three years, the school will be relocated to a presently unidentified location.

Access to the site will be via an existing full access driveway along the west property onto Old Pecos Trail and by the driveway entrance at the intersection of Camino Lejo and Palacio Lane to the east. The driveway on Old Pecos Trail is directly across from W. Lapita Lane. Refer to Figure 1 for location map and to Figure 2 for site plan.

B. Purpose

The purpose of this Traffic Impact Study is to determine the impact of the Santa Fe Christian School at the intersections of Old Pecos Trail & San Mateo Road, San Mateo Road & Camino Lejo/Palacio Lane and the entrance driveway at W. Lapita Lane. If needed, recommendations will be made for require improvements.

II. ROAD CONDITIONS

A. Existing Conditions

For this study area, Old Pecos Trail is a two lane divide public street with dedicated left turn lanes and bike lanes. The speed limit is 35 mph. The intersection of Old Pecos Trail and San Mateo Road is a traffic light controlled with protected left turns onto San Mateo. Presently, the driveway entrance at San Mateo Road & Camino Lejo/Palacio Lane is offset from the intersection. As noted above, the existing driveway on Old Pecos Trail is directly across from W. Lapita Lane. Current traffic lane configurations for the surrounding roadways are shown on Figure 3.

Santa Fe Christian School

TRAFFIC IMPACT STUDY

B. Existing Traffic Volumes

All three intersections studied in this report were counted by Walker Engineering using the Jamar 100 Traffic Counter for the peak hours from 7 to 9 am and from 4 to 6 pm. The intersection of Old Pecos Trail and San Mateo Road was counted on February 15, 2022 (Appendix A). The intersection of Pecos Trail and Lapita Lane was conducted on February 16, 2022 (Appendix B). The intersection of San Mateo Road and Camino Lejo/Palacio Lane was counted on February 22, 2022 (Appendix C). Figure 4 shows the peak hour traffic volumes for all movements for the three intersections.

C. Future Improvements

At the time of this report, no roadway improvements are scheduled or under design for this area of study.

D. Future Traffic Volumes

Since there is only a three-year lease for this site, a design year of 2025 has been selected for this development. Information obtained from the City of Santa Fe, the Average Annual Daily Traffic (AADT) for this section was 19,326 in 2011 and 19,029 in 2018 which correlates with a negative growth factor. Refer to Appendix I. To be conservative, a growth factor of 3% was used in this report. Figure 5 shows the Year 2025 increase in background traffic for the intersection of Old Pecos Trail & San Mateo Road, the driveway at Lapita Lane and the intersection of San Mateo and Camino Lejo/Palacio Lane.

III. TRIP GENERATION AND TRAFFIC DISTRIBUTION

A. Trip Generation

The AM and PM peak hour traffic volumes are derived from the Institute of Transportation Engineers (ITE), Trip Generation, 9th edition. Land Use will be a private school with grades Kindergarten through 8th grade. The following Table 1 summarizes the information found in Trip Generation for the Land Use, ITE Code, size and AM & PM Trip Generations. Data from Trip Generation are found in Appendix D.

Table 1
Trip Generation

Propose Use			AM Peak		PM Peak	
Land Use	ITE Code	Size	In	Out	In	Out
School K thru 8	534	135 Students	71	55	39	45

Santa Fe Christian School

TRAFFIC IMPACT STUDY

B. Site Traffic Movements

Based upon current traffic patterns and directional percentages and upon the average trip generation as shown on Table 1, the Santa Fe Christian School traffic was distributed at the studied intersections. Two options for the traffic patterns were studied. The first option was to allow the driveway at W. Lapita to remain as presently configured. This first option distribution is shown on Figure 6. The second would be to reconfigure that driveway to allow right and left in but only right out (left turn and through movements are prohibited). This second option distribution is shown on Figure 8.

C. Design Traffic Movements

Using the 2025 background traffic from Figure 5 and the traffic distributions from Figures 6 and 8, the combined background and site traffic at the three intersections are shown on Figure 7 for Option 1 (full driveway access onto Old Pecos Trail) and Figure 9 for Option 2 (right turn out only access onto Old Pecos Trail). Figures 5, 7 and 9 were used to determine the impact on the Level of Service with the addition of the Santa Fe Christian School traffic.

IV. TRAFFIC EVALUATION

A. Level of Service

Synchro Ver 10 software was used to determine the level of service (LOS) for the intersection. An LOS is conducted for year 2025 design year. The design year includes the annual increase in background traffic and the site traffic. Level of service is ranked from A-F, with A being the highest level of service with the least delays and F indicating a break-down in the operation of the intersection. Figures 10, 11 and 12 are the Synchro Models for the Year 2025 AM traffic for the No Build, Fully Developed Option 1 and Fully Developed Option 2, respectively. Figures 13, 14 and 15 are the Synchro Models for the Year 2025 PM traffic for the No Build, Fully Developed Option 1 and Fully Developed Option 2, respectively.

Santa Fe Christian School
TRAFFIC IMPACT STUDY

B. Old Pecos Trail and San Mateo Road Intersection

Derived from the Synchro Ver 10 computer runs, Table 2 is a summary of the level of service for the current lane and traffic control configuration at the intersection of Old Pecos Trail (OPT) and San Mateo Road. Traffic volumes were taken from both Figures 5 No Build Conditions, Figure 7 for Option 1 Full Driveway Access and Figure 9 for Option 2 Right Turn Out Driveway Access for the design year 2025 traffic. The computer printouts can be found in Appendix E.

Table 2
Level of Service Analysis
Old Pecos Trail and San Mateo Road Intersection
(Appendix E)

Design Year 2025	Fig 5 No Build		Figure 7 Option 1		Figure 9 Option 2	
	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay
Old Pecos Trail Northbound	B/12.1	A/7.0	B/13.4	A/7.7	B/16.1	A/8.0
Old Pecos Trail Southbound	A/5.3	B/10.2	A/7.4	B/11.0	A/8.3	B/11.4
San Mateo Eastbound	C/22.7	C/20.5	C/22.0	C/20.1	C/21.5	B/19.7
San Mateo Westbound	C/25.7	C/28.4	C/26.1	C/28.4	C/28.6	C/29.2

The results from the analysis, the Old Pecos Trail and San Mateo Road Intersection will operate at an acceptable LOS for both Options 1 and 2 for the Santa Fe Christian School. No improvements are required at this intersection.

Santa Fe Christian School
TRAFFIC IMPACT STUDY

C. Old Pecos Trail Driveway Entrance at W. Lapita Lane

Derived from the Synchro Ver 10 computer runs, Table 3 is a summary of the level of service for the current lane and traffic control configuration at the intersection of Old Pecos Trail (OPT) and the existing driveway entrance at W. Lapita Lane. Traffic volumes were taken from both Figures 5 No Build Conditions, Figure 7 for Option 1 Full Driveway Access and Figure 9 for Option 2 Right Turn Out Driveway Access for the design year 2025 traffic. The computer printouts can be found in Appendix F.

Table 3
Level of Service Analysis
Old Pecos Trail Driveway Entrance at W. Lapita Lane
(Appendix F)

Design Year 2025	Fig 5 No Build		Figure 7 Option 1		Figure 9 Option 2	
	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay
Old Pecos Trail Northbound Left	A/8.5	B/10.1	A/8.6	B/10.1	A/8.6	B/10.2
Old Pecos Trail Southbound Left	N/A	A/8.8	B/11.0	A/9.0	B/11.0	A/9.0
Lapita Lane Eastbound	F/50.6	D/27.9	F/58.1	D/32.7	F/58.1	D/33.1
Driveway All Movements	E/40.0	N/A	D/32.1	C/24.6	C/20.3	B/13.1
Driveway Left Turn	F/50.7	N/A	F/63.7	F/59.1	N/A	N/A

The results from this analysis, the westbound driveway onto Old Pecos Trail will operate at an acceptable level of service if only right turn movements are allowed (Option 2). All left turn and through movements for this driveway would require the traffic to exit at the San Mateo/Camino Lejo driveway and use the traffic light at Old Pecos Trail for the left turn movements.

Santa Fe Christian School
TRAFFIC IMPACT STUDY

D. San Mateo, Camino Lejo and Palacio Lane Road Intersection

Derived from the Synchro Ver 10 computer runs, Table 4 is a summary of the level of service for the current lane and traffic control configuration at the intersection of San Mateo Road, Camino Lejo and Palacio Lane. Traffic volumes were taken from both Figures 5 No Build Conditions, Figure 7 for Option 1 Full Driveway Access and Figure 9 for Option 2 Right Turn Out Driveway Access for the design year 2025 traffic. Due to the limitations of the Synchro Ver 10 computer program, only the overall LOS is given for this intersection. The computer printouts can be found in Appendix G.

Table 4
Level of Service Analysis
San Mateo, Camino Lejo and Palacio Lane Road Intersection
(Appendix G)

Design Year 2025	Fig 5 No Build		Figure 7 Option 1		Figure 9 Option 2	
Movement	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay	AM LOS/ Delay	PM LOS/ Delay
Intersection	A	A	A	A	A	A

The results from the analysis, the San Mateo Road, Camino Lejo and Palacio Lane Intersection will operate at an acceptable LOS for both Options 1 and 2 for the Santa Fe Christian School. No improvements are required at this intersection.

Santa Fe Christian School

TRAFFIC IMPACT STUDY

V. STOPPING SIGHT DISTANCES

The speed limit for both San Mateo Road and Camino Lejo is 30 mph. For the existing driveway entrance onto San Mateo Road, the stopping sight distance to the north is 225+ feet which meets ASHTO Standards. To the east towards Camino Lejo, the stopping sight distance is 125+ feet which is less than the ASHTO Standard of 200 feet. However, the vehicles on Camino Lejo slow down considerable due to the sharp right hand turn onto San Mateo Road. Based upon field measurements, there is 5 to 6 seconds of available reaction/bake time available due to the slowing of vehicles for the sharp right turn. Both driveway stopping sight distances meet the ASHTO requirements for a 3.5 second of reaction/bake time.

VI. SUMMARY AND RECOMMENDATIONS

For the Santa Fe Christian School will have minimal impact on the level of service for the intersections of Old Pecos Trail & San Mateo Road and San Mateo Road & Camino Lejo/Palacio Lane. For the driveway entrance at Old Pecos Trail and Lapita Lane, only the left turns and through movements out of the site should be prohibited. Left turns from Old Pecos Trail will be allowed. No public road improvements are required for the development of the Santa Fe Christian School.

For the prevent left turns and through movements for the driveway entrance at Old Pecos Trail and Lapita Lane, 28" fluorescent orange traffic cones with 4" and 6" reflective collars should be used to channel traffic as needed. If needed, traffic guards will be used to direct traffic.

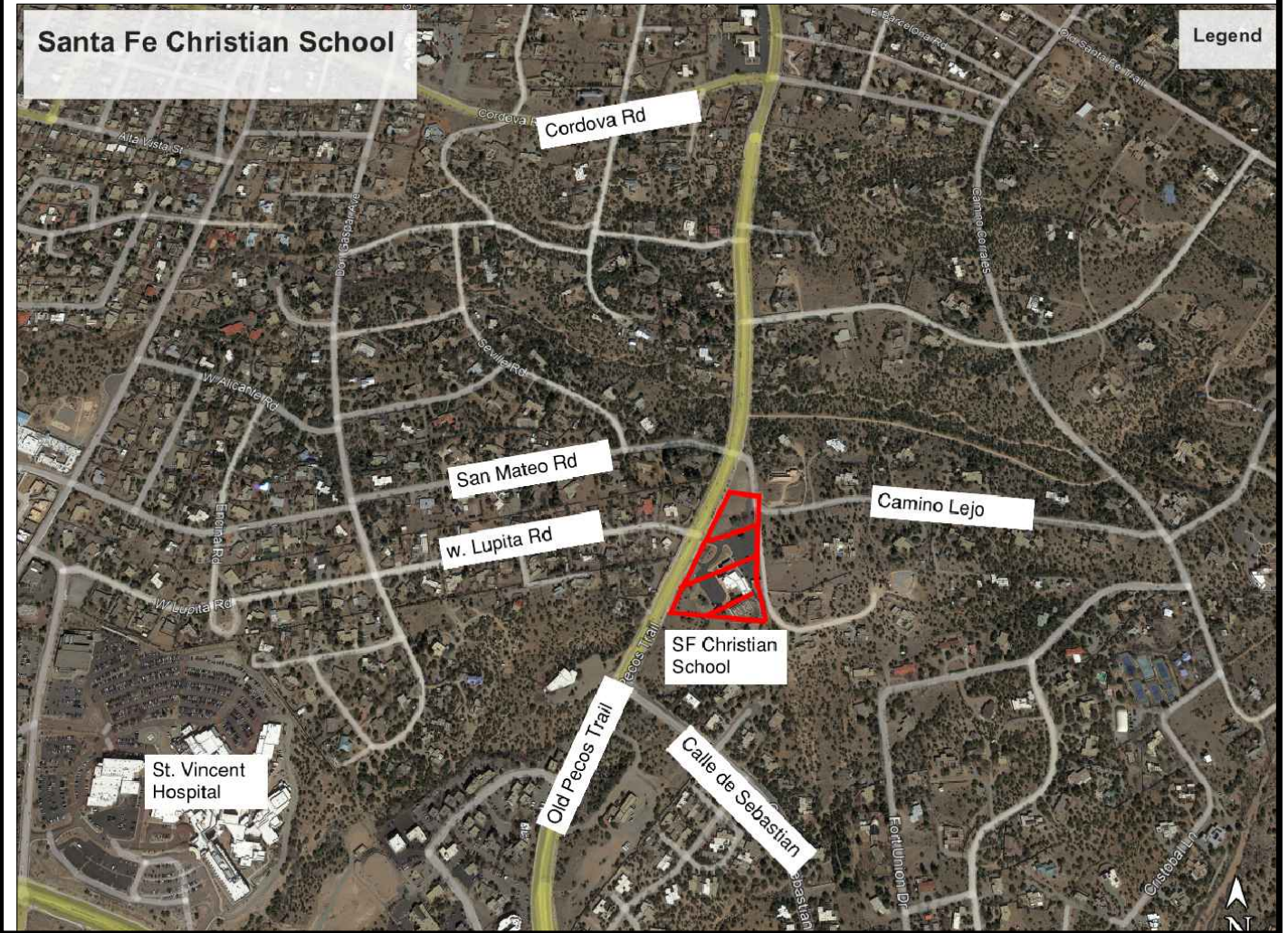


FIGURE 1
VICINITY MAP

SF CHRISTIAN SCHOOL	
Civil Engineering • Water Resources • Traffic Engineering	
W • E	Walker Engineering
505-820-7990 FAX 505-820-3539	905 Camino Sierra Vista • Santa Fe, NM 87501

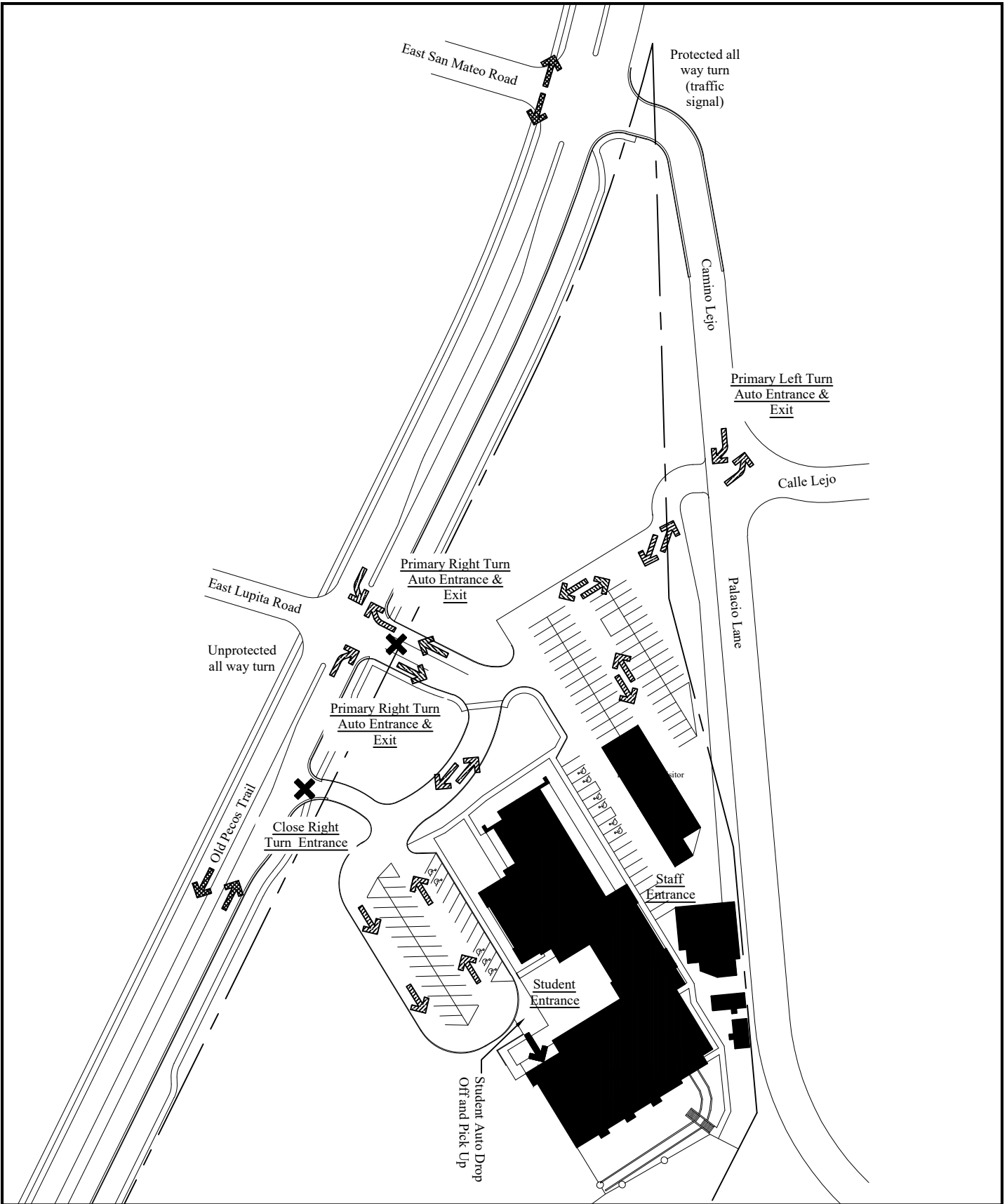


FIGURE 2
SITE PLAN

SF CHRISTIAN SCHOOL

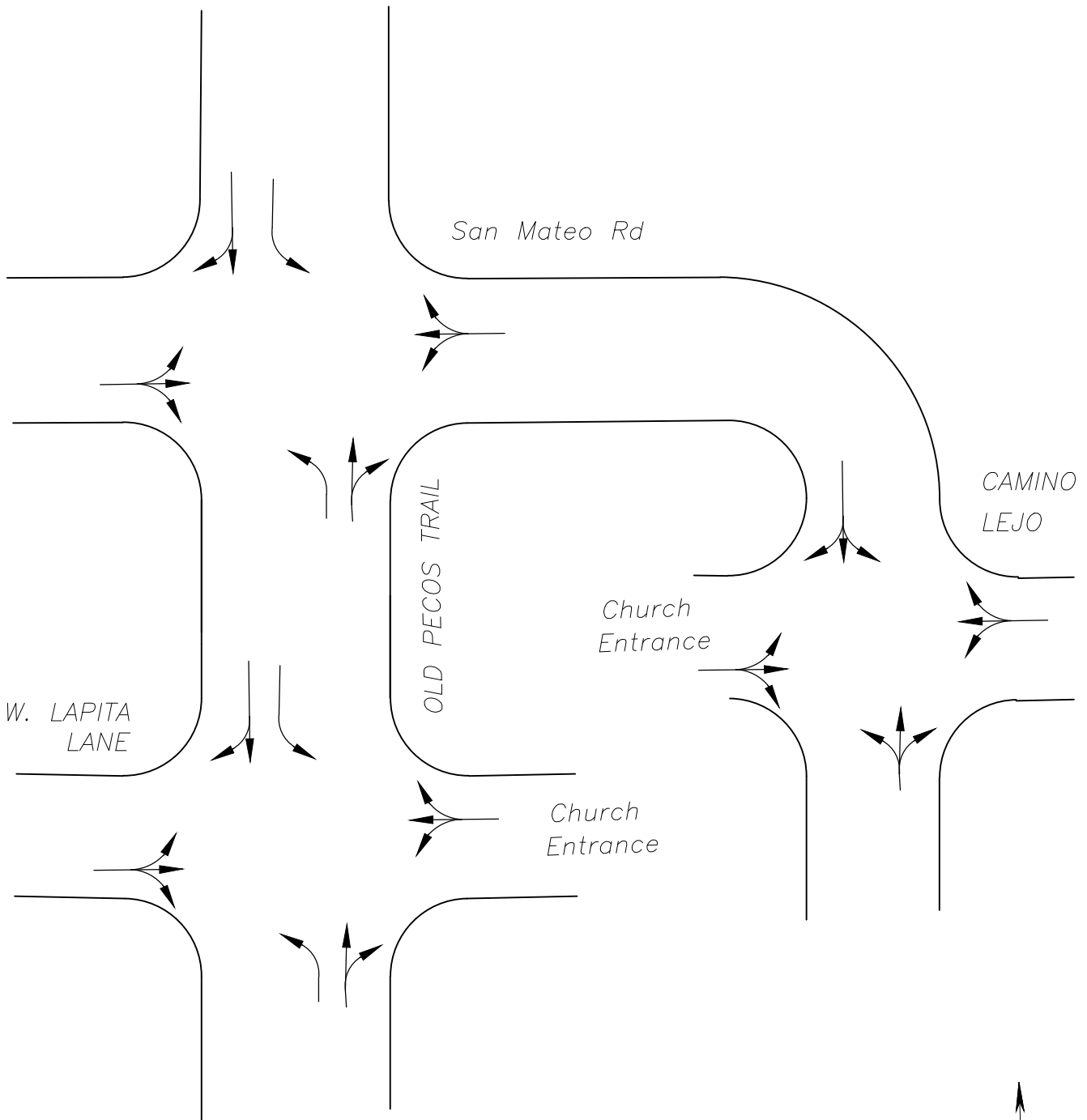
Civil Engineering • Water Resources • Traffic Engineering



Walker Engineering

505-820-7990
FAX 505-820-3539

905 Camino Sierra Vista • Santa Fe, NM 87501



NO SCALE

FIGURE 3 EXISTING LANE CONFIGURATION

SF CHRISTIAN SCHOOL	
<small>Civil Engineering • Water Resources • Traffic Engineering</small>	
W•E	Walker Engineering
<small>505-820-7990 FAX 505-820-3539</small>	<small>905 Camino Sierra Vista • Santa Fe, NM 87501</small>

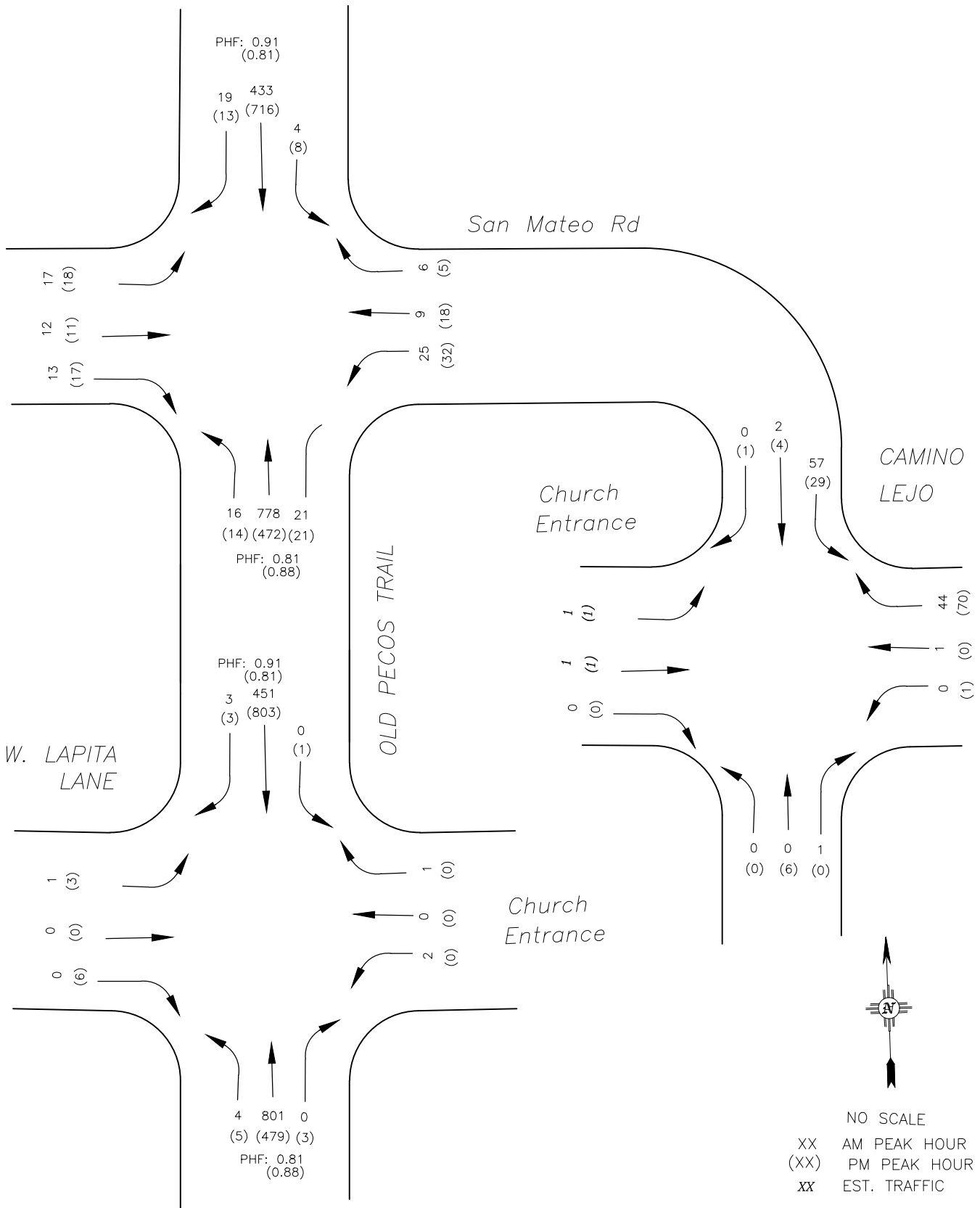


FIGURE 4 2022 EXISTING TRAFFIC

SF CHRISTIAN SCHOOL

Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering

505-820-7990 905 Camino Sierra Vista • Santa Fe, NM 87501
 FAX 505-820-3539

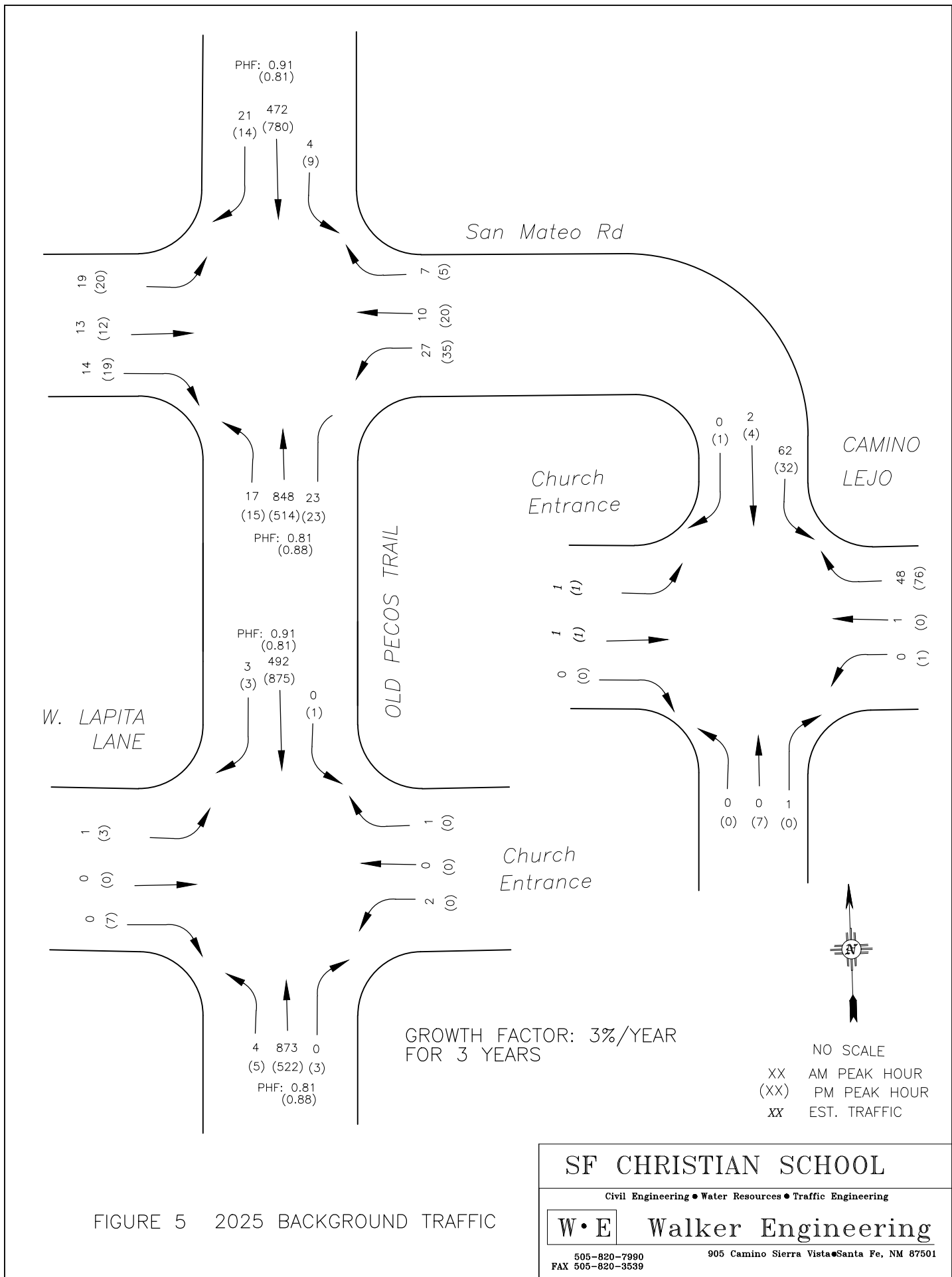


FIGURE 5 2025 BACKGROUND TRAFFIC

SF CHRISTIAN SCHOOL
Civil Engineering • Water Resources • Traffic Engineering

W•E Walker Engineering

505-820-7990 905 Camino Sierra Vista • Santa Fe, NM 87501
FAX 505-820-3539

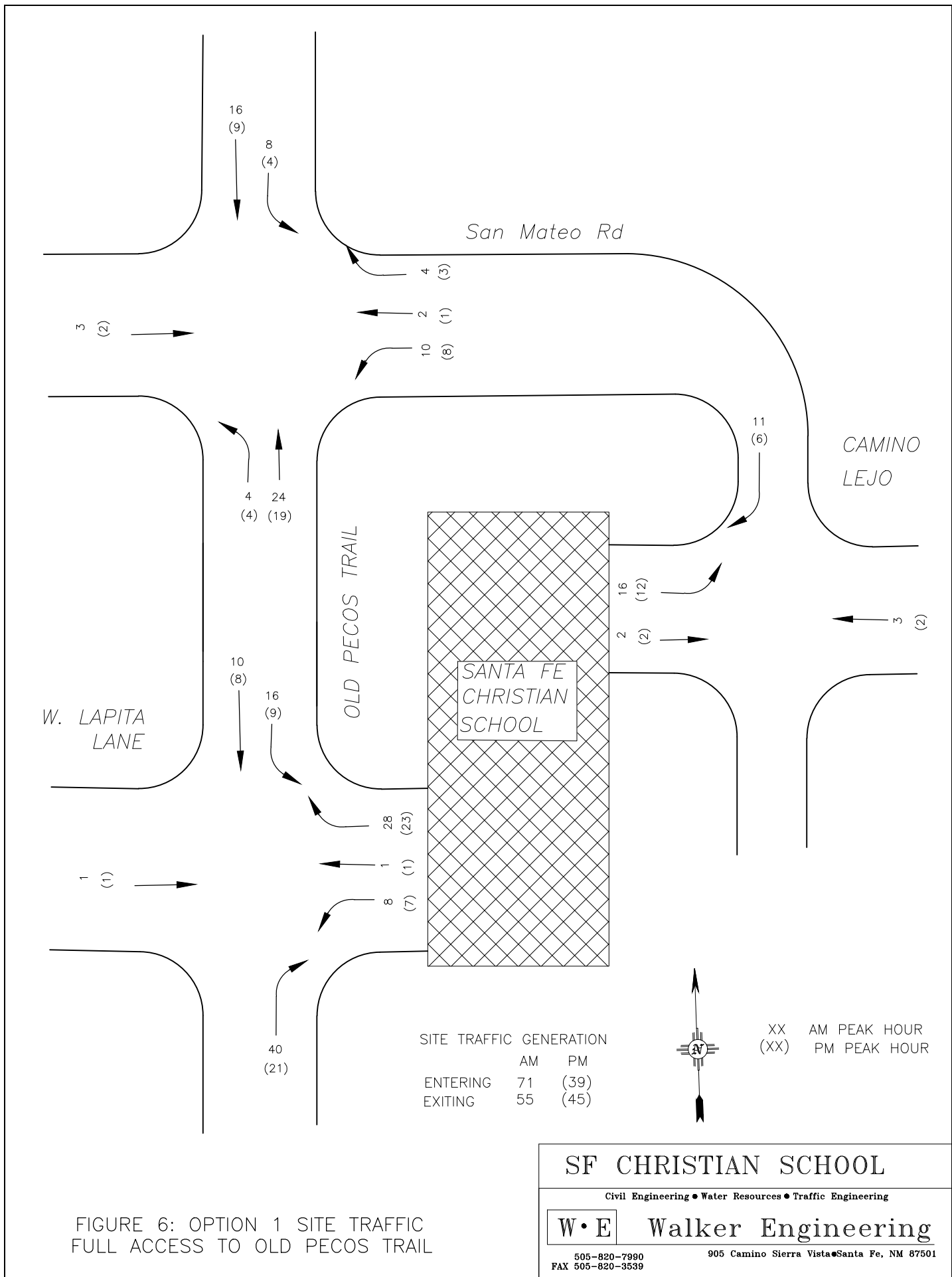


FIGURE 6: OPTION 1 SITE TRAFFIC FULL ACCESS TO OLD PECOS TRAIL

SF CHRISTIAN SCHOOL

Civil Engineering • Water Resources • Traffic Engineering

W•E

Walker Engineering

505-820-7990 905 Camino Sierra Vista • Santa Fe, NM 87501
 FAX 505-820-3539

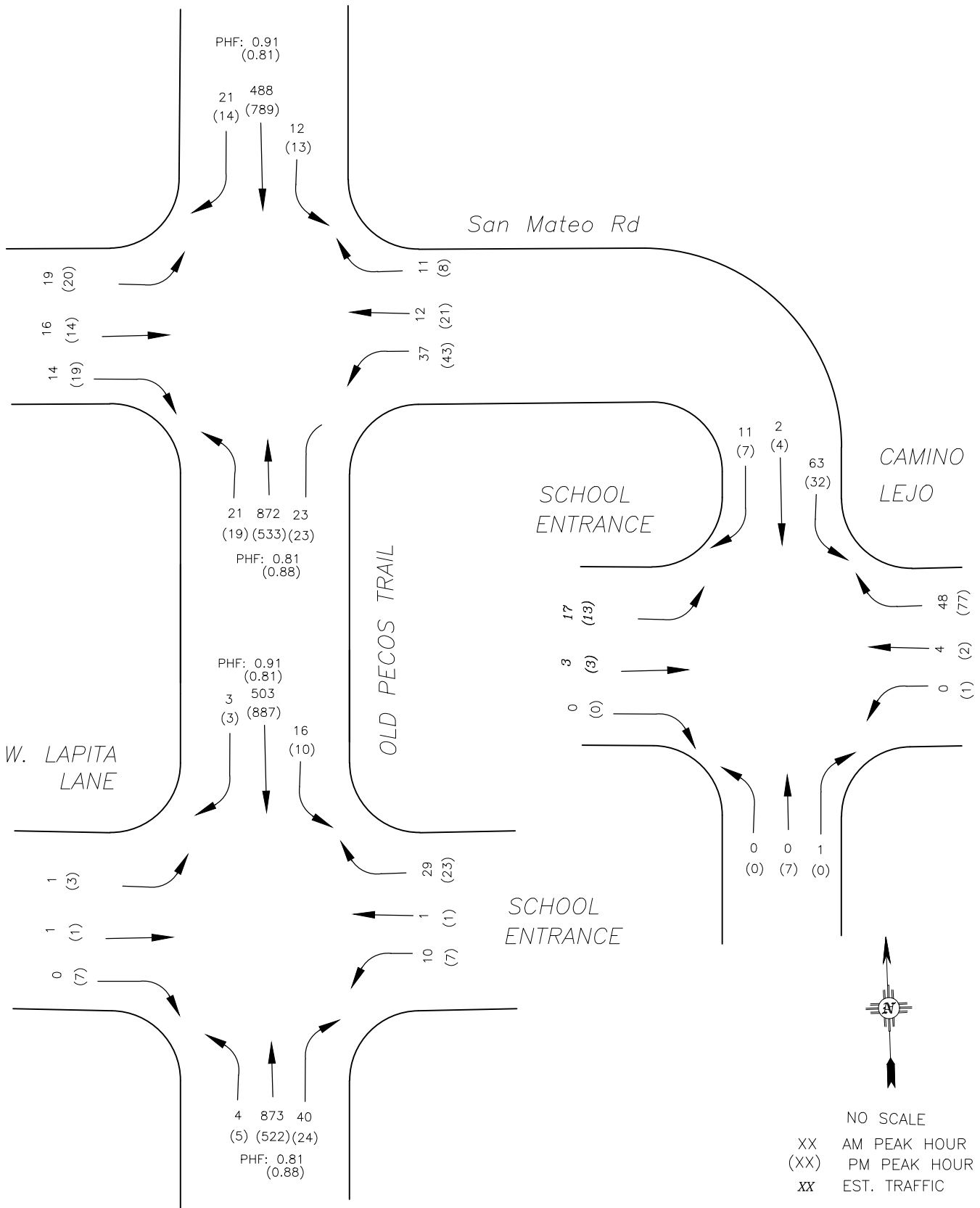


FIGURE 7 : OPTION 1
 2025 BACKGROUND & SITE TRAFFIC
 FULL ACCESS TO OLD PECOS TRAIL

SF CHRISTIAN SCHOOL

Civil Engineering • Water Resources • Traffic Engineering

W • E

Walker Engineering

505-820-7990 905 Camino Sierra Vista • Santa Fe, NM 87501
 FAX 505-820-3539

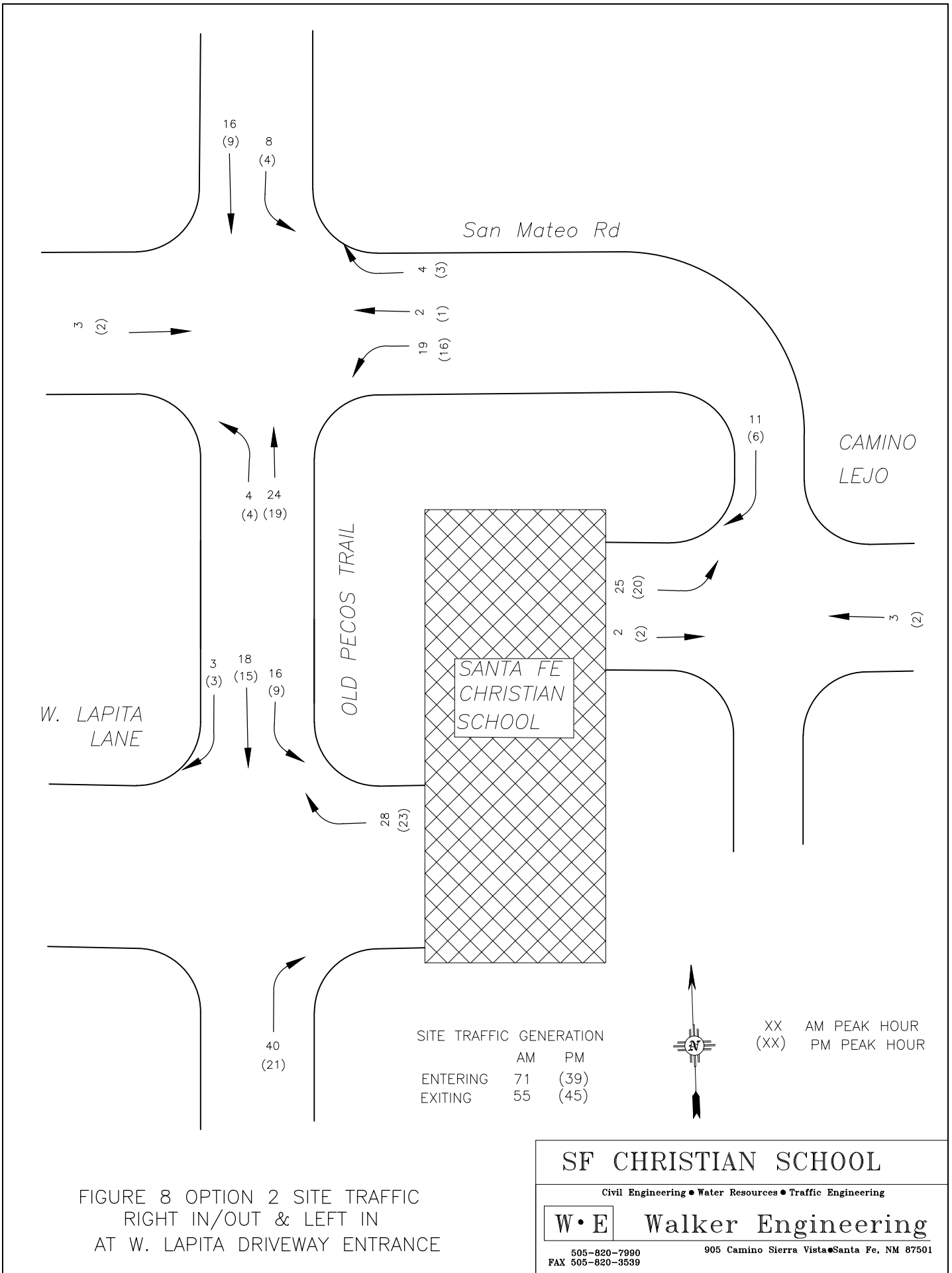


FIGURE 8 OPTION 2 SITE TRAFFIC
RIGHT IN/OUT & LEFT IN
AT W. LAPITA DRIVEWAY ENTRANCE

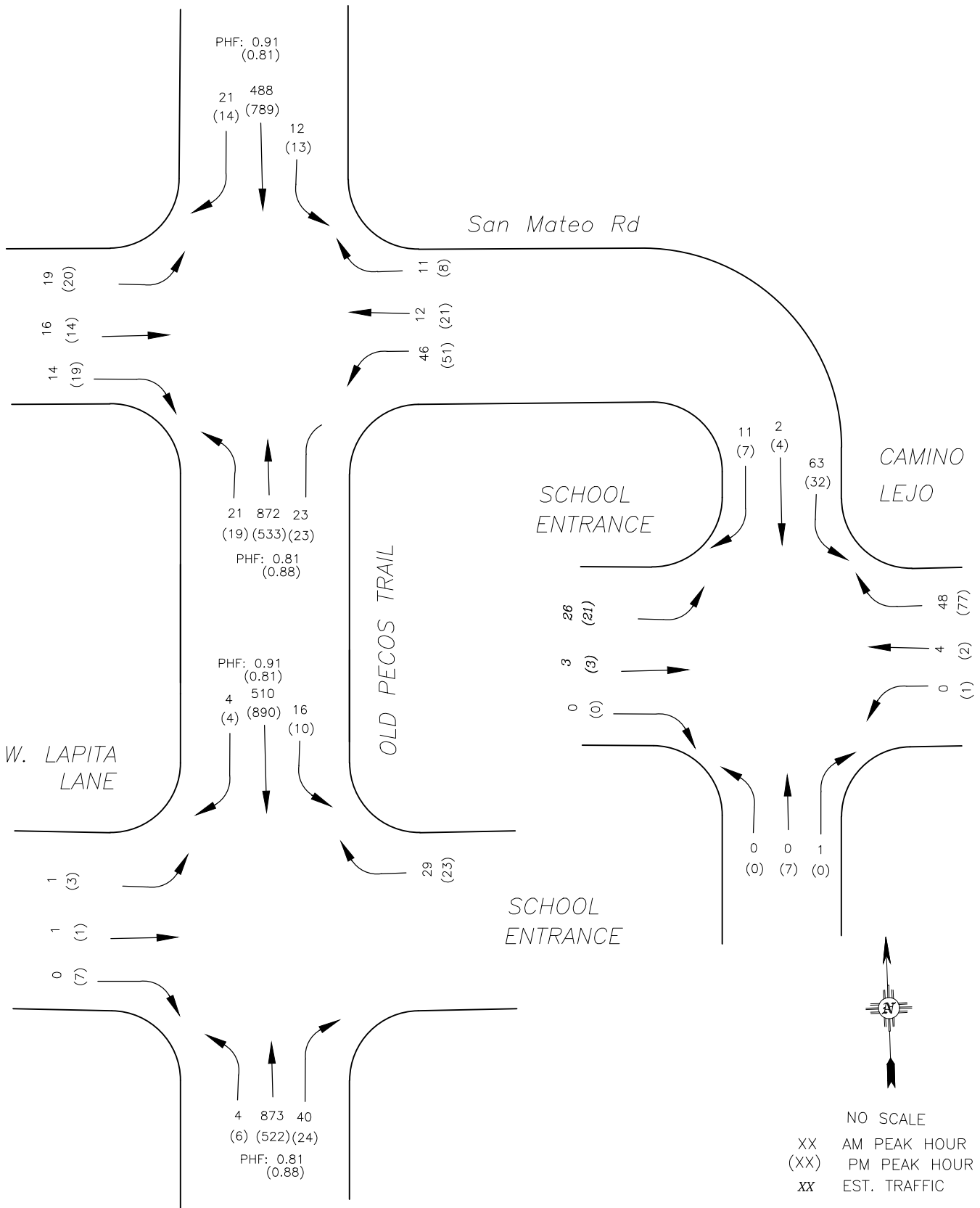


FIGURE 9 : OPTION 2
 2025 BACKGROUND & SITE TRAFFIC
 RIGHT IN & OUT TO OLD PECOS TRAIL

SF CHRISTIAN SCHOOL
 Civil Engineering • Water Resources • Traffic Engineering

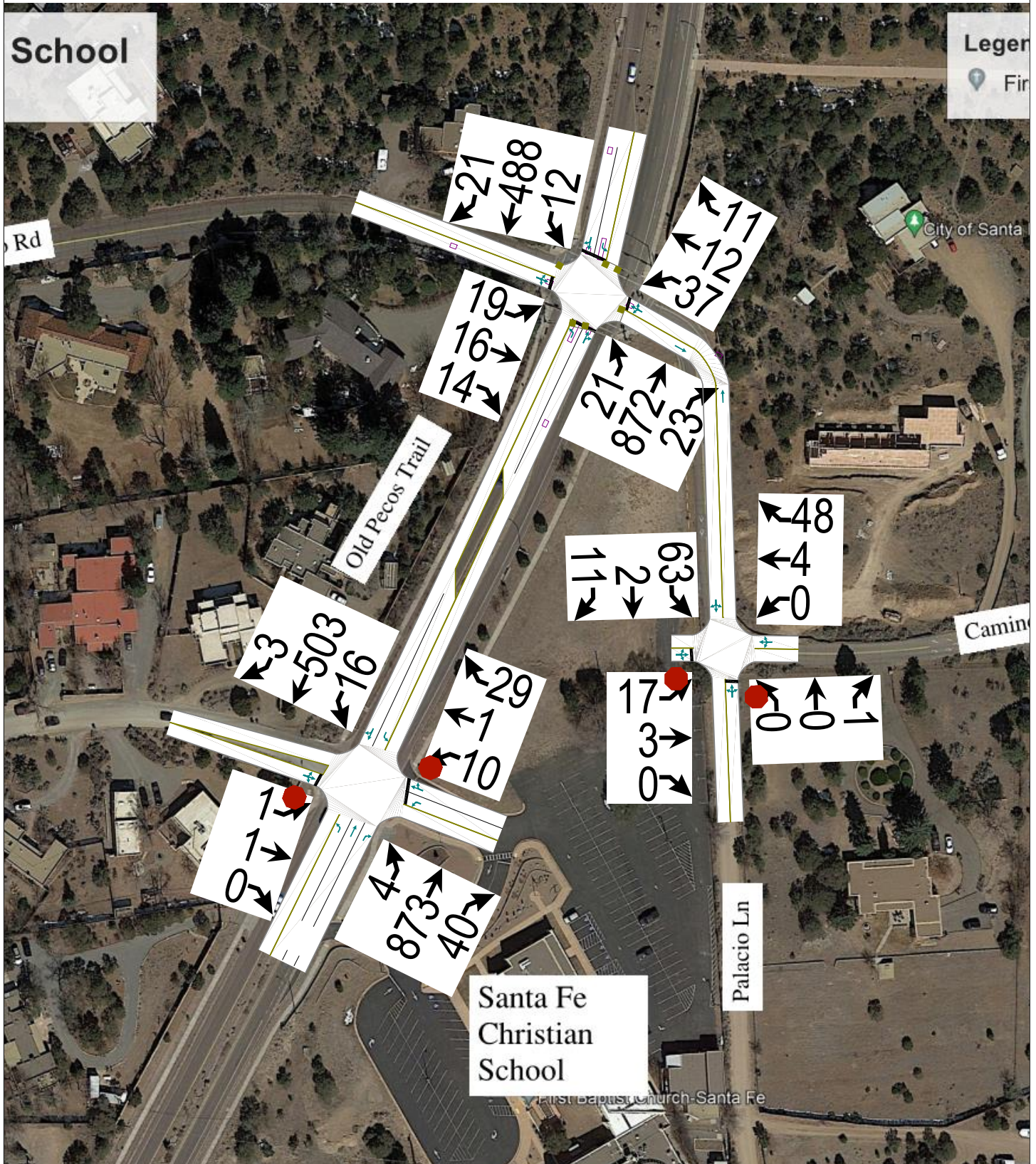
W•E Walker Engineering

505-820-7990 905 Camino Sierra Vista • Santa Fe, NM 87501
 FAX 505-820-3539

Figure 11 2025 AM Traffic with Option 1

SF Christian School
2025 AM Build Option 1

Walker Engineering
Santa Fe



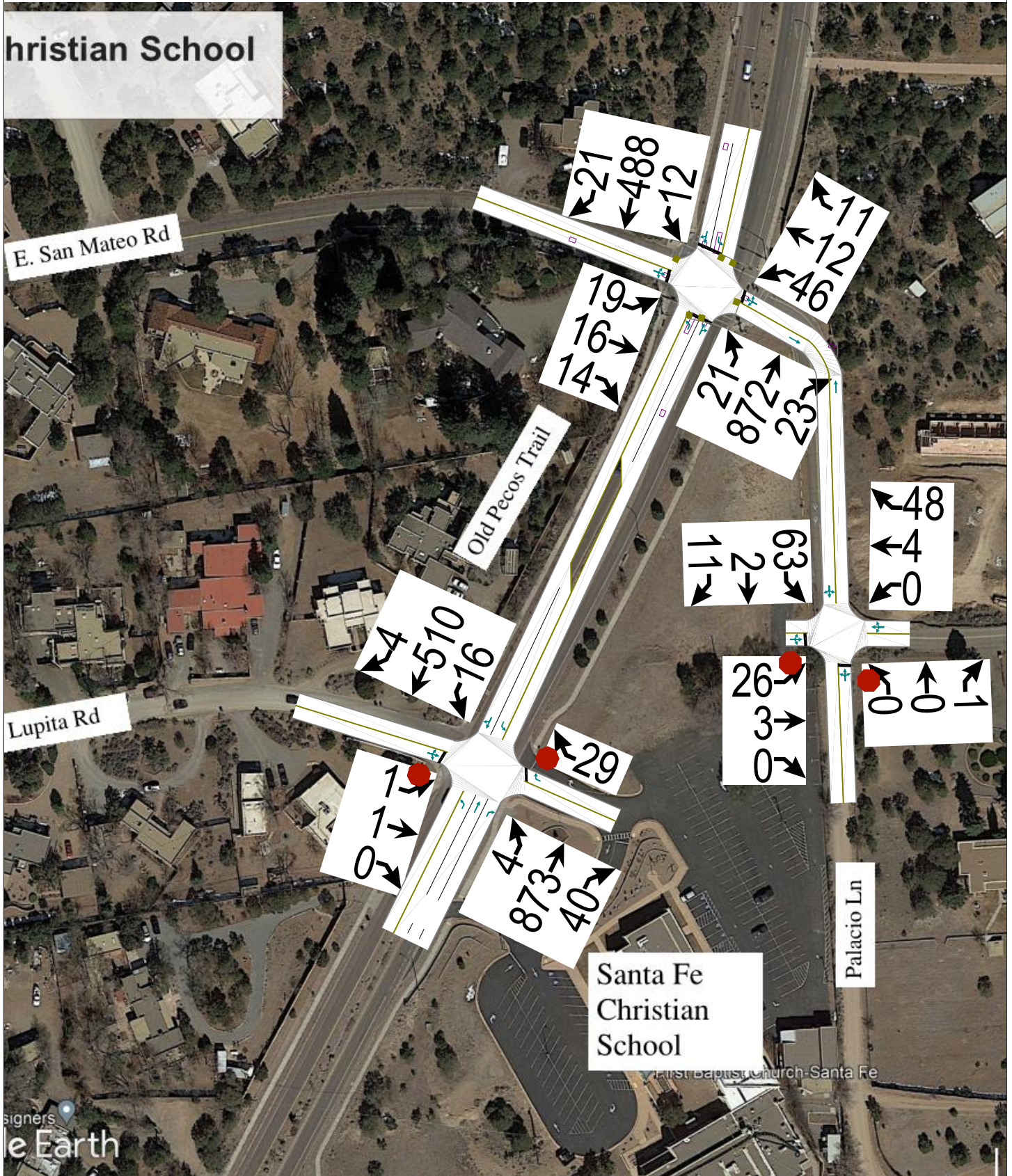
Design Year 2025

Walker Engineering
AM Peak

Figure 12 2025 AM Traffic with Option 2

SF Christian School
2025 AM Build Option 2

Walker Engineering
Santa Fe



esigners
e Earth

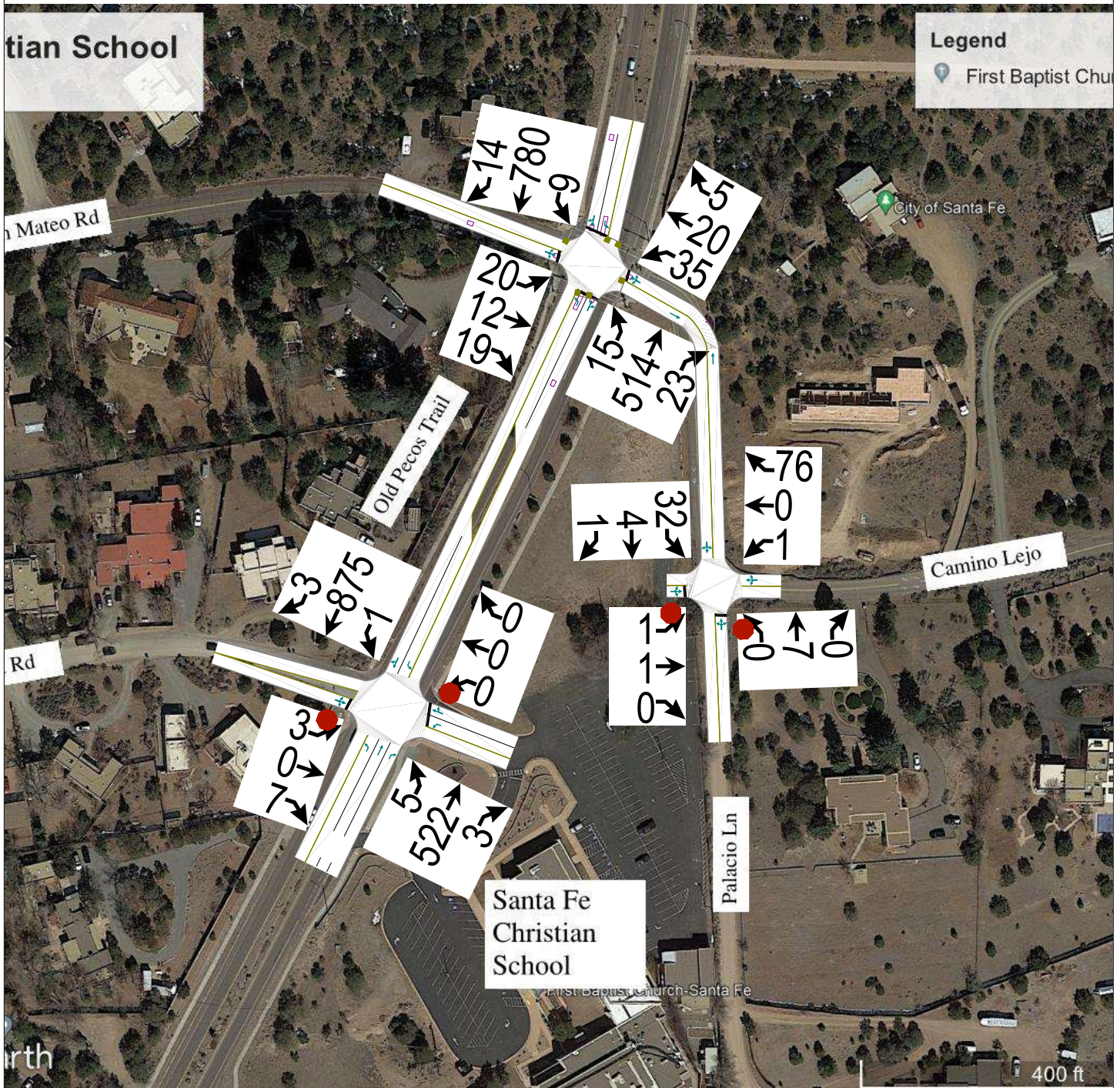
Design Year 2025

Walker Engineering
AM Peak

Figure 13 2025 PM Traffic No Build

SF Christian School
2025 PM No Build

Walker Engineering
Santa Fe



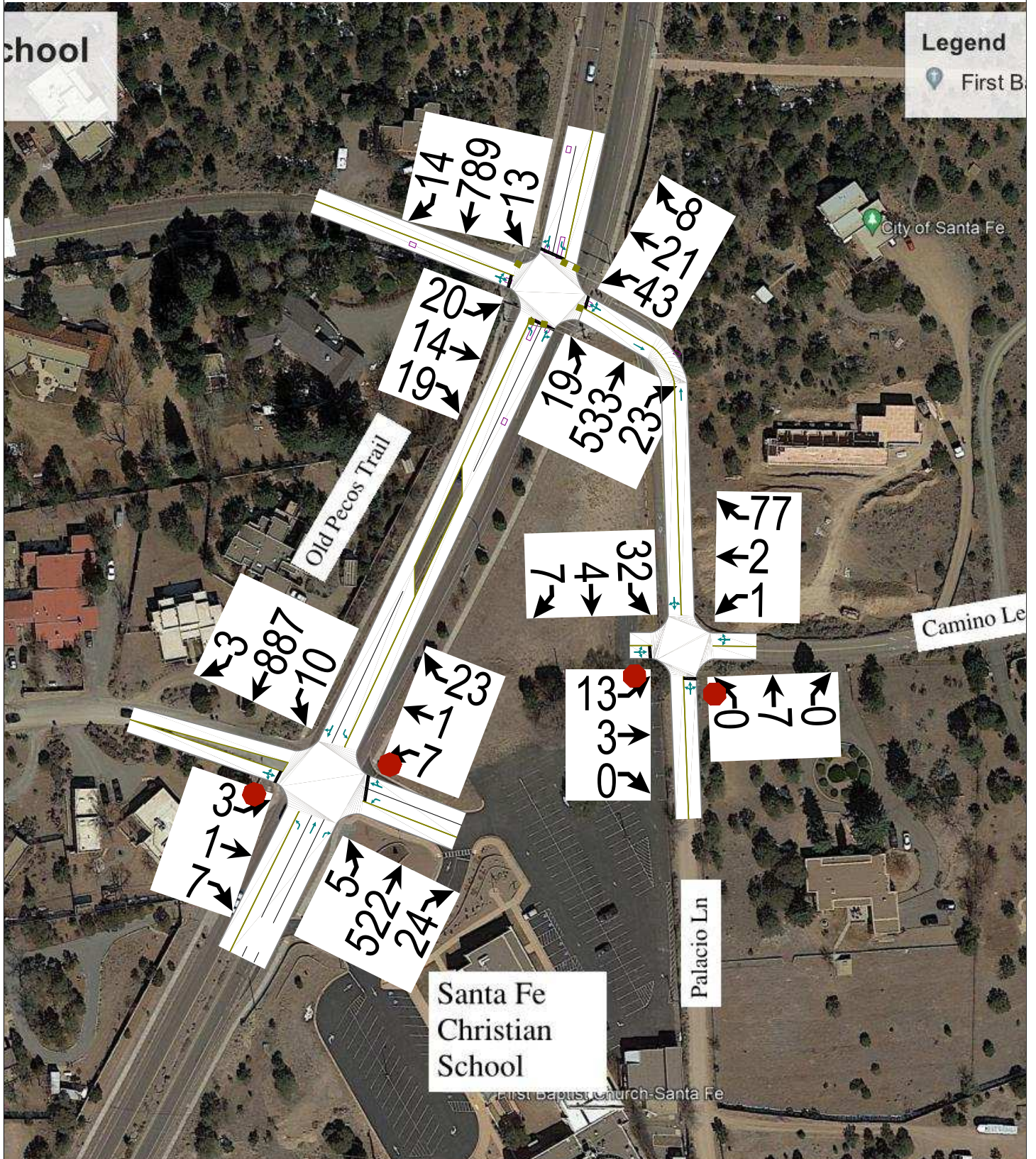
Design Year 2025

Walker Engineering
PM Peak

Figure 14 2025 PM Traffic with Option 1

SF Christian School
2025 PM Build Option 1

Walker Engineering
Santa Fe



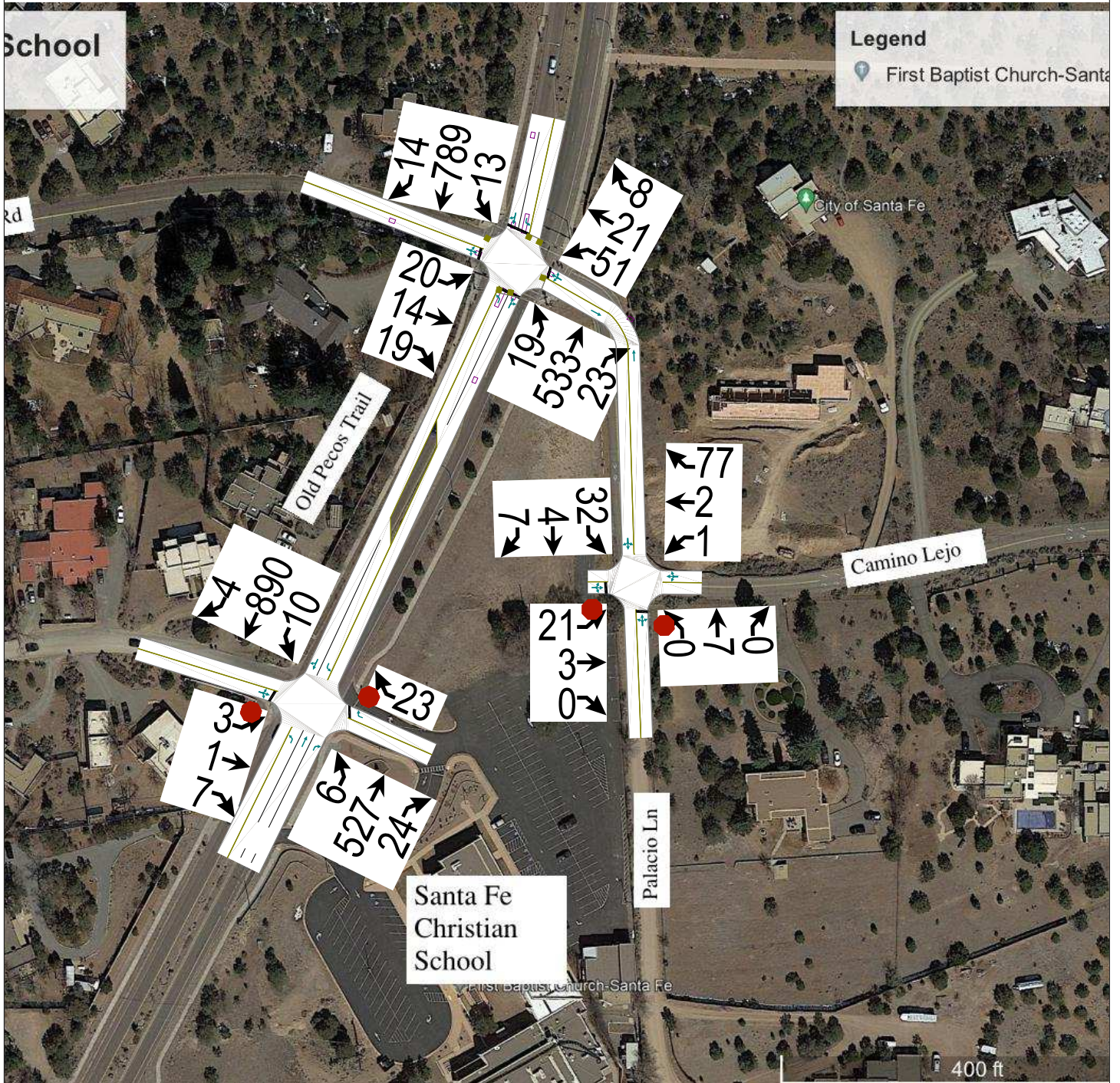
Design Year 2025

Walker Engineering
PM Peak

Figure 15 2025 PM Traffic with Option 2

SF Christian School
2025 PM Build Option 2

Walker Engineering
Santa Fe



Design Year 2025

Walker Engineering
AM Peak

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX A

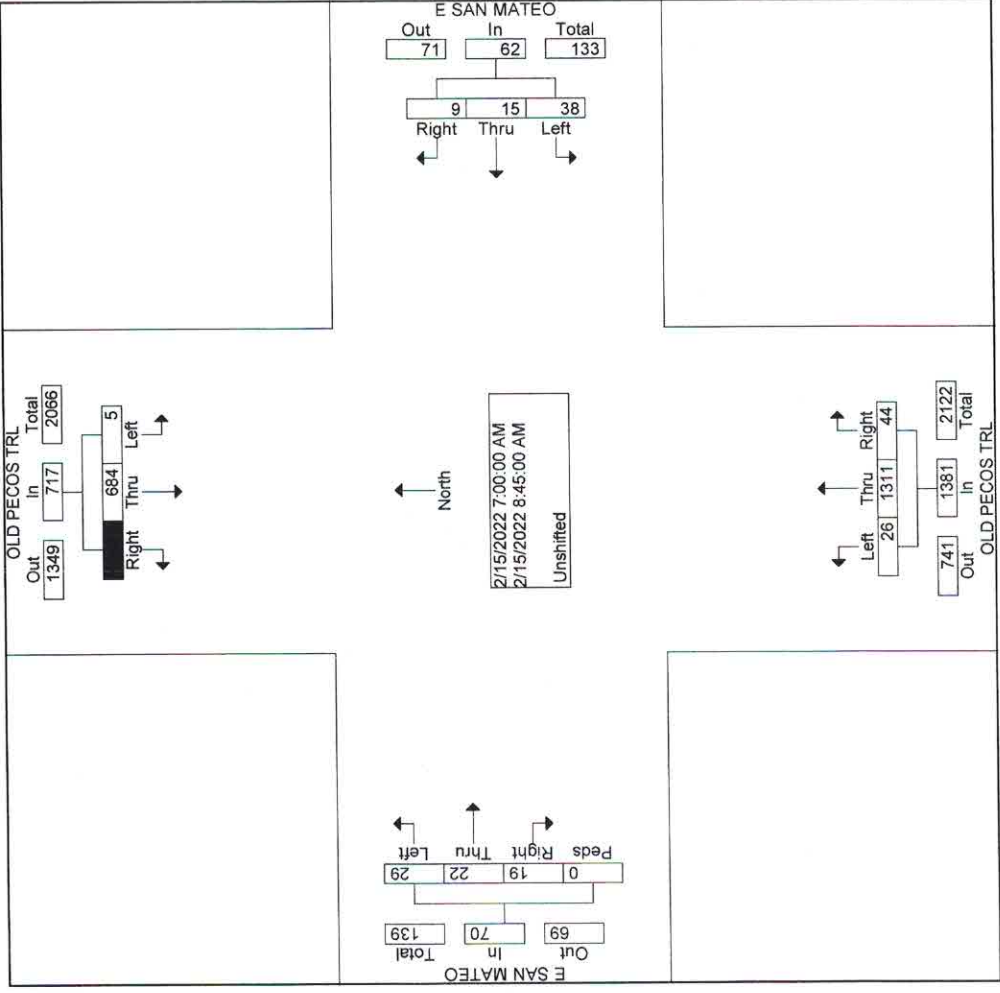
TRAFFIC COUNTS

**OLD PECOS TRAIL
AND
SAN MATEO ROAD**

February 15, 2022

SF Christian School
 Old Pecos Trail and San Mateo Road
 2022 AM Peak

File Name : OLDPEC
 Site Code : 0000000C
 Start Date : 02/15/2022
 Page No : 2

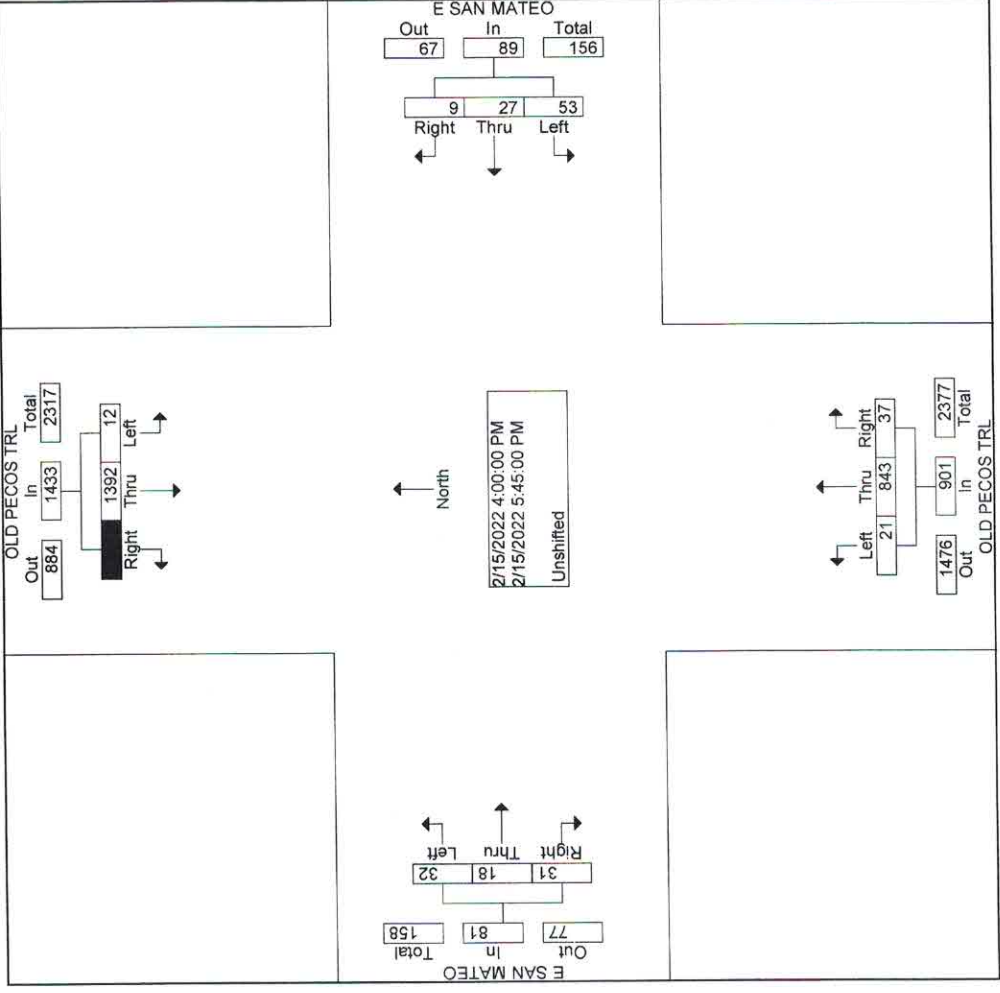


SF Christian School
 Old Pecos Trail and San Mateo Road
 2022 AM Peak

File Name : OLDPEC
 Site Code : 0000000C
 Start Date : 02/15/202
 Page No : 3

Start Time	OLD PECOS TRL From North				E SAN MATEO From East				OLD PECOS TRL From South				E SAN MATEO From West				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM	19	433	4	456	6	9	25	40	21	778	16	815	13	12	17	42	135
Volume	4.2	95.0	0.9		15.0	22.5	62.5		2.6	95.5	2.0		31.0	28.6	40.5		
Percent	6	125	0	131	1	2	5	8	7	234	7	248	5	2	5	12	39
07:45 Volume																	0.848
Peak Factor																	
High Int. Volume	6	125	0	131	3	3	8	14	7	234	7	248	5	3	7	15	15
Peak Factor				0.870				0.714				0.822				0.700	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach 07:45 AM	23	444	5	472	6	9	25	40	21	778	16	815	12	10	20	42	
Volume	4.9	94.1	1.1		15.0	22.5	62.5		2.6	95.5	2.0		28.6	23.8	47.6		
Percent	6	125	0	131	3	3	8	14	7	234	7	248	5	3	7	15	15
07:45 Volume																	0.700
Peak Factor				0.901				0.714				0.822					

SF Christian School
 Old Pecos Trail and San Mateo Road
 2022 PM Peak



SF Christian School
 Old Pecos Trail and San Mateo Road
 2022 PM Peak

File Name : Old Pecos and San Mateo F
 Site Code : 00000000
 Start Date : 02/15/2022
 Page No : 3

Start Time	OLD PECOS TRL From North				E SAN MATEO From East				OLD PECOS TRL From South				E SAN MATEO From West				Int. Totl
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1	Intersection 04:15 PM																
Volume	13	716	8	737	5	18	32	55	21	472	14	507	17	11	18	46	
Percent	1.8	97.2	1.1		9.1	32.7	58.2		4.1	93.1	2.8		37.0	23.9	39.1		
05:00 Volume	2	229	3	234	1	4	13	18	6	122	3	131	1	1	6	8	
Peak Factor																	
High Int. Volume	05:00 PM				05:00 PM				04:30 PM				04:15 PM				
Peak Factor	2	229	3	234	1	4	13	18	7	121	4	132	8	3	6	17	
				0.787				0.764				0.960				0.676	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1	By Approach 04:30 PM																
Volume	14	739	9	762	5	18	32	55	21	472	14	507	21	13	17	51	
Percent	1.8	97.0	1.2		9.1	32.7	58.2		4.1	93.1	2.8		41.2	25.5	33.3		
High Int. Volume	05:00 PM				05:00 PM				04:30 PM				04:15 PM				
Peak Factor	2	229	3	234	1	4	13	18	7	121	4	132	8	3	6	17	
				0.814				0.764				0.960				0.750	

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX B

TRAFFIC COUNTS

**OLD PECOS TRAIL
AND
LAPITA LANE**

February 16, 2022

SF Christian School
 Old Pecos Trail and E. Lupita Lane
 2022 AM Peak

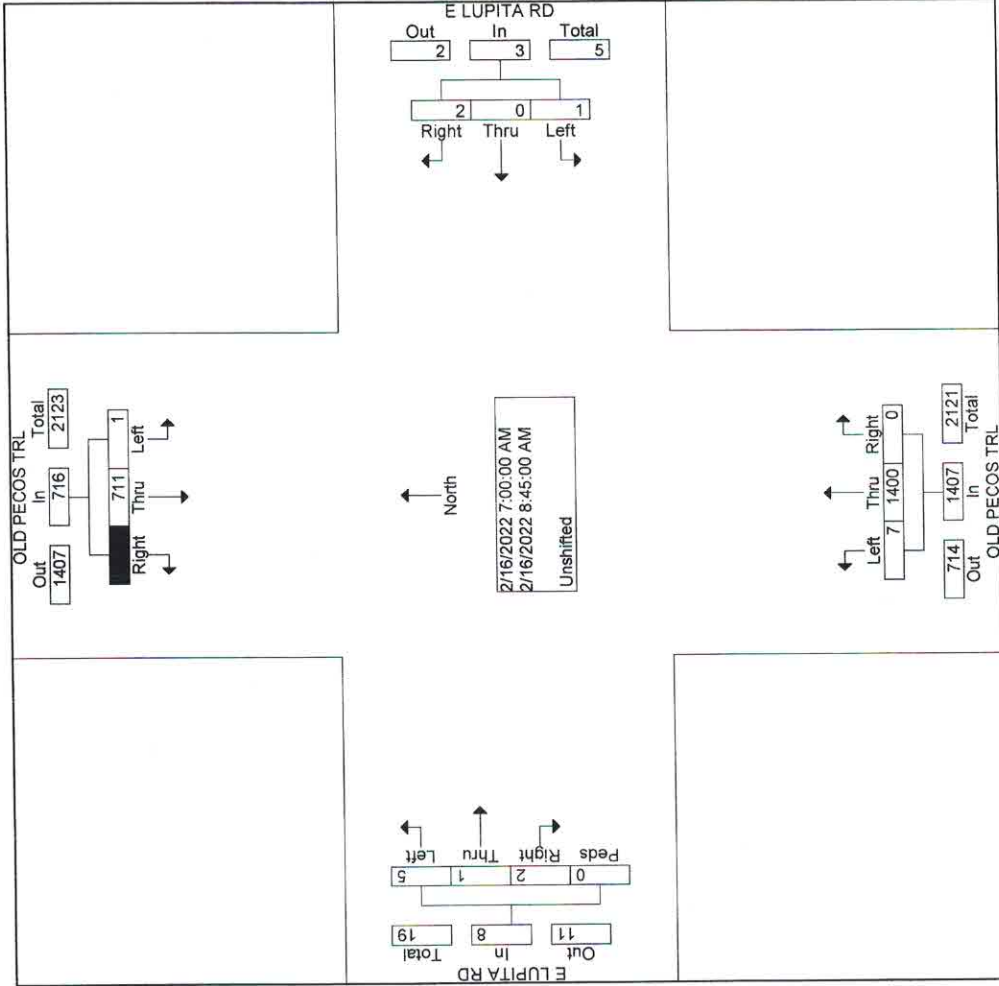
File Name : OLDPEC
 Site Code : 00000000
 Start Date : 02/16/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	OLD PECOS TRL From North						E LUPITA RD From East						OLD PECOS TRL From South						E LUPITA RD From West						Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Right	Thru	Left	App. Total	Right	Thru	Right	Thru	Left	App. Total	Right	Thru	Right	Thru	Left	App. Total			
	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0				
Factor	0	36	1	37	0	0	0	0	0	0	0	0	0	94	0	94	0	0	0	0	0	0			
07:00 AM	0	47	0	47	1	0	0	0	0	0	0	0	0	182	1	183	0	0	0	0	0	0			
07:15 AM	1	117	0	118	0	0	0	0	0	0	0	0	0	240	0	240	0	0	0	0	0	0			
07:30 AM	1	108	0	109	0	0	0	0	0	0	0	0	0	199	2	201	0	0	0	0	0	0			
07:45 AM	2	308	1	311	1	0	0	0	0	0	0	0	0	715	3	718	0	0	0	0	0	0			
Total	2	403	0	405	1	1	0	0	1	2	0	0	0	685	4	689	2	0	0	0	5	0			
08:00 AM	1	124	0	125	0	0	0	0	0	0	0	0	0	176	0	176	1	0	0	0	1	0			
08:15 AM	0	102	0	102	0	0	0	0	0	0	0	0	0	186	2	188	0	0	0	0	1	0			
08:30 AM	0	98	0	98	1	0	0	0	0	0	0	0	0	188	0	188	0	0	0	0	1	0			
08:45 AM	1	79	0	80	0	0	0	0	0	0	0	0	0	135	2	137	1	0	0	0	2	0			
Total	2	403	0	405	1	1	0	0	1	2	0	0	0	685	4	689	2	0	0	0	5	0			
Grand Total	4	711	1	716	2	0	0	0	1	3	0	0	0	1400	7	1407	2	1	0	0	5	0			
Approch %	0.6	99.3	0.1	33.6	66.7	0.0	0.0	0.0	33.3	0.1	0.0	0.0	0.0	99.5	0.5	65.9	25.0	12.5	0.0	0.0	62.5	0.0			
Total %	0.2	33.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.6	0.3	0.0	0.1	0.0	0.0	0.0	0.2	0.0			

SF Christian School
 Old Pecos Trail and E. Lupita Lane
 2022 AM Peak

File Name : OLDPEC
 Site Code : 00000000
 Start Date : 02/16/2022
 Page No : 2

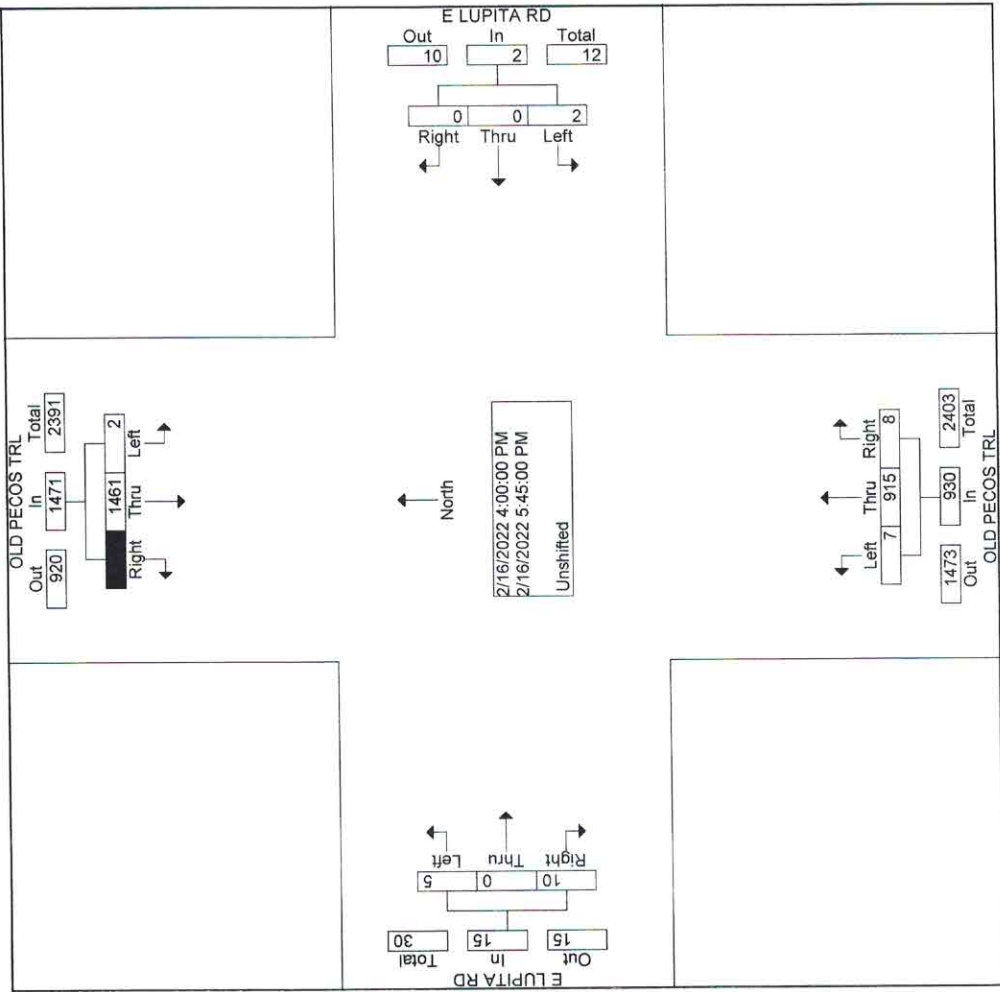


SF Christian School
 Old Pecos Trail and E. Lupita Lane
 2022 PM Peak

File Name : OLDPEC
 Site Code : 00000000
 Start Date : 02/16/2022
 Page No : 1

Start Time Factor	Groups Printed- Unshifted												Int. Tot					
	OLD PECOS TRL From North			E LUPITA RD From East			OLD PECOS TRL From South			E LUPITA RD From West								
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left						
04:00 PM	2	245	0	0	0	1	0	115	0	0	0	0	1	115	0	0	1	36
04:15 PM	1	150	0	0	1	1	1	136	1	1	1	0	1	138	0	0	1	29
04:30 PM	2	163	0	0	0	0	0	111	1	1	1	0	2	112	0	1	3	28
04:45 PM	0	166	0	0	0	0	0	135	1	1	1	0	0	138	0	0	0	30
Total	5	724	0	0	2	2	3	497	3	3	3	0	4	503	0	1	5	123
05:00 PM	0	249	1	0	0	0	1	112	1	1	1	0	2	114	0	0	2	36
05:15 PM	1	225	0	0	0	0	0	121	2	2	2	0	2	123	0	2	4	35
05:30 PM	1	151	0	0	0	0	1	90	0	0	0	0	1	91	0	2	3	24
05:45 PM	1	112	1	0	0	0	3	95	1	1	1	0	1	99	0	0	1	21
Total	3	737	2	0	0	0	5	418	4	4	4	0	6	427	0	4	10	117
Grand Total	8	1461	2	0	2	2	8	915	7	7	7	0	10	930	0	5	15	241
Apprch %	0.5	99.3	0.1	0.0	100.0	0.1	0.9	98.4	0.8	0.8	0.3	0.0	66.7	38.5	0.0	33.3	0.6	
Total %	0.3	60.4	0.1	0.0	0.1	0.1	0.3	37.8	0.3	0.3	0.3	0.0	0.4	0.6	0.0	0.2	0.6	

SF Christian School
 Old Pecos Trail and E. Lupita Lane
 2022 PM Peak



SF Christian School
 Old Pecos Trail and E. Lupita Lane
 2022 PM Peak

File Name : OLDPEC
 Site Code : 0000000C
 Start Date : 02/16/202
 Page No : 3

Start Time	OLD PECOS TRL From North				E LUPITA RD From East				OLD PECOS TRL From South				E LUPITA RD From West				Int. Tot
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:30 PM	3	803	1	807	0	0	0	0	3	479	5	487	6	0	3	9	
Volume																	
Percent	0.4	99.5	0.1		0.0	0.0	0.0		0.6	98.4	1.0		66.7	0.0	33.3		
05:00 Volume	0	249	1	250	0	0	0	0	1	112	1	114	2	0	0	2	
Peak Factor																	
High Int. 05:00 PM	0	249	1	250	3:45:00 PM	0	0	0	04:45 PM	135	1	138	05:15 PM	0	2	4	
Volume				0.807								0.882				0.563	
Peak Factor																	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach 04:30 PM					04:00 PM	0	2	2	04:00 PM	497	3	503	05:00 PM	0	4	10	
Volume																	
Percent	0.4	99.5	0.1		0.0	100.0	0.6		0.6	98.8	0.6		60.0	0.0	40.0		
High Int. 05:00 PM	0	249	1	250	04:00 PM	0	1	1	04:15 PM	136	1	138	05:15 PM	0	2	4	
Volume				0.807				0.500				0.911				0.625	
Peak Factor																	

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX C

TRAFFIC COUNTS

**SAN MATEO,
CAMINO LEJO
AND
PLACIO LANE**

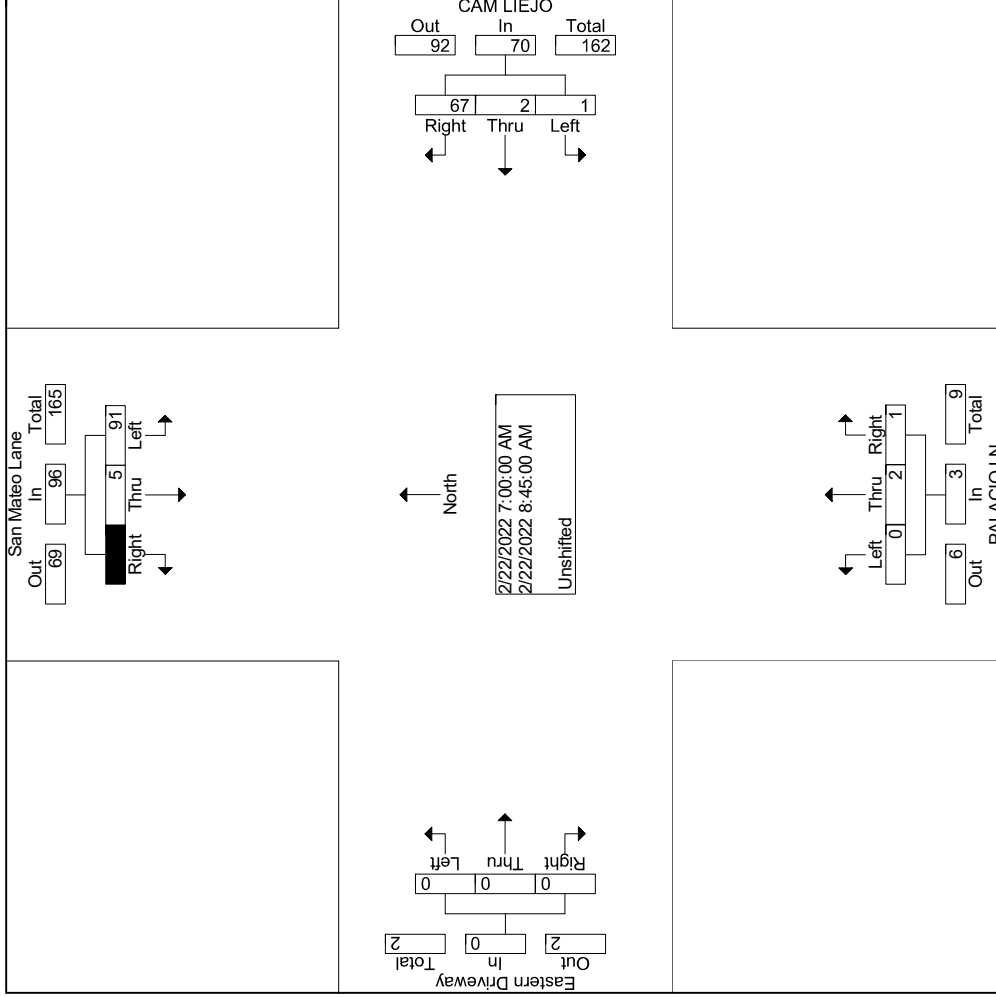
February 22, 2022

Groups Printed- Unshifted

Start Time Factor	San Mateo Lane From North			CAM LIEJO From East			PALACIO LN From South			Eastern Driveway From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	0	2	1	2	0	0	1.0	0	0	1.0	0	0
07:15 AM	0	0	8	4	0	0	1.0	0	0	1.0	0	0
07:30 AM	0	0	12	8	1	0	1.0	0	0	1.0	0	0
07:45 AM	0	1	18	10	0	0	1.0	0	0	1.0	0	0
Total	0	3	39	24	1	0	1.0	0	0	1.0	0	0
08:00 AM	0	1	10	15	0	0	1.0	0	0	1.0	0	0
08:15 AM	0	0	17	11	0	1	1.0	0	0	1.0	0	0
08:30 AM	0	0	10	9	0	0	1.0	2	0	1.0	0	0
08:45 AM	0	1	15	8	1	0	1.0	0	0	1.0	0	0
Total	0	2	52	43	1	1	1.0	2	0	1.0	0	0
Grand Total	0	5	91	67	2	1	33.3	2	0	0.0	0	0
Apprch %	0.0	5.2	94.8	95.7	2.9	1.4	0.6	66.7	0.0	0.0	0.0	0.0
Total %	0.0	3.0	53.8	39.6	1.2	0.6	1.8	1.2	0.0	0.0	0.0	0.0

Walker Engineering
 SF Christian School
 Palacio Lane and Camino Lejo
 2022 PM Peak

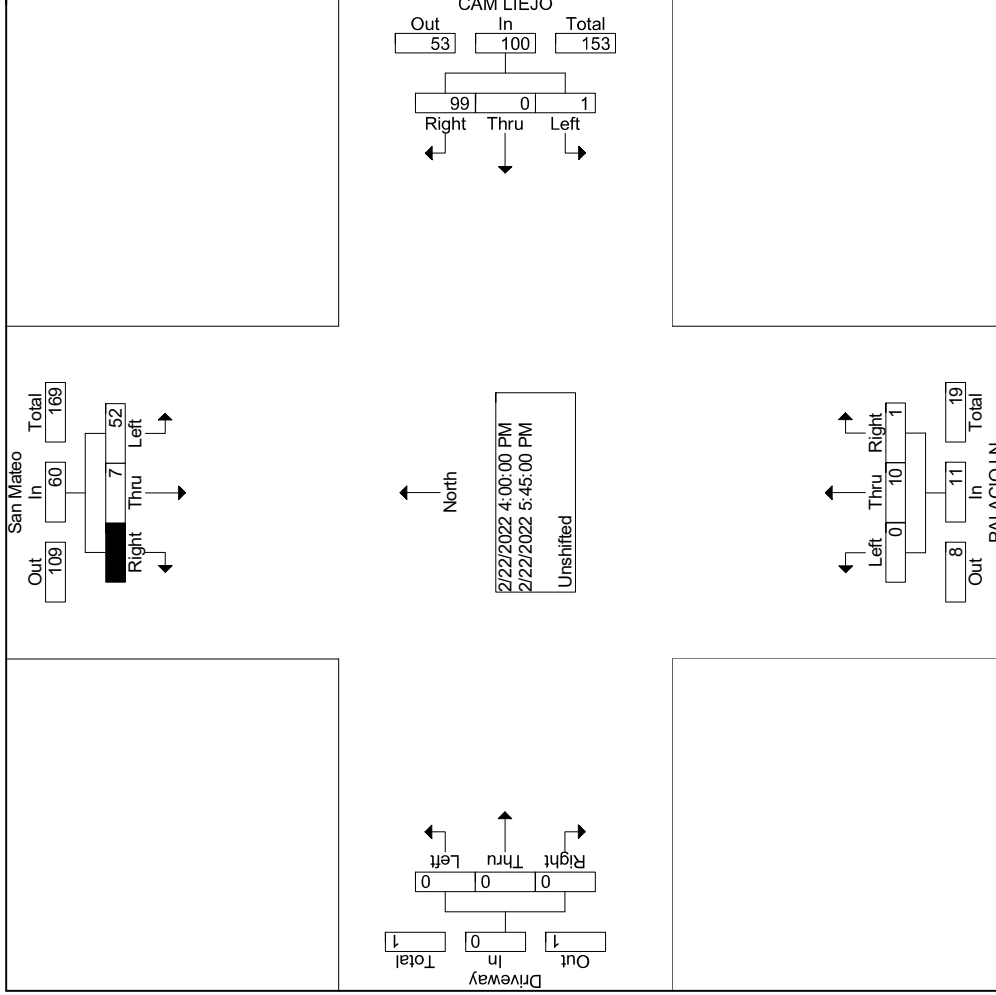
File Name : Palacio and Liejo AM
 Site Code : 00000000
 Start Date : 02/22/2022
 Page No : 2



Start Time	San Mateo Lane From North			CAM LIEJO From East			PALACIO LN From South			Eastern Driveway From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		App. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	0	2	57	44	1	1	1	0	0	1	0	0	0
Percent	0.0	3.4	96.6	95.7	2.2	2.2	100.0	0.0	0.0	46	0.0	0.0	0
08:15 Volume	0	0	17	11	0	1	0	0	0	12	0	0	0
Peak Factor													
High Int.	07:45 AM			08:00 AM			08:00 AM			6:45:00 AM			
Volume	0	1	18	15	0	0	1	0	0	15	0	0	1
Peak Factor				0.776			0.767			0.250			0.914
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:30 AM			07:30 AM			07:45 AM			07:00 AM			
Volume	0	2	57	44	1	1	1	0	0	3	0	0	0
Percent	0.0	3.4	96.6	95.7	2.2	2.2	33.3	0.0	0.0	66.7	-	-	-
High Int.	07:45 AM			08:00 AM			08:30 AM			-			
Volume	0	1	18	15	0	0	0	0	0	2	-	-	-
Peak Factor				0.776			0.767			0.375			-

Walker Engineering
 SF Christian School
 Palacio Lane and Camino Lejo
 2022 PM Peak

File Name : Palacio and Liejo PM
 Site Code : 00000000
 Start Date : 02/22/2022
 Page No : 2



Start Time	San Mateo From North			CAMILIEJO From East			PALACIO LN From South			Driveway From West		
	Right	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1												
Intersection 04:15 PM	1	29	34	70	1	71	0	6	6	0	0	0
Volume	4	11.8	16.2	98.6	1.4	100.0	0.0	100.0	0.0	0.0	0.0	0.0
Percent	2.9	85.3	10	26	0	26	0	0	0	0	0	0
04:15 Volume	1	2	3	0	0	0	0	0	0	0	0	0
Peak Factor												
High Int. 04:15 PM	1	7	10	04:15 PM	0	04:30 PM	0	6	6	3:45:00 PM	0	0
Volume	1	2	3	26	0	26	0	6	6		0	0
Peak Factor			0.850			0.683						0.250
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1												
By Approach 04:00 PM												
Volume	1	31	35	04:15 PM	0	71	0	7	8	04:00 PM	0	0
Percent	2.9	88.6	10	70	1.4	100.0	0.0	87.5	100.0	0	0	0
High Int. 04:15 PM	1	2	3	98.6	0	12.5	0	0	0	-	-	-
Volume	1	2	3	04:15 PM	0	26	0	6	6	-	-	-
Peak Factor			0.875			0.683						0.333

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX D

ITE TRIP GENERATION

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 1/18/2022

Project: SF Christian School

Analysis Date: 1/18/2022

ITE	Land Use	Weekday AM Peak Hour of Generator			Weekday PM Peak Hour of Generator			Weekday					
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
534	SCHOOLK8 1		71	55	126		39	45	84		278	277	555
	135 Students												
	Unadjusted Volume		71	55	126		39	45	84		278	277	555
	Internal Capture Trips		0	0	0		0	0	0		0	0	0
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		71	55	126		39	45	84		278	277	555

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent

Total Weekday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

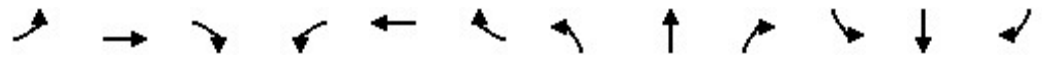
Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

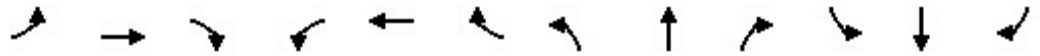
Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX E

**Level of Service Analysis
for
Old Pecos Trail and San Mateo Road**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (vph)	19	13	14	27	10	7	17	848	23	4	472	21
Future Volume (vph)	19	13	14	27	10	7	17	848	23	4	472	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.959			0.977			0.996			0.994	
Flt Protected		0.979			0.971		0.950			0.950		
Satd. Flow (prot)	0	1749	0	0	1767	0	1770	1855	0	1770	1852	0
Flt Permitted		0.842			0.786		0.425			0.133		
Satd. Flow (perm)	0	1504	0	0	1430	0	792	1855	0	248	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			8			2				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		232			129			495				151
Travel Time (s)		5.3			2.9			11.3				3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	21	14	15	29	11	8	21	1047	28	4	519	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	48	0	21	1075	0	4	542	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

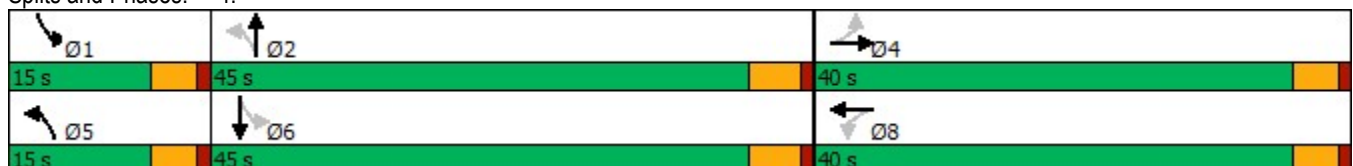


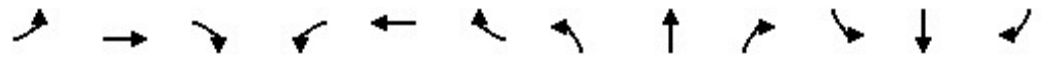
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	45.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	45.0%		15.0%	45.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		10.5	40.0		10.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		7.1			7.1		47.9	48.3		47.7	48.2	
Actuated g/C Ratio		0.12			0.12		0.79	0.80		0.79	0.80	
v/c Ratio		0.26			0.27		0.03	0.73		0.01	0.37	
Control Delay		22.7			25.7		2.6	12.3		2.8	5.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		22.7			25.7		2.6	12.3		2.8	5.3	
LOS		C			C		A	B		A	A	
Approach Delay		22.7			25.7			12.1			5.3	
Approach LOS		C			C			B			A	

Intersection Summary

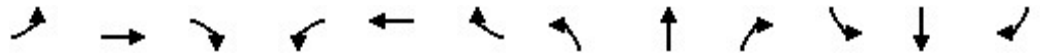
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	60.6
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization	58.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (vph)	20	12	19	35	20	5	15	514	23	9	780	14
Future Volume (vph)	20	12	19	35	20	5	15	514	23	9	780	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.949			0.990			0.994			0.997	
Flt Protected		0.981			0.972		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1792	0	1770	1852	0	1770	1857	0
Flt Permitted		0.885			0.804		0.223			0.344		
Satd. Flow (perm)	0	1564	0	0	1483	0	415	1852	0	641	1857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			5			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			129			495			151	
Travel Time (s)		5.3			2.9			11.3			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	22	13	21	38	22	5	19	635	28	10	857	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	65	0	19	663	0	10	872	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

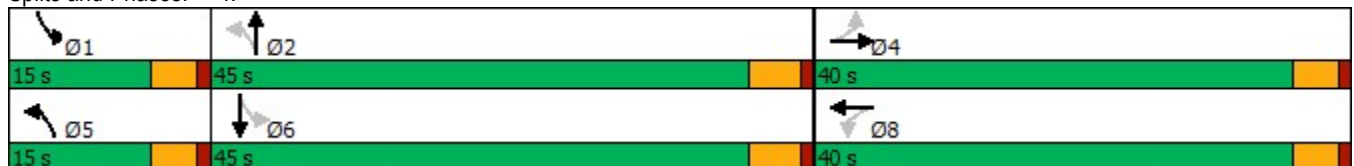


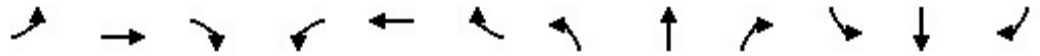
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	45.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	45.0%		15.0%	45.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		10.5	40.0		10.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		7.9			7.9		47.0	46.5		46.9	46.5	
Actuated g/C Ratio		0.13			0.13		0.75	0.74		0.75	0.74	
v/c Ratio		0.26			0.34		0.04	0.48		0.02	0.63	
Control Delay		20.5			28.4		3.0	7.1		2.9	10.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		20.5			28.4		3.0	7.1		2.9	10.2	
LOS		C			C		A	A		A	B	
Approach Delay		20.5			28.4			7.0			10.2	
Approach LOS		C			C			A			B	

Intersection Summary

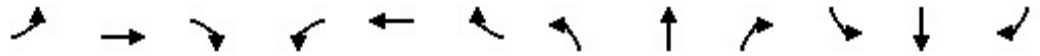
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	62.7
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	9.9
Intersection LOS:	A
Intersection Capacity Utilization:	54.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	19	16	14	37	12	11	21	872	23	12	488	21
Future Volume (vph)	19	16	14	37	12	11	21	872	23	12	488	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.962			0.975			0.996			0.994	
Flt Protected		0.981			0.970		0.950			0.950		
Satd. Flow (prot)	0	1758	0	0	1762	0	1770	1855	0	1770	1852	0
Flt Permitted		0.898			0.781		0.394			0.115		
Satd. Flow (perm)	0	1609	0	0	1418	0	734	1855	0	214	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12			2			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			129			495			151	
Travel Time (s)		5.3			2.9			11.3			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	21	17	15	40	13	12	26	1077	28	13	536	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	65	0	26	1105	0	13	559	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

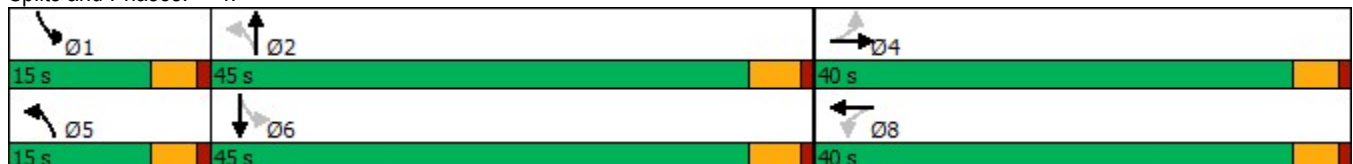


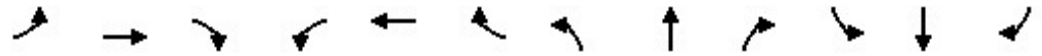
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	45.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	45.0%		15.0%	45.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		10.5	40.0		10.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		7.6			7.8		47.6	48.1		46.5	45.8	
Actuated g/C Ratio		0.12			0.13		0.78	0.79		0.76	0.75	
v/c Ratio		0.25			0.34		0.04	0.75		0.04	0.40	
Control Delay		22.0			26.1		2.9	13.6		3.2	7.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		22.0			26.1		2.9	13.6		3.2	7.5	
LOS		C			C		A	B		A	A	
Approach Delay		22.0			26.1			13.4			7.4	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	60.8
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (vph)	20	14	19	43	21	8	19	533	23	13	789	14
Future Volume (vph)	20	14	19	43	21	8	19	533	23	13	789	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.951			0.985			0.994			0.997	
Flt Protected		0.981			0.971		0.950			0.950		
Satd. Flow (prot)	0	1738	0	0	1782	0	1770	1852	0	1770	1857	0
Flt Permitted		0.889			0.808		0.211			0.326		
Satd. Flow (perm)	0	1575	0	0	1483	0	393	1852	0	607	1857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			129			495			151	
Travel Time (s)		5.3			2.9			11.3			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	22	15	21	47	23	9	23	658	28	14	867	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	79	0	23	686	0	14	882	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

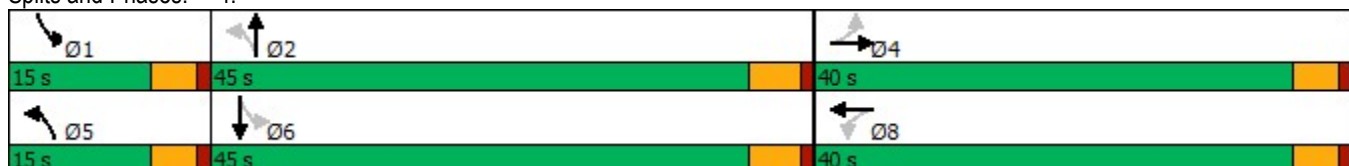


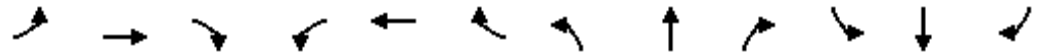
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	45.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	45.0%		15.0%	45.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		10.5	40.0		10.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		8.4			8.4		46.0	45.4		45.9	45.4	
Actuated g/C Ratio		0.14			0.14		0.74	0.73		0.74	0.73	
v/c Ratio		0.25			0.38		0.05	0.51		0.03	0.65	
Control Delay		20.1			28.4		3.3	7.8		3.2	11.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		20.1			28.4		3.3	7.8		3.2	11.1	
LOS		C			C		A	A		A	B	
Approach Delay		20.1			28.4			7.7			11.0	
Approach LOS		C			C			A			B	

Intersection Summary

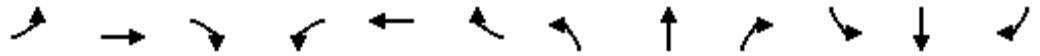
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	62.1
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization:	56.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	19	16	14	46	12	11	21	872	23	12	488	21
Future Volume (vph)	19	16	14	46	12	11	21	872	23	12	488	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.962			0.978			0.996			0.994	
Flt Protected		0.981			0.968		0.950			0.950		
Satd. Flow (prot)	0	1758	0	0	1763	0	1770	1855	0	1770	1852	0
Flt Permitted		0.884			0.767		0.382			0.093		
Satd. Flow (perm)	0	1584	0	0	1397	0	712	1855	0	173	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			8			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			129			495			151	
Travel Time (s)		5.3			2.9			11.3			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	21	17	15	50	13	12	26	1077	28	13	536	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	75	0	26	1105	0	13	559	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

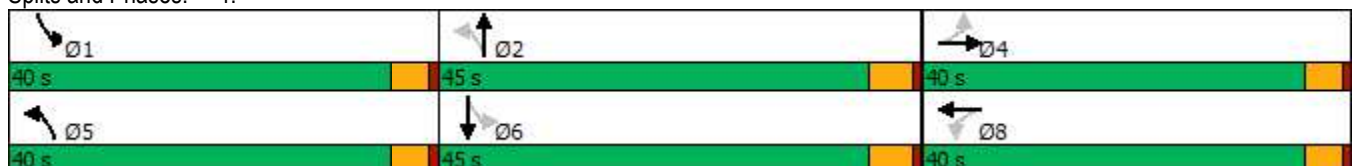


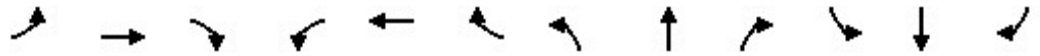
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	45.0		40.0	45.0	
Total Split (%)	32.0%	32.0%		32.0%	32.0%		32.0%	36.0%		32.0%	36.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		35.5	40.0		35.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		8.3			8.3		45.8	45.2		44.7	43.0	
Actuated g/C Ratio		0.13			0.13		0.74	0.73		0.72	0.70	
v/c Ratio		0.24			0.38		0.04	0.81		0.05	0.43	
Control Delay		21.5			28.6		3.1	16.7		3.5	8.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		21.5			28.6		3.1	16.7		3.5	8.4	
LOS		C			C		A	B		A	A	
Approach Delay		21.5			28.6			16.4			8.3	
Approach LOS		C			C			B			A	

Intersection Summary

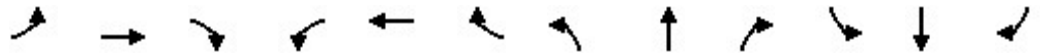
Area Type:	Other
Cycle Length:	125
Actuated Cycle Length:	61.8
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	14.5
Intersection LOS:	B
Intersection Capacity Utilization:	61.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4:





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	20	14	19	51	21	8	19	533	23	13	789	14
Future Volume (vph)	20	14	19	51	21	8	19	533	23	13	789	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	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		0.951			0.986			0.994			0.997	
Flt Protected		0.981			0.969		0.950			0.950		
Satd. Flow (prot)	0	1738	0	0	1780	0	1770	1852	0	1770	1857	0
Flt Permitted		0.887			0.794		0.207			0.323		
Satd. Flow (perm)	0	1571	0	0	1458	0	386	1852	0	602	1857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			6			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			129			495			151	
Travel Time (s)		5.3			2.9			11.3			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	22	15	21	55	23	9	23	658	28	14	867	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	87	0	23	686	0	14	882	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)		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)	15		9	15		9	15		9	15		9
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	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		

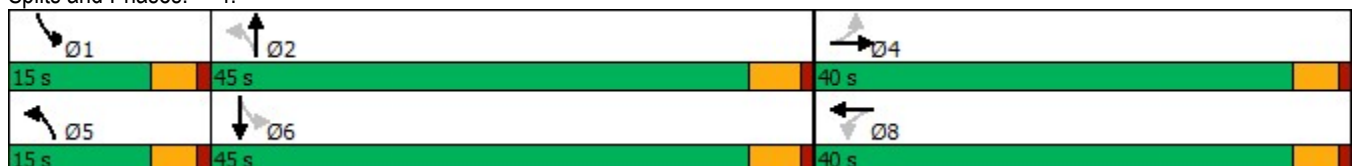


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		15.0	45.0		15.0	45.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	45.0		15.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	45.0%		15.0%	45.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5		10.5	40.0		10.5	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Max		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)		8.8			8.9		45.7	45.1		45.6	45.1	
Actuated g/C Ratio		0.14			0.14		0.73	0.73		0.73	0.73	
v/c Ratio		0.24			0.41		0.06	0.51		0.03	0.66	
Control Delay		19.7			29.2		3.5	8.1		3.4	11.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.7			29.2		3.5	8.1		3.4	11.5	
LOS		B			C		A	A		A	B	
Approach Delay		19.7			29.2			8.0			11.4	
Approach LOS		B			C			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	62.2
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	57.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4:



Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX F

Level of Service Analysis

for

Old Pecos Trail and Lapita Lane

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↑	↕	↕	↕	
Traffic Vol, veh/h	1	0	0	2	0	1	4	873	0	0	492	3
Future Vol, veh/h	1	0	0	2	0	1	4	873	0	0	492	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	2	0	1	5	1078	0	0	541	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1632	1631	543	1631	1632	1078	544	0	0	1078	0	0
Stage 1	543	543	-	1088	1088	-	-	-	-	-	-	-
Stage 2	1089	1088	-	543	544	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	101	540	81	101	266	1025	-	-	647	-	-
Stage 1	524	520	-	261	292	-	-	-	-	-	-	-
Stage 2	261	292	-	524	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	100	540	81	100	266	1025	-	-	647	-	-
Mov Cap-2 Maneuver	80	100	-	81	100	-	-	-	-	-	-	-
Stage 1	521	520	-	260	291	-	-	-	-	-	-	-
Stage 2	259	291	-	524	519	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	50.6		40		0		0	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	80	81	266	647	-	-
HCM Lane V/C Ratio	0.005	-	-	0.014	0.027	0.004	-	-	-
HCM Control Delay (s)	8.5	-	-	50.6	50.7	18.6	0	-	-
HCM Lane LOS	A	-	-	F	F	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↶		↵	↑	↶	↵	↶	
Traffic Vol, veh/h	3	0	7	0	0	0	5	522	3	1	875	3
Future Vol, veh/h	3	0	7	0	0	0	5	522	3	1	875	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	8	0	0	0	6	644	4	1	962	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1624	1626	964	1626	1623	644	965	0	0	648	0	0
Stage 1	966	966	-	656	656	-	-	-	-	-	-	-
Stage 2	658	660	-	970	967	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	82	102	310	82	103	473	714	-	-	938	-	-
Stage 1	306	333	-	454	462	-	-	-	-	-	-	-
Stage 2	453	460	-	304	333	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	81	101	310	79	102	473	714	-	-	938	-	-
Mov Cap-2 Maneuver	81	101	-	79	102	-	-	-	-	-	-	-
Stage 1	304	333	-	450	458	-	-	-	-	-	-	-
Stage 2	449	456	-	296	333	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.9		0		0.1		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	714	-	-	168	-	-	938	-	-
HCM Lane V/C Ratio	0.009	-	-	0.065	-	-	0.001	-	-
HCM Control Delay (s)	10.1	-	-	27.9	0	0	8.8	-	-
HCM Lane LOS	B	-	-	D	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	-	0	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↑	↕	↕	↕	
Traffic Vol, veh/h	1	1	0	10	1	29	4	873	40	16	503	3
Future Vol, veh/h	1	1	0	10	1	29	4	873	40	16	503	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	0	11	1	32	5	1078	49	18	553	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1720	1728	555	1679	1680	1078	556	0	0	1127	0	0
Stage 1	591	591	-	1088	1088	-	-	-	-	-	-	-
Stage 2	1129	1137	-	591	592	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	70	88	531	75	95	266	1015	-	-	620	-	-
Stage 1	493	494	-	261	292	-	-	-	-	-	-	-
Stage 2	248	277	-	493	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	60	85	531	72	92	266	1015	-	-	620	-	-
Mov Cap-2 Maneuver	60	85	-	72	92	-	-	-	-	-	-	-
Stage 1	491	480	-	260	291	-	-	-	-	-	-	-
Stage 2	217	276	-	478	480	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	58.1		32.1		0		0.3	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	70	72	250	620	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	0.151	0.13	0.028	-	-
HCM Control Delay (s)	8.6	-	-	58.1	63.7	21.5	11	-	-
HCM Lane LOS	A	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↑	↕	↕	↕	
Traffic Vol, veh/h	3	1	7	7	1	23	5	522	24	10	887	3
Future Vol, veh/h	3	1	7	7	1	23	5	522	24	10	887	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	8	8	1	25	6	644	30	11	975	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1683	1685	977	1659	1656	644	978	0	0	674	0	0
Stage 1	999	999	-	656	656	-	-	-	-	-	-	-
Stage 2	684	686	-	1003	1000	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	75	94	304	78	98	473	706	-	-	917	-	-
Stage 1	293	321	-	454	462	-	-	-	-	-	-	-
Stage 2	439	448	-	292	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	69	92	304	74	96	473	706	-	-	917	-	-
Mov Cap-2 Maneuver	69	92	-	74	96	-	-	-	-	-	-	-
Stage 1	291	317	-	450	458	-	-	-	-	-	-	-
Stage 2	411	444	-	280	317	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32.7		24.6		0.1		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	142	74	406	917	-	-
HCM Lane V/C Ratio	0.009	-	-	0.084	0.103	0.064	0.012	-	-
HCM Control Delay (s)	10.1	-	-	32.7	59.1	14.5	9	-	-
HCM Lane LOS	B	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.2	0	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↗	↖	↑	↗	↖	↗	↖
Traffic Vol, veh/h	1	1	0	0	0	29	4	873	40	16	510	4
Future Vol, veh/h	1	1	0	0	0	29	4	873	40	16	510	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	0	0	0	32	5	1078	49	18	560	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1727	1735	562	-	-	1078	564	0	0	1127	0	0
Stage 1	598	598	-	-	-	-	-	-	-	-	-	-
Stage 2	1129	1137	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	70	88	526	0	0	266	1008	-	-	620	-	-
Stage 1	489	491	-	0	0	-	-	-	-	-	-	-
Stage 2	248	277	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	60	85	526	-	-	266	1008	-	-	620	-	-
Mov Cap-2 Maneuver	60	85	-	-	-	-	-	-	-	-	-	-
Stage 1	487	477	-	-	-	-	-	-	-	-	-	-
Stage 2	218	276	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	58.1		20.3		0		0.3	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1008	-	-	70	266	620	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	0.119	0.028	-	-
HCM Control Delay (s)	8.6	-	-	58.1	20.3	11	-	-
HCM Lane LOS	A	-	-	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↗	↖	↑	↗	↖	↗	↖
Traffic Vol, veh/h	3	1	7	0	0	23	6	527	24	10	890	4
Future Vol, veh/h	3	1	7	0	0	23	6	527	24	10	890	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	81	81	81	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	8	0	0	25	7	651	30	11	978	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1695	1697	980	-	-	651	982	0	0	681	0	0
Stage 1	1002	1002	-	-	-	-	-	-	-	-	-	-
Stage 2	693	695	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	73	92	303	0	0	469	703	-	-	912	-	-
Stage 1	292	320	-	0	0	-	-	-	-	-	-	-
Stage 2	434	444	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	68	90	303	-	-	469	703	-	-	912	-	-
Mov Cap-2 Maneuver	68	90	-	-	-	-	-	-	-	-	-	-
Stage 1	289	316	-	-	-	-	-	-	-	-	-	-
Stage 2	407	440	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.1		13.1		0.1		0.1	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	140	469	912	-	-
HCM Lane V/C Ratio	0.011	-	-	0.085	0.053	0.012	-	-
HCM Control Delay (s)	10.2	-	-	33.1	13.1	9	-	-
HCM Lane LOS	B	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

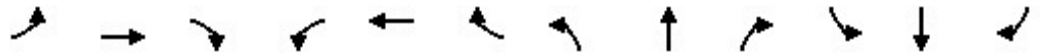
Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX G

Level of Service Analysis

for

**San Mateo Road, Camino Lejo
and
Palacio Lane**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	0	0	1	48	0	0	1	62	2	0
Future Volume (vph)	1	1	0	0	1	48	0	0	1	62	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.868			0.865				
Fl _t Protected		0.976									0.954	
Satd. Flow (prot)	0	1818	0	0	1617	0	0	1611	0	0	1777	0
Fl _t Permitted		0.976									0.954	
Satd. Flow (perm)	0	1818	0	0	1617	0	0	1611	0	0	1777	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	1	1	0	0	1	52	0	0	1	67	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	53	0	0	1	0	0	69	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.2%
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		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	0	1	0	76	0	7	0	32	4	1
Future Volume (vph)	1	1	0	1	0	76	0	7	0	32	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.867						0.997	
Fl _t Protected		0.976			0.999						0.958	
Satd. Flow (prot)	0	1818	0	0	1613	0	0	1863	0	0	1779	0
Fl _t Permitted		0.976			0.999						0.958	
Satd. Flow (perm)	0	1818	0	0	1613	0	0	1863	0	0	1779	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	1	1	0	1	0	83	0	8	0	35	4	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	84	0	0	8	0	0	40	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

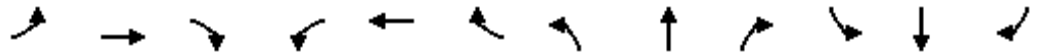
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	3	0	0	4	48	0	0	1	63	2	11
Future Volume (vph)	17	3	0	0	4	48	0	0	1	63	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.875			0.865			0.980	
Fl _t Protected		0.959									0.960	
Satd. Flow (prot)	0	1786	0	0	1630	0	0	1611	0	0	1752	0
Fl _t Permitted		0.959									0.960	
Satd. Flow (perm)	0	1786	0	0	1630	0	0	1611	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	18	3	0	0	4	52	0	0	1	68	2	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	56	0	0	1	0	0	82	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

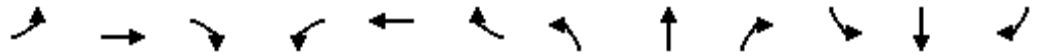
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.4%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	3	0	1	2	77	0	7	0	32	4	7
Future Volume (vph)	13	3	0	1	2	77	0	7	0	32	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.870						0.977	
Fl _t Protected		0.960			0.999						0.964	
Satd. Flow (prot)	0	1788	0	0	1619	0	0	1863	0	0	1754	0
Fl _t Permitted		0.960			0.999						0.964	
Satd. Flow (perm)	0	1788	0	0	1619	0	0	1863	0	0	1754	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	14	3	0	1	2	84	0	8	0	35	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	87	0	0	8	0	0	47	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.3%
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		↕			↕			↕			↕	
Traffic Volume (vph)	26	3	0	0	4	48	0	0	1	63	2	11
Future Volume (vph)	26	3	0	0	4	48	0	0	1	63	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.875			0.865			0.980	
Fl _t Protected		0.957									0.960	
Satd. Flow (prot)	0	1783	0	0	1630	0	0	1611	0	0	1752	0
Fl _t Permitted		0.957									0.960	
Satd. Flow (perm)	0	1783	0	0	1630	0	0	1611	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	28	3	0	0	4	52	0	0	1	68	2	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	56	0	0	1	0	0	82	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
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		↕			↕			↕			↕	
Traffic Volume (vph)	21	3	0	1	2	77	0	7	0	32	4	7
Future Volume (vph)	21	3	0	1	2	77	0	7	0	32	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr _t					0.870						0.977	
Fl _t Protected		0.958			0.999						0.964	
Satd. Flow (prot)	0	1785	0	0	1619	0	0	1863	0	0	1754	0
Fl _t Permitted		0.958			0.999						0.964	
Satd. Flow (perm)	0	1785	0	0	1619	0	0	1863	0	0	1754	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		48			68			159			263	
Travel Time (s)		1.1			1.5			3.6			6.0	
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)	23	3	0	1	2	84	0	8	0	35	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	87	0	0	8	0	0	47	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)		0			0			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)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
ICU Level of Service	A
Analysis Period (min)	15

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX H

Traffic Signal Timing

For

Old Pecos Trail and San Mateo Road

Configuration

	Controller Sequence Priority											
	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases . . .	1	2	| 3	4	| 9	10	| 0	0	0	0	0	0
Ring 2 Phases . . .	5	6	| 7	8	| 11	12	| 0	0	0	0	0	0

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
In Use.	X	X	.	X	X	X	.	X	.	.	.	.
Exclusive Ped . . .	.	.	.	.	.	.	.	.	.	.	.	.
Direction												

	Overlap			
Direction . . .	A	B	C	D

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Driver Phase/Ovlap	Signal Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	5	.
6	6	.
7	7	.
8	8	.
9	2	X
10	4	X
11	6	X
12	8	X
13	A	.
14	B	.
15	C	.
16	D	.

Configuration Continued

```

-----
                Enable BIU: 1  2  3  4  5  6  7  8
Terminal/Facilities. . . . X  X  .  .  .  .  .  .
Detector Rack. . . . . X  .  .  .  .  .  .  .

```

```

Type 2 Runs as Type 1. . . . X
MMU Disable. . . . .
Diagnostic Enable. . . . .
Peer-Peer Comm Enable. . . .

```

```

Peer To Peer Addresses . . 1    2    3    4    5    6    7    8    9    10
                          . . 255  255  255  255  255  255  255  255  255  255

```

Port 2:

```

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. . . . . 0
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1

```

Port 3:

```

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address . . . . . 15
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8000
AB3418 Address. . . . . 0
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1

```

Configuration Continued

Event Enabling	Alarm Enabling
Critical RFE'S (MMU/TF) X	ALARM 1 X
Non-Critical RFE'S (DET/TEST) . . . X	ALARM 2 X
Detector Errors X	ALARM 3 X
Coordination Errors X	ALARM 4 X
MMU Flash Faults. X	ALARM 5 X
Local Flash Faults. X	ALARM 6 X
Preempt X	ALARM 7 X
Power On/Off. X	ALARM 8 X
Low Battery X	ALARM 9 X
	ALARM 10. X
	ALARM 11. X
	ALARM 12. X
	ALARM 13. X
	ALARM 14. X
	ALARM 15. X
	ALARM 16. X

Supervisor Access Code. . . ****
 Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel	Is Allowed to Time With Channel														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1
2
3
4
5
6
7
8
9
10.
11.
12.
13.
14.
15.

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.4
Application		. 3
Help	27891	6.03
Configuration	27918	C000

Overlap Data

Overlap A	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard	
Protected	
Permitted	
Enable Lag	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers				Green		Yellow		Red					
				0.0		0.0		0.0					

Overlap B	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard	
Protected	
Permitted	
Enable Lag	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers				Green		Yellow		Red					
				0.0		0.0		0.0					

Overlap C	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard	
Protected	
Permitted	
Enable Lag	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers				Green		Yellow		Red					
				0.0		0.0		0.0					

Overlap D	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard	
Protected	
Permitted	
Enable Lag	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers				Green		Yellow		Red					
				0.0		0.0		0.0					

Power Start, Remote Flash

	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12				
Power Start	X	.	.	.	X	.	.	.	.	.	.
External Start	X	.	.	.	X	.	.	.	.	.	.
Into Remote Flash				
Exit Remote Flash	Overlap			
Remote Flash Yellow	A	B	C	D
Flash Together

Initialization Interval:

Power Start Red
 External Start Green

Power Start All Red Time 5
 Power Start Flash Time 3

Remote Flash Options:

Out of Flash Yellow NO
 Out of Flash All Red NO
 Minimum Recall NO
 Alternate Flash NO
 Flash Thru Load Switches NO
 Cycle Through Phases NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage
Call To NonActuated 1	X	.	.	.	X	.	.	.	.	.	.
Call To NonActuated 2	X	.	.	.	X	.	.	.	.
Dual Entry.	X	.	X	.	X	.	X	.	.	.	.
Conditional Service
Conditional Reservice
Actuated Rest in Walk
Flashing Walk

Enable Programmable Options

Dual Entry.	ON	Backup Protection Group 1	ON
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection.	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1.	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2.	OFF
Lock Detectors in Red Only.	OFF	Simultaneous Gap Group 3.	OFF


Five Section Left Turn Control

	Phases: 5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head.

Santa Fe Christian School
TRAFFIC IMPACT STUDY

APPENDIX I

AADT for Old Pecos Trail

AADT 									
Year	AADT	DHV-30	K %	D %	PA	BC	Src		
2021	8,908				8,847 (99%)	60 (1%)			
2020	15,617 ³				14,524 (93%)	1,093 (7%)	Grown from 2019		
2019	18,953 ³		10	56	18,156 (96%)	797 (4%)	Grown from 2018		
2018	19,029 ³				18,364 (97%)	665 (3%)	Grown from 2017		
2017	19,010 ⁰				18,041 (95%)	969 (5%)	restored from 2017 HPMS Report		

AADT ?						
Year	AADT	DHV-30	K %	D %	P	
2015	18,732 ³		10	56		
2014	18,876		11	53		
2013	18,973		11	53		
2012	19,263		11	53		
2011	19,326		11	53		