



NM 502-Trinity Drive Improvements in Los Alamos



January, 2016 Update

The New Mexico Department of Transportation (NMDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct roadway improvements on New Mexico Highway 502 (Trinity Drive) between Milepost 1.2 at Knecht Street and Milepost 2.1 at Tewa Loop in Los Alamos County, New Mexico.

Over the past decade, the NMDOT and Los Alamos County have developed and evaluated several alternatives for roadway reconstruction. **Based on comments from the Los Alamos community at the previous public meetings and additional review of traffic conditions and studies, NMDOT has prepared a revised roadway design.**

The scope of improvements currently includes a mill-and-inlay of the existing asphalt between Knecht Street and DP Road with full roadway reconstruction from DP Road east to Tewa Loop.

Between Knecht Street and DP Road and between Central Avenue and Sombrillo Court, Trinity Drive will be converted to two eastbound lanes with two westbound lanes.

Between DP Road and Central Avenue, Trinity Drive will be converted to two eastbound lanes and one westbound lane. Between Sombrillo Court and Tewa Loop, Trinity Drive will retain one eastbound lane and one westbound lane.

A two-lane roundabout will be constructed at the intersection with Central Avenue along with advance signing and directional guidance to advise drivers of the upcoming roundabout. The roundabout will also include Americans with Disabilities Act (ADA)-compliant pedestrian crosswalks and center-piece landscaping.

Previously, the installation of High-Intensity Activated Crosswalk (HAWK) beacons was proposed for the two existing mid-block pedestrian crossings between Canyon Road and Tewa Loop. However, within the past year a warrant study and a gap analysis study determined that the proposed HAWK signals do not meet warrants. Therefore, these devices cannot be included in the project at this time. If a future warrant study documents increased pedestrian traffic after completion of the nearby

Canyon Rim Trail, then a HAWK signal could be added at a future time.

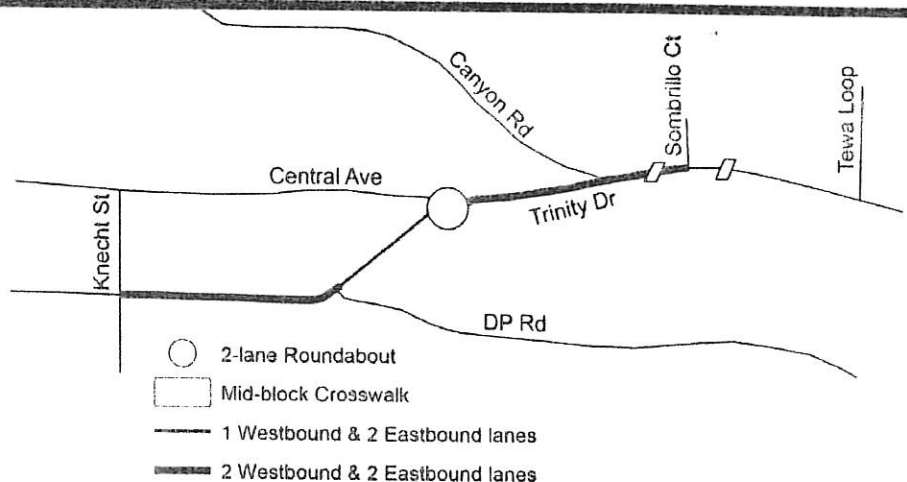
Instead of a HAWK signal, a Rapid Flash LED Beacon System (RFLBS) would be installed at each crossing to increase driver awareness of pedestrians. The systems can be activated manually by pushing the call button to initiate the beacons. Further treatments to enhance pedestrian safety at the existing mid-block crossings include ADA improvements, pavement ladder striping, signage, and an opening in the raised median for pedestrian refuge.

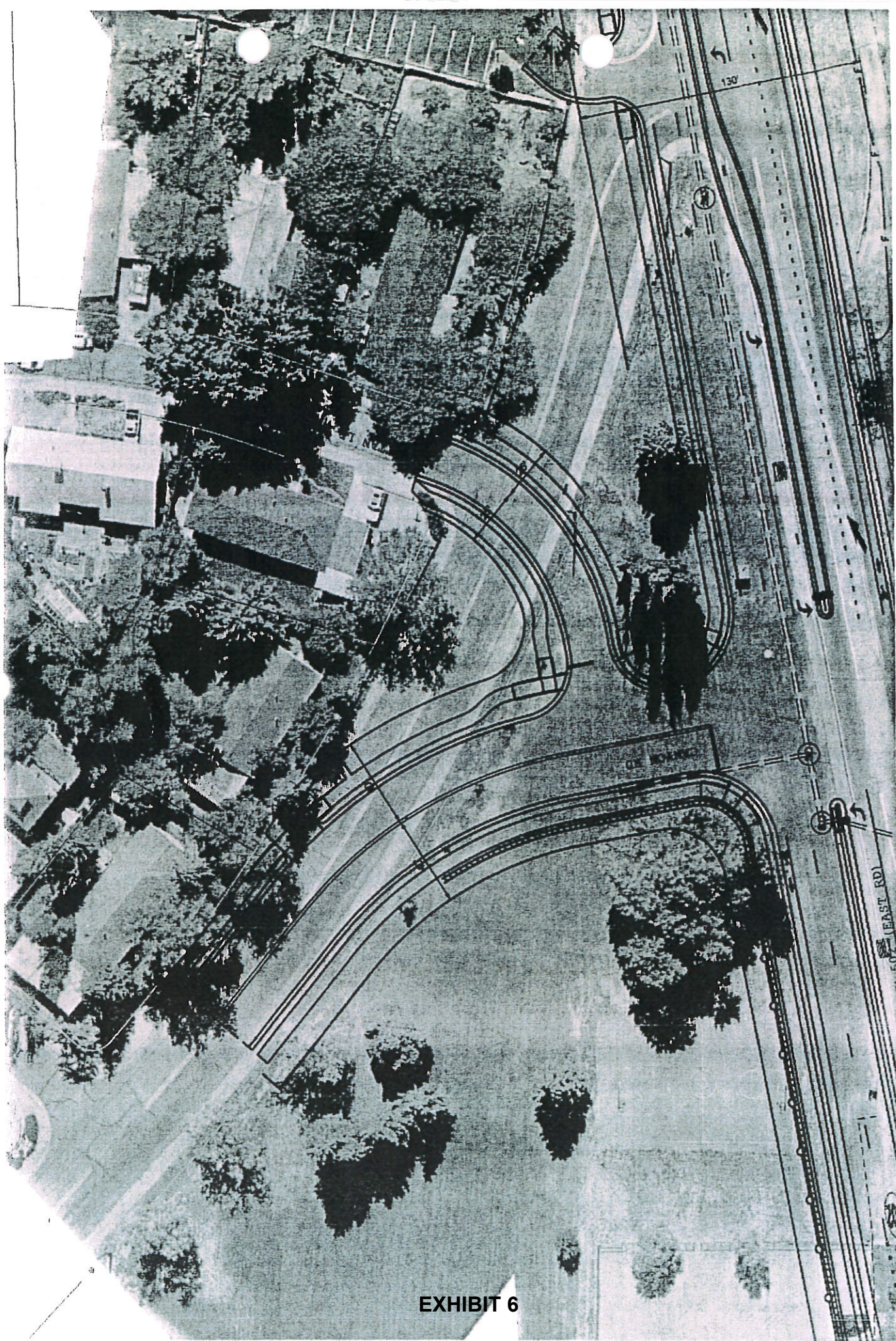
Additional elements of the project will include storm drain improvements, ADA upgrades to sidewalks, and construction of sidewalks in areas where they currently do not exist.

The project is nearing final design with construction anticipated to begin in the spring of 2017.

For additional information, please contact Bryan Danielson at 505-827-5116 or bryan.danielson@state.nm.us.

Note: A Rapid Flash LED Beacon System (RFLBS) will be installed at the two mid-block crossings to increase driver awareness of pedestrians. The systems can be activated manually by pushing the call button to initiate the beacons. If a future warrant study confirms that pedestrian traffic has increased upon the completion of the nearby Canyon Rim Trail, there is still the potential to install a HAWK beacon at a future time.





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Marshall
Loop

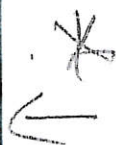


EXHIBIT 6