

City of Santa Fe, New Mexico

Attachment C

Applicant Submittals

5. Traffic Impact Analysis

GIRL'S INC DEVELOPMENT
TRAFFIC IMPACT STUDY

INITIAL DRAFT SUBMITTAL | OCTOBER 6, 2025

GIRL'S INC DEVELOPMENT TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

Date:

October 6, 2025

Prepared by:

Bohannon Huston, Inc.

7500 Jefferson St NE

Courtyard Two

Albuquerque, NM 87109

Prepared for:

Kim Brown, Executive Director

Girl's Inc.

301 Hillside Ave.

Santa Fe, NM 87501

Carl D. Vermillion, PE, PTOE, RSP1

Date

TABLE OF CONTENTS

I.	INTRODUCTION AND SUMMARY	1
A.	Study Purpose	1
B.	Executive Summary	1
1.	Site Location and Study Area	1
2.	Principal Findings	2
3.	Recommendations	3
II.	PROPOSED DEVELOPMENT.....	6
A.	Land Use and Intensity	6
B.	Development Phasing and Timing	6
III.	STUDY AREA CONDITIONS	6
A.	Study Area	6
B.	Site Accessibility	6
C.	Data Sources.....	7
IV.	EXISTING CONDITIONS ANALYSIS	8
A.	Background.....	8
1.	Adjacent Roadways	8
2.	Multi-Modal Conditions	9
B.	Existing Traffic Conditions.....	9
C.	Level of Service Definitions	9
D.	Existing Intersection Capacity Analysis.....	10
V.	PROJECTED TRAFFIC	15
A.	Site Traffic Forecasting	15
1.	Trip Generation.....	15
2.	Trip Distribution and Assignment	16
3.	Traffic Projections	16
VI.	TRAFFIC AND IMPROVEMENT ANALYSIS	19
A.	Level of service analysis	19
1.	2028 No Build Intersection Capacity Analysis	19
2.	2028 Build Intersection Capacity Analysis	24
3.	2038 No Build Intersection Capacity Analysis	30

4. 2038 Build Intersection Capacity Analysis	36
B. Auxiliary Lane Evaluation	42
VII. CRASH ANALYSIS	46
A. Cerrillos and Calle Del Cielo	46
B. Rufina and Siler	47
C. Rufina and Richards	48
D. Rufina Street and Rufina Circle (East)	51
E. Rufina Street and Rufina Circle (West)	51
F. Rufina Circle and Calle Del Cielo	53
VIII. CONCLUSIONS AND RECOMMENDATIONS	53
A. Conclusions	53
B. Recommendations	54

FIGURES

Figure 1 Vicinity Map	5
Figure 2 2025 AM(PM) Existing Peak Hour Traffic Volumes	14
Figure 3 Trip Assignment Percentages	17
Figure 4 Trip Assignment Volumes	18
Figure 5 2028 AM(PM) No Build Peak Hour Traffic Volumes	23
Figure 6 2028 AM(PM) Build Peak Hour Traffic Volumes	29
Figure 7 2038 AM(PM) No Build Peak Hour Traffic Volumes	35
Figure 8 2038 AM(PM) Build Peak Hour Traffic Volumes	41

TABLES

Table 1 LOS Definitions	10
Table 2 Existing Signalized Intersection Results	11
Table 3 Existing Signalized Intersection Queue Summary	12
Table 4 Existing Unsignalized Intersection Results	13
Table 5 Trip Generation	16
Table 6 2028 No Build Signalized Intersection Results	20
Table 7 2028 No Build Signalized Intersection Queue Summary	21

Table 8 2028 No Build Unsignalized Intersection Results	22
Table 9 2028 Build Signalized Intersection Results	25
Table 10 2028 Build Signalized Intersection Results - Mitigated	26
Table 11 2028 Build Signalized Intersection Queue Summary	27
Table 12 2028 Build Unsignalized Intersection Results	28
Table 13 2038 No Build Signalized Intersection Results	32
Table 14 2038 No Build Signalized Intersection Queue Summary	33
Table 15 2038 No Build Unsignalized Intersection Results	34
Table 16 2038 Build Signalized Intersection Results	37
Table 16 2038 Build Signalized Intersection Results - Mitigated	38
Table 17 2038 Build Signalized Intersection Queue Summary	39
Table 18 2038 Build Unsignalized Intersection Results	40
Table 19 Left Turn Lane Warrants	44
Table 20 Right Turn Lane Warrants.....	45
Table 21 Cerrillos and Calle Del Cielo Crash Summary.....	47
Table 22 Rufina and Siler Crash Summary	48
Table 23 Rufina and Richards Crash Summary	50
Table 24 Rufina Street and Rufina Circle (East) Crash Summary	51
Table 25 Rufina Street and Rufina Circle (West) Crash Summary	52

APPENDICES

Appendix A: Santa Fe Roadway Functional Classifications

Appendix B: Existing Data

Appendix C: 2025 Existing Intersection Capacity Analysis

Appendix D: Turning Movement Development

Appendix E: 2028 No Build Intersection Capacity Analysis

Appendix F: 2028 Build Intersection Capacity Analysis

Appendix G: 2038 No Build Intersection Capacity Analysis

Appendix H: 2038 Build Intersection Capacity Analysis

Appendix I: Santa Fe Turn Lane Requirements

I. INTRODUCTION AND SUMMARY

Girl's Inc. proposes developing a youth center, situated southeast of the Rufina Street and Rufina Circle (east) intersection. The proposed development will include a 5,000 square-foot facility with the ability to enroll 250 children.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site accesses, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located at 2904 Rufina Street on the southeast corner of the Rufina Street and Rufina Circle intersection in Santa Fe, New Mexico. A vicinity map is shown in Figure 1.

The study area consists of the following intersections:

- Siler Road and Rufina Street (existing 4-way signalized intersection)
- Calle del Cielo and Cerrillos Road (existing 4-way signalized intersection)
- Rufina Street and Parkway Drive/Rufina Circle (west) (existing 4-way unsignalized intersection)
- Rufina Street and Rufina Circle (east) (existing 4-way unsignalized intersection)
- Rufina Street & Richards Avenue (existing 4-way signalized intersection)
- Rufina Circle and Calle del Cielo (existing 4-way unsignalized intersection)
- Rufina Circle and Access 1 (future 3-way unsignalized intersection)
- Rufina Circle and Access 2 (future 3-way unsignalized intersection)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2025)
- 2028 Completion Year without the proposed site development (2028 No Build)
- 2028 Completion Year with the proposed site development (2028 Build)

- 2038 Horizon Year without the proposed site development (2038 No Build)
- 2038 Horizon Year with the proposed side development (2038 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found that all intersections operate acceptably overall in the 2028 Build scenario. The eastbound left, eastbound thru/right, and the northbound left turning movements at the signalized intersection of Rufina Street and Siler Road operate at LOS E in the PM peak hour. To improve the eastbound movement, this approach should be restriped to remove on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at LOS E during both peak hours, while the southbound left turn movement degrades to LOS E in the AM peak hour due to the development traffic. With this decline and increase in queue distance needed, it is recommended to complete median modifications on the north side of this intersection along Calle del Cielo to adequately store the queue that will develop. The median should be a maximum of 5' with a 10' left turn lane, a 10' southbound through lane, and a 10' dedicated right turn lane. Additionally, traffic signal timing adjustments should be completed at the intersection to help address this issue. As this storage length was not adequate prior to the development, a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares.

In the 2038 Build scenario, the Rufina Street and Rufina Circle (east) intersection and the two new access driveways on Rufina Circle will operate overall acceptably. The northbound left turn lane at both the East and West intersections of Rufina Street and Rufina Circle is recommended to be installed to address City of Santa Fe turn lane warrants.

At the Rufina Circle and Calle del Cielo the westbound left turn lane is warranted and should be installed. This lane should be a minimum of 50' and include a taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

Lastly, Rufina Circle and Access 1 meets warrants for a left turn lane at the entrance to the development. This left turn lane should be 50 feet in length for storage with a taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

3. RECOMMENDATIONS

- Install a southbound left turn lane at Rufina Circle and Access 1 with striping modifications. This will include removal of on-street parking and installation of the left turn lane by shifting the northbound lane, southbound lane, and bike lanes to incorporate an 11 foot left turning lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as prescribed in the City of Santa Fe standards.
- Install an Eastbound dedicated right turn lane at the intersection of Rufina Street and Siler Road. This lane should be accomplished by striping by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 225 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- Median modifications should be completed at the Cerrillos and Calle de Cielo intersection. The median should be a maximum of 5 feet and the southbound lanes should include a 10' right turn lane, a 10' through lane, and a 10' left turn lane. These lanes should extend the full length of Calle de Cielo from Cerrillos to Rufina Circle.
- The northbound approach at the intersection of Rufina Street and Rufina Circle (West) should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- At the intersection of Rufina Street and Rufina Circle (East), the northbound approach should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- Rufina Circle and Calle del Cielo warrants a westbound left turn lane. This lane should be included at this intersection through restriping. On street parking would be removed approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a

5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.



II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development is a 5,000 square-foot facility.

The development is located southeast of the Rufina Street and Rufina Circle (east) intersection. The study area is partially developed.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2028.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Siler Road and Rufina Street (existing 4-way signalized intersection)
- Calle del Cielo and Cerrillos Road (existing 4-way signalized intersection)
- Rufina Street and Parkway Drive/Rufina Circle (west) (existing 4-way unsignalized intersection)
- Rufina Street and Rufina Circle (east) (existing 4-way unsignalized intersection)
- Rufina Street & Richards Avenue (existing 4-way signalized intersection)
- Rufina Circle and Calle del Cielo (existing 4-way unsignalized intersection)
- Rufina Circle and Access 1 (future 3-way unsignalized intersection)
- Rufina Circle and Access 2 (future 3-way unsignalized intersection)

B. SITE ACCESSIBILITY

The development will include two accesses on Rufina Circle, approximately 300 feet and 550 feet south of the Rufina Street and Rufina Circle (east) intersection. The site access locations being proposed on Rufina Circle are existing driveways and the development plan to utilize these as their future access points.

The primary routes to the site are anticipated to be either Cerrillos Road, Siler Road or Rufina Road.

C. DATA SOURCES

The data used in this report consists of the traffic volumes described below, aerial photography and mapping from Google Earth®, as well as information provided by IDAX Traffic Counts.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Santa Fe Metropolitan Planning Organization (SFMPPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The SFMPPO Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

- Cerrillos Road is a principal arterial with three lanes in each direction and dedicated left and right turn lanes. Cerrillos Road has a posted speed limit of 40 miles per hour (MPH). Cerrillos Road provides regional connectivity within the greater Santa Fe area, serving as a link between major/minor roadways which travel in north-south directions, including Highway 285 and I-25. Sidewalks and bicycle lanes exist along Cerrillos Road in this area.
- Siler Road is a minor arterial, with one lane in each direction and a two-way left turn lane. Siler Road has a posted speed limit of 30 MPH. Siler Road provides regional connectivity within Santa Fe, serving as a crossing of the Santa Fe river to the north. Sidewalks exist along Siler Road in this area as well as designated bike lanes/shoulders.
- Richards Avenue is a major collector roadway with one lane in each direction. Richards Avenue has a posted speed limit of 35 MPH. Richards Avenue has sidewalks and bicycle lanes in this area.
- Calle del Cielo is classified as a local roadway by the SFMPPO. Calle del Cielo doesn't have a posted speed limit within the section of roadway of the study although the City of Santa Fe statute states if unposted, the speed limit is 25 MPH. To the south of Cerrillos this roadway is classified as a major collector that is posted at 25 MPH, although this portion of the roadway was not included in this study limits. Calle del Cielo has sidewalks, curb, and gutter. Calle del Cielo intersects Cerrillos Road approximately 200-ft south of the Rufina Circle intersection.
- Rufina Street is a minor arterial roadway with one lane in each direction and a posted speed limit of 30 MPH. Sidewalks and bicycle lanes exist along Rufina Street in this area.

- Rufina Circle is a local roadway with speed humps and one lane in each direction. Rufina Circle does not have a posted speed limit; however, the City of Santa Fe statutes state if unposted, the speed limit is 25 MPH. Additional advisory signs designating speed humps ahead specify a 20 MPH advisory speed. Sidewalks and bicycle lanes exist along Rufina Circle in this area.

The City of Santa Fe Roadway Classification map is included in Appendix A.

Additionally, bike lanes, pedestrian facilities, and bus stop locations were assessed based on existing conditions.

2. MULTI-MODAL CONDITIONS

The Santa Fe Bikeways and Trails map includes designated bicycle lanes on many of the roadways as noted in the roadways section. This map also notes Richards Road, and Clark include either a bike lane or designated as a shared-lower traffic/speed corridor.

The Santa Fe trails bus system also runs through the area of the development. Route 2 runs along Cerrillos Road with the nearest stop near the intersection of Calle del Cielo and Cerrillos Road. This route will take a rider to the Santa Fe Place transit Center as well as the Downtown Transit Center, with stops at several rail runner locations.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected on July 9, 2025. Existing traffic counts are included in Appendix B. The counts included 6-hour turning movement counts. Build traffic for the proposed facility was estimated by taking the maximum enrollment for the new facility, developing trip generation, and distributing those trips onto the Build roadway network.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Seventh Edition* (HCM) defines Level of Service (LOS) for signalized and unsignalized intersections in Table 1 as follows:

Table 1 LOS Definitions			
Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

The City of Santa Fe has established LOS D as the generally acceptable level of service in urban areas. When intersections operate below this level, improvements are considered where feasible. Other critical movements are also desired to have LOS D or better if possible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

The traffic volume for all existing intersections were analyzed using Highway Capacity Software version 8.4 (HCS 2025), which uses the intersection methodology from the Seventh Edition of the Highway Capacity Manual (HCM). Existing traffic volumes are shown in Figure 2. Individual intersection output for the existing conditions analysis is included in Appendix C. The results for the signalized intersections are summarized in Table 2.

All signalized intersections operate at an overall acceptable level of service in the AM and PM peak hours. The northbound through/right turn movement at the Calle del Cielo and Cerrillos Road intersection operates at a LOS E in both the AM and PM peak hours.

At the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue resulting from the analysis using the HCS software is 85 feet during the AM peak hour and 140 feet during the PM peak hour. The 95th percentile queue lengths are included in the results in Appendix C. The available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. The City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this occurs in existing conditions.

Table 2 Existing Signalized Intersection Results						
Intersection	2025 AM Peak			2025 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	18.6		B	25.7		C
Eastbound Left	17.4	0.470	B	26.5	0.545	C
Eastbound Thru/Right	22.0	0.616	C	37.0	0.887	D
Westbound Left	21.2	0.166	C	29.4	0.394	C
Westbound Thru	24.1	0.253	C	33.1	0.412	C
Northbound Left	12.0	0.291	B	27.7	0.760	C
Northbound Thru	12.5	0.566	B	14.7	0.497	B
Southbound Left	10.4	0.075	B	12.5	0.058	B
Southbound Thru	23.2	0.885	C	25.7	0.943	C
Calle del Cielo & Cerrillos Rd	10.1		B	12.1		B
Eastbound Left	3.8	0.098	A	6.7	0.220	A
Eastbound Thru	6.8	0.424	A	7.7	0.424	A
Eastbound Right	3.5	0.019	A	4.0	0.015	A
Westbound Left	4.5	0.104	A	5.1	0.169	A
Westbound Thru	6.0	0.263	A	8.9	0.539	A
Westbound Right	3.4	0.037	A	3.6	0.057	A
Northbound Left	50.4	0.191	D	50.3	0.236	D
Northbound Thru/Right	59.2	0.729	E	58.7	0.705	E
Southbound Left	50.6	0.404	D	51.9	0.567	D
Southbound Thru	52.4	0.133	D	52.4	0.286	D
Southbound Right	48.9	0.250	D	49.7	0.461	D
Rufina St & Richards Ave	17.0		B	18.1		B
Eastbound Left	8.6	0.148	A	13.1	0.345	B
Eastbound Thru/Right	16.7	0.887	B	18.9	0.767	B
Westbound Left	12.1	0.213	B	13.4	0.306	B
Westbound Thru/Right	11.7	0.213	B	19.9	0.822	B
Northbound Left	15.8	0.171	B	14.0	0.426	B
Northbound Thru/Right	20.6	0.695	C	16.1	0.486	B
Southbound Left	16.4	0.143	B	14.7	0.088	B
Southbound Thru/Right	22.5	0.769	C	21.6	0.836	C

Table 3 Existing Signalized Intersection Queue Summary			
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	125	175
Westbound Left	200	25	75
Northbound Left	220	50	125
Southbound Left	100	25	25
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	25
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	50	75
Southbound Left	70	100	150
Southbound Thru	210	25	75
Southbound Right	210	75	125
Rufina St & Richards Ave			
Eastbound Left	100	25	50
Westbound Left	175	25	50
Northbound Left	75	25	75
Southbound Left	90	25	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The unsignalized intersections also operate at acceptable levels of service in the AM and PM peak hours with all intersections at LOS C or better. The results for the unsignalized intersections are shown in Table 4.

Table 4 Existing Unsignalized Intersection Results									
Intersection	Provided Queue	2025 AM Peak				2025 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.2	0.01	0	A
Westbound Approach	TWLT	8.8	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	16.3	0.14	25	C	18.6	0.30	50	C
Southbound Approach	N/A	15.7	0.07	25	C	16.4	0.24	25	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.4	0.00	0	A
Westbound Approach	TWLT	8.8	0.04	25	A	8.3	0.04	25	A
Northbound Approach	N/A	12.9	0.07	25	B	12.4	0.12	25	B
Southbound Approach	N/A	12.8	0.00	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.02	25	A	7.7	0.05	25	A
Northbound Left	210	10.3	0.10	25	B	12.2	0.22	25	B
Northbound Thru/Right	210	8.9	0.07	25	A	9.1	0.05	25	A
Southbound Approach	N/A	9.8	0.01	0	A	10.9	0.04	25	B
* - HCM 95 th percentile queue rounded to next 25-foot increment									

The existing access points that will be utilized by the proposed development are in place although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational tables due to no turning movements into the existing site.



V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were used in this analysis.
- **Diverted Linked Trips** – These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study evaluates primary trips only.

The trip generation is generally based on the 11th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual which estimates trips by land use characteristics. Trip generation for this study was determined by counting the existing trips to the existing location of Girl's Inc. in Santa Fe. The existing Girl's Inc has an enrollment of 85 students, whereas the proposed Girl's Inc will have a maximum enrollment of 250 students. Therefore, the existing trips at the existing Girl's Inc were multiplied by a factor of 2.94 (250/85). Based on this it is anticipated that there will be 388 AM peak hour trips (200 entering and 188 exiting) and 388 PM peak hour trips (188 entering and 200 exiting). The site-specific trip generation is shown in Table 5.

Table 5 Trip Generation						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Existing Girl's Inc	68	64	132	64	68	132
Proposed Girl's Inc	200	188	388	188	200	388

2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was determined within the existing roadway network to and from the development based on the proportions of existing turning movement counts.

Spreadsheets showing the development of the trip distribution are included in Appendix D. Trip assignment percentages are shown in Figure 3 with the trip assignment volumes shown in Figure 4.

3. TRAFFIC PROJECTIONS

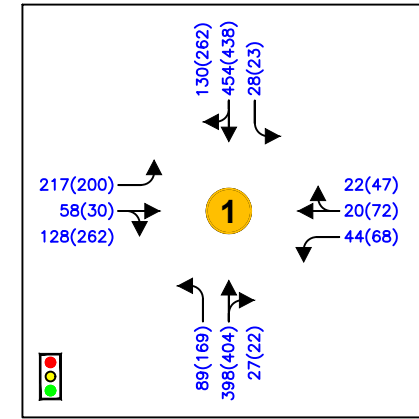
A background growth rate of 2% was applied to provide an estimate of potential future growth of traffic at all intersections evaluated. The growth rate determination and data are summarized in the spreadsheets included in Appendix D.

C:\Users\CVERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm

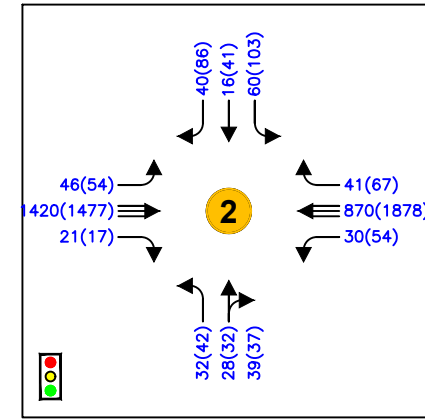


LEGEND

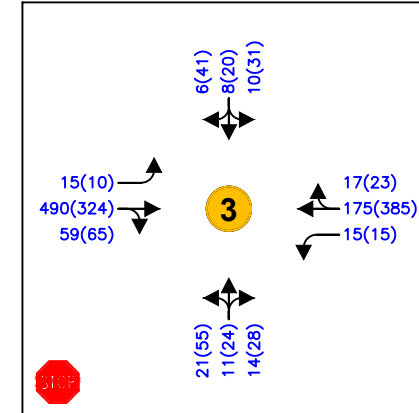
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



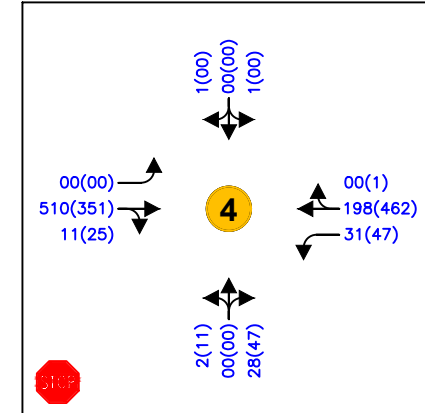
Rufina St / Siler Rd



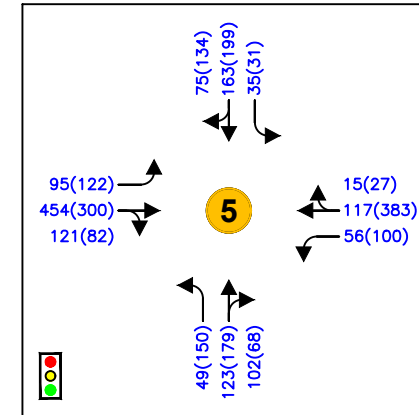
Calle Del Cielo / Cerrillos Rd



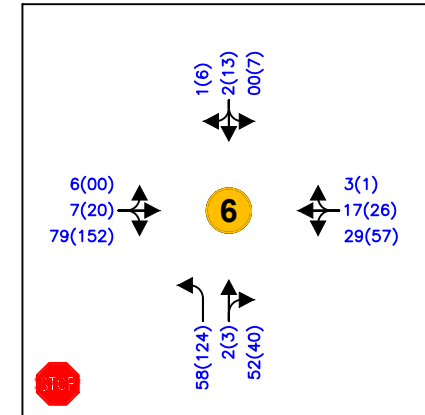
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



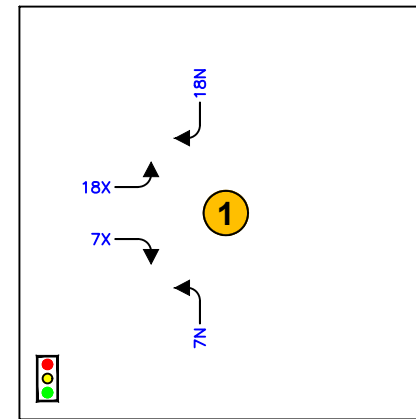
Rufina Circle / Calle del Cielo

C:\Users\VERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm

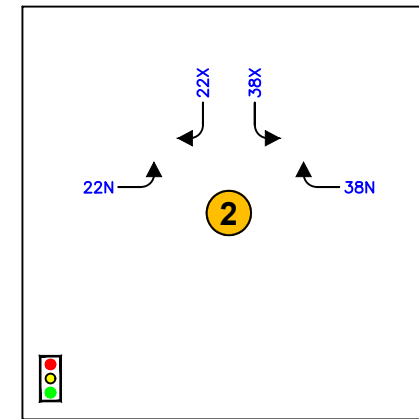


LEGEND

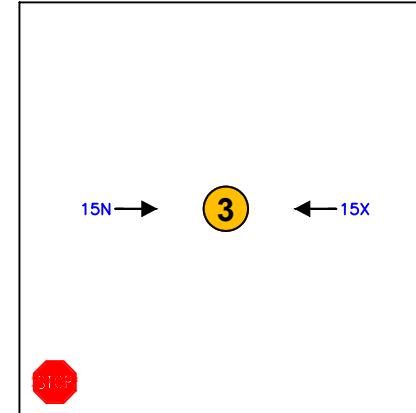
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting



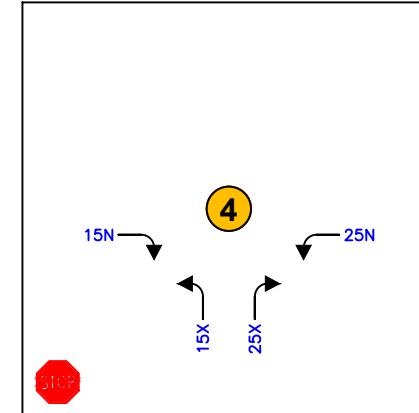
Rufina St / Siler Rd



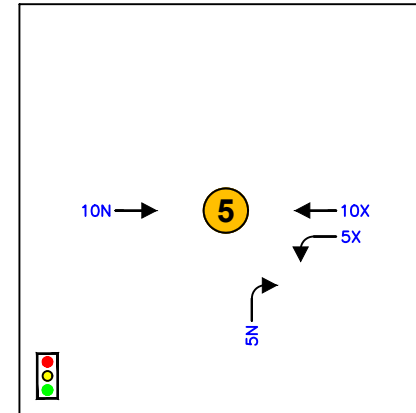
Calle Del Cielo / Cerrillos Rd



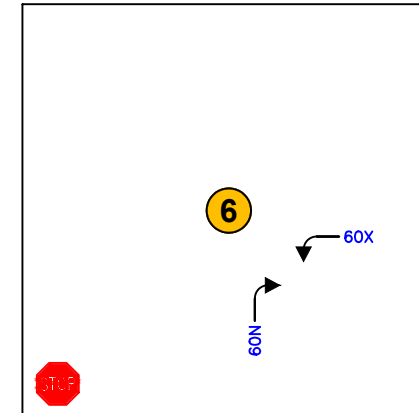
Rufina St / Rufina Circle (west)/Parkway Dr



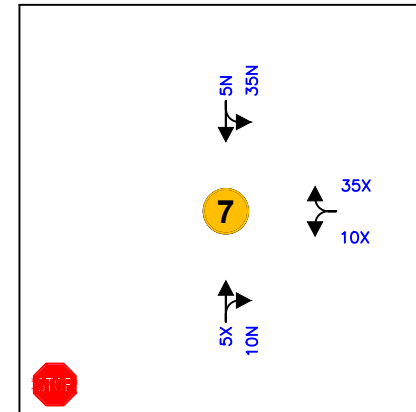
Rufina St / Rufina Circle (east)



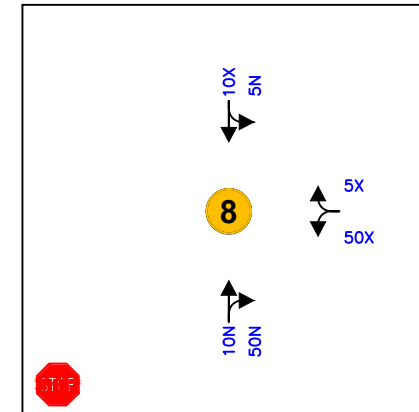
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

A. LEVEL OF SERVICE ANALYSIS

The following section discusses the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS 2025 which implements the Highway Capacity Manual procedures.

1. 2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2028 No Build analysis assumes that the proposed development is not completed in the 2028 time period. Figure 5 shows the 2028 No Build Peak Hour Traffic Volumes. The HCS outputs are included in Appendix E.

For the 2028 No Build scenario all signalized intersections operate at an acceptable level of service in the AM and PM peak hours. The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at a level of service E in both the AM and PM peak hours. Table 6 summarizes the 2028 No Build Signalized Results.

During this scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 100 feet during the AM peak hour and 150 feet during the PM peak hour. Again, the available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. As this continues to occur during no build scenarios, the City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this is first shown in existing conditions. If the development does move forward mitigation measures are shown in the build scenario.

Table 6 2028 No Build Signalized Intersection Results						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	16.9		B	30.0		C
Eastbound Left	19.5	0.547	B	36.4	0.614	D
Eastbound Thru/Right	24.5	0.753	C	43.7	0.902	D
Westbound Left	21.3	0.207	C	34.2	0.475	C
Westbound Thru	24.1	0.265	C	37.0	0.375	D
Northbound Left	11.7	0.303	B	29.3	0.855	C
Northbound Thru	12.2	0.572	B	16.1	0.501	B
Southbound Left	9.7	0.078	A	13.7	0.060	B
Southbound Thru	17.1	0.887	B	29.9	0.951	C
Calle del Cielo & Cerrillos Rd	10.5		B	12.6		B
Eastbound Left	4.1	0.110	A	7.6	0.249	A
Eastbound Thru	7.4	0.454	A	8.1	0.452	A
Eastbound Right	3.6	0.020	A	4.0	0.016	A
Westbound Left	5.0	0.119	A	5.5	0.190	A
Westbound Thru	6.3	0.281	A	9.5	0.574	B
Westbound Right	3.6	0.039	A	3.7	0.061	A
Northbound Left	50.0	0.195	D	50.0	0.249	D
Northbound Thru/Right	59.0	0.739	E	58.6	0.716	E
Southbound Left	50.1	0.419	D	53.3	0.600	D
Southbound Thru	52.0	0.133	D	52.4	0.295	D
Southbound Right	48.4	0.250	D	49.7	0.480	D
Rufina St & Richards Ave	18.0		B	18.8		B
Eastbound Left	8.8	0.157	A	13.8	0.379	B
Eastbound Thru/Right	17.8	0.899	B	19.5	0.780	B
Westbound Left	13.0	0.234	B	14.0	0.333	B
Westbound Thru/Right	12.0	0.214	B	20.4	0.832	C
Northbound Left	17.0	0.189	B	15.0	0.473	B
Northbound Thru/Right	21.9	0.706	C	17.1	0.506	B
Southbound Left	17.5	0.154	B	15.3	0.095	B
Southbound Thru/Right	23.3	0.781	C	22.6	0.848	C

Table 7 2028 No Build Signalized Intersection Queue Summary			
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	125	100
Westbound Left	200	25	100
Northbound Left	220	25	125
Southbound Left	100	25	25
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	25
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	50	75
Southbound Left	70	100	150
Southbound Thru	210	25	75
Southbound Right	210	75	125
Rufina St & Richards Ave			
Eastbound Left	100	50	50
Westbound Left	175	25	50
Northbound Left	75	25	75
Southbound Left	90	25	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The study found that all unsignalized intersections operate at acceptable levels of service in the 2028 No Build condition with all movements at LOS C or better for both AM and PM peak hours.

For the 2028 No Build condition, the Rufina Street and Rufina Circle (west) intersection has eastbound and westbound approaches that are expected to operate at LOS A in the AM and PM peak hours. The northbound and southbound approaches are expected to operate at a LOS C in the AM and PM peak hours.

The Rufina Street and Rufina Circle (east) intersection has eastbound and westbound approaches that are expected to operate at LOS A in the AM and PM peak hours while the northbound approach operates at LOS B in the AM and PM peak hours. The southbound approach operates at a LOS B in the AM peak hour and LOS A in the PM peak hour.

The Rufina Circle and Calle del Cielo intersection is expected to operate at a LOS A for the eastbound approach, westbound approach, and northbound thru/right movement in both the AM and PM peak hours. The northbound left turning movement operates at LOS B in the AM and PM peak hours. The southbound approach operates at LOS A in the AM peak hour and LOS B in the PM peak hour. Table 8 shows the 2028 No Build Unsignalized Results.

Table 8 2028 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.7	0.01	0	A	8.3	0.01	0	A
Westbound Approach	TWLT	9.0	0.02	25	A	8.2	0.01	0	A
Northbound Approach	N/A	17.3	0.16	25	C	20.2	0.34	50	C
Southbound Approach	N/A	16.6	0.08	25	C	17.6	0.26	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.0	0.04	25	A	8.4	0.05	25	A
Northbound Approach	N/A	13.4	0.08	25	B	12.8	0.13	25	B
Southbound Approach	N/A	13.2	0.01	0	B	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.5	0.03	25	A	7.7	0.05	25	A
Northbound Left	210	10.4	0.10	25	B	12.6	0.23	25	B
Northbound Thru/Right	210	9.0	0.07	25	A	9.2	0.05	25	A
Southbound Approach	N/A	9.9	0.01	0	A	11.1	0.05	25	B
* - HCM 95 th percentile queue rounded to next 25-foot increment									

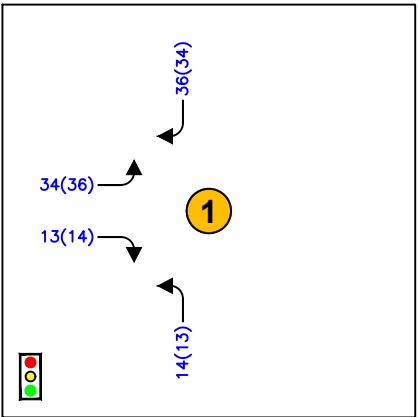
Again, the existing access points that will be utilized by the proposed development are in place in existing conditions although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational table above due to no turning movements into the existing site.

C:\Users\COVERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm

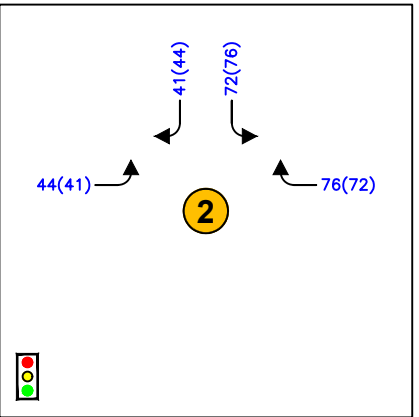


LEGEND

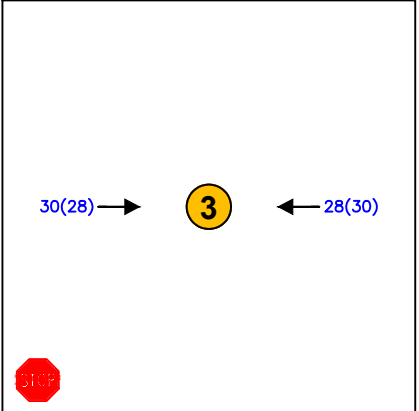
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



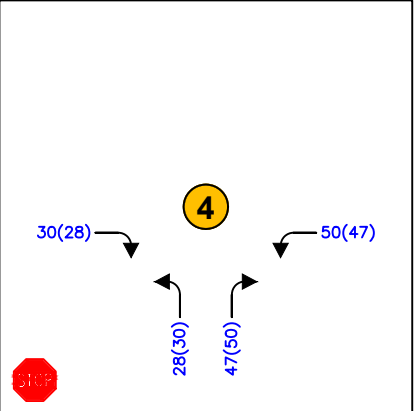
Rufina St / Siler Rd



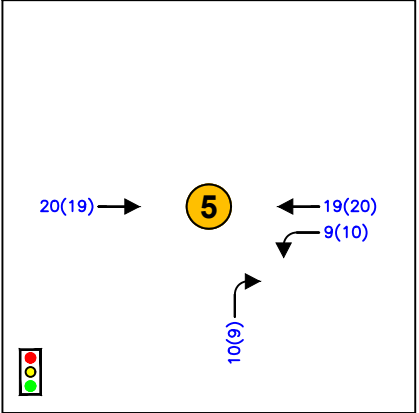
Calle Del Cielo / Cerrillos Rd



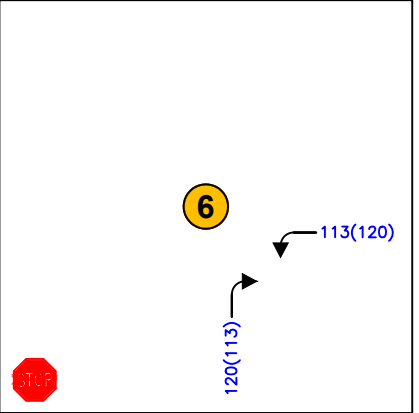
Rufina St / Rufina Circle (west)/Parkway Dr



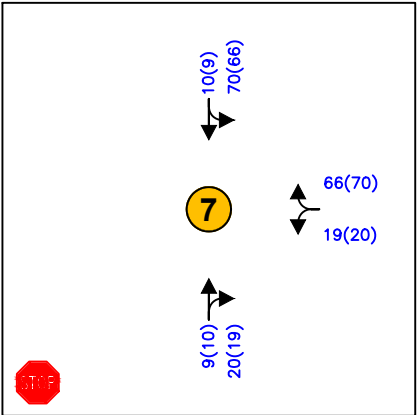
Rufina St / Rufina Circle (east)



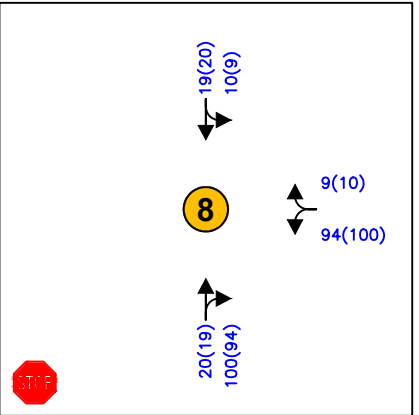
Rufina St / Richards Ave



Rufina Circle / Calle del Cielo



Rufina Circle / Access 1



Rufina Circle / Access 2

2. 2028 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 5) were assigned to the intersections using the trip assignment volumes shown in Figure 4. These trips were added to the 2028 No Build traffic projections to calculate the 2028 Build volumes. The 2028 Build Traffic Volumes are illustrated in Figure 6.

The study found that all signalized intersections operate at an overall acceptable level of service in the AM and PM peak hours. While the intersections operate at overall acceptable conditions, some individual movements see LOS E in the 2028 Build condition.

The Rufina Street and Siler Road intersection continues to operate with acceptable level of service with overall LOS B in the AM peak hour and LOS D during the PM peak hour. This intersection will see the eastbound left, eastbound through/right and northbound left turn movements decline in operation to LOS E during the PM peak hour. The northbound left turning movement 95th percentile queues extend past the developed left turn lane although a two way left turn lane exists for another 200 feet which can hold this queue.

Mitigation efforts were completed for the Rufina Street and Siler Road intersection by adding a dedicated eastbound right turn lane at the intersection. A summary of the mitigation operations is included in Table 10. This improved the overall operations to LOS C in the PM peak hour. The addition of this eastbound right turn lane is recommended for the future of this intersection. Additionally, signal timing adjustment should be considered to further improve the intersections operations.

The intersection of Calle del Cielo and Cerrillos Road also is expected to have turning movements that operate at LOS E and LOS F. The northbound thru/right turn movement continues to operate at LOS E in both the AM and PM peak hours and the southbound left movement declines to LOS E in the AM peak hour and LOS F during the PM peak hour for the 2028 Build condition. All other movements operate at LOS D or better. Even though the southbound left turning movement declined to LOS E, the 95th percentile queueing length was 94 feet in the AM peak hour and 229 feet during the PM peak hour. This is still comparable to the existing 95th percentile queue lengths associated with this movement. Because queue spillover occurred during the existing conditions, the development is not fully responsible although a portion is added to this movement through the intersection. It is recommended to redesign the median on Calle del Cielo to lengthen the southbound left turn movement storage. If the median is adjusted to be four to five feet for the entire length of the roadway, the southbound left turn lane could be lengthened to approximately 200 feet in length which would accommodate and AM peak 95th percentile queue but leave some of the PM peak queue beyond this storage lane.

Additional signal timing adjustments were completed on the PM peak hour of this intersection which is shown in Table 10. This signal adjustment helped to improve the southbound left turning 95th percentile queue length to a length of 200 feet. It is recommended to update the median on Calle del Cielo and complete signal timing adjustments at this intersection prior to the 2028 build scenario.

The Rufina Street and Richards Avenue intersection operates at an overall LOS B in the AM and PM peak hours for the 2028 Build condition. All movements at this intersection will operate at LOS C or better for both the AM and PM peak hours.

The 2028 Build capacity analysis for the signalized intersections is shown in Table 9 with the full intersection output included in Appendix F.

Table 9 2028 Build Signalized Intersection Results						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	18.6		B	44.9		D
Eastbound Left	23.6	0.642	C	57.1	0.770	E
Eastbound Thru/Right	27.3	0.806	C	66.2	0.927	E
Westbound Left	22.4	0.223	C	45.9	0.576	D
Westbound Thru	25.1	0.252	C	45.2	0.354	D
Northbound Left	12.8	0.366	B	59.8	0.891	E
Northbound Thru	11.9	0.552	B	17.3	0.469	B
Southbound Left	9.7	0.075	A	15.8	0.057	B
Southbound Thru	19.1	0.914	B	45.2	0.964	D
Calle del Cielo & Cerrillos Rd	13.3		B	15.9		B
Eastbound Left	4.6	0.209	A	11.0	0.430	B
Eastbound Thru	7.9	0.460	A	9.2	0.465	A
Eastbound Right	4.0	0.021	A	4.7	0.016	A
Westbound Left	5.4	0.121	A	6.4	0.195	A
Westbound Thru	7.1	0.288	A	11.2	0.595	B
Westbound Right	4.1	0.110	A	4.8	0.127	A
Northbound Left	50.0	0.182	D	47.8	0.217	D
Northbound Thru/Right	63.5	0.737	E	54.2	0.542	D
Southbound Left	71.4	0.798	E	84.2	0.889	F
Southbound Thru	50.8	0.117	D	50.0	0.237	D
Southbound Right	48.3	0.438	D	48.6	0.592	D
Rufina St & Richards Ave	18.7		B	19.3		B
Eastbound Left	8.8	0.158	A	14.0	0.386	B
Eastbound Thru/Right	18.3	0.905	B	20.0	0.796	B
Westbound Left	13.4	0.271	B	14.2	0.368	B
Westbound Thru/Right	12.1	0.232	B	21.0	0.841	C
Northbound Left	17.9	0.195	B	15.5	0.482	B
Northbound Thru/Right	24.1	0.746	C	17.9	0.530	B
Southbound Left	18.4	0.164	B	15.7	0.099	B
Southbound Thru/Right	24.4	0.788	C	23.1	0.851	C

Table 10 2028 Build Signalized Intersection Results - Mitigated						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd – Mitigated	17.8		B	33.5		C
Eastbound Left	23.7	0.625	C	48.1	0.761	D
Eastbound Thru	21.9	0.216	C	37.7	0.087	D
Eastbound Right	24.1	0.604	C	50.2	0.905	D
Westbound Left	21.9	0.142	C	38.8	0.209	D
Westbound Thru	25.2	0.274	C	45.9	0.474	D
Northbound Left	12.5	0.361	B	35.7	0.877	D
Northbound Thru	11.6	0.554	B	15.3	0.471	B
Southbound Left	9.5	0.084	A	13.5	0.056	B
Southbound Thru	18.4	0.914	B	30.4	0.950	C
Calle del Cielo & Cerrillos Rd - Mitigated	14.1		B	22.3		C
Eastbound Left	6.4	0.226	A	22.7	0.531	C
Eastbound Thru	11.0	0.497	B	18.8	0.579	B
Eastbound Right	5.8	0.022	A	10.3	0.020	B
Westbound Left	7.8	0.131	A	13.8	0.245	B
Westbound Thru	9.8	0.311	A	22.8	0.743	C
Westbound Right	4.8	0.113	A	4.9	0.127	A
Northbound Left	47.7	0.157	D	47.5	0.191	D
Northbound Thru/Right	54.2	0.557	D	53.9	0.531	D
Southbound Left	43.8	0.546	D	34.2	0.421	C
Southbound Thru	45.0	0.073	D	36.0	0.101	D
Southbound Right	42.5	0.314	D	33.9	0.310	C

Table 11 2028 Build Signalized Intersection Queue Summary				
Intersection	Provided Queue	2025 AM Peak	2025 PM Peak	2025 PM Peak Mitigation
		Queue* (ft)	Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd				
Eastbound Left	200	175	275	150
Eastbound Right	N/A	N/A	N/A	375
Westbound Left	200	50	125	100
Northbound Left	220	50	350	275
Southbound Left	100	25	25	25
Calle del Cielo & Cerrillos Rd				
Eastbound Left	160	25	50	75
Eastbound Right	270	25	25	25
Westbound Left	200	25	25	50
Westbound Right	150	50	50	50
Northbound Left	200	50	75	75
Southbound Left	70	100	250	200
Southbound Thru	210	25	75	50
Southbound Right	210	125	175	150
Rufina St & Richards Ave				
Eastbound Left	100	50	50	
Westbound Left	175	25	50	
Northbound Left	75	25	75	
Southbound Left	90	25	25	
* - HCM 95 th percentile queue rounded to next 25-foot increment				

The traffic analysis for the 2028 Build scenario found that all unsignalized intersections operate acceptably overall, with LOS C or better for all movements.

Table 12 summarizes the results for the unsignalized intersections for the 2028 Build scenario with the individual intersection output included in Appendix F.

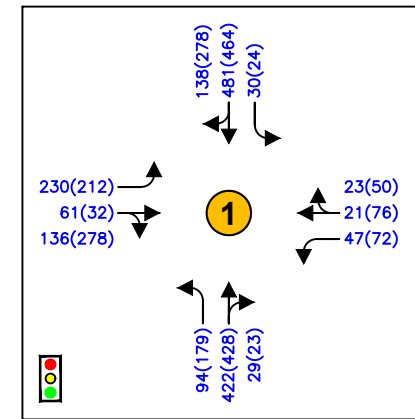
Table 12 2028 Build Unsignalized Intersection Results									
Intersection	Provided Queue	2028 AM Peak				2028 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.8	0.01	0	A	8.4	0.01	0	A
Westbound Approach	TWLT	9.1	0.02	25	A	8.3	0.02	0	A
Northbound Approach	N/A	18.3	0.17	25	C	21.8	0.36	50	C
Southbound Approach	N/A	17.6	0.09	25	C	18.7	0.28	50	C
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.7	0.00	0	A	8.5	0.00	0	A
Westbound Approach	TWLT	9.4	0.11	25	A	8.6	0.10	25	A
Northbound Approach	N/A	17.8	0.31	50	C	17.3	0.35	50	C
Southbound Approach	N/A	16.2	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.8	0.12	25	A	8.0	0.14	25	A
Northbound Left	210	15.1	0.18	25	C	21.1	0.39	50	C
Northbound Thru/Right	210	9.7	0.23	25	A	9.8	0.19	25	A
Southbound Approach	N/A	12.2	0.01	0	B	15.4	0.08	25	C
Rufina Circle & Access 1									
Westbound Approach		9.4	0.10	25	A	9.7	0.11	25	A
Southbound Left		7.5	0.05	25	A	7.5	0.05	25	A
Rufina Circle & Access 2									
Westbound Approach		10.3	0.14	25	B	10.8	0.16	25	B
Southbound Left		7.6	0.01	0	A	7.6	0.01	0	A
* - HCM 95 th percentile queue rounded to next 25-foot increment									

C:\Users\VERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm

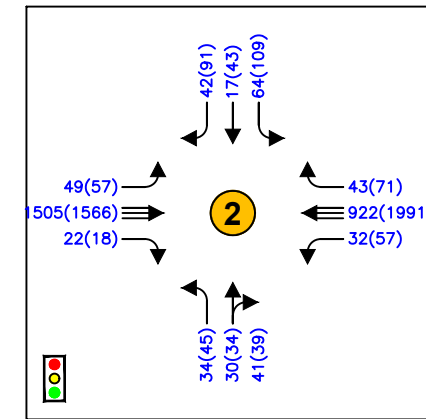


LEGEND

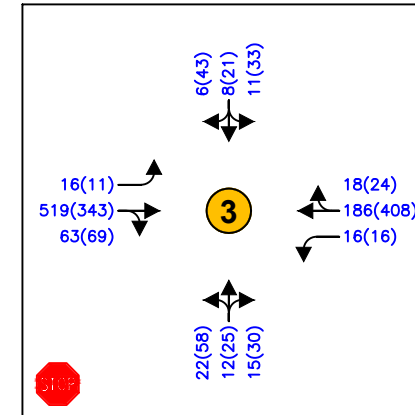
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



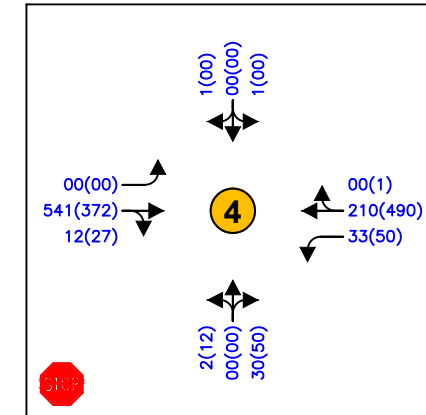
Rufina St / Siler Rd



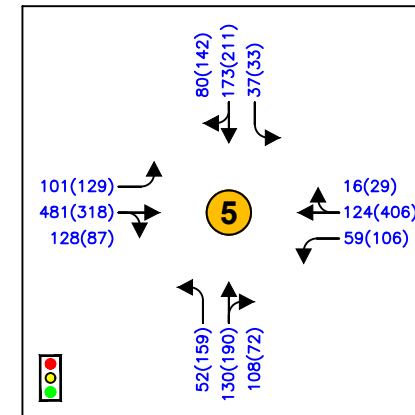
Calle Del Cielo / Cerrillos Rd



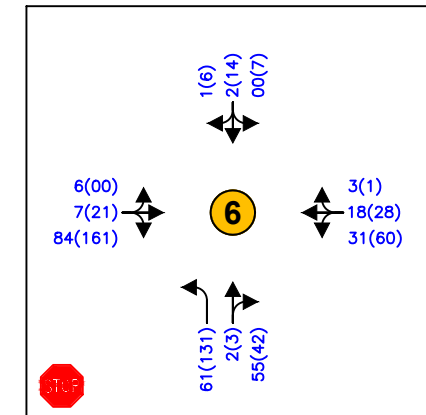
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

3. 2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2038 Horizon Year No Build analysis assumes the proposed development is not completed. Figure 7 shows the 2038 Horizon Year No Build peak hour volumes.

The traffic analysis found that all signalized intersections, except for the Rufina and Siler intersection, are expected to operate at an acceptable level of service in both the AM and PM peak hours. While these intersections operate overall acceptably, some individual movements are expected to operate at LOS E in the 2038 No Build conditions due to background traffic growth.

The Rufina and Siler intersection is expected to operate at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. During the AM peak hour all movements will operate at LOS D or better. The PM peak hour contains the eastbound left, eastbound through/right, westbound left, northbound left, and southbound through that will operate at LOS F. The westbound through/right will also operate at LOS E during the PM peak hour. Due to these deficiencies occurring in the no build scenario, the decline in operation is not due to the development traffic. The main issue driving this decline is the significant volume of northbound and southbound traffic at the intersection. In the no build a dedicated southbound right turn lane is warranted.

With this southbound right turn lane included in the no build scenario, all movements return to acceptable level which shows that if this was done prior to this development, no additional mitigations would need to be considered. In this area, Siler Road is fully developed on either side of the roadway and right-of-way appears to be exhausted by the roadway and sidewalks. If the City of Santa Fe desires to improve the operations of this intersection, additional right-of-way will be required. Because this all occurs prior to the development, this is the responsibility of the City. If the City requires the development to participate, it should be evaluated by all participants to determine the amount each party should contribute. This report shows that in 2028 build conditions, existing traffic makes up approximately 79% of this and development traffic adds 21%.

The intersection of Calle del Cielo and Cerrillos Road will continue to see the northbound through/right movement operate at LOS E during both peak hours. Recall that this movement in existing conditions was operating at LOS E.

At the Rufina and Richards intersection, all movements during both peak hours will operate at LOS D or better.

During the 2038 No build scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 117 feet during the AM peak hour and 181 feet during the PM peak hour. Again, the available queue storage for this movement is approximately 75 feet which results in queue spillover for this movement during both peak hours. If the development moves

forward mitigation strategies will improve this issue. If the development does not move forward, the City of Santa Fe should review this movement and make adjustments to lengthen this queue storage space since this is present in existing conditions and no build scenarios. If the development does move forward mitigations are shown in the build scenario of this report.

Table 13 summarizes the results for the 2038 No Build Signalized Intersection Results. The HCS outputs are included in Appendix G.

Table 13 2038 No Build Signalized Intersection Results						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	21.5		C	83.7		F
Eastbound Left	24.7	0.624	C	74.8	0.892	F
Eastbound Thru/Right	30.7	0.764	C	116.1	1.004	F
Westbound Left	30.3	0.260	C	152.3	0.987	F
Westbound Thru	34.7	0.427	C	59.8	0.394	E
Northbound Left	17.0	0.458	B	167.9	1.117	F
Northbound Thru	15.1	0.622	B	21.7	0.529	C
Southbound Left	11.4	0.099	B	20.0	0.075	B
Southbound Thru	21.7	0.935	C	83.9	1.040	F
Rufina St & Siler – Add Southbound Right				24.2		C
Eastbound Left				25.7	0.605	C
Eastbound Thru/Right				33.2	0.900	C
Westbound Left				25.2	0.458	C
Westbound Thru				27.4	0.378	C
Northbound Left				20.0	0.727	C
Northbound Thru				16.6	0.366	B
Southbound Left				15.8	0.078	B
Southbound Thru				27.1	0.876	C
Southbound Right				22.6	0.599	C
Calle del Cielo & Cerrillos Rd	12.3		B	14.7		B
Eastbound Left	4.9	0.154	A	14.7	0.359	B
Eastbound Thru	9.4	0.554	A	9.7	0.545	A
Eastbound Right	4.2	0.025	A	4.3	0.019	A
Westbound Left	7.0	0.174	A	7.5	0.275	A
Westbound Thru	7.6	0.343	A	12.0	0.693	B
Westbound Right	3.9	0.048	A	4.1	0.073	A
Northbound Left	49.0	0.207	D	49.1	0.285	D
Northbound Thru/Right	70.1	0.773	E	58.2	0.750	E
Southbound Left	48.7	0.460	D	61.2	0.716	E
Southbound Thru	50.5	0.133	D	52.0	0.332	D
Southbound Right	47.0	0.263	D	49.4	0.534	D
Rufina St & Richards Ave	22.9		C	26.5		C
Eastbound Left	9.8	0.183	A	17.2	0.530	B
Eastbound Thru/Right	22.1	0.931	C	27.2	0.834	C
Westbound Left	17.5	0.334	B	16.8	0.450	B
Westbound Thru/Right	13.2	0.215	B	30.2	0.881	C
Northbound Left	22.5	0.267	C	22.0	0.657	C
Northbound Thru/Right	29.3	0.770	C	20.6	0.568	C
Southbound Left	22.9	0.211	C	17.0	0.120	B
Southbound Thru/Right	30.8	0.829	C	34.9	0.895	C

Table 14 2038 No Build Signalized Intersection Queue Summary			
Intersection	Provided Queue	2038 AM Peak	2038 PM Peak
		Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd			
Eastbound Left	200	225	442
Westbound Left	200	50	184
Northbound Left	220	50	600
Southbound Left	100	25	50
Calle del Cielo & Cerrillos Rd			
Eastbound Left	160	25	50
Eastbound Right	270	25	25
Westbound Left	200	25	25
Westbound Right	150	25	25
Northbound Left	200	75	75
Southbound Left	70	125	175
Southbound Thru	210	50	75
Southbound Right	210	75	150
Rufina St & Richards Ave			
Eastbound Left	100	50	75
Westbound Left	175	50	75
Northbound Left	75	50	125
Southbound Left	90	50	25
* - HCM 95 th percentile queue rounded to next 25-foot increment			

The traffic analysis found in the 2038 No Build condition all unsignalized intersections operate at acceptable Levels of Service in both the AM and PM peak hours. While all unsignalized intersections are expected to operate overall acceptably in the horizon no build, the northbound approach for the Rufina Street and Rufina Circle (West) intersection is expected to operate at LOS E in the PM peak hour. Due to this deficiency occurring in the no build scenario, the decline in operation is not due to the development traffic.

All other movements for unsignalized intersection will operate at LOS C or better.

Table 15 summarizes the results for the 2038 No Build Unsignalized Intersection Results. The HCS outputs are included in Appendix G.

Again, the existing access points that will be utilized by the proposed development are in place in existing conditions although no traffic was documented leaving or entering this lot during traffic counting. Therefore access 1 and access 2 are not documented in the operational table above due to no turning movements into the existing site.

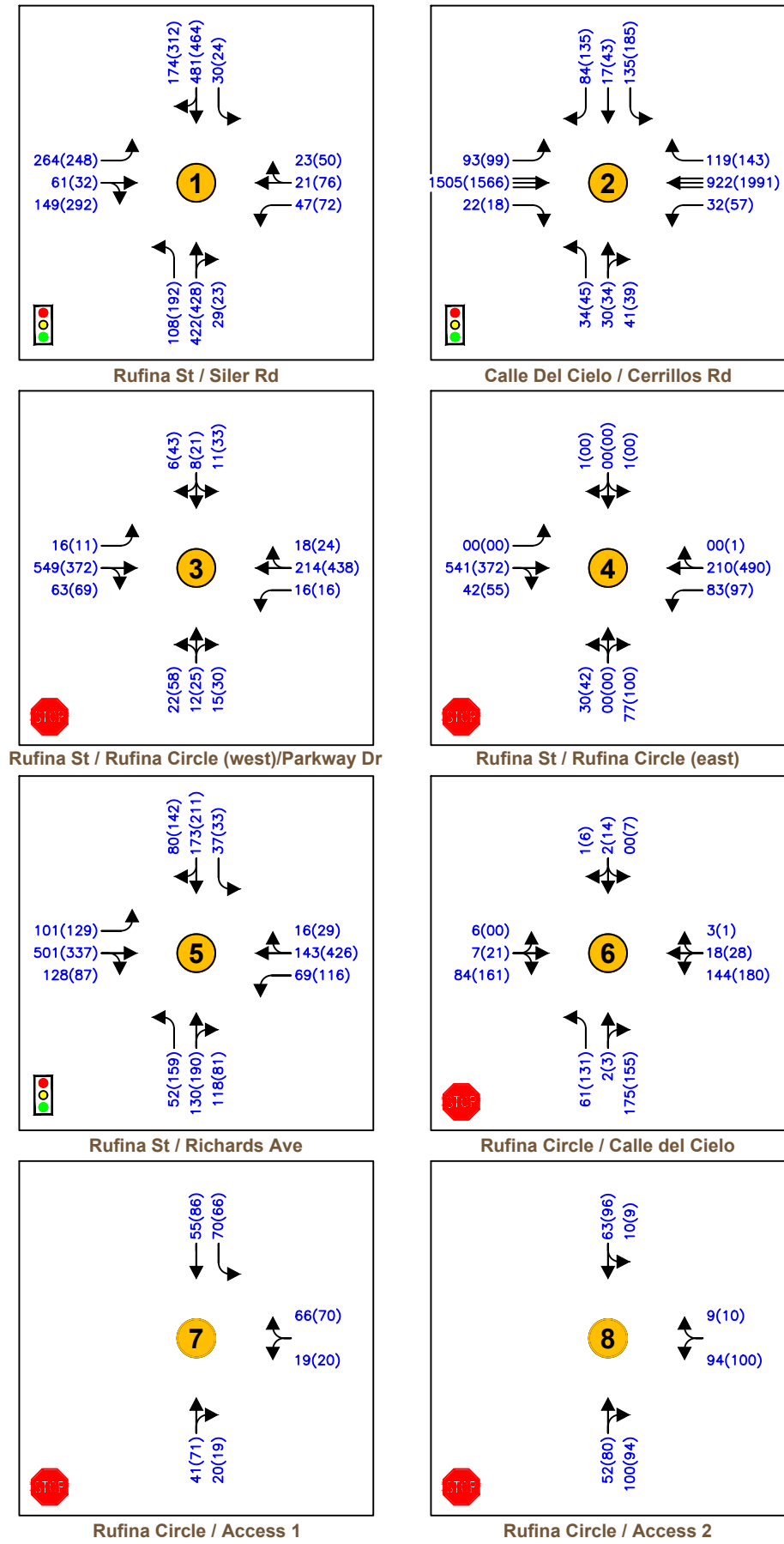
Table 15 2038 No Build Unsignalized Intersection Results									
Intersection	Provided Queue	2038 AM Peak				2038 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	7.9	0.02	25	A	8.8	0.02	0	A
Westbound Approach	TWLT	9.8	0.03	25	A	8.7	0.02	25	A
Northbound Approach	N/A	26.1	0.30	50	D	45.5	0.67	125	E
Southbound Approach	N/A	23.9	0.17	25	C	31.2	0.51	75	D
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.9	0.00	0	A	9.1	0.00	0	A
Westbound Approach	TWLT	9.9	0.07	25	A	8.9	0.07	25	A
Northbound Approach	N/A	17.0	0.14	25	C	16.0	0.22	25	C
Southbound Approach	N/A	16.7	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.01	0	A	7.3	0.00	0	A
Westbound Approach	N/A	7.6	0.04	25	A	8.0	0.07	25	A
Northbound Left	210	11.4	0.16	25	B	16.3	0.38	50	C
Northbound Thru/Right	210	9.2	0.10	25	A	9.5	0.08	25	A
Southbound Approach	N/A	10.6	0.01	0	B	12.3	0.08	25	B
* - HCM 95 th percentile queue rounded to next 25-foot increment									

C:\Users\VERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm



LEGEND

- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



4. 2038 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 5) were assigned to the intersections using the trip assignment volumes, shown in Figure 4. These trips were added to the 2038 Horizon Year No Build traffic projections to calculate the 2038 Build volumes. Figure 8 shows the 2038 Build Traffic Volumes.

The traffic analysis found that all signalized intersections, except for the Rufina and Siler intersection, are expected to operate at an overall acceptable level of service in both the AM and PM peak hours. While these intersections operate overall acceptably, some individual movements continue to operate at LOS E in the 2038 Build conditions, some due to background traffic growth that was introduced for the horizon year.

The Rufina and Siler intersection continues to operate at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. During the AM peak hour all movements operate at LOS D or better. The PM peak hour contains the eastbound left, eastbound through/right, westbound left, northbound left, and southbound through that will operate at LOS F. The westbound through/right will operate at LOS E during the PM peak hour. Due to these deficiencies presenting themselves in the no build scenario, the decline in operation is from the background traffic and not due to the development traffic. Mitigation was presented in the 2028 build scenario that added a dedicated eastbound right turn lane. This mitigation will be analyzed here as well.

The intersection of Calle del Cielo and Cerrillos Road will continue to see the northbound through/right movement operate at LOS E during both peak hours. The southbound left will decline to LOS E as well during the AM peak hour.

At the Rufina and Richards intersection all movements will operate at LOS D or better during both AM and PM peak hours.

During the 2038 build scenario, the intersection of Calle del Cielo and Cerrillos in the southbound left turn lane, the 95th percentile queue continues to lengthen to 229 feet during the AM peak hour and 269 feet during the PM peak hour. Mitigation was completed which improved the PM peak hour 95th percentile queue to 225 which is an improvement although additional improvements would require analysis of the Cerrillos Road signal system. Since the horizon year includes estimates of growth, these mitigation measures should be verified as this time gets closer. To improve the southbound left turn queue, additional queue storage should be constructed by adjustments to the existing median along Calle Del Cielo. As this storage length was not adequate prior to the development a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares. This report shows that in 2028 build conditions, existing traffic makes up approximately 47% of this and development traffic adds 53%.

The 2038 Build capacity analysis summary for the signalized intersections is shown in Table 16 with the individual intersection output included in Appendix H.

Table 16 2038 Build Signalized Intersection Results						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd	23.9		C	96.9		F
Eastbound Left	30.2	0.695	C	128.3	1.019	F
Eastbound Thru/Right	33.8	0.771	C	126.7	1.043	F
Westbound Left	34.8	0.274	C	152.3	0.987	F
Westbound Thru	39.9	0.478	D	59.8	0.394	E
Northbound Left	19.8	0.567	B	191.9	1.185	F
Northbound Thru	15.5	0.601	B	21.7	0.529	C
Southbound Left	11.8	0.096	B	20.0	0.075	B
Southbound Thru	23.5	0.944	C	98.6	1.084	F
Calle del Cielo & Cerrillos Rd	16.2		B	18.9		B
Eastbound Left	7.5	0.289	A	23.6	0.577	C
Eastbound Thru	13.0	0.600	B	11.2	0.564	B
Eastbound Right	4.9	0.025	A	5.1	0.019	A
Westbound Left	9.9	0.190	A	8.8	0.284	A
Westbound Thru	10.7	0.374	B	14.3	0.721	B
Westbound Right	4.4	0.120	A	5.3	0.141	A
Northbound Left	53.7	0.349	D	46.5	0.243	D
Northbound Thru/Right	58.7	0.771	E	53.1	0.561	D
Southbound Left	55.9	0.834	E	102.6	0.967	F
Southbound Thru	48.2	0.108	D	49.1	0.261	D
Southbound Right	52.0	0.586	D	49.5	0.623	D
Rufina St & Richards Ave	23.6		C	27.9		C
Eastbound Left	9.8	0.182	A	17.7	0.543	B
Eastbound Thru/Right	22.4	0.928	C	28.8	0.845	C
Westbound Left	18.3	0.375	B	17.2	0.494	B
Westbound Thru/Right	13.2	0.230	B	32.1	0.890	C
Northbound Left	23.8	0.239	C	23.3	0.673	C
Northbound Thru/Right	31.7	0.811	C	21.7	0.591	C
Southbound Left	24.3	0.228	C	17.6	0.125	B
Southbound Thru/Right	32.1	0.824	C	36.3	0.897	D

Table 17 2038 Build Signalized Intersection Results - Mitigated						
Intersection	2038 AM Peak			2038 PM Peak		
	Delay (sec)	V/C	LOS	Delay (sec)	V/C	LOS
Rufina St & Siler Rd – Mitigated	23.5		C	85.2		F
Eastbound Left	30.1	0.696	C	103.7	0.980	F
Eastbound Thru	28.5	0.202	C	44.3	0.091	D
Eastbound Right	31.2	0.551	C	61.1	0.939	E
Westbound Left	34.6	0.218	C	39.7	0.209	D
Westbound Thru	39.8	0.478	D	46.4	0.365	D
Northbound Left	19.8	0.567	B	174.1	1.181	F
Northbound Thru	15.5	0.601	B	21.5	0.564	C
Southbound Left	11.8	0.096	B	18.9	0.082	B
Southbound Thru	23.5	0.944	C	118.2	1.149	F
Calle del Cielo & Cerrillos Rd - Mitigated	19.1		B	23.7		C
Eastbound Left	11.0	0.324	B	28.3	0.664	C
Eastbound Thru	18.6	0.671	B	18.9	0.661	B
Eastbound Right	9.0	0.029	A	9.1	0.022	A
Westbound Left	14.5	0.214	B	15.4	0.332	B
Westbound Thru	15.1	0.419	B	24.8	0.845	C
Westbound Right	6.5	0.129	A	5.0	0.138	A
Northbound Left	43.1	0.146	D	47.5	0.222	D
Northbound Thru/Right	49.2	0.440	D	54.9	0.633	D
Southbound Left	36.2	0.430	D	37.5	0.534	D
Southbound Thru	37.8	0.056	D	38.8	0.138	D
Southbound Right	40.1	0.305	D	37.0	0.386	C

Table 18 2038 Build Signalized Intersection Queue Summary				
Intersection	Provided Queue	2038 AM Peak	2038 PM Peak	2038 PM Peak Mitigation
		Queue* (ft)	Queue* (ft)	Queue* (ft)
Rufina St & Siler Rd				
Eastbound Left	200	275	600	
Westbound Left	200	75	200	
Northbound Left	220	75	650	
Southbound Left	100	25	50	
Calle del Cielo & Cerrillos Rd				
Eastbound Left	160	50	100	100
Eastbound Right	270	25	25	25
Westbound Left	200	25	50	50
Westbound Right	150	50	50	50
Northbound Left	200	75	75	75
Southbound Left	70	225	275	225
Southbound Thru	210	50	75	75
Southbound Right	210	150	200	175
Rufina St & Richards Ave				
Eastbound Left	100	50	75	
Westbound Left	175	50	75	
Northbound Left	75	50	125	
Southbound Left	90	50	25	
* - HCM 95 th percentile queue rounded to next 25-foot increment				

For the 2038 Build condition, the study found that the Rufina and Rufina Circle (West) intersection saw a LOS F in the northbound approach and the Rufina and Calle del Cielo unsignalized intersection saw: LOS E on the northbound left movement. All other intersections operate overall acceptably in the AM and PM peak hours.

For the Rufina and Rufina Circle (West) intersection, the northbound approach will operate at LOS F during the PM peak hour. All other movements during both peak hours will operate at LOS D or better. This deficiency is also noted in the 2038 No Build condition and therefore is not caused by the development traffic.

The Rufina and Rufina Circle (East) intersection is expected to operate with all movements at LOS D or better in the AM and PM peak hour.

The northbound left turn movement at the Rufina Circle and Calle del Cielo intersection is expected to operate at LOS C in the AM peak hour and LOS E in the PM peak hour. Since this event only occurs for one hour out of the entire day in the future 2038 Build condition, the City should monitor this movement to determine the need for improvements.

The movements at both access driveways on Rufina Circle are expected to operate at LOS B or better in the AM and PM peak hour for the 2038 Build scenario.

Table 19 summarizes the 2038 Build Unsignalized Intersection Results with the HCS outputs included in Appendix H.

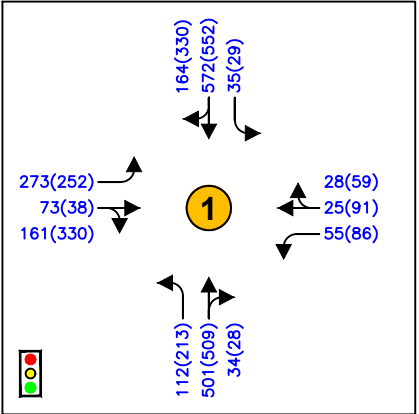
Table 19 2038 Build Unsignalized Intersection Results									
Intersection		2038 AM Peak				2038 PM Peak			
		Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Rufina St & Rufina Circle (West)									
Eastbound Approach	TWLT	8.0	0.02	25	A	8.9	0.02	0	A
Westbound Approach	TWLT	10.0	0.03	25	A	8.8	0.02	25	A
Northbound Approach	N/A	28.3	0.33	50	D	53.5	0.72	125	F
Southbound Approach	N/A	25.7	0.18	25	D	35.0	0.54	100	D
Rufina St & Rufina Circle (East)									
Eastbound Approach	TWLT	7.9	0.00	0	A	9.1	0.00	0	A
Westbound Approach	TWLT	10.5	0.14	25	B	9.3	0.13	25	A
Northbound Approach	N/A	26.1	0.45	75	D	25.8	0.51	75	D
Southbound Approach	N/A	25.0	0.01	0	C	0.0	0.00	0	A
Rufina Circle & Calle del Cielo									
Eastbound Approach	N/A	7.3	0.01	0	A	7.3	0.00	0	A
Westbound Approach	N/A	8.0	0.14	25	A	8.3	0.17	25	A
Northbound Left	210	17.8	0.27	50	C	37.3	0.65	125	E
Northbound Thru/Right	210	10.1	0.26	50	B	10.3	0.22	25	B
Southbound Approach	N/A	13.7	0.01	0	B	18.2	0.13	25	C
Rufina Circle & Access 1									
Westbound Approach	N/A	9.5	0.10	25	A	9.9	0.12	25	A
Southbound Left	N/A	7.5	0.05	25	A	7.6	0.05	25	A
Rufina Circle & Access 2									
Westbound Approach	N/A	10.5	0.15	25	B	11.3	0.17	25	B
Southbound Left	N/A	7.6	0.01	0	A	7.7	0.01	0	A
* - HCM 95 th percentile queue rounded to next 25-foot increment									

C:\Users\COVERMILLION\appdata\local\temp\AcPublish_8636\20260085_Figures.dwg Oct 06, 2025 - 4:47pm

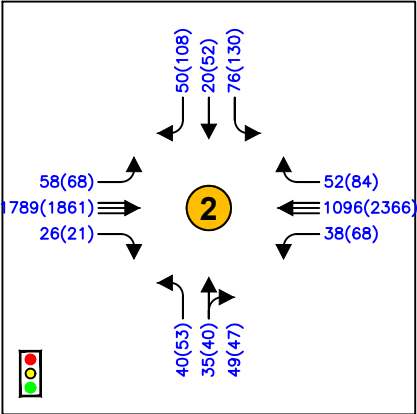


LEGEND

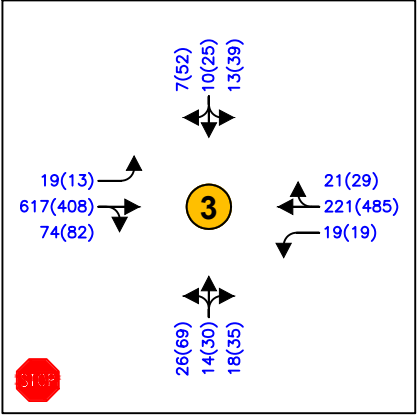
- Thru Lanes
(# as indicated)
- Turning Lanes
(# as indicated)
- 1234(1234) AM(PM) Traffic Counts



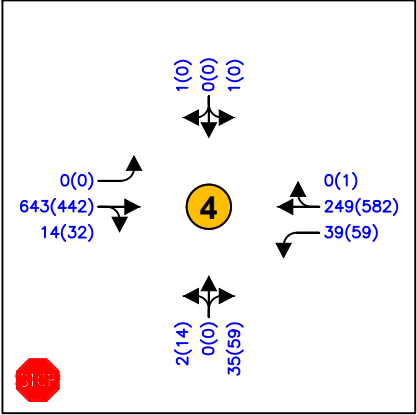
Rufina St / Siler Rd



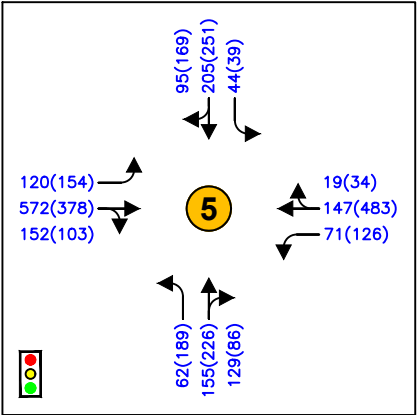
Calle Del Cielo / Cerrillos Rd



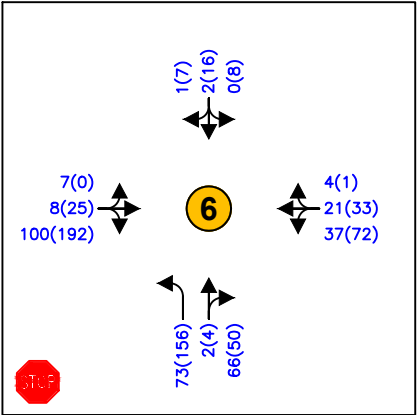
Rufina St / Rufina Circle (west)/Parkway Dr



Rufina St / Rufina Circle (east)



Rufina St / Richards Ave



Rufina Circle / Calle del Cielo

B. AUXILIARY LANE EVALUATION

Analyses of the Transportation Impact Analysis (TIA) Guidelines by the City of Santa Fe, were completed to determine the need to install new right turn or left turn lanes at any intersection as part of this study. Information to check these warrants is provided in Table 20 and Table 21.

The intersection of Rufina and Siler includes dedicated left turn lanes in all directions. Based on the volumes seen at the intersection during the peak hours, all left turn lanes are warranted and should remain. As discussed in the level of service analysis, the eastbound through movement falls to LOS E which indicates that mitigation may be required for this movement. As the volume of eastbound right turning traffic is high at this location, adding a dedicated eastbound right turning lane will improve the operations of this movement. Even though the right turn criteria is not met, it is recommended to install a dedicated right turning lane. This should be completed by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The Calle del Cielo and Cerrillos intersection currently includes all dedicated left turning lanes as shown in existing conditions. Additionally, all right turn lanes are warranted based on the volume of the major roadway (Cerrillos) in this area. Because the through movements northbound and southbound at this intersection are very minimal during both peak hours it is not necessary to add dedicated right turn lanes northbound or southbound. They are not warranted based on the operations of the signalized intersection.

At the intersection of Rufina and Richards, no additional turning lanes are warranted based on the warrant evaluation. The left turn lanes should remain in place at the intersection.

Rufina Street and Rufina Circle (West) includes an eastbound/westbound two way left turn lane on Rufina Street. This lane satisfies the warrant for the eastbound and westbound turn lanes at this intersection. The northbound and southbound left turn lanes are warranted but only the northbound is considered in this report due to the development having no additional trips associated with this movement. The northbound approach to this intersection should be restriped to include a dedicated left turning lane and a shared through/right turn lane to address the left turn lane warrant criteria. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

Rufina Street and Rufina Circle (East) also includes the eastbound/westbound two way left turn lane on Rufina Street. This lane satisfies the warrant for the westbound turn lane at this intersection. The northbound left turn lane is warranted and should be restriped to include a dedicated left turning lane and a shared through/right turn lane to address the left turn lane warrant criteria. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

Rufina Circle does not have a posted speed limit; however, the assumed speed limit is 25 MPH. The entire circle does not include any turn lanes at any of the driveways or intersections along it. Rufina Street includes a two-way left turn lane that operates as a dedicated left at both the intersections with Rufina Circle.

Rufina Circle and Calle del Cielo warrants a northbound left turn lane and a westbound left turn lane in the build scenario. The intersection has two lanes entering northbound which effectively makes one a dedicated left turn lane and the other a dedicated right turn lane based on the existing volumes at the intersection. A westbound left turn lane should be included at this intersection by restriping this area. On street parking would be effected as this area would end approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a 5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The development will see a maximum of 70 southbound vehicles turning left into Access 1 and a maximum of 20 vehicles turning northbound right. For Access 2, a maximum of 100 vehicles are expected to turn right into the site and a maximum of 10 vehicles are anticipated to turn left into the site. Based on the Santa Fe TIA Guidelines a right turn lane is not typically provided for speeds of 25 mph, which is the posted speed limit on Rufina Street. Additionally, because Rufina Circle includes bike lanes and on street parking it would impact these features to include right turn lanes. Right turn lanes are not recommended at these accesses. Based on The Santa Fe TIA Guidelines, a southbound left turn lane is warranted at Access 1 due to the southbound left turning volumes being greater than 30 vehicles during both peak hours. Therefore, it is recommended that a southbound left turn lane be striped and designated at Access 1 with project construction.

The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

The applicable tables from Santa Fe TIA Guidelines criteria are included in Appendix I for reference.

Table 20 Left Turn Lane Warrants						
Intersection/Movement	Build AM Peak			Build PM Peak		
	Turning Volume	Opposing Volume Per Lane	Warrant	Max Turning Volume	Opposing Volume Per Lane	Warrant
Rufina St & Siler Rd						
Eastbound Left	307	25	Yes	288	91	Yes
Westbound Left	55	73	Yes	86	38	Yes
Northbound Left	125	572	Yes	226	552	Yes
Southbound Left	35	501	Yes	29	509	Yes
Calle del Cielo & Cerrillos Rd						
Eastbound Left	102	365	Yes	109	789	Yes
Westbound Left	38	596	Yes	68	620	Yes
Northbound Left	40	20	Yes	53	52	Yes
Southbound Left	147	35	Yes	206	40	Yes
Rufina St & Richards Ave						
Eastbound Left	120	166	Yes	154	503	Yes
Westbound Left	80	592	Yes	136	397	Yes
Northbound Left	62	205	Yes	189	251	Yes
Southbound Left	44	155	Yes	39	226	Yes
Rufina St & Rufina Circle (West)						
Eastbound Left	19	249	Yes	13	515	Yes
Westbound Left	19	647	Yes	19	436	Yes
Northbound Left	26	10	No	69	25	Yes
Southbound Left	13	14	No	39	30	Yes
Rufina St & Rufina Circle (East)						
Westbound Left	89	643	Yes	106	442	Yes
Northbound Left	31	0	Yes	44	0	Yes
Rufina Circle & Calle del Cielo						
Eastbound Left	7	21	No	0	33	No
Westbound Left	149	8	Yes	192	25	Yes
Northbound Left	73	2	Yes	156	16	Yes
Rufina Circle & Access 1						
Southbound Left	70	52	Yes	66	92	Yes
Rufina Circle & Access 2						
Southbound Left	10	63	No	9	101	No

Table 21 Right Turn Lane Warrants						
	Build AM Peak			Build PM Peak		
Intersection/Movement	Turning Volume	Major-Road Volume (one direction)	Warrant	Max Turning Volume	Major-Road Volume (one direction)	Warrant
Rufina St & Siler Rd						
Eastbound Right	174	572	No	344	552	No
Westbound Right	28	501	No	59	509	No
Northbound Right	34	501	No	28	509	No
Southbound Right	200	572	No	364	552	No
Calle del Cielo & Cerrillos Rd						
Eastbound Right	26	1,789	Yes	21	1,861	Yes
Westbound Right	128	1,096	Yes	156	2,366	Yes
Northbound Right	49	1,789	Yes	47	1,861	Yes
Southbound Right	92	1,096	Yes	152	2,366	Yes
Rufina St & Richards Ave						
Eastbound Right	152	592	No	103	397	No
Westbound Right	19	166	No	34	503	No
Northbound Right	139	592	No	95	397	No
Southbound Right	95	166	No	169	503	No
Rufina St & Rufina Circle (West)						
Eastbound Right	74	647	No	82	436	No
Westbound Right	21	249	No	29	515	No
Northbound Right	18	647	No	35	436	No
Southbound Right	7	249	No	52	515	No
Rufina St & Rufina Circle (East)						
Eastbound Right	44	643	No	60	442	No
Northbound Right	82	643	No	109	442	No
Rufina Circle & Calle del Cielo						
Eastbound Right	100	2	No	192	16	No
Westbound Right	4	2	No	1	4	No
Northbound Right	186	2	No	163	4	No
Rufina Circle & Access 1						
Westbound Right	66	52	No	70	92	No
Northbound Right	20	52	No	19	92	No
Rufina Circle & Access 2						
Westbound Right	9	63	No	10	101	No
Northbound Right	100	63	No	94	101	No

VII. CRASH ANALYSIS

Crash data was collected for the years 2019 to 2023 for all intersections included in the scope of this study.

A. CERRILLOS AND CALLE DEL CIELO

The intersection of Cerrillos and Calle Del Cielo shows a total of 88 crashes occurring in the 5-year span. Crash trends were relatively consistent across the years, with the highest number occurring in 2019. Rear-end collisions were the most common crash type accounting for 31% of all crashes although a large portion of crash types were listed as not available. Crash severity was predominantly property damage only crashes with 39 crashes involving injury. No reports documented fatalities at this intersection during these years. The majority of the crashes occurred during daylight hours, while night time crashes were relatively infrequent.

Contributing factors suggest that following too closely and failure to yield right-of-way were the leading causes. Overall, the crash history indicates that congestion related behaviors, particularly rear-end collisions and right-of-way conflicts are the most significant safety concerns at this intersection.

A summary of these crash statistics for this intersection are included in Table 22.

Table 22 Cerrillos and Calle Del Cielo Crash Summary		
Category	Description	No. Crashes
	Total Crashes	88
Year	2019	22
	2020	17
	2021	21
	2022	12
	2023	16
Crash Type	Front-to-Rear	27
	Front-to-Side	14
	Sideswipe Collision	4
	Not Available	39
	Collision with Pedestrian(s)	3
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	20%
	% Collisions with Pedestrian / Fixed Object	5%
	% Rear-End Collisions	31%
Crash Severity	Property Damage Only	49
	Injury	39
	Fatality	0
Lighting Conditions	Daylight	73
	Night-Time - Lighted	13
	Night-Time - Not Lighted	2
Contributing Factors*	Cell Phone	3
	Failed to Yield Right of Way	22
	Improper Lane Change / Overtaking	7
	Disregarded Traffic Signal	4
	Excessive Speed	3
	Alcohol Involved	1
	Avoid Contact	3
	Driver Inattention	14
	Pedestrian Error	1
	Following too Closely	35

B. RUFINA AND SILER

The Rufina and Siler intersection saw a total of 33 crashes during the 5-year span. The majority of the crashes were rear-end collisions while sideswipes and front-to-side crashes were relatively infrequent although a notable number did not specify the crash type. Most crashes resulted in property damage only while 8 crashes involved injuries with no fatalities reported at the intersection. The majority of crashes occurred

during the daylight. Contributing factor data indicates that following too closely and driver inattention were the most frequent causes.

Overall, the crash data suggests that congestion related driver behaviors, particularly tailgating and inattention, are the primary safety issues at this intersection.

A summary of these crash statistics for this intersection are included in Table 23

Table 23 Rufina and Siler Crash Summary		
Category	Description	No. Crashes
	Total Crashes	32
Year	2019	8
	2020	5
	2021	8
	2022	5
	2023	6
Crash Type	Front-to-Rear	15
	Front-to-Side	1
	Sideswipe Collision	2
	Not Available	13
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	9%
	% Collisions with Pedestrian / Fixed Object	3%
	% Rear-End Collisions	17%
Crash Severity	Property Damage Only	24
	Injury	8
	Fatality	0
Lighting Conditions	Daylight	28
	Night-Time - Lighted	3
	Dusk	1
Contributing Factors*	Following too Closely	14
	Failed to Yield Right of Way	5
	Improper Brakes / Overtaking	2
	Disregarded Traffic Signal	2
	Excessive Speed	1
	Other Improper Driving	2
	Other , No Driver Error	21
	Driver Inattention	13

C. RUFINA AND RICHARDS

Between 2019 and 2023, a total of 42 crashes occurred at the intersection of Rufina and Richards. The highest year was 2021 which included 12 crashes. The most common crash types were rear-end collisions. There were also two pedestrian crashes and one crash with a fixed object, while 18 crashes were reported with unspecified

crash types. Overall, 29% of crashes involved angle collisions, 7% involved a pedestrian or fixed object, and 10% were rear-end collisions. In terms of severity, most crashes were property damage only, while 15 crashes resulted in injuries, and no fatalities were recorded. Lighting conditions indicate that the majority of crashes occurred in daylight, with fewer crashes reported at night, dawn, or in unlit conditions. Contributing factors highlight following too closely, driver inattention, and failure to yield right-of-way as the primary causes, with smaller contributions from improper driving, excessive speed, and traffic signal violations.

Overall, the crash history suggests that driver behavior-related issues, particularly tailgating, inattention, and right-of-way conflicts, are the main safety concerns at this location.

A summary of these crash statistics for this intersection are included in Table 24.

Table 24 Rufina and Richards Crash Summary		
Category	Description	No. Crashes
	Total Crashes	42
Year	2019	8
	2020	8
	2021	12
	2022	8
	2023	6
Crash Type	Front-to-Rear	9
	Front-to-Side	7
	Sideswipe Collision	4
	Rear-to-Side	1
	Not Available	18
	Collision with Pedestrian	2
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	29%
	% Collisions with Pedestrian / Fixed Object	7%
	% Rear-End Collisions	10%
Crash Severity	Property Damage Only	27
	Injury	15
	Fatality	0
Lighting Conditions	Daylight	28
	Dawn	2
	Night-Time - Lighted	10
	Night-Time - Not Lighted	2
Contributing Factors*	Following too Closely	12
	Failed to Yield Right of Way	10
	Improper Driving	6
	Disregarded Traffic Signal	1
	Excessive Speed	2
	Pedestrian Error	1
	Driver Inattention	11
	Other , No Driver Error	30

D. RUFINA STREET AND RUFINA CIRCLE (EAST)

The intersection of Rufina Street and Rufina Circle had 3 crashes that occurred in the 5-year time frame. The only documented crash type was one crash with a fixed object. Two crashes occurred with property damage only and one occurred with injury. All crashes occurred during daylight.

A summary of these crash statistics for this intersection are included in Table 25.

Table 25 Rufina Street and Rufina Circle (East) Crash Summary		
Category	Description	No. Crashes
	Total Crashes	3
Year	2019	1
	2020	1
	2021	0
	2022	1
	2023	0
Crash Type	Not Available	2
	Collision with Fixed Object	1
	% Collisions with Another Vehicle at an Angle	0%
	% Collisions with Pedestrian / Fixed Object	33%
	% Rear-End Collisions	0%
Crash Severity	Property Damage Only	2
	Injury	1
	Fatality	0
Lighting Conditions	Daylight	3
Contributing Factors*	Other Improper Driving	1
	Not Available	2

E. RUFINA STREET AND RUFINA CIRCLE (WEST)

From 2019 to 2023, a total of 16 crashes were reported at the intersection of Rufina Street and Rufina Circle (West). The most common crash type was front-to-side collisions, followed by sideswipe collisions and one rear-end collision, while 6 crashes were reported with no crash type available. There was also one pedestrian crash, representing 6% of all crashes. Overall, half of all crashes (50%) involved angle collisions, while rear-end crashes were relatively rare (6%). Most crashes resulted in property damage only while 4 crashes involved injuries, and no fatalities were recorded. The majority occurred during daylight with a smaller number happening at

night under both lighted and unlighted conditions. Contributing factors show that failure to yield right-of-way and improper overtaking/driving were the leading causes, with additional contributions from driver inattention, following too closely, speeding, and stop sign violations.

Overall, the crash history suggests that angle-related conflicts and right-of-way issues are the primary safety concerns at this intersection, with driver errors and aggressive maneuvers contributing to crash risk.

A summary of these crash statistics for this intersection are included in Table 26.

Table 26 Rufina Street and Rufina Circle (West) Crash Summary		
Category	Description	No. Crashes
	Total Crashes	16
Year	2019	3
	2020	2
	2021	2
	2022	3
	2023	6
Crash Type	Front-to-Rear	1
	Front-to-Side	5
	Sideswipe Collision	3
	Not Available	6
	Collision with Pedestrian	1
	% Collisions with Another Vehicle at an Angle	50%
	% Collisions with Pedestrian / Fixed Object	6%
	% Rear-End Collisions	6%
Crash Severity	Property Damage Only	12
	Injury	4
	Fatality	0
Lighting Conditions	Daylight	11
	Night-Time - Lighted	3
	Night-Time - Not Lighted	2
Contributing Factors*	Following too Closely	2
	Failed to Yield Right of Way	6
	Improper Overtaking / Driving	5
	Disregarded Stop Sign	1
	Excessive Speed	2
	Drove Left of Center	1
	Driver Inattention	2
	Other , No Driver Error	13

F. RUFINA CIRCLE AND CALLE DEL CIELO

The intersection of Rufina Circle and Calle Del Cielo had no reported traffic collisions from 2019 to 2023.

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found that all intersections operate acceptably overall in the 2028 Build scenario. The eastbound left, eastbound thru/right, and the northbound left turning movements at the signalized intersection of Rufina Street and Siler Road operate at LOS E in the PM peak hour. To improve the eastbound movement, this approach should be restriped to remove on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 200 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

The northbound thru/right turn movement at the Calle del Cielo and Cerrillos Road intersection continues to operate at LOS E during both peak hours, while the southbound left turn movement degrades to LOS E in the AM peak hour due to the development traffic. With this decline and increase in queue distance needed, it is recommended to complete median modifications on the north side of this intersection along Calle del Cielo to adequately store the queue that will develop. The median should be a maximum of 5' with a 10' left turn lane, a 10' southbound through lane, and a 10' dedicated right turn lane. Additionally, traffic signal timing adjustments should be completed at the intersection to help address this issue. As this storage length was not adequate prior to the development, a cost share of this improvement should be evaluated between the City of Santa Fe and the developer to determine appropriate shares.

In the 2038 Build scenario, the Rufina Street and Rufina Circle (east) intersection and the two new access driveways on Rufina Circle will operate overall acceptably. The northbound left turn lane at both the East and West intersections of Rufina Street and Rufina Circle is recommended to be installed to address City of Santa Fe turn lane warrants.

At the Rufina Circle and Calle del Cielo the westbound left turn lane is warranted and should be installed. This lane should be a minimum of 50' and include a taper length as determined by the MUTCD and prescribed in the City of Sanat Fe standards.

Lastly, Rufina Circle and Access 1 meets warrants for a left turn lane at the entrance to the development. This left turn lane should be 50 feet in length for storage with a

taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards. All other turning movement volumes do not meet turn lane thresholds at either access.

B. RECOMMENDATIONS

- Install a southbound left turn lane at Rufina Circle and Access 1 with striping modifications. This will include removal of on-street parking and installation of the left turn lane by shifting the northbound lane, southbound lane, and bike lanes to incorporate an 11 foot left turning lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as prescribed in the City of Santa Fe standards.
- Install an Eastbound dedicated right turn lane at the intersection of Rufina Street and Siler Road. This lane should be accomplished by striping by removing on street parking near the intersection and including one 10' wide westbound lane leaving the intersection, a 10' wide dedicated eastbound left turn lane, one 10' eastbound through lane, and one 10' dedicated eastbound right turning lane. The dedicated right turn lane should include 225 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards
- Median modifications should be completed at the Cerrillos and Calle de Cielo intersection. The median should be a maximum of 5 feet and the southbound lanes should include a 10' right turn lane, a 10' through lane, and a 10' left turn lane. These lanes should extend the full length of Calle de Cielo from Cerrillos to Rufina Circle.
- The northbound approach at the intersection of Rufina Street and Rufina Circle (West) should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- At the intersection of Rufina Street and Rufina Circle (East), the northbound approach should be restriped to remove on street parking near the intersection. New striping should include a 5' bike lane, a 10' dedicated left turning lane and a 10' shared through/right turn lane. The dedicated left turn lane should include 50 feet for storage along with the

taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.

- Rufina Circle and Calle del Cielo warrants a westbound left turn lane. This lane should be included at this intersection through restriping. On street parking would be removed approximately 100 feet prior to the intersection. The roadway is recommended to be restriped to include a 5' bike lane, a 10' westbound through lane, and a 10' westbound left turn lane. The dedicated left turn lane should include 50 feet for storage along with the taper length as determined by the MUTCD and prescribed in the City of Santa Fe standards.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.

APPENDIX A:
SANTA FE ROADWAY FUNCTIONAL CLASSIFICATIONS

FUNCTIONAL CLASSIFICATION OF ROADWAYS IN THE SANTA FE MPO PLANNING AREA APPROVED BY FHWA ON 03/15/16

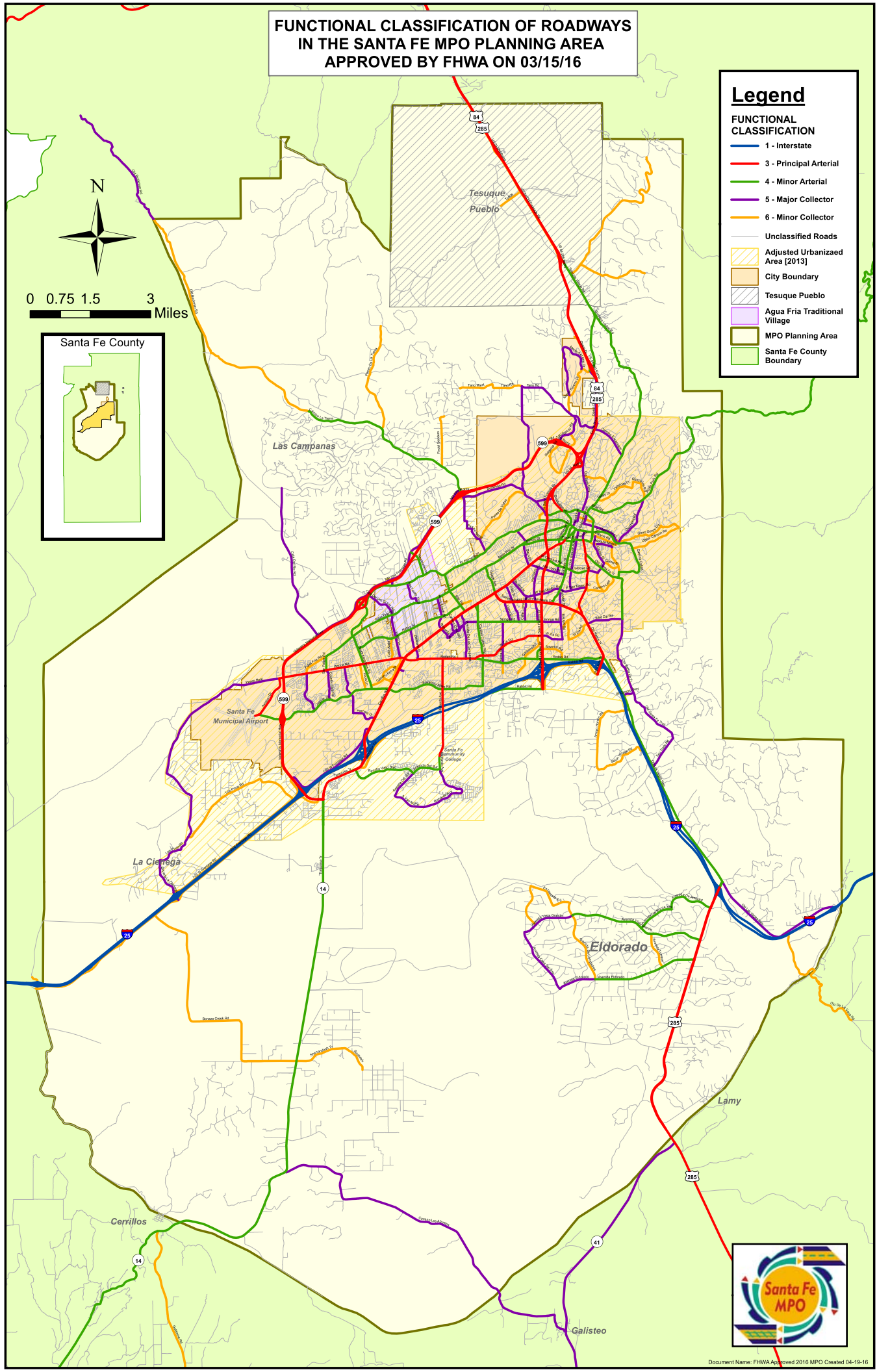
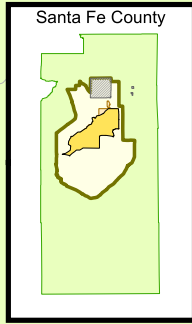
Legend

FUNCTIONAL CLASSIFICATION

- 1 - Interstate
- 3 - Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- Unclassified Roads
- Adjusted Urbanized Area [2013]
- City Boundary
- Tesuque Pueblo
- Agua Fria Traditional Village
- MPO Planning Area
- Santa Fe County Boundary



0 0.75 1.5 3 Miles

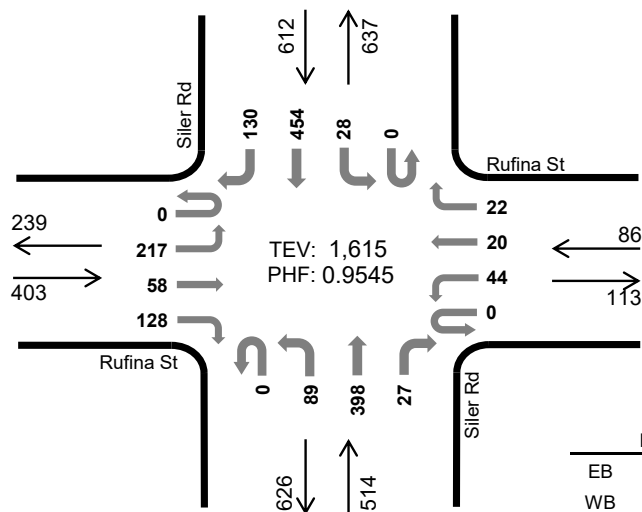


APPENDIX B: EXISTING DATA

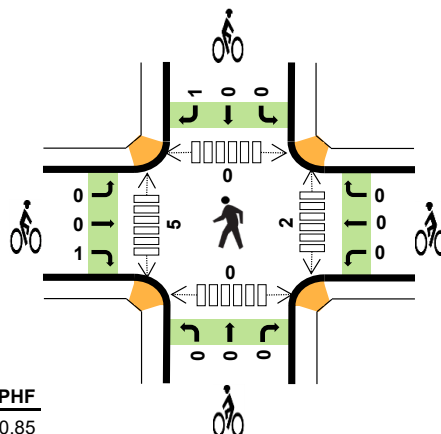
Siler Rd Rufina St



Peak Hour



Date: 7/9/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	3%	0.85
WB	8%	0.65
NB	4%	0.87
SB	5%	0.94
TOTAL	4%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	56	9	34	0	9	4	2	0	31	111	6	0	4	114	36	416	0
8:00 AM		0	66	19	33	0	7	4	7	0	20	102	3	0	11	118	33	423	0
8:15 AM		0	54	18	31	0	8	7	5	0	18	91	10	0	7	96	31	376	0
8:30 AM		0	41	12	30	0	20	5	8	0	20	94	8	0	6	126	30	400	1,615
Pk Hr	All	0	217	58	128	0	44	20	22	0	89	398	27	0	28	454	130	1,615	
	HV	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	68	
	HV%	-	5%	0%	3%	-	9%	0%	14%	-	0%	5%	4%	-	4%	5%	5%	4%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	2	4	9	15	0	0	0	0	0	1	1	0	0	2
8:00 AM	2	1	4	4	11	0	0	0	0	0	0	2	0	0	2
8:15 AM	6	1	7	8	22	0	0	0	0	0	0	1	0	0	1
8:30 AM	6	3	4	7	20	1	0	0	1	2	1	1	0	0	2
Peak Hour	14	7	19	28	68	1	0	0	1	2	2	5	0	0	7

Count Summaries - All Vehicles

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	8	0	10	0	4	2	0	0	2	21	1	0	0	22	10	80	0	
6:15 AM	0	15	1	4	0	0	0	0	0	11	18	1	0	1	30	4	85	0	
6:30 AM	0	23	1	6	0	1	2	0	0	9	35	2	0	2	26	6	113	0	
6:45 AM	0	16	11	17	0	5	2	1	0	19	52	3	0	2	48	16	192	470	
7:00 AM	0	30	5	18	0	7	0	6	0	13	53	1	0	4	56	18	211	601	
7:15 AM	0	48	11	13	0	3	1	1	0	15	67	5	0	4	61	13	242	758	
7:30 AM	0	63	8	25	0	4	4	2	0	12	76	4	0	8	92	25	323	968	
7:45 AM	0	56	9	34	0	9	4	2	0	31	111	6	0	4	114	36	416	1,192	
8:00 AM	0	66	19	33	0	7	4	7	0	20	102	3	0	11	118	33	423	1,404	
8:15 AM	0	54	18	31	0	8	7	5	0	18	91	10	0	7	96	31	376	1,538	
8:30 AM	0	41	12	30	0	20	5	8	0	20	94	8	0	6	126	30	400	1,615	
8:45 AM	0	44	12	35	0	13	3	3	0	27	100	6	0	3	123	35	404	1,603	
Count Total	0	464	107	256	0	81	34	35	0	197	820	50	0	52	912	257	3,265		
Pk Hr	All	0	217	58	128	0	44	20	22	0	89	398	27	0	28	454	130	1,615	
	HV	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	68	
	HV%	-	5%	0%	3%	-	9%	0%	14%	-	0%	5%	4%	-	4%	5%	5%	4%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	1	2	5	0	0	0	0	0	0	0	0	1	1
6:30 AM	1	1	2	4	8	0	0	0	0	0	1	0	0	0	1
6:45 AM	1	0	2	7	10	0	0	0	0	0	0	0	1	0	1
7:00 AM	1	2	7	4	14	0	0	0	0	0	0	2	1	0	3
7:15 AM	0	0	2	4	6	6	1	0	5	12	1	1	0	0	2
7:30 AM	3	1	5	7	16	0	0	1	0	1	1	0	0	0	1
7:45 AM	0	2	4	9	15	0	0	0	0	0	1	1	0	0	2
8:00 AM	2	1	4	4	11	0	0	0	0	0	0	2	0	0	2
8:15 AM	6	1	7	8	22	0	0	0	0	0	0	1	0	0	1
8:30 AM	6	3	4	7	20	1	0	0	1	2	1	1	0	0	2
8:45 AM	5	1	6	12	24	0	0	0	0	0	0	0	0	0	0
Count Total	28	12	44	70	154	7	1	1	6	15	5	8	2	1	16
Peak Hour	14	7	19	28	68	1	0	0	1	2	2	5	0	0	7

Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0
6:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	5	0
6:30 AM	0	0	0	1	0	0	1	0	0	0	2	0	0	0	3	1	0	8	0
6:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	1	5	1	0	10	26
7:00 AM	0	1	0	0	0	1	0	1	0	0	7	0	0	0	4	0	0	14	37
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	6	38
7:30 AM	0	0	1	2	0	1	0	0	0	0	5	0	0	1	4	2	0	16	46
7:45 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	7	2	0	15	51
8:00 AM	0	2	0	0	0	0	0	1	0	0	4	0	0	1	3	0	0	11	48
8:15 AM	0	3	0	3	0	1	0	0	0	0	7	0	0	0	5	3	0	22	64
8:30 AM	0	5	0	1	0	2	0	1	0	0	3	1	0	0	6	1	0	20	68
8:45 AM	0	2	0	3	0	1	0	0	0	2	4	0	0	0	9	3	0	24	77
Count Total	0	15	1	12	0	7	1	4	0	4	39	1	0	3	53	14	0	154	
Pk Hr Heavy	0	10	0	4	0	4	0	3	0	0	18	1	0	1	21	6	0	68	

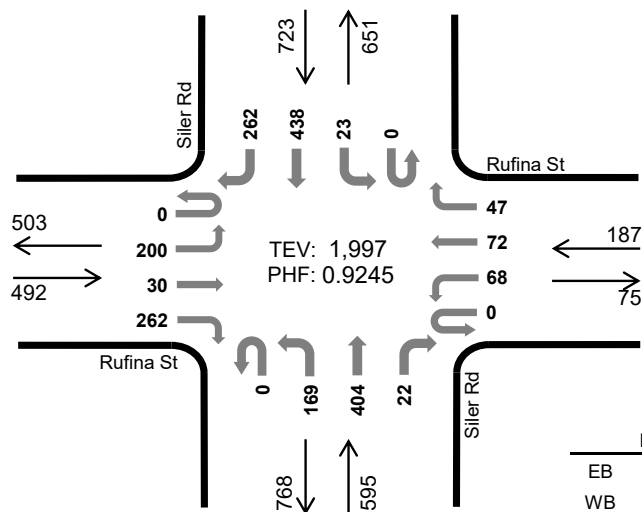
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	5	12	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	7	0	0	0	1	0	0	1	0	0	0	0	6	15	
Pk Hr Bike	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	

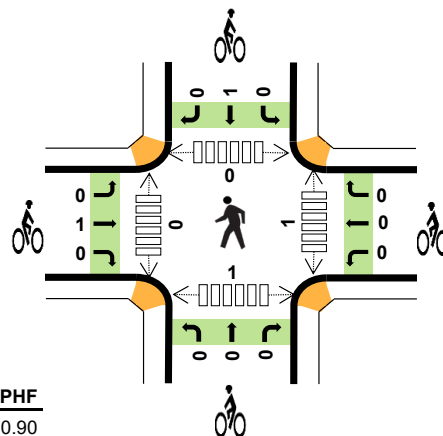
Siler Rd Rufina St



Peak Hour



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.90
WB	2%	0.75
NB	2%	0.85
SB	1%	0.92
TOTAL	1%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	57	6	59	0	13	17	13	0	46	88	6	0	3	119	59	486	0
4:45 PM		0	53	10	59	0	19	12	19	0	39	93	4	0	8	104	59	479	0
5:00 PM		0	37	7	67	0	24	26	12	0	32	106	6	0	6	102	67	492	0
5:15 PM		0	53	7	77	0	12	17	3	0	52	117	6	0	6	113	77	540	1,997
Pk Hr	All	0	200	30	262	0	68	72	47	0	169	404	22	0	23	438	262	1,997	
	HV	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	
	HV%	-	2%	3%	0%	-	0%	1%	4%	-	1%	2%	0%	-	9%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	2	1	1	3	7	0	0	0	1	1	1	0	0	1	2
4:45 PM	2	1	1	4	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	7	2	10	1	0	0	0	1	0	0	0	0	0
Peak Hour	5	3	12	9	29	1	0	0	1	2	1	0	0	1	2

Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	43	16	54	0	17	11	5	0	35	101	5	0	7	96	54	444	0
3:15 PM		0	51	6	40	0	20	9	6	0	48	99	7	0	3	115	40	444	0
3:30 PM		0	48	10	41	0	9	11	5	0	36	84	3	0	5	95	41	388	0
3:45 PM		0	35	12	70	0	15	11	7	0	37	92	6	0	7	117	70	479	1,755
4:00 PM		0	46	8	50	0	19	20	11	0	47	102	5	0	3	93	50	454	1,765
4:15 PM		0	51	10	58	0	23	15	5	0	47	103	5	0	5	116	58	496	1,817
4:30 PM		0	57	6	59	0	13	17	13	0	46	88	6	0	3	119	59	486	1,915
4:45 PM		0	53	10	59	0	19	12	19	0	39	93	4	0	8	104	59	479	1,915
5:00 PM		0	37	7	67	0	24	26	12	0	32	106	6	0	6	102	67	492	1,953
5:15 PM		0	53	7	77	0	12	17	3	0	52	117	6	0	6	113	77	540	1,997
5:30 PM		0	41	6	60	0	18	19	6	0	59	77	5	0	1	98	60	450	1,961
5:45 PM		0	37	5	34	0	13	12	5	0	41	69	5	0	3	91	35	350	1,832
Count Total		0	552	103	669	0	202	180	97	0	519	1,131	63	0	57	1,259	670	5,502	
Pk Hr	All	0	200	30	262	0	68	72	47	0	169	404	22	0	23	438	262	1,997	
	HV	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	
	HV%	-	2%	3%	0%	-	0%	1%	4%	-	1%	2%	0%	-	9%	1%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	0	2	8	6	16	0	0	1	0	1	1	0	0	0	1
3:15 PM	5	2	2	5	14	0	0	0	0	0	0	1	0	0	1
3:30 PM	4	0	4	5	13	0	0	0	0	0	0	0	0	1	1
3:45 PM	7	1	5	6	19	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	3	2	7	0	0	0	0	0	1	1	0	0	2
4:15 PM	3	2	5	3	13	0	0	0	0	0	0	1	0	0	1
4:30 PM	2	1	1	3	7	0	0	0	1	1	1	0	0	1	2
4:45 PM	2	1	1	4	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	7	2	10	1	0	0	0	1	0	0	0	0	0
5:30 PM	3	2	1	4	10	0	0	0	0	0	0	1	0	0	1
5:45 PM	1	2	1	2	6	0	0	0	0	0	0	1	0	0	1
Count Total	30	14	41	42	127	1	0	1	1	3	3	5	0	2	10
Peak Hour	5	3	12	9	29	1	0	0	1	2	1	0	0	1	2

Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	1	1	0	0	7	1	0	0	6	0	16	0
3:15 PM	0	3	0	2	0	2	0	0	0	0	2	0	0	0	3	2	14	0
3:30 PM	0	1	0	3	0	0	0	0	0	1	3	0	0	0	2	3	13	0
3:45 PM	0	2	1	4	0	1	0	0	0	1	4	0	0	0	2	4	19	62
4:00 PM	0	1	0	1	0	0	0	0	0	2	1	0	0	0	1	1	7	53
4:15 PM	0	0	2	1	0	2	0	0	0	1	4	0	0	0	2	1	13	52
4:30 PM	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3	0	7	46
4:45 PM	0	1	0	1	0	0	0	1	0	1	0	0	0	1	2	1	8	35
5:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4	32
5:15 PM	0	0	1	0	0	0	0	0	0	0	7	0	0	1	1	0	10	29
5:30 PM	0	1	0	2	0	0	1	1	0	1	0	0	0	0	1	3	10	32
5:45 PM	0	0	0	1	0	1	1	0	0	1	0	0	0	0	1	1	6	30
Count Total	0	11	4	15	0	6	4	4	0	9	31	1	0	2	24	16	127	
Pk Hr Heavy	0	3	1	1	0	0	1	2	0	2	10	0	0	2	6	1	29	

Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Siler Rd				Siler Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	

Count Summaries - All Vehicles

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	3	92	0	0	1	57	4	0	1	1	1	0	4	1	1	166	0	
6:15 AM	1	3	146	1	0	1	56	1	0	1	2	2	0	2	0	3	219	0	
6:30 AM	0	5	165	2	1	0	78	0	0	4	1	1	0	3	1	4	265	0	
6:45 AM	0	3	220	0	0	2	118	5	0	2	1	3	0	4	0	0	358	1,008	
7:00 AM	1	11	224	0	0	4	106	4	0	0	5	2	0	7	1	3	368	1,210	
7:15 AM	0	11	321	1	2	1	137	7	0	5	6	8	0	2	2	2	505	1,496	
7:30 AM	0	11	369	2	1	2	165	9	0	4	7	9	0	9	2	6	596	1,827	
7:45 AM	0	4	456	7	2	2	203	4	0	5	10	7	0	16	1	3	720	2,189	
8:00 AM	1	20	404	4	1	3	180	12	0	6	11	12	0	14	6	11	685	2,506	
8:15 AM	1	1	312	7	2	3	197	5	0	3	7	10	0	12	3	11	574	2,575	
8:30 AM	0	12	342	6	3	9	230	9	0	11	4	6	0	17	3	9	661	2,640	
8:45 AM	0	11	362	4	2	7	263	15	0	12	6	11	0	17	4	9	723	2,643	
Count Total		4	95	3,413	34	14	35	1,790	75	0	54	61	72	0	107	24	62	5,840	
Pk Hr	All	2	44	1,420	21	8	22	870	41	0	32	28	39	0	60	16	40	2,643	
	HV	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	
	HV%	0%	7%	3%	0%	0%	0%	4%	0%	-	3%	4%	5%	-	5%	0%	3%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	2	2	4
6:15 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	2	2
6:30 AM	5	1	0	1	7	0	1	0	0	1	0	0	2	2	4
6:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	2	0	2
7:00 AM	9	5	0	1	15	0	0	0	0	0	2	2	1	3	8
7:15 AM	7	4	0	0	11	0	0	0	0	0	0	0	1	4	5
7:30 AM	9	8	1	1	19	0	0	0	0	0	0	0	1	1	2
7:45 AM	10	10	1	0	21	0	0	0	0	0	0	0	6	1	7
8:00 AM	13	12	0	2	27	1	0	0	0	1	0	2	1	4	7
8:15 AM	7	8	2	0	17	0	0	0	0	0	0	0	0	3	3
8:30 AM	10	6	0	1	17	0	0	0	0	0	0	1	2	2	5
8:45 AM	13	9	2	1	25	0	0	0	0	0	0	1	5	4	10
Count Total	94	69	6	7	176	1	1	0	0	2	2	6	23	28	59
Peak Hour	43	35	4	4	86	1	0	0	0	1	0	4	8	13	25

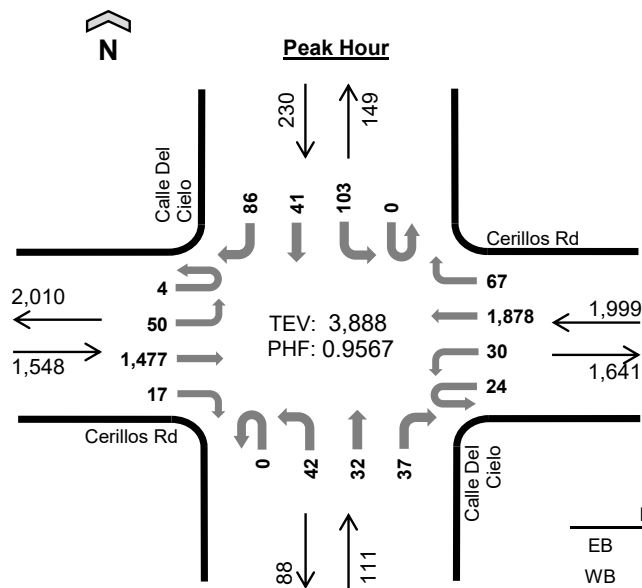
Count Summaries - Heavy Vehicles

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
6:15 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
6:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	1	7	0
6:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	24
7:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	1	15	35
7:15 AM	0	0	6	1	0	0	4	0	0	0	0	0	0	0	0	0	11	38
7:30 AM	0	0	9	0	0	0	8	0	0	0	0	1	0	0	1	0	19	50
7:45 AM	0	0	9	1	0	0	10	0	0	0	0	1	0	0	0	0	21	66
8:00 AM	0	1	12	0	0	0	12	0	0	0	0	0	0	1	0	1	27	78
8:15 AM	0	0	7	0	0	0	8	0	0	0	0	2	0	0	0	0	17	84
8:30 AM	0	0	10	0	0	0	6	0	0	0	0	0	0	1	0	0	17	82
8:45 AM	0	2	11	0	0	0	9	0	0	1	1	0	0	1	0	0	25	86
Count Total	0	4	88	2	0	0	69	0	0	1	1	4	0	3	1	3	176	
Pk Hr Heavy	0	3	40	0	0	0	35	0	0	1	1	2	0	3	0	1	86	

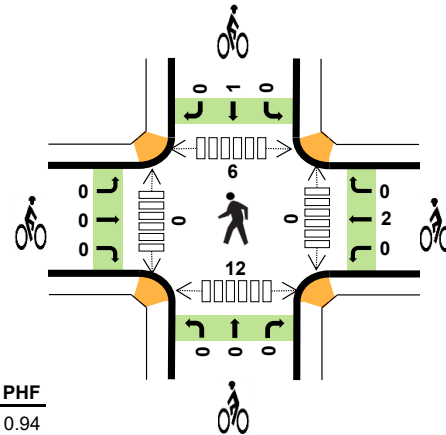
Count Summaries - Bikes

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	

Calle Del Cielo Cerillos Rd



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.94
WB	1%	0.97
NB	0%	0.90
SB	1%	0.96
TOTAL	1%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		3	11	336	9	7	9	478	18	0	17	4	10	0	27	15	17	961	0
4:45 PM		1	14	380	1	6	6	440	17	0	6	10	11	0	23	6	28	949	0
5:00 PM		0	15	396	2	6	6	483	19	0	9	12	8	0	29	11	20	1,016	0
5:15 PM		0	10	365	5	5	9	477	13	0	10	6	8	0	24	9	21	962	3,888
Pk Hr	All	4	50	1,477	17	24	30	1,878	67	0	42	32	37	0	103	41	86	3,888	
	HV	0	0	10	0	0	1	16	0	0	0	0	0	0	0	0	2	29	
	HV%	0%	0%	1%	0%	0%	3%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	6	0	0	7	0	0	0	1	1	0	0	1	7	8
4:45 PM	2	5	0	2	9	0	0	0	0	0	0	0	3	3	6
5:00 PM	4	2	0	0	6	0	2	0	0	2	0	0	1	0	1
5:15 PM	3	4	0	0	7	0	0	0	0	0	0	0	1	2	3
Peak Hour	10	17	0	2	29	0	2	0	1	3	0	0	6	12	18

Count Summaries - All Vehicles

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	2	7	335	6	2	6	422	19	0	13	6	11	0	17	4	12	862	0	
3:15 PM	0	15	390	6	8	8	394	16	0	13	10	12	0	17	6	21	916	0	
3:30 PM	1	7	365	10	5	11	430	15	0	6	13	11	0	23	8	12	917	0	
3:45 PM	0	11	398	6	5	6	439	13	0	18	13	6	0	15	2	11	943	3,638	
4:00 PM	0	12	389	5	2	3	401	20	0	14	7	12	0	19	10	19	913	3,689	
4:15 PM	2	9	349	5	12	13	457	25	0	12	16	4	0	19	5	20	948	3,721	
4:30 PM	3	11	336	9	7	9	478	18	0	17	4	10	0	27	15	17	961	3,765	
4:45 PM	1	14	380	1	6	6	440	17	0	6	10	11	0	23	6	28	949	3,771	
5:00 PM	0	15	396	2	6	6	483	19	0	9	12	8	0	29	11	20	1,016	3,874	
5:15 PM	0	10	365	5	5	9	477	13	0	10	6	8	0	24	9	21	962	3,888	
5:30 PM	1	9	336	5	4	7	422	15	0	11	9	7	0	11	7	8	852	3,779	
5:45 PM	1	18	359	4	2	7	456	20	0	9	6	3	0	11	3	16	915	3,745	
Count Total		11	138	4,398	64	64	91	5,299	210	0	138	112	103	0	235	86	205	11,154	
Pk Hr	All	4	50	1,477	17	24	30	1,878	67	0	42	32	37	0	103	41	86	3,888	
	HV	0	0	10	0	0	1	16	0	0	0	0	0	0	0	0	2	29	
	HV%	0%	0%	1%	0%	0%	3%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	1%	

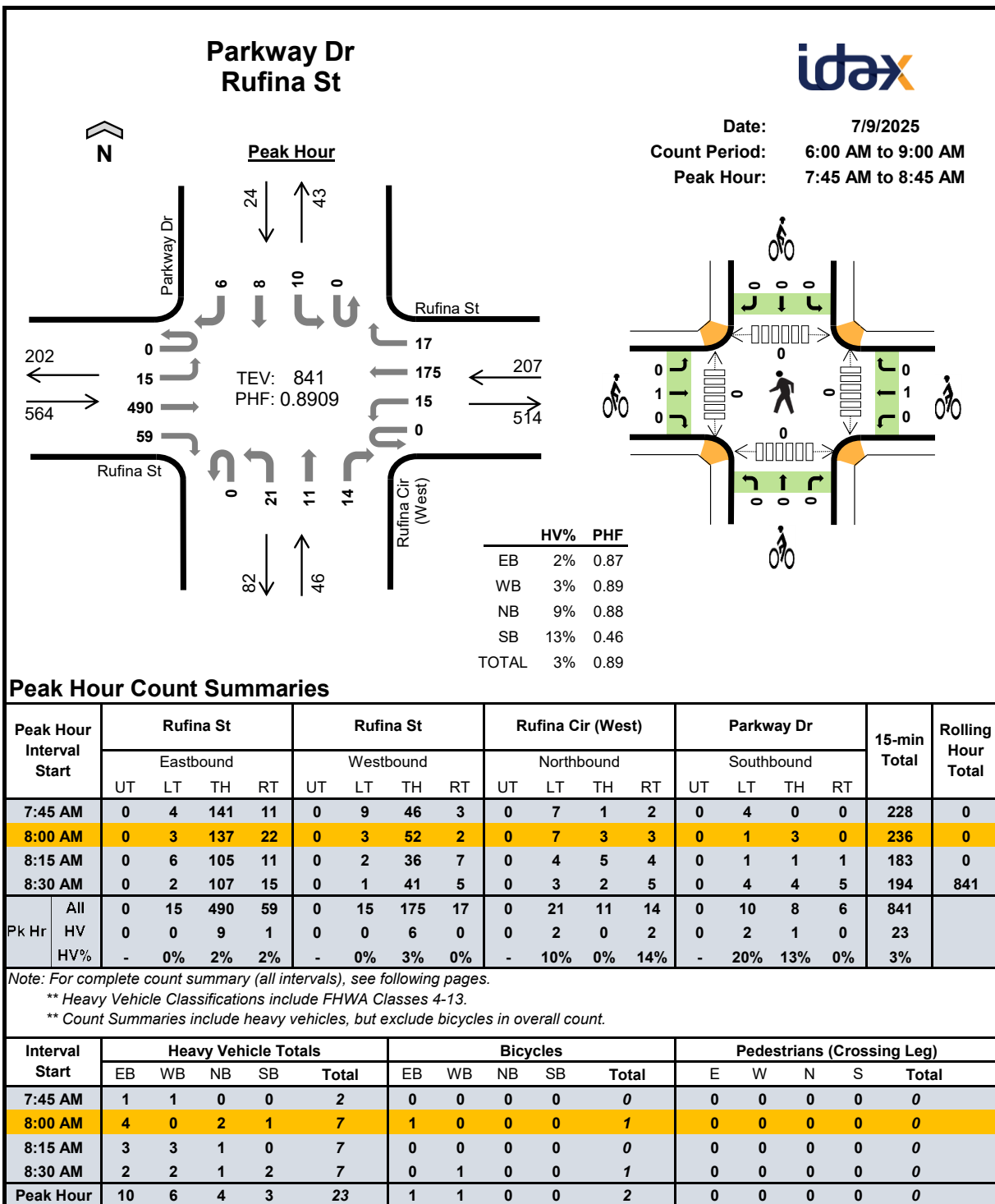
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	6	6	0	0	12	0	0	0	0	0	0	0	0	0	0
3:15 PM	7	8	0	0	15	0	0	0	0	0	0	1	1	2	4
3:30 PM	5	5	1	0	11	0	0	0	0	0	0	0	1	2	3
3:45 PM	7	4	0	0	11	0	0	0	0	0	0	0	0	4	4
4:00 PM	7	5	1	1	14	0	0	0	0	0	0	0	1	3	4
4:15 PM	3	5	0	1	9	0	0	0	0	0	0	0	0	1	1
4:30 PM	1	6	0	0	7	0	0	0	1	1	0	0	1	7	8
4:45 PM	2	5	0	2	9	0	0	0	0	0	0	0	3	3	6
5:00 PM	4	2	0	0	6	0	2	0	0	2	0	0	1	0	1
5:15 PM	3	4	0	0	7	0	0	0	0	0	0	0	1	2	3
5:30 PM	5	5	0	0	10	0	0	0	0	0	0	0	0	2	2
5:45 PM	3	6	0	0	9	0	0	0	0	0	0	0	4	1	5
Count Total	53	61	2	4	120	0	2	0	1	3	0	1	13	27	41
Peak Hour	10	17	0	2	29	0	2	0	1	3	0	0	6	12	18

Count Summaries - Heavy Vehicles

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12	0
3:15 PM	0	0	7	0	0	0	7	1	0	0	0	0	0	0	0	0	15	0
3:30 PM	0	0	4	1	0	0	4	1	0	0	1	0	0	0	0	0	11	0
3:45 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	49
4:00 PM	0	1	6	0	0	0	4	1	0	0	1	0	0	1	0	0	14	51
4:15 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	1	0	9	45
4:30 PM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	41
4:45 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	2	9	39
5:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	31
5:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	29
5:30 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	32
5:45 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	32
Count Total	0	1	51	1	0	1	57	3	0	0	2	0	0	1	1	2	120	
Pk Hr Heavy	0	0	10	0	0	1	16	0	0	0	0	0	0	0	0	2	29	

Count Summaries - Bikes

Interval Start	Cerillos Rd				Cerillos Rd				Calle Del Cielo				Calle Del Cielo				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	
Pk Hr Bike	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	



Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	25	6	0	1	9	1	0	2	0	2	0	1	0	1	48	0
6:15 AM		0	0	33	1	0	0	9	1	0	1	0	0	0	0	0	0	45	0
6:30 AM		0	0	50	2	0	1	10	2	0	0	0	1	0	1	1	0	68	0
6:45 AM		0	1	70	9	0	2	31	5	0	1	3	2	0	1	0	1	126	287
7:00 AM		0	2	48	8	0	0	24	3	0	2	3	0	0	1	2	0	93	332
7:15 AM		0	7	116	9	0	1	18	0	0	1	3	1	0	2	1	0	159	446
7:30 AM		0	6	128	10	0	2	25	6	0	4	3	2	0	1	2	0	189	567
7:45 AM		0	4	141	11	0	9	46	3	0	7	1	2	0	4	0	0	228	669
8:00 AM		0	3	137	22	0	3	52	2	0	7	3	3	0	1	3	0	236	812
8:15 AM		0	6	105	11	0	2	36	7	0	4	5	4	0	1	1	1	183	836
8:30 AM		0	2	107	15	0	1	41	5	0	3	2	5	0	4	4	5	194	841
8:45 AM		0	5	97	14	0	0	50	4	0	1	6	6	0	1	3	2	189	802
Count Total		0	36	1,057	118	0	22	351	39	0	33	29	28	0	18	17	10	1,758	
Pk Hr	All	0	15	490	59	0	15	175	17	0	21	11	14	0	10	8	6	841	
	HV	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	
	HV%	-	0%	2%	2%	-	0%	3%	0%	-	10%	0%	14%	-	20%	13%	0%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
7:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	2	1	7	1	0	0	0	1	0	0	0	0	0
8:15 AM	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	1	2	7	0	1	0	0	1	0	0	0	0	0
8:45 AM	3	4	1	0	8	0	0	0	0	0	0	0	0	0	0
Count Total	16	21	5	3	45	1	8	0	0	9	0	0	0	0	0
Peak Hour	10	6	4	3	23	1	1	0	0	2	0	0	0	0	0

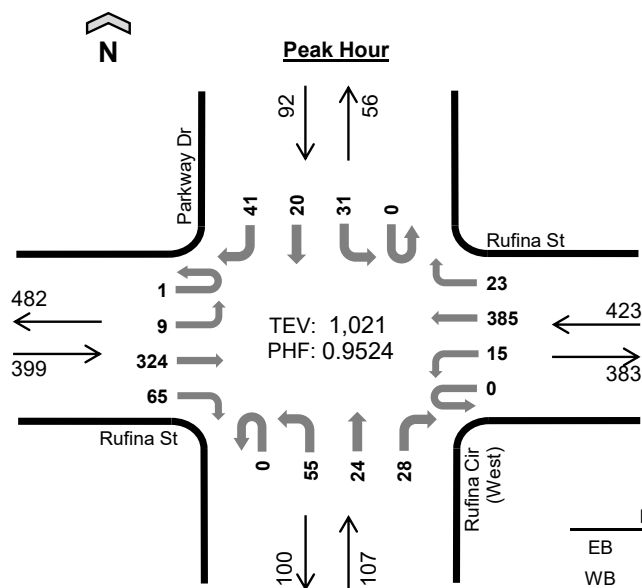
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	5	9
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	10
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	3	1	0	0	0	0	0	1	0	1	0	1	0	0	7	13
8:15 AM	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	7	20
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	1	0	1	1	0	7	23
8:45 AM	0	0	2	1	0	0	4	0	0	0	0	1	0	0	0	0	8	29
Count Total	0	0	14	2	0	3	18	0	0	2	0	3	0	2	1	0	45	
Pk Hr Heavy	0	0	9	1	0	0	6	0	0	2	0	2	0	2	1	0	23	

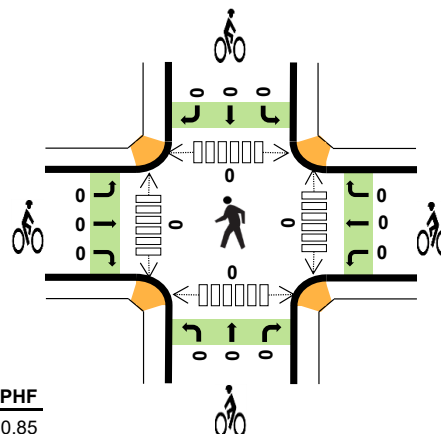
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	9	
Pk Hr Bike	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	

Parkway Dr Rufina St



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV%	PHF
EB	3%	0.85
WB	0%	0.96
NB	5%	0.84
SB	4%	0.64
TOTAL	2%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	5	93	18	0	4	91	5	0	13	4	8	0	12	6	9	268	0
4:00 PM		0	1	67	12	0	6	98	6	0	14	8	5	0	8	8	20	253	0
4:15 PM		1	2	71	12	0	3	98	5	0	18	8	6	0	4	2	4	234	0
4:30 PM		0	1	93	23	0	2	98	7	0	10	4	9	0	7	4	8	266	1,021
Pk Hr	All	1	9	324	65	0	15	385	23	0	55	24	28	0	31	20	41	1,021	
	HV	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	
	HV%	0%	0%	4%	2%	-	0%	1%	0%	-	2%	4%	11%	-	13%	0%	0%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	4	1	3	3	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	13	2	5	4	24	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	5	65	14	0	6	81	1	0	11	1	8	0	2	0	1	195	0
3:15 PM		0	4	74	11	0	5	83	6	0	15	4	5	0	3	2	4	216	0
3:30 PM		0	2	72	16	0	1	71	6	0	18	5	6	0	3	3	5	208	0
3:45 PM		0	5	93	18	0	4	91	5	0	13	4	8	0	12	6	9	268	887
4:00 PM		0	1	67	12	0	6	98	6	0	14	8	5	0	8	8	20	253	945
4:15 PM		1	2	71	12	0	3	98	5	0	18	8	6	0	4	2	4	234	963
4:30 PM		0	1	93	23	0	2	98	7	0	10	4	9	0	7	4	8	266	1,021
4:45 PM		0	1	70	12	0	6	92	3	0	7	4	8	0	3	3	7	216	969
5:00 PM		0	1	64	23	0	7	119	3	0	23	5	6	0	2	4	8	265	981
5:15 PM		0	4	90	13	0	8	122	6	0	13	3	6	0	2	4	1	272	1,019
5:30 PM		0	1	61	9	0	1	125	9	0	8	2	4	0	0	3	2	225	978
5:45 PM		0	6	67	13	0	3	70	9	0	16	2	4	0	4	0	3	197	959
Count Total		1	33	887	176	0	52	1,148	66	0	166	50	75	0	50	39	72	2,815	
Pk Hr	All	1	9	324	65	0	15	385	23	0	55	24	28	0	31	20	41	1,021	
	HV	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	
	HV%	0%	0%	4%	2%	-	0%	1%	0%	-	2%	4%	11%	-	13%	0%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	4	4	1	1	10	0	0	0	0	0	0	0	0	0	0
3:30 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	4	1	3	3	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	1	0	3
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	26	15	8	5	54	1	0	0	0	1	2	0	1	0	3
Peak Hour	13	2	5	4	24	0	0	0	0	0	0	0	0	0	0

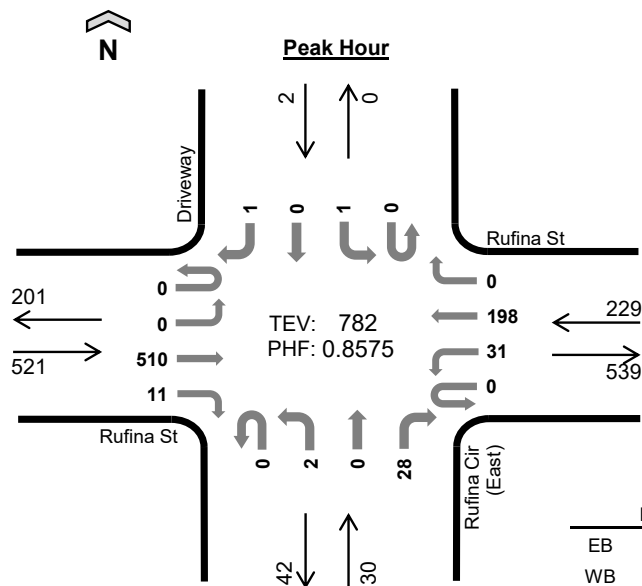
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
3:15 PM	0	2	2	0	0	0	3	1	0	0	0	1	0	1	0	0	10	0
3:30 PM	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4	0
3:45 PM	0	0	4	0	0	0	1	0	0	0	1	2	0	3	0	0	11	29
4:00 PM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4	29
4:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	24
4:30 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	4	24
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	11
5:15 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4	10
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	10
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11
Count Total	0	3	20	3	0	0	14	1	0	2	2	4	0	5	0	0	54	
Pk Hr Heavy	0	0	12	1	0	0	2	0	0	1	1	3	0	4	0	0	24	

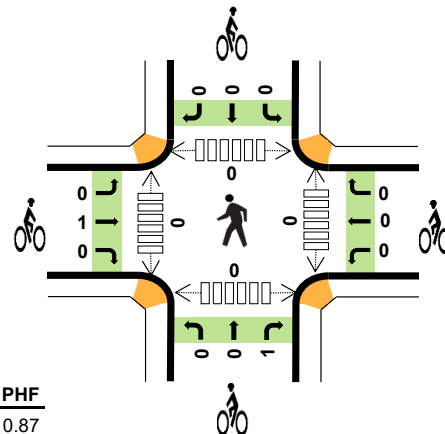
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (West)				Parkway Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Rufina Cir (East) Rufina St



Date: 7/9/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	2%	0.87
WB	3%	0.77
NB	0%	0.54
SB	50%	0.50
TOTAL	2%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	0	127	2	0	5	32	0	0	0	0	8	0	0	0	0	174	0
7:45 AM		0	0	146	3	0	10	64	0	0	1	0	4	0	0	0	0	228	0
8:00 AM		0	0	133	2	0	7	55	0	0	1	0	13	0	1	0	0	212	0
8:15 AM		0	0	104	4	0	9	47	0	0	0	0	3	0	0	0	1	168	782
Pk Hr	All	0	0	510	11	0	31	198	0	0	2	0	28	0	1	0	1	782	
	HV	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	18	
	HV%	-	-	2%	0%	-	3%	3%	-	-	0%	-	0%	-	0%	-	100%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0
8:15 AM	4	4	0	1	9	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	7	0	1	18	1	0	1	0	2	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	1	16	0	0	1	7	0	0	1	0	0	0	0	0	0	26	0
6:15 AM		0	0	30	0	0	1	12	0	0	0	0	1	0	0	0	0	44	0
6:30 AM		0	0	54	0	0	2	14	0	0	0	0	3	0	0	0	0	73	0
6:45 AM		0	0	70	0	0	1	40	0	0	0	0	3	0	0	1	0	115	258
7:00 AM		0	1	51	0	0	4	24	0	0	0	0	11	0	0	0	0	91	323
7:15 AM		0	0	117	3	0	1	23	0	0	0	0	8	0	0	0	0	152	431
7:30 AM		0	0	127	2	0	5	32	0	0	0	0	8	0	0	0	0	174	532
7:45 AM		0	0	146	3	0	10	64	0	0	1	0	4	0	0	0	0	228	645
8:00 AM		0	0	133	2	0	7	55	0	0	1	0	13	0	1	0	0	212	766
8:15 AM		0	0	104	4	0	9	47	0	0	0	0	3	0	0	0	1	168	782
8:30 AM		0	0	107	3	0	8	48	0	0	0	0	8	0	0	0	0	174	782
8:45 AM		0	1	88	6	0	10	55	0	0	1	0	12	0	0	0	0	173	727
Count Total		0	3	1,043	23	0	59	421	0	0	4	0	74	0	1	1	1	1,630	
Pk Hr	All	0	0	510	11	0	31	198	0	0	2	0	28	0	1	0	1	782	
	HV	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	18	
	HV%	-	-	2%	0%	-	3%	3%	-	-	0%	-	0%	-	0%	-	100%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	1	1
6:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0
7:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0
8:15 AM	4	4	0	1	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	1	0	0	6	0	1	0	0	1	0	0	0	0	0
8:45 AM	3	4	0	0	7	0	0	0	0	0	1	0	0	0	1
Count Total	28	17	1	2	48	1	8	1	0	10	1	0	0	1	2
Peak Hour	10	7	0	1	18	1	0	1	0	2	0	0	0	0	0

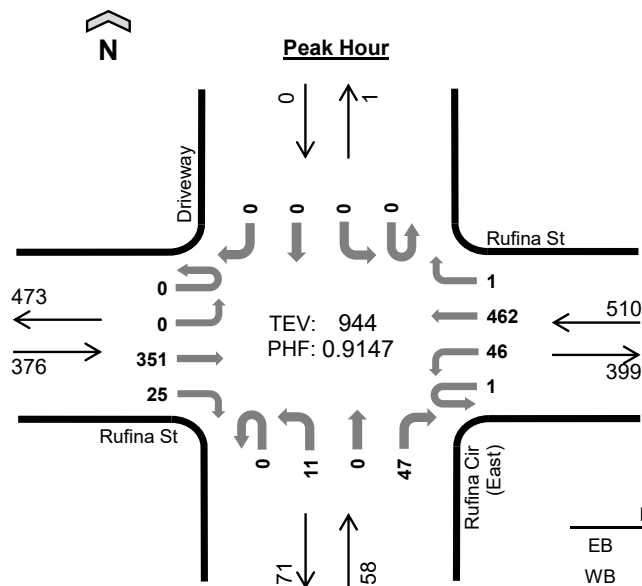
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	0
6:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4	12
7:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	13
7:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
8:15 AM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	1	0	9	18
8:30 AM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	20
8:45 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7	25
Count Total	0	2	25	1	0	3	14	0	0	1	0	0	0	0	0	1	1	48	
Pk Hr Heavy	0	0	10	0	0	1	6	0	0	0	0	0	0	0	0	1	0	18	

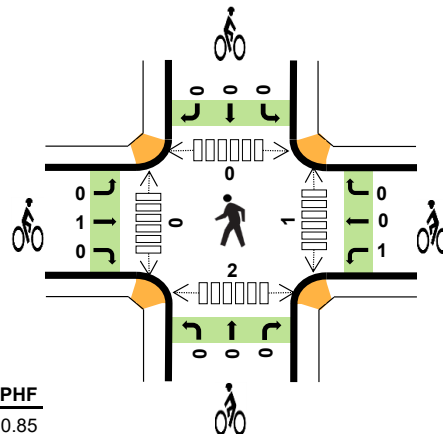
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	1	0	0	0	8	0	0	0	0	1	0	0	0	0	10	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	

Rufina Cir (East) Rufina St



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.85
WB	1%	0.87
NB	2%	0.81
SB	--	--
TOTAL	1%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	103	7	0	11	111	0	0	2	0	13	0	0	0	0	247	0
4:45 PM		0	0	77	10	0	10	99	1	0	4	0	14	0	0	0	0	215	0
5:00 PM		0	0	74	6	1	12	119	0	0	4	0	8	0	0	0	0	224	0
5:15 PM		0	0	97	2	0	13	133	0	0	1	0	12	0	0	0	0	258	944
Pk Hr	All	0	0	351	25	1	46	462	1	0	11	0	47	0	0	0	0	944	
	HV	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	
	HV%	-	-	1%	8%	0%	0%	1%	100%	-	0%	-	2%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
4:45 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
Peak Hour	5	6	1	0	12	1	1	0	0	2	1	0	0	2	3

Count Summaries - All Vehicles

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	73	2	0	13	87	0	0	2	0	13	0	0	0	1	191	0	
3:15 PM	0	1	80	3	0	8	87	0	0	5	0	14	0	0	0	0	198	0	
3:30 PM	0	0	82	2	0	12	77	0	0	2	0	10	0	0	0	0	185	0	
3:45 PM	0	1	100	7	0	10	105	0	0	4	0	9	0	0	0	0	236	810	
4:00 PM	0	0	72	9	0	13	111	0	0	2	0	10	0	0	0	0	217	836	
4:15 PM	0	0	76	5	0	14	108	0	0	3	0	16	0	0	0	0	222	860	
4:30 PM	0	0	103	7	0	11	111	0	0	2	0	13	0	0	0	0	247	922	
4:45 PM	0	0	77	10	0	10	99	1	0	4	0	14	0	0	0	0	215	901	
5:00 PM	0	0	74	6	1	12	119	0	0	4	0	8	0	0	0	0	224	908	
5:15 PM	0	0	97	2	0	13	133	0	0	1	0	12	0	0	0	0	258	944	
5:30 PM	0	0	70	3	0	7	136	1	0	1	0	12	0	0	0	0	230	927	
5:45 PM	0	0	72	3	0	2	84	0	0	0	0	3	0	0	0	0	164	876	
Count Total		0	2	976	59	1	125	1,257	2	0	30	0	134	0	0	0	1	2,587	
Pk Hr	All	0	0	351	25	1	46	462	1	0	11	0	47	0	0	0	0	944	
	HV	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	
	HV%	-	-	1%	8%	0%	0%	1%	100%	-	0%	-	2%	-	-	-	-	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
3:15 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	7	5	0	0	12	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	2	2	0	6	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0
4:30 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
4:45 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
5:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	24	28	3	1	56	1	2	0	0	3	1	0	1	2	4
Peak Hour	5	6	1	0	12	1	1	0	0	2	1	0	0	2	3

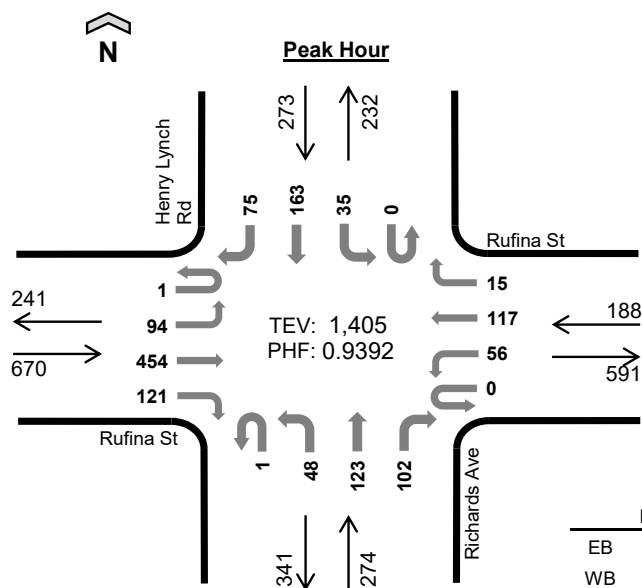
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	4	0
3:15 PM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
3:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
3:45 PM	0	1	5	1	0	1	4	0	0	0	0	0	0	0	0	0	12	26
4:00 PM	0	0	1	1	0	0	2	0	0	0	0	2	0	0	0	0	6	28
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	26
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	24
4:45 PM	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	6	18
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	14
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
5:30 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5	15
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	12
Count Total	0	2	18	4	0	3	24	1	0	0	0	3	0	0	0	1	56	
Pk Hr Heavy	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	12	

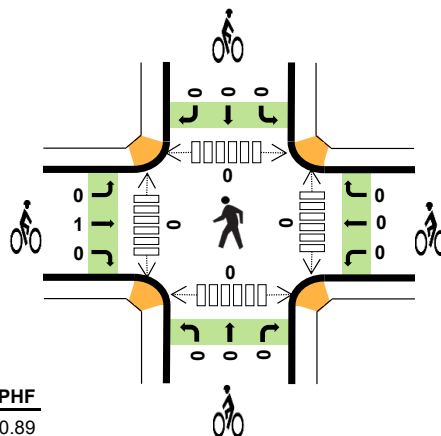
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Rufina Cir (East)				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	

Henry Lynch Rd Rufina St



Date: 7/9/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	1%	0.89
WB	3%	0.85
NB	1%	0.80
SB	2%	0.92
TOTAL	1%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	31	120	30	0	9	20	4	1	11	35	15	0	8	30	22	336	0
7:45 AM		0	26	128	35	0	18	30	5	0	9	33	18	0	7	44	18	371	0
8:00 AM		0	15	116	32	0	20	33	2	0	19	29	38	0	15	44	11	374	0
8:15 AM		1	22	90	24	0	9	34	4	0	9	26	31	0	5	45	24	324	1,405
Pk Hr	All	1	94	454	121	0	56	117	15	1	48	123	102	0	35	163	75	1,405	
	HV	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	
	HV%	0%	0%	1%	1%	-	4%	3%	0%	0%	2%	2%	0%	-	0%	1%	4%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	3	3	1	2	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0
8:15 AM	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	6	3	5	20	1	0	0	0	1	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	3	26	9	0	3	9	2	0	2	5	4	0	3	5	3	74	0
6:15 AM		0	5	26	9	0	1	7	1	0	4	8	7	0	2	20	2	92	0
6:30 AM		0	7	50	9	0	0	8	3	0	5	6	4	0	1	18	8	119	0
6:45 AM		0	7	66	10	0	13	17	3	0	2	15	14	0	4	18	10	179	464
7:00 AM		0	11	55	22	0	10	18	3	0	8	17	7	0	4	19	11	185	575
7:15 AM		0	18	110	20	0	2	17	0	0	7	21	22	0	6	33	10	266	749
7:30 AM		0	31	120	30	0	9	20	4	1	11	35	15	0	8	30	22	336	966
7:45 AM		0	26	128	35	0	18	30	5	0	9	33	18	0	7	44	18	371	1,158
8:00 AM		0	15	116	32	0	20	33	2	0	19	29	38	0	15	44	11	374	1,347
8:15 AM		1	22	90	24	0	9	34	4	0	9	26	31	0	5	45	24	324	1,405
8:30 AM		0	16	102	25	0	16	26	4	0	10	32	17	0	8	48	27	331	1,400
8:45 AM		0	21	95	24	0	16	31	5	1	18	41	21	0	4	48	22	347	1,376
Count Total		1	182	984	249	0	117	250	36	2	104	268	198	0	67	372	168	2,998	
Pk Hr	All	1	94	454	121	0	56	117	15	1	48	123	102	0	35	163	75	1,405	
	HV	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	
	HV%	0%	0%	1%	1%	-	4%	3%	0%	0%	2%	2%	0%	-	0%	1%	4%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	2	2	2	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	0	1	4	0	6	0	0	6	0	0	0	0	0
7:30 AM	3	3	1	2	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0
8:15 AM	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	3	2	0	8	0	1	0	0	1	0	2	0	0	2
8:45 AM	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	16	19	10	10	55	1	7	0	0	8	0	2	0	0	2
Peak Hour	6	6	3	5	20	1	0	0	0	1	0	0	0	0	0

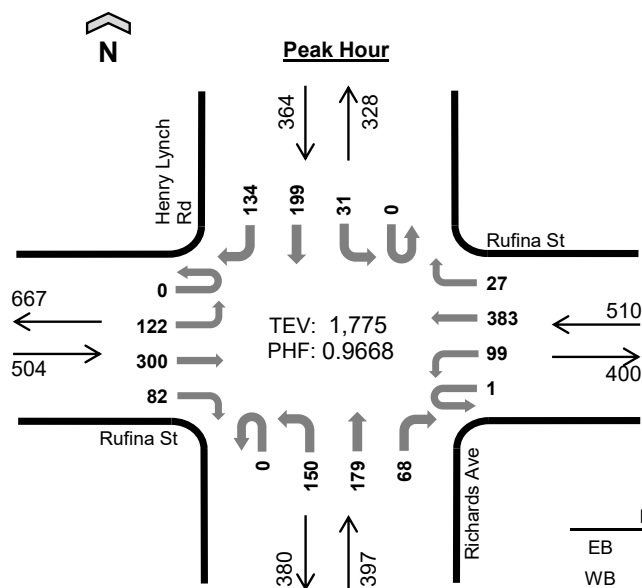
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	5	11
7:00 AM	0	0	0	1	0	1	0	1	0	1	1	0	0	0	0	2	7	16
7:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	17
7:30 AM	0	0	2	1	0	0	3	0	0	0	1	0	0	0	1	1	9	25
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	22
8:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	18
8:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	2	6	20
8:30 AM	0	0	1	2	0	2	0	1	0	0	2	0	0	0	0	0	8	19
8:45 AM	0	0	0	0	0	1	2	0	0	0	1	1	0	0	0	0	5	22
Count Total	0	3	8	5	0	8	8	3	0	3	6	1	0	0	5	5	55	
Pk Hr Heavy	0	0	5	1	0	2	4	0	0	1	2	0	0	0	2	3	20	

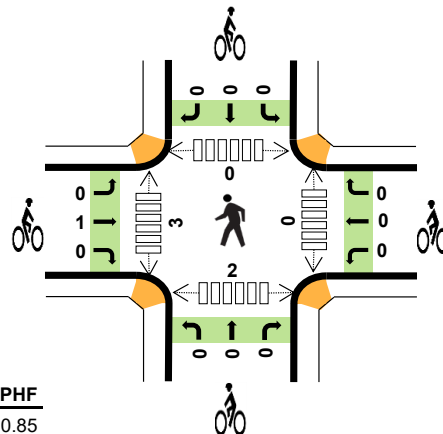
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Henry Lynch Rd Rufina St



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	1%	0.85
WB	1%	0.93
NB	1%	0.86
SB	0%	0.86
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	33	93	22	0	29	83	10	0	36	36	19	0	8	48	28	445	0
4:45 PM		0	32	62	19	0	20	97	3	0	45	42	21	0	6	51	38	436	0
5:00 PM		0	24	61	15	1	30	99	7	0	45	62	9	0	13	54	39	459	0
5:15 PM		0	33	84	26	0	20	104	7	0	24	39	19	0	4	46	29	435	1,775
Pk Hr	All	0	122	300	82	1	99	383	27	0	150	179	68	0	31	199	134	1,775	
	HV	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	
	HV%	-	0%	1%	1%	0%	1%	0%	7%	-	1%	0%	3%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	2	1	0	4	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:15 PM	3	1	1	0	5	1	0	0	0	1	0	1	0	0	1
Peak Hour	4	4	3	0	11	1	0	0	0	1	0	3	0	2	5

Count Summaries - All Vehicles

Interval Start		Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	30	56	21	0	29	64	3	0	26	36	19	0	9	44	29	366	0
3:15 PM		0	44	64	30	0	27	77	7	0	26	43	17	0	9	47	36	427	0
3:30 PM		0	22	65	21	0	21	68	13	0	23	55	19	0	9	34	25	375	0
3:45 PM		0	27	78	24	0	24	83	5	0	34	44	26	0	14	45	32	436	1,604
4:00 PM		0	21	52	22	0	27	87	7	0	35	55	23	0	7	44	31	411	1,649
4:15 PM		0	35	59	18	0	24	88	15	0	28	44	16	0	6	47	32	412	1,634
4:30 PM		0	33	93	22	0	29	83	10	0	36	36	19	0	8	48	28	445	1,704
4:45 PM		0	32	62	19	0	20	97	3	0	45	42	21	0	6	51	38	436	1,704
5:00 PM		0	24	61	15	1	30	99	7	0	45	62	9	0	13	54	39	459	1,752
5:15 PM		0	33	84	26	0	20	104	7	0	24	39	19	0	4	46	29	435	1,775
5:30 PM		0	27	55	21	0	24	108	8	0	33	46	13	0	5	53	33	426	1,756
5:45 PM		0	28	68	17	0	19	65	5	0	43	54	16	0	7	38	14	374	1,694
Count Total		0	356	797	256	1	294	1,023	90	0	398	556	217	0	97	551	366	5,002	
Pk Hr	All	0	122	300	82	1	99	383	27	0	150	179	68	0	31	199	134	1,775	
	HV	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	
	HV%	-	0%	1%	1%	0%	1%	0%	7%	-	1%	0%	3%	-	0%	0%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2
3:15 PM	1	3	4	4	12	0	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	1	1
3:45 PM	2	3	0	1	6	0	0	0	0	0	0	1	0	0	1
4:00 PM	3	0	2	2	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
4:30 PM	1	2	1	0	4	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:15 PM	3	1	1	0	5	1	0	0	0	1	0	1	0	0	1
5:30 PM	0	3	2	1	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1
Count Total	12	16	14	12	54	1	0	0	0	1	0	8	0	4	12
Peak Hour	4	4	3	0	11	1	0	0	0	1	0	3	0	2	5

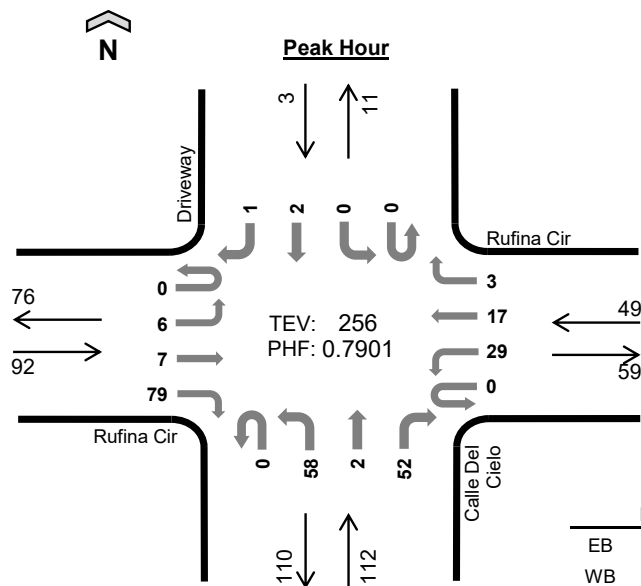
Count Summaries - Heavy Vehicles

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	1	0	0	1	2	0	0	0	1	3	0	0	2	2	12	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0
3:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	24
4:00 PM	0	0	2	1	0	0	0	0	0	0	1	1	0	0	2	0	7	28
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	19
4:30 PM	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	4	20
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	15
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
5:15 PM	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	5	11
5:30 PM	0	0	0	0	0	1	2	0	0	0	1	1	0	0	1	0	6	13
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	15
Count Total	0	0	10	2	0	4	10	2	0	2	3	9	0	2	7	3	54	
Pk Hr Heavy	0	0	3	1	0	1	1	2	0	1	0	2	0	0	0	0	11	

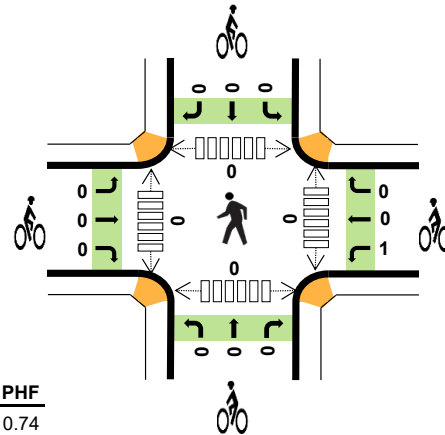
Count Summaries - Bikes

Interval Start	Rufina St				Rufina St				Richards Ave				Henry Lynch Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Calle Del Cielo Rufina Cir



Date: 7/9/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV%	PHF
EB	4%	0.74
WB	4%	0.77
NB	4%	0.68
SB	33%	0.38
TOTAL	4%	0.79

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	4	1	26	0	7	0	1	0	24	2	15	0	0	0	1	81	0
8:15 AM		0	0	0	18	0	8	4	1	0	11	0	7	0	0	0	0	49	0
8:30 AM		0	1	2	17	0	9	2	1	0	9	0	16	0	0	2	0	59	0
8:45 AM		0	1	4	18	0	5	11	0	0	14	0	14	0	0	0	0	67	256
Pk Hr	All	0	6	7	79	0	29	17	3	0	58	2	52	0	0	2	1	256	
	HV	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	
	HV%	-	0%	14%	4%	-	0%	6%	33%	-	5%	0%	2%	-	-	0%	100%	4%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	2	0	0	1	3	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	2	4	1	11	0	1	0	0	1	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	2	6	0	0	0	0	0	5	0	3	0	0	0	0	16	0
6:15 AM		0	0	0	4	0	2	0	0	0	5	0	1	0	0	0	0	12	0
6:30 AM		0	0	0	6	0	1	1	0	0	2	0	4	0	0	0	0	14	0
6:45 AM		0	1	1	5	0	0	0	0	0	7	0	1	0	0	0	0	15	57
7:00 AM		0	0	1	9	0	2	0	0	0	11	0	8	0	0	0	0	31	72
7:15 AM		0	1	1	3	0	1	0	0	0	13	1	9	0	0	0	0	29	89
7:30 AM		0	2	2	17	0	1	1	2	0	18	2	7	0	0	0	0	52	127
7:45 AM		0	0	0	16	0	4	1	7	0	10	2	7	0	0	0	0	47	159
8:00 AM		0	4	1	26	0	7	0	1	0	24	2	15	0	0	0	1	81	209
8:15 AM		0	0	0	18	0	8	4	1	0	11	0	7	0	0	0	0	49	229
8:30 AM		0	1	2	17	0	9	2	1	0	9	0	16	0	0	2	0	59	236
8:45 AM		0	1	4	18	0	5	11	0	0	14	0	14	0	0	0	0	67	256
Count Total		0	10	14	145	0	40	20	12	0	129	7	92	0	0	2	1	472	
Pk Hr	All	0	6	7	79	0	29	17	3	0	58	2	52	0	0	2	1	256	
	HV	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	
	HV%	-	0%	14%	4%	-	0%	6%	33%	-	5%	0%	2%	-	-	0%	100%	4%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	1	3	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	7	4	5	1	17	0	1	0	0	1	0	0	1	0	1
Peak Hour	4	2	4	1	11	0	1	0	0	1	0	0	0	0	0

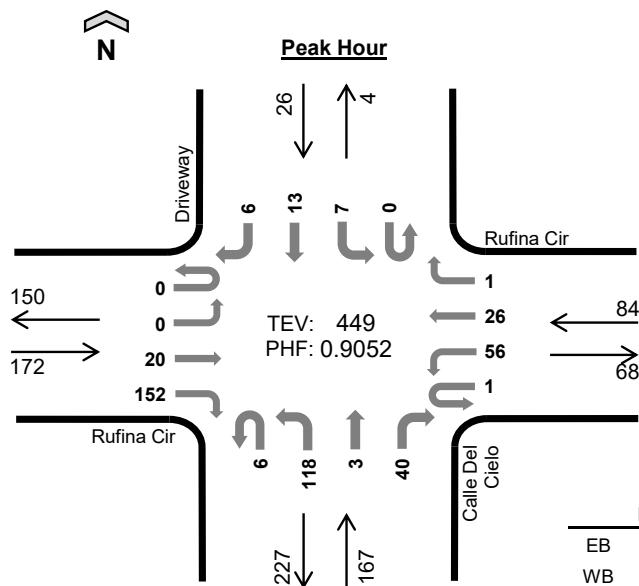
Count Summaries - Heavy Vehicles

Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	4
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
8:30 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3	7
8:45 AM	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	4	11
Count Total	0	0	2	5	0	1	2	1	0	3	0	2	0	0	0	1	17	
Pk Hr Heavy	0	0	1	3	0	0	1	1	0	3	0	1	0	0	0	1	11	

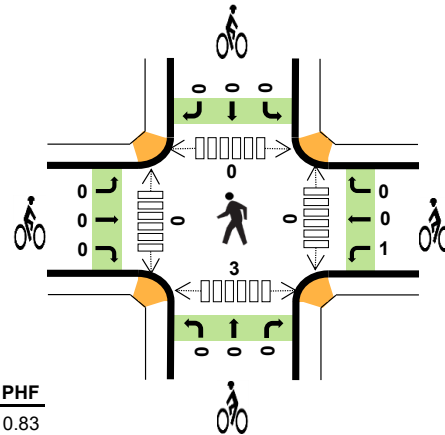
Count Summaries - Bikes

Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	

Calle Del Cielo Rufina Cir



Date: 7/9/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	1%	0.83
WB	4%	0.88
NB	0%	0.84
SB	0%	0.54
TOTAL	1%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	3	31	0	13	11	0	2	35	1	12	0	6	4	2	120	0
4:30 PM		0	0	6	43	0	8	6	1	3	19	1	9	0	1	5	3	105	0
4:45 PM		0	0	7	30	1	19	3	0	0	27	0	11	0	0	1	1	100	0
5:00 PM		0	0	4	48	0	16	6	0	1	37	1	8	0	0	3	0	124	449
Pk Hr	All	0	0	20	152	1	56	26	1	6	118	3	40	0	7	13	6	449	
	HV	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	-	0%	1%	0%	4%	4%	0%	0%	0%	0%	0%	-	0%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	3	0	0	4	0	1	0	0	1	0	0	0	3	3

Count Summaries - All Vehicles

Interval Start		Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	0	4	13	0	17	5	2	0	17	0	12	0	0	0	0	70	0
3:15 PM		0	0	11	24	0	18	2	0	2	25	0	15	0	0	0	1	98	0
3:30 PM		0	0	6	24	0	16	8	0	1	24	0	11	0	0	0	0	90	0
3:45 PM		0	0	7	18	0	12	7	0	0	23	2	13	0	0	0	1	83	341
4:00 PM		0	1	10	27	0	16	5	0	2	22	2	12	0	0	2	0	99	370
4:15 PM		0	0	3	31	0	13	11	0	2	35	1	12	0	6	4	2	120	392
4:30 PM		0	0	6	43	0	8	6	1	3	19	1	9	0	1	5	3	105	407
4:45 PM		0	0	7	30	1	19	3	0	0	27	0	11	0	0	1	1	100	424
5:00 PM		0	0	4	48	0	16	6	0	1	37	1	8	0	0	3	0	124	449
5:15 PM		0	0	5	32	0	19	7	0	3	16	0	10	0	0	0	0	92	421
5:30 PM		0	0	5	13	0	11	2	0	2	21	0	11	0	0	0	0	65	381
5:45 PM		0	0	2	20	0	4	5	0	2	32	0	8	0	0	1	0	74	355
Count Total		0	1	70	323	1	169	67	3	18	298	7	132	0	7	16	8	1,120	
Pk Hr	All	0	0	20	152	1	56	26	1	6	118	3	40	0	7	13	6	449	
	HV	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	
	HV%	-	-	0%	1%	0%	4%	4%	0%	0%	0%	0%	0%	-	0%	0%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4
3:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1
3:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	6	6	0	16	0	1	1	0	2	0	0	4	4	8
Peak Hour	1	3	0	0	4	0	1	0	0	1	0	0	0	3	3

Count Summaries - Heavy Vehicles

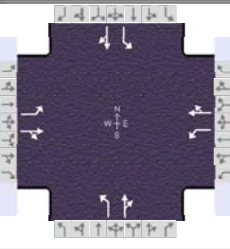
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0
3:45 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	7
4:00 PM	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	5	11
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	3	0	2	3	1	0	5	0	1	0	0	0	0	16	
Pk Hr Heavy	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4	

Count Summaries - Bikes

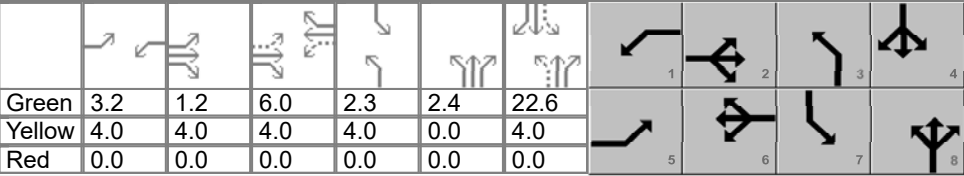
Interval Start	Rufina Cir				Rufina Cir				Calle Del Cielo				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	

APPENDIX C:
2025 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_EXAM Siler-Rufina.xus			
Project Description	2025 Existing AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	217	58	128	44	20	22	89	398	27	28	454	130

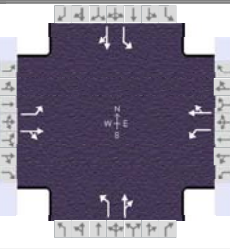
Signal Information											
Cycle, s	57.6	Reference Phase	2		Green	3.2	1.2	6.0	2.3	2.4	22.6
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	4.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.3	15.2	7.2	10.0	8.7	29.0	6.3	26.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g_s), s	8.2	8.3	3.3	3.4	3.7	12.6	2.6	20.7
Green Extension Time (g_e), s	0.3	0.5	0.0	0.5	0.1	2.2	0.0	1.9
Phase Call Probability	0.97	1.00	0.52	1.00	0.78	1.00	0.38	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.15

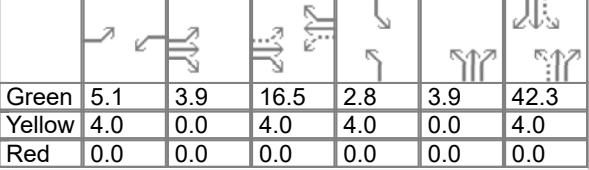
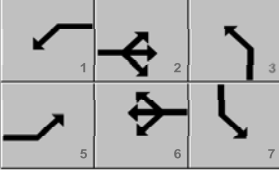
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	228	196		46	44		94	447		29	615	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1638		1753	1682		1753	1820		1753	1770	
Queue Service Time (g_s), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Cycle Queue Clearance Time (g_c), s	6.2	6.3		1.3	1.4		1.7	10.6		0.6	18.7	
Green Ratio (g/C)	0.28	0.19		0.16	0.10		0.48	0.43		0.43	0.39	
Capacity (c), veh/h	486	318		280	175		322	790		395	695	
Volume-to-Capacity Ratio (X)	0.470	0.616		0.166	0.253		0.291	0.566		0.075	0.885	
Back of Queue (Q), ft/ln (95 th percentile)	106	106		24	25		26	173		9	319	
Back of Queue (Q), veh/ln (95 th percentile)	4.1	4.1		0.9	1.0		1.0	6.7		0.3	12.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.61	0.00		0.14	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	17.1	21.3		21.1	23.8		11.8	12.2		10.4	16.3	
Incremental Delay (d_2), s/veh	0.3	0.7		0.1	0.3		0.2	0.2		0.0	6.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.4	22.0		21.2	24.1		12.0	12.5		10.4	23.2	
Level of Service (LOS)	B	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	19.5	B		22.6	C		12.4	B		22.6	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.92	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.19	A	0.64	A	1.38	A	1.55	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_EXPM Siler-Rufina.xus			
Project Description	2025 Existing PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	200	30	262	68	72	47	169	404	22	23	438	262

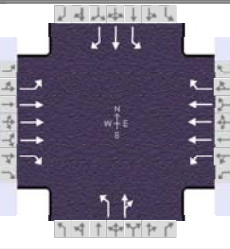
Signal Information											
Cycle, s	90.4	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	5.1	3.9	16.5	2.8	3.9	42.3					
Yellow	4.0	0.0	4.0	4.0	0.0	4.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	13.0	24.4	9.1	20.5	10.7	50.2	6.8	46.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	11.0	19.6	5.0	8.0	6.6	17.1	2.7	40.1
Green Extension Time (g_e), s	0.0	0.7	0.0	0.0	0.1	0.0	0.0	1.9
Phase Call Probability	1.00	1.00	0.85	1.00	0.99	1.00	0.47	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.00

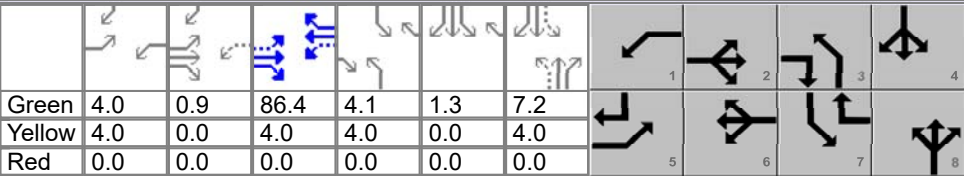
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	217	317		74	129		184	463		25	761	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1719		1753	1824		1753	1725	
Queue Service Time (g_s), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Cycle Queue Clearance Time (g_c), s	9.0	17.6		3.0	6.0		4.6	15.1		0.7	38.1	
Green Ratio (g/C)	0.30	0.23		0.24	0.18		0.56	0.51		0.50	0.47	
Capacity (c), veh/h	399	358		188	314		242	931		430	807	
Volume-to-Capacity Ratio (X)	0.545	0.887		0.394	0.412		0.760	0.497		0.058	0.943	
Back of Queue (Q), ft/ln (95 th percentile)	173	290		60	117		104	256		12	550	
Back of Queue (Q), veh/ln (95 th percentile)	6.7	11.2		2.3	4.5		4.0	9.9		0.4	21.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.99	0.00		0.35	0.00		0.52	0.00		0.12	0.00	
Uniform Delay (d_1), s/veh	25.6	34.0		28.9	32.8		20.2	14.6		12.5	23.0	
Incremental Delay (d_2), s/veh	0.9	3.0		0.5	0.3		7.5	0.2		0.0	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	26.5	37.0		29.4	33.1		27.7	14.7		12.5	25.7	
Level of Service (LOS)	C	D		C	C		C	B		B	C	
Approach Delay, s/veh / LOS	32.7	C		31.8	C		18.4	B		25.3	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.89	B	1.90	B
Bicycle LOS Score / LOS	1.37	A	0.82	A	1.55	B	1.78	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_EXAM Calle del Cielo-Cerrillos.xus			
Project Description	2025 Existing AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	46	1420	21	30	870	41	32	28	39	60	16	40

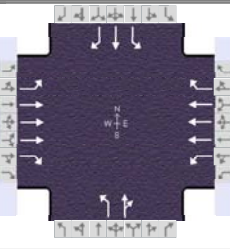
Signal Information												
Cycle, s	120.0	Reference Phase	2	Green	4.0	0.9	86.4	4.1	1.3	7.2		
Offset, s	0	Reference Point	End	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.9	91.3	8.0	90.4	8.1	11.2	9.5	12.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	2.8		2.5		4.2	7.2	6.2	5.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.81		0.67		0.69	1.00	0.89	1.00
Max Out Probability	0.00		0.00		0.01	0.83	1.00	0.02

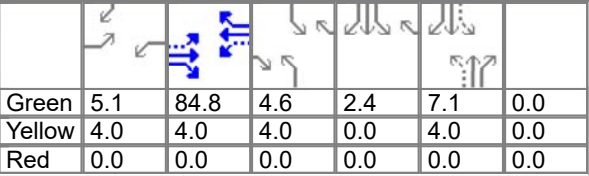
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	51	1560	23	33	956	45	35	74		66	18	44
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1680		1767	1856	1572
Queue Service Time (g_s), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Cycle Queue Clearance Time (g_c), s	0.8	14.6	0.4	0.5	7.8	0.8	2.2	5.2		4.2	1.1	3.1
Green Ratio (g/C)	0.76	0.73	0.76	0.76	0.72	0.77	0.09	0.06		0.11	0.07	0.11
Capacity (c), veh/h	513	3677	1198	317	3640	1204	184	101		163	132	176
Volume-to-Capacity Ratio (X)	0.098	0.424	0.019	0.104	0.263	0.037	0.191	0.729		0.404	0.133	0.250
Back of Queue (Q), ft/ln (95 th percentile)	11	202	5	7	111	10	45	104		85	23	55
Back of Queue (Q), veh/ln (95 th percentile)	0.4	7.9	0.2	0.3	4.3	0.4	1.7	4.1		3.3	0.9	2.2
Queue Storage Ratio (RQ) (95 th percentile)	0.07	0.00	0.00	0.04	0.00	0.00	0.28	0.00		1.21	0.00	0.00
Uniform Delay (d_1), s/veh	3.8	6.4	3.4	4.5	5.8	3.4	50.2	55.4		50.0	52.3	48.7
Incremental Delay (d_2), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.7		0.6	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	3.8	6.8	3.5	4.5	6.0	3.4	50.4	59.2		50.6	52.4	48.9
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	6.7		A	5.8		A	56.3		E	50.3		D
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.39	A	1.06	A	0.67	A	0.70	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_EXPM Calle del Cielo-Cerrillos.xus			
Project Description	2025 Existing PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	54	1477	17	54	1878	67	42	32	37	103	41	86

Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	5.1	84.8	4.6	2.4	7.1	0.0
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	4.0	4.0	0.0	4.0	0.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.1	88.8	9.1	88.8	8.6	11.1	11.0	13.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.0		3.0		4.7	6.9	8.7	8.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.85		0.85		0.77	1.00	0.97	1.00
Max Out Probability	0.00		0.00		0.00	0.06	1.00	0.02

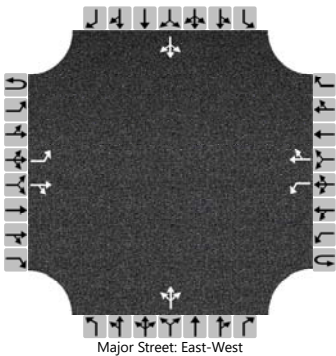
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	56	1539	18	56	1956	70	44	72		107	43	90
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1719		1795	1885	1598
Queue Service Time (g_s), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Cycle Queue Clearance Time (g_c), s	1.0	15.1	0.3	1.0	21.7	1.3	2.7	4.9		6.7	2.6	6.3
Green Ratio (g/C)	0.75	0.71	0.75	0.75	0.71	0.77	0.10	0.06		0.12	0.08	0.12
Capacity (c), veh/h	255	3629	1190	333	3629	1222	186	102		189	149	194
Volume-to-Capacity Ratio (X)	0.220	0.424	0.015	0.169	0.539	0.057	0.236	0.705		0.567	0.286	0.461
Back of Queue (Q), ft/ln (95 th percentile)	14	212	4	14	284	16	55	100		140	55	113
Back of Queue (Q), veh/ln (95 th percentile)	0.5	8.4	0.2	0.5	11.3	0.6	2.2	4.0		5.6	2.2	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.00	0.07	0.00	0.00	0.34	0.00		2.00	0.00	0.00
Uniform Delay (d_1), s/veh	6.5	7.4	3.9	5.0	8.3	3.5	50.1	55.4		49.4	52.0	49.0
Incremental Delay (d_2), s/veh	0.2	0.4	0.0	0.1	0.6	0.1	0.2	3.3		2.5	0.4	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	6.7	7.7	4.0	5.1	8.9	3.6	50.3	58.7		51.9	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.7	A		8.6	A		55.5	E		51.2	D	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.37	A	1.63	B	0.68	A	0.88	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2025	North/South Street	Rufina Circle (west)
Time Analyzed	AM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		15	490	59		15	175	17		21	11	14		10	8	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

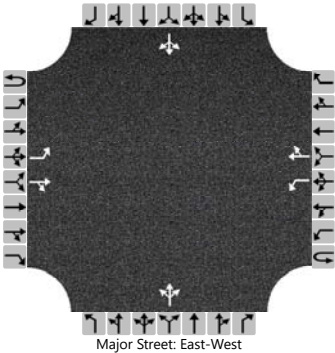
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				17					52				27	
Capacity, c (veh/h)		1348				958					370				362	
v/c Ratio		0.01				0.02					0.14				0.07	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.5				0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6					12.8				5.1	
Control Delay (s/veh)		7.7				8.8					16.3				15.7	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.6				16.3				15.7			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2025	North/South Street	Rufina Circle (west)
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		10	324	65		15	385	23		55	24	28		31	20	41
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

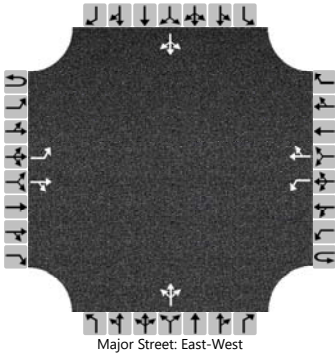
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				16					113					97
Capacity, c (veh/h)		1130				1149					376					411
v/c Ratio		0.01				0.01					0.30					0.24
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					1.2					0.9
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					30.5					22.9
Control Delay (s/veh)		8.2				8.2					18.6					16.4
Level of Service (LOS)		A				A					C					C
Approach Delay (s/veh)	0.2				0.3				18.6				16.4			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2025	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	510	11		31	198	0		2	0	28		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

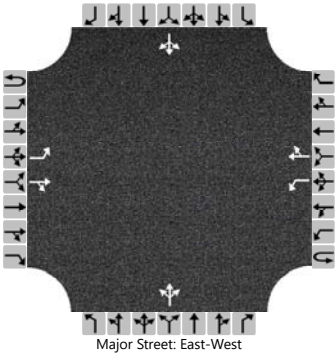
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				36					35				2	
Capacity, c (veh/h)		1338				972					489				465	
v/c Ratio		0.00				0.04					0.07				0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.1				0.0	
Control Delay (s/veh)		7.7				8.8					12.9				12.8	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.0				1.2				12.9				12.8			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2025	North/South Street	Rufina Circle (east)
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	351	25		47	462	1		11	0	47		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

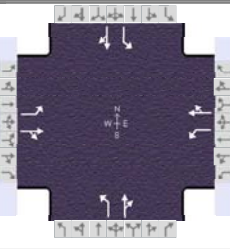
Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

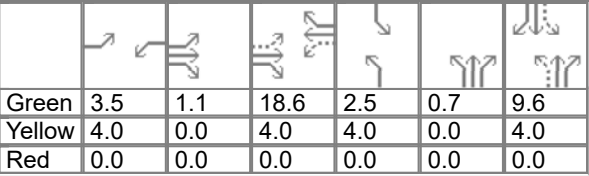
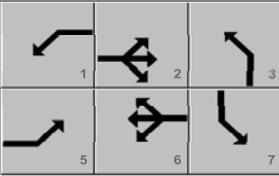
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				52					64				0	
Capacity, c (veh/h)		1061				1151					553				0	
v/c Ratio		0.00				0.04					0.12					
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.4					
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					10.1					
Control Delay (s/veh)		8.4				8.3					12.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				12.4							
Approach LOS	A				A				B							

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_EXAM Rufina-Richards.xus			
Project Description	2025 Existing AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	95	454	121	56	117	15	49	123	102	35	163	75

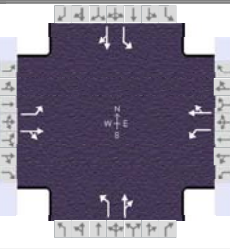
Signal Information											
Cycle, s	51.9	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.6	23.7	7.5	22.6	7.2	14.3	6.5	13.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	3.7	18.4	3.0	4.7	3.2	8.6	2.8	9.0
Green Extension Time (g_e), s	0.0	1.3	0.0	0.3	0.0	0.6	0.0	0.6
Phase Call Probability	0.77	1.00	0.58	1.00	0.53	1.00	0.42	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.29	1.00	0.36

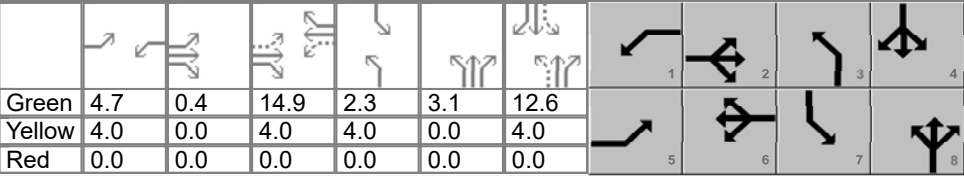
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	101	612		60	140		52	239		37	253	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Cycle Queue Clearance Time (g_c), s	1.7	16.4		1.0	2.7		1.2	6.6		0.8	7.0	
Green Ratio (g/C)	0.45	0.38		0.42	0.36		0.25	0.20		0.23	0.18	
Capacity (c), veh/h	683	690		280	661		305	344		261	329	
Volume-to-Capacity Ratio (X)	0.148	0.887		0.213	0.213		0.171	0.695		0.143	0.769	
Back of Queue (Q), ft/ln (95 th percentile)	25	250		16	45		20	114		14	129	
Back of Queue (Q), veh/ln (95 th percentile)	1.0	9.9		0.6	1.8		0.8	4.5		0.6	5.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.5	15.1		12.0	11.6		15.7	19.4		16.3	20.1	
Incremental Delay (d_2), s/veh	0.0	1.6		0.1	0.1		0.1	1.2		0.1	2.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.6	16.7		12.1	11.7		15.8	20.6		16.4	22.5	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	15.5	B		11.8	B		19.7	B		21.7	C	
Intersection Delay, s/veh / LOS	17.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.66	B	0.82	A	0.97	A	0.97	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_EXPM Rufina-Richards.xus			
Project Description	2025 Existing PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	122	300	82	100	383	27	150	179	68	31	199	134

Signal Information											
Cycle, s	54.1	Reference Phase	2		Green	4.7	0.4	14.9	2.3	3.1	12.6
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.1	19.3	8.7	18.9	9.4	19.7	6.3	16.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.6	12.7	4.1	13.5	5.3	8.3	2.7	12.1
Green Extension Time (g_e), s	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.6
Phase Call Probability	0.85	1.00	0.79	1.00	0.90	1.00	0.38	1.00
Max Out Probability	1.00	0.06	1.00	0.05	1.00	1.00	0.82	0.05

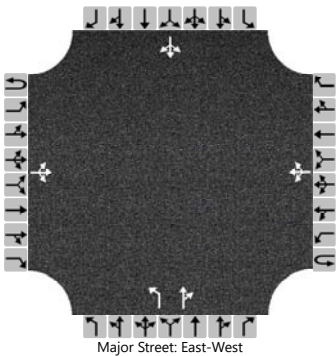
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	126	394		103	423		155	255		32	343	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Cycle Queue Clearance Time (g_c), s	2.6	10.7		2.1	11.5		3.3	6.3		0.7	10.1	
Green Ratio (g/C)	0.37	0.28		0.36	0.28		0.35	0.29		0.28	0.23	
Capacity (c), veh/h	364	513		337	514		363	523		365	411	
Volume-to-Capacity Ratio (X)	0.345	0.767		0.306	0.822		0.426	0.486		0.088	0.836	
Back of Queue (Q), ft/ln (95 th percentile)	41	187		34	204		53	106		12	177	
Back of Queue (Q), veh/ln (95 th percentile)	1.6	7.4		1.3	8.1		2.1	4.2		0.5	7.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	12.9	17.8		13.2	18.3		13.7	15.8		14.7	19.7	
Incremental Delay (d_2), s/veh	0.2	1.1		0.2	1.6		0.3	0.3		0.0	1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	13.1	18.9		13.4	19.9		14.0	16.1		14.7	21.6	
Level of Service (LOS)	B	B		B	B		B	B		B	C	
Approach Delay, s/veh / LOS	17.5	B		18.6	B		15.3	B		21.0	C	
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.34	A	1.36	A	1.16	A	1.11	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2025	North/South Street	Calle del Cielo
Time Analyzed	AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	79		29	17	3		58	2	52		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

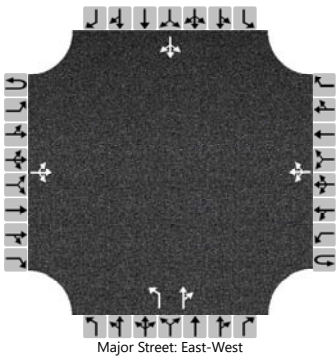
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				37				73		68			4	
Capacity, c (veh/h)		1576				1469				758		985			747	
v/c Ratio		0.00				0.02				0.10		0.07			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.3		0.2			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				7.7		5.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.5	0.2	0.2		10.3		8.9			9.8	
Level of Service (LOS)		A	A	A		A	A	A		B		A			A	
Approach Delay (s/veh)	0.5				4.5				9.6				9.8			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2025	North/South Street	Calle del Cielo
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2025 Existing PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	20	152		57	26	1		124	3	40		7	13	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				63				136		47			29	
Capacity, c (veh/h)		1590				1391				633		917			639	
v/c Ratio		0.00				0.05				0.22		0.05			0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.8		0.2			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				20.2		5.0			2.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.7	0.4	0.4		12.2		9.1			10.9	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.0				5.3				11.4				10.9			
Approach LOS	A				A				B				B			

APPENDIX D:
TURNING MOVEMENT DEVELOPMENT

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: SILER ROAD & RUFINA STREET

AM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	217	58	128	44	20	22	89	398	27	28	454	130
Background Growth	13	3	8	3	1	1	5	24	2	2	27	8
2028 No Build	230	61	136	47	21	23	94	422	29	30	481	138
Entering							14					36
Exiting	34		13									
2028 Build	264	61	149	47	21	23	108	422	29	30	481	174
Horizon Year Background Growth	43	12	26	9	4	4	18	80	5	6	91	26
2038 Horizon Year No Build	273	73	161	55	25	28	112	501	34	35	572	164
Entering							14					36
Exiting	34		13									
2038 Horizon Year Build	307	73	174	55	25	28	126	501	34	35	572	200
PHF	0.95			0.95			0.95			0.95		
HV %		4			4			4			4	

PM Peak Hour

	Eastbound RUFINA			Westbound RUFINA			Northbound SILER			Southbound SILER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	200	30	262	68	72	47	169	404	22	23	438	262
Background Growth	12	2	16	4	4	3	10	24	1	1	26	16
2028 No Build	212	32	278	72	76	50	179	428	23	24	464	278
Entering							13					34
Exiting	36		14									
2028 Build	248	32	292	72	76	50	192	428	23	24	464	312
Horizon Year Background Growth	40	6	52	14	14	9	34	81	4	5	88	52
2038 Horizon Year No Build	252	38	330	86	91	59	213	509	28	29	552	330
Entering							13					34
Exiting	36		14									
2038 Horizon Year Build	288	38	344	86	91	59	226	509	28	29	552	364
PHF	0.92			0.92			0.92			0.92		
HV %		1			1			1			1	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter							7.00%					18.00%
Trip Distribution % Exit	18.00%		7.00%									

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CALLE DEL CIELO & CERRILLOS ROAD

AM Peak Hour

	Eastbound CERRILLOS RD			Westbound CERRILLOS RD			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	46	1,420	21	30	870	41	32	28	39	60	16	40
Background Growth	3	85	1	2	52	2	2	2	2	4	1	2
2028 No Build	49	1,505	22	32	922	43	34	30	41	64	17	42
Entering	44					76						
Exiting										72		41
2028 Build	93	1,505	22	32	922	119	34	30	41	135	17	84
Horizon Year Background Growth	9	284	4	6	174	8	6	6	8	12	3	8
2038 Horizon Year No Build	58	1,789	26	38	1,096	52	40	35	49	76	20	50
Entering	44					76						
Exiting										72		41
2038 Horizon Year Build	102	1,789	26	38	1,096	128	40	35	49	147	20	92

PHF	0.91		0.91		0.91		0.91
HV %	3		3		3		3

PM Peak Hour

	Eastbound CERRILLOS RD			Westbound CERRILLOS RD			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	54	1,477	17	54	1,878	67	42	32	37	103	41	86
Background Growth	3	89	1	3	113	4	3	2	2	6	2	5
2028 No Build	57	1,566	18	57	1,991	71	45	34	39	109	43	91
Entering	41					72						
Exiting	0									76		44
2028 Build	99	1,566	18	57	1,991	143	45	34	39	185	43	135
Horizon Year Background Growth	11	295	3	11	376	13	8	6	7	21	8	17
2038 Horizon Year No Build	68	1,861	21	68	2,366	84	53	40	47	130	52	108
Entering	41					72						
Exiting										76		44
2038 Horizon Year Build	109	1,861	21	68	2,366	156	53	40	47	206	52	152

PHF	0.96		0.96		0.96		0.96
HV %	1		1		1		1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter	22.00%					38.00%						
Trip Distribution % Exit										38.00%		22.00%

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (WEST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	15	490	59	15	175	17	21	11	14	10	8	6
Background Growth	1	29	4	1	11	1	1	1	1	1		
2028 No Build	16	519	63	16	186	18	22	12	15	11	8	6
Entering		30										
Exiting					28							
2028 Build	16	549	63	16	214	18	22	12	15	11	8	6
Horizon Year Background Growth	3	98	12	3	35	3	4	2	3	2	2	1
2038 Horizon Year No Build	19	617	74	19	221	21	26	14	18	13	10	7
Entering		30										
Exiting					28							
2038 Horizon Year Build	19	647	74	19	249	21	26	14	18	13	10	7

PHF	0.89		0.89		0.89		0.89
HV %	3		3		3		3

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (WEST)			Southbound PARKWAY DRIVE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	10	324	65	15	385	23	55	24	28	31	20	41
Background Growth	1	19	4	1	23	1	3	1	2	2	1	2
2028 No Build	11	343	69	16	408	24	58	25	30	33	21	43
Entering		28										
Exiting					30							
2028 Build	11	372	69	16	438	24	58	25	30	33	21	43
Horizon Year Background Growth	2	65	13	3	77	5	11	5	6	6	4	8
2038 Horizon Year No Build	13	408	82	19	485	29	69	30	35	39	25	52
Entering		28										
Exiting					30							
2038 Horizon Year Build	13	436	82	19	515	29	69	30	35	39	25	52

PHF	0.95		0.95		0.95		0.95
HV %	2		2		2		2

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		15.00%										
Trip Distribution % Exit					15.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RUFINA CIRCLE (EAST)

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		510	11	31	198		2		28	1		1
Background Growth		31	1	2	12				2			
2028 No Build		541	12	33	210		2		30	1		1
Entering			30	50								
Exiting							28		47			
2028 Build		541	42	83	210		30		77	1		1
Horizon Year Background Growth	0	102	2	6	40	0	0	0	6	0	0	0
2038 Horizon Year No Build		643	14	39	249		2		35	1		1
Entering			30	50								
Exiting							28		47			
2038 Horizon Year Build		643	44	89	249		31		82	1		1

PHF 0.86 0.86 0.86 0.86
HV % 2 2 2 2

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RUFINA CIRCLE (EAST)			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		351	25	47	462	1	11		47			
Background Growth		21	2	3	28		1		3			
2028 No Build		372	27	50	490	1	12		50			
Entering			28	47								
Exiting							30		50			
2028 Build		372	55	97	490	1	42		100			
Horizon Year Background Growth	0	70	5	9	92	0	2	0	9	0	0	0
2038 Horizon Year No Build		442	32	59	582	1	14		59			
Entering			28	47								
Exiting							30		50			
2038 Horizon Year Build		442	60	106	582	1	44		109			

PHF 0.91 0.91 0.91 0.91
HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter			15.00%	25.00%								
Trip Distribution % Exit							15.00%		25.00%			

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA STREET & RICHARDS AVENUE

AM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	95	454	121	56	117	15	49	123	102	35	163	75
Background Growth	6	27	7	3	7	1	3	7	6	2	10	5
2028 No Build	101	481	128	59	124	16	52	130	108	37	173	80
Entering		20							10			
Exiting				9	19							
2028 Build	101	501	128	69	143	16	52	130	118	37	173	80
Horizon Year Background Growth	19	91	24	11	23	3	10	25	20	7	33	15
2038 Horizon Year No Build	120	572	152	71	147	19	62	155	129	44	205	95
Entering		20							10			
Exiting				9	19							
2038 Horizon Year Build	120	592	152	80	166	19	62	155	139	44	205	95

PHF 0.94 0.94 0.94 0.94
HV % 1 1 1 1

PM Peak Hour

	Eastbound RUFINA ST			Westbound RUFINA ST			Northbound RICHARDS AVE			Southbound HENRY LYNCH RD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	122	300	82	100	383	27	150	179	68	31	199	134
Background Growth	7	18	5	6	23	2	9	11	4	2	12	8
2028 No Build	129	318	87	106	406	29	159	190	72	33	211	142
Entering		19							9			
Exiting				10	20							
2028 Build	129	337	87	116	426	29	159	190	81	33	211	142
Horizon Year Background Growth	24	60	16	20	77	5	30	36	14	6	40	27
2038 Horizon Year No Build	154	378	103	126	483	34	189	226	86	39	251	169
Entering		19							9			
Exiting				10	20							
2038 Horizon Year Build	154	397	103	136	503	34	189	226	95	39	251	169

PHF 0.97 0.97 0.97 0.97
HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		10.00%							5.00%			
Trip Distribution % Exit				5.00%	10.00%							

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & CALLE DEL CIELO

AM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	6	7	79	29	17	3	58	2	52		2	1
Background Growth			5	2	1		3		3			
2028 No Build	6	7	84	31	18	3	61	2	55		2	1
Entering									120			
Exiting				113								
2028 Build	6	7	84	144	18	3	61	2	175		2	1
Horizon Year Background Growth	1	1	16	6	3	1	12	0	10	0	0	0
2038 Horizon Year No Build	7	8	100	37	21	4	73	2	66		2	1
Entering									120			
Exiting				113								
2038 Horizon Year Build	7	8	100	149	21	4	73	2	186		2	1

PHF 0.79 0.79 0.79 0.79
HV % 4 4 4 4

PM Peak Hour

	Eastbound RUFINA CIRCLE			Westbound RUFINA CIRCLE			Northbound CALLE DEL CIELO			Southbound CALLE DEL CIELO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		20	152	57	26	1	124	3	40	7	13	6
Background Growth		1	9	3	2		7		2		1	
2028 No Build		21	161	60	28	1	131	3	42	7	14	6
Entering									113			
Exiting				120								
2028 Build		21	161	180	28	1	131	3	155	7	14	6
Horizon Year Background Growth	0	4	30	11	5	0	25	1	8	1	3	1
2038 Horizon Year No Build		25	192	72	33	1	156	4	50	8	16	7
Entering									113			
Exiting				120								
2038 Horizon Year Build		25	192	192	33	1	156	4	163	8	16	7

PHF 0.91 0.91 0.91 0.91
HV % 1 1 1 1

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter									60.00%			
Trip Distribution % Exit				60.00%								

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & ACCESS 1 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								0	20	70	10	
Exiting				19		66		9				
2028 Build				19		66		41	20	70	55	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering									20	70	10	
Exiting				19		66		9				
2043 Horizon Year Build				19		66		52	20	70	70	

PHF 0.94 0.94 0.94 0.94
HV % 2 2 2 2

PM Peak Hour

	Eastbound			Westbound ACCESS 1			Northbound RUFINA CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering									19	66	9	
Exiting				20		70		10				
2028 Build				20		70		71	19	66	86	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering									19	66	9	
Exiting				20		70		10				
2043 Horizon Year Build				20		70		92	19	66	112	

PHF 0.94 0.94 0.94 0.94
HV % 2 2 2 2

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter									10.00%	35.00%	5.00%	
Trip Distribution % Exit				10.00%		35.00%		5.00%				

GIRL'S INC. DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: RUFINA CIRCLE & ACCESS 2 (PROPOSED)

AM Peak Hour

	Eastbound			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								30			42	
Background Growth								2			3	
2028 No Build								32			45	
Entering								20	100	10		
Exiting				94		9					19	
2028 Build				94		9		52	100	10	63	
Horizon Year Background Growth								11			15	
2043 Horizon Year No Build								43			60	
Entering								20	100	10		
Exiting				94		9					19	
2043 Horizon Year Build				94		9		63	100	10	78	
PHF	0.94			0.94			0.94			0.94		
HV %		2			2			2			2	

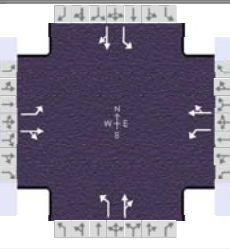
PM Peak Hour

	Eastbound 0			Westbound ACCESS 2			Northbound RUFINAL CIRCLE (EAST)			Southbound RUFINA CIRCLE (EAST)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)								58			72	
Background Growth								3			4	
2028 No Build								61			76	
Entering								19	94	9		
Exiting				100		10					20	
2028 Build				100		10		80	94	9	96	
Horizon Year Background Growth								21			26	
2043 Horizon Year No Build								82			102	
Entering								19	94	9		
Exiting				100		10					20	
2043 Horizon Year Build				100		10		101	94	9	122	
PHF	0.94			0.94			0.94			0.94		
HV %		2			2			2			2	

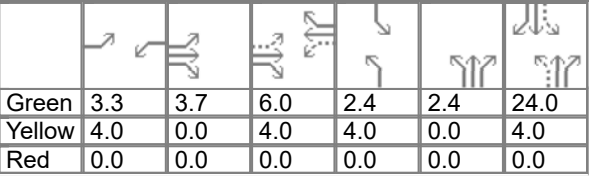
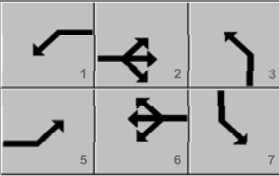
growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter								10.00%	50.00%	5.00%		
Trip Distribution % Exit				50.00%		5.00%					10.00%	

APPENDIX E:
2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_NBAM Siler-Rufina.xus			
Project Description	2028 No Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	230	61	136	47	21	23	94	422	29	30	481	138

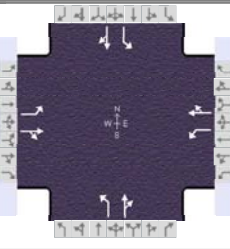
Signal Information											
Cycle, s	57.7	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	3.3	3.7	6.0	2.4	2.4	24.0	
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.7	7.3	10.0	8.8	30.4	6.4	28.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g_s), s	8.9	9.0	3.4	3.5	3.7	13.1	2.6	21.7
Green Extension Time (g_e), s	0.0	0.3	0.0	0.1	0.0	2.3	0.0	2.3
Phase Call Probability	0.98	1.00	0.55	1.00	0.80	1.00	0.40	1.00
Max Out Probability	1.00	0.05	1.00	1.00	1.00	0.06	0.64	0.00

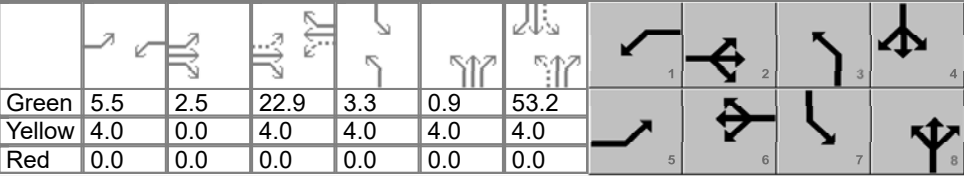
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	242	207		49	46		99	475		32	652	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1637		1753	1682		1753	1820		1753	1770	
Queue Service Time (g_s), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Cycle Queue Clearance Time (g_c), s	6.9	7.0		1.4	1.5		1.7	11.1		0.6	19.7	
Green Ratio (g/C)	0.25	0.17		0.16	0.10		0.50	0.46		0.46	0.42	
Capacity (c), veh/h	442	275		239	175		327	831		405	735	
Volume-to-Capacity Ratio (X)	0.547	0.753		0.207	0.265		0.303	0.572		0.078	0.887	
Back of Queue (Q), ft/ln (95 th percentile)	122	121		25	26		25	180		9	293	
Back of Queue (Q), veh/ln (95 th percentile)	4.7	4.7		1.0	1.0		1.0	7.0		0.3	11.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00		0.15	0.00		0.13	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	18.7	22.9		21.2	23.8		11.5	11.5		9.7	15.6	
Incremental Delay (d_2), s/veh	0.8	1.6		0.2	0.3		0.2	0.6		0.0	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	19.5	24.5		21.3	24.1		11.7	12.2		9.7	17.1	
Level of Service (LOS)	B	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	21.8	C		22.7	C		12.1	B		16.8	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.23	A	0.65	A	1.43	A	1.61	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_NBPM Siler-Rufina.xus			
Project Description	2028 No Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	212	32	278	72	76	50	179	428	23	24	464	278

Signal Information											
Cycle, s	108.3	Reference Phase	2		Green	5.5	2.5	22.9	3.3	0.9	53.2
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	4.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	29.5	9.5	26.9	12.2	62.1	7.3	57.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	24.5	5.8	9.4	7.9	20.6	2.8	50.6
Green Extension Time (g_e), s	0.0	0.8	0.0	0.0	0.3	3.2	0.0	2.1
Phase Call Probability	1.00	1.00	0.91	1.00	1.00	1.00	0.55	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.02	0.94	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	230	337		78	137		195	490		26	807	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1718		1753	1824		1753	1724	
Queue Service Time (g_s), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Cycle Queue Clearance Time (g_c), s	8.0	22.5		3.8	7.4		5.9	18.6		0.8	48.6	
Green Ratio (g/C)	0.29	0.24		0.26	0.21		0.59	0.54		0.53	0.49	
Capacity (c), veh/h	375	374		165	365		228	979		433	848	
Volume-to-Capacity Ratio (X)	0.614	0.902		0.475	0.375		0.855	0.501		0.060	0.951	
Back of Queue (Q), ft/ln (95 th percentile)	90	359		76	146		125	310		14	698	
Back of Queue (Q), veh/ln (95 th percentile)	3.5	13.9		2.9	5.7		4.9	12.0		0.6	27.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.52	0.00		0.44	0.00		0.63	0.00		0.14	0.00	
Uniform Delay (d_1), s/veh	34.2	40.4		33.4	36.7		25.3	16.0		13.7	26.4	
Incremental Delay (d_2), s/veh	2.2	3.3		0.8	0.2		3.9	0.2		0.0	3.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	36.4	43.7		34.2	37.0		29.3	16.1		13.7	29.9	
Level of Service (LOS)	D	D		C	D		C	B		B	C	
Approach Delay, s/veh / LOS	40.8		D	35.9		D	19.9		B	29.4		C
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.42	A	0.84	A	1.62	B	1.86	B

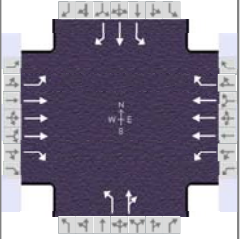
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Time Period	AM
Jurisdiction	Santa Fe	Analysis Year	2028
Urban Street	CALLE DEL CIELO	File Name	2_NBAM Calle del Cielo-Cerrillos.xus
Intersection	CALLE DEL CIELO & C...		
Project Description	2028 No Build AM		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.91
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	49	1505	22	32	922	43	34	30	41	64	17	42

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	90.5	8.1	89.7	8.3	11.5	9.8	13.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	2.9		2.6		4.3	7.5	6.4	5.2
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.83		0.69		0.71	1.00	0.90	1.00
Max Out Probability	0.00		0.00		1.00	0.55	1.00	0.01

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	54	1654	24	35	1013	47	37	78		70	19	46
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g_s), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Cycle Queue Clearance Time (g_c), s	0.9	16.3	0.5	0.6	8.6	0.9	2.3	5.5		4.4	1.1	3.2
Green Ratio (g/C)	0.76	0.72	0.76	0.76	0.71	0.76	0.10	0.06		0.11	0.08	0.12
Capacity (c), veh/h	488	3644	1190	296	3608	1199	191	106		168	140	184
Volume-to-Capacity Ratio (X)	0.110	0.454	0.020	0.119	0.281	0.039	0.195	0.739		0.419	0.133	0.250
Back of Queue (Q), ft/ln (95 th percentile)	12	222	6	8	124	11	47	110		90	24	58
Back of Queue (Q), veh/ln (95 th percentile)	0.5	8.7	0.2	0.3	4.8	0.4	1.9	4.3		3.5	0.9	2.3
Queue Storage Ratio (RQ) (95 th percentile)	0.08	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.28	0.00	0.00
Uniform Delay (d_1), s/veh	4.0	6.9	3.6	4.9	6.1	3.5	49.8	55.3		49.5	51.8	48.2
Incremental Delay (d_2), s/veh	0.0	0.4	0.0	0.1	0.2	0.1	0.2	3.8		0.6	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.1	7.4	3.6	5.0	6.3	3.6	50.0	59.0		50.1	52.0	48.4
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	7.2		A	6.2		A	56.1		E	49.8		D
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results

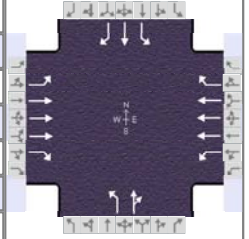
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.86		B	2.05		B	2.74		C	2.74		C
Bicycle LOS Score / LOS	1.44		A	1.09		A	0.68		A	0.71		A

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 16, 2025
Jurisdiction	Santa Fe	Time Period	PM
Urban Street	CALLE DEL CIELO	Analysis Year	2028
Intersection	CALLE DEL CIELO & C...	File Name	2_NBPM Calle de
Project Description	2028 No Build PM		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	1566	18	57	1991	71	45	34	39	109	43	91

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	84.4	4.7	2.3	7.4	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.2	88.4	9.2	88.4	8.7	11.4	11.0	13.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.0		3.0		4.9	7.2	9.0	8.6
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.86		0.86		0.79	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.00	0.08	1.00	0.04

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	59	1631	19	59	2074	74	47	76		114	45	95
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g_s), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Cycle Queue Clearance Time (g_c), s	1.0	16.6	0.4	1.0	24.1	1.4	2.9	5.2		7.0	2.7	6.6
Green Ratio (g/C)	0.75	0.70	0.74	0.75	0.70	0.76	0.10	0.06		0.12	0.08	0.12
Capacity (c), veh/h	239	3613	1187	313	3613	1217	188	106		189	152	198
Volume-to-Capacity Ratio (X)	0.249	0.452	0.016	0.190	0.574	0.061	0.249	0.716		0.600	0.295	0.480
Back of Queue (Q), ft/ln (95 th percentile)	15	230	5	15	312	18	59	105		151	58	120
Back of Queue (Q), veh/ln (95 th percentile)	0.6	9.1	0.2	0.6	12.4	0.7	2.3	4.2		6.0	2.3	4.8
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00	0.00	0.07	0.00	0.00	0.37	0.00		2.16	0.00	0.00
Uniform Delay (d_1), s/veh	7.4	7.7	4.0	5.4	8.8	3.6	49.8	55.3		49.6	52.0	49.0
Incremental Delay (d_2), s/veh	0.2	0.4	0.0	0.1	0.7	0.1	0.3	3.3		3.7	0.4	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.6	8.1	4.0	5.5	9.5	3.7	50.0	58.6		53.3	52.4	49.7
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	8.1		A	9.2		A	55.3		E	51.8		D
Intersection Delay, s/veh / LOS	12.6						B					

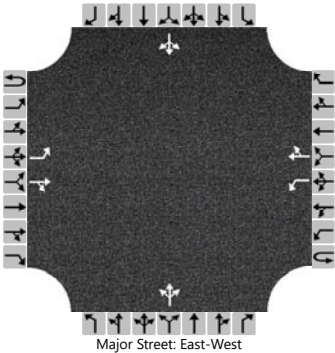
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.86		B	2.06		B	2.74		C	2.74		C
Bicycle LOS Score / LOS	1.43		A	1.70		B	0.69		A	0.91		A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (west)
Time Analyzed	AM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	519	63		16	186	18		22	12	15		11	8	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

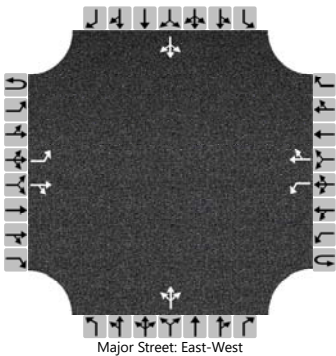
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18					55				28	
Capacity, c (veh/h)		1333				928					349				338	
v/c Ratio		0.01				0.02					0.16				0.08	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.6				0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6					15.4				7.7	
Control Delay (s/veh)		7.7				9.0					17.3				16.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.7				17.3				16.6			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (west)
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		11	343	69		16	408	24		58	25	30		33	21	43
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

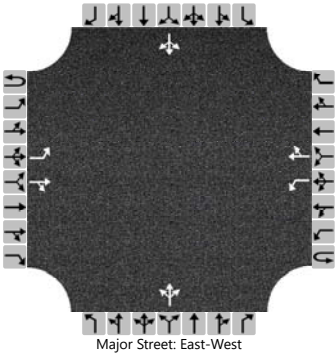
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17					119				102	
Capacity, c (veh/h)		1106				1126					355				388	
v/c Ratio		0.01				0.01					0.34				0.26	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					1.4				1.0	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					35.6				25.4	
Control Delay (s/veh)		8.3				8.2					20.2				17.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.3				20.2				17.6			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	541	12		33	210	0		2	0	30		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

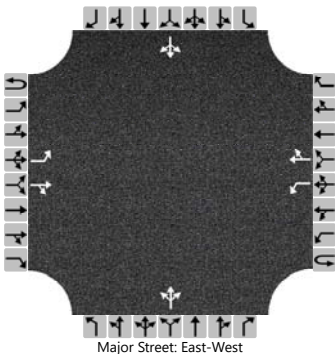
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				38					37				2	
Capacity, c (veh/h)		1322				942					467				441	
v/c Ratio		0.00				0.04					0.08				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.3				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					7.6				0.0	
Control Delay (s/veh)		7.7				9.0					13.4				13.2	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.0				1.2				13.4				13.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (east)
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	27		50	490	1		12	0	50		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

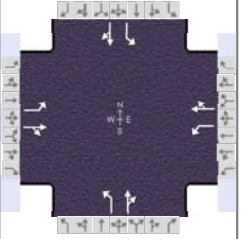
Flow Rate, v (veh/h)		0				55					68				0	
Capacity, c (veh/h)		1034				1127					529				0	
v/c Ratio		0.00				0.05					0.13					
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.4					
95% Queue Length, Q ₉₅ (ft)		0.0				5.0					10.1					
Control Delay (s/veh)		8.5				8.4					12.8					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				12.8							
Approach LOS	A				A				B							

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 17, 2025
Jurisdiction	Santa Fe	Time Period	AM
Urban Street	Rufina Street	Analysis Year	2028
Intersection	Rufina St & Richards Ave	File Name	5_NBAM Rufina-F
Project Description	2028 No Build AM		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	101	481	128	59	124	16	52	130	108	37	173	80

Signal Information

Cycle, s	56.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.8	1.1	21.4	2.8	0.7	10.9		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.9	26.5	7.8	25.4	7.5	15.7	6.8	14.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	3.9	21.0	3.1	5.1	3.3	9.7	3.0	10.1
Green Extension Time (g_e), s	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.8
Phase Call Probability	0.82	1.00	0.63	1.00	0.58	1.00	0.46	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.10	1.00	0.08

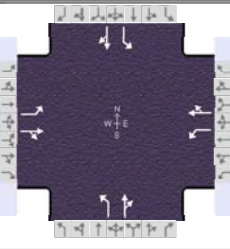
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	107	648		63	149		55	253		39	269	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1816		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Cycle Queue Clearance Time (g_c), s	1.9	19.0		1.1	3.1		1.3	7.7		1.0	8.1	
Green Ratio (g/C)	0.46	0.40		0.44	0.38		0.26	0.21		0.24	0.19	
Capacity (c), veh/h	686	721		268	697		293	359		255	344	
Volume-to-Capacity Ratio (X)	0.157	0.899		0.234	0.214		0.189	0.706		0.154	0.781	
Back of Queue (Q), ft/ln (95 th percentile)	29	286		18	51		23	134		17	148	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	11.4		0.7	2.0		0.9	5.3		0.7	5.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.8	16.1		12.9	12.0		16.9	21.0		17.4	21.8	
Incremental Delay (d_2), s/veh	0.0	1.7		0.2	0.1		0.1	1.0		0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	17.8		13.0	12.0		17.0	21.9		17.5	23.3	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	16.5	B		12.3	B		21.0	C		22.5	C	
Intersection Delay, s/veh / LOS	18.0						B					

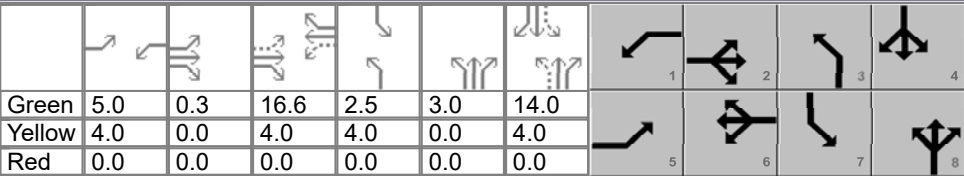
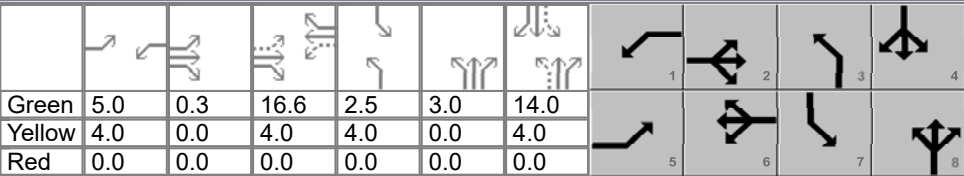
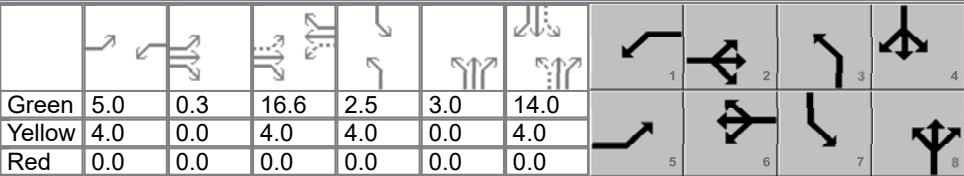
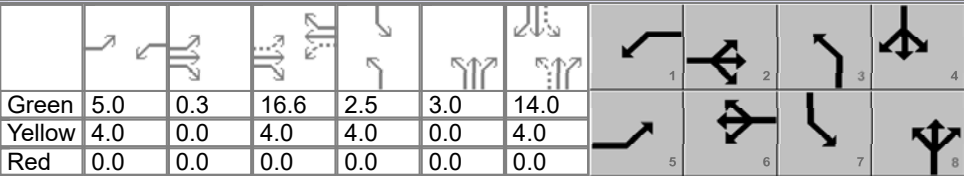
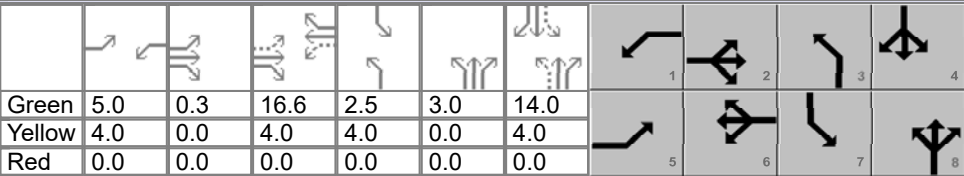
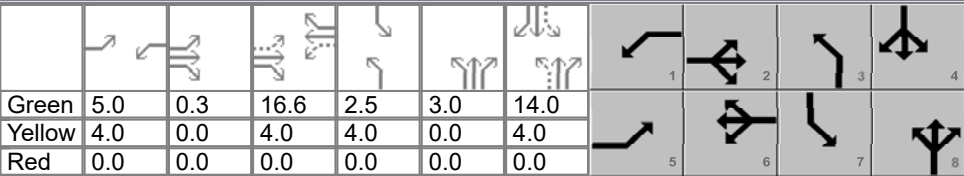
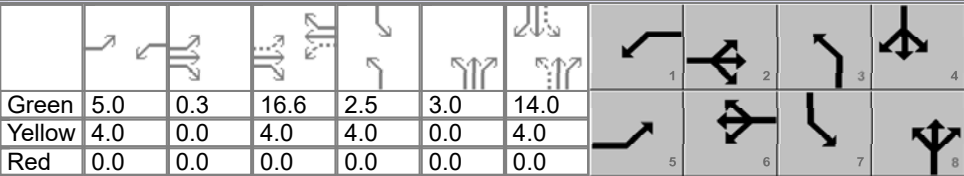
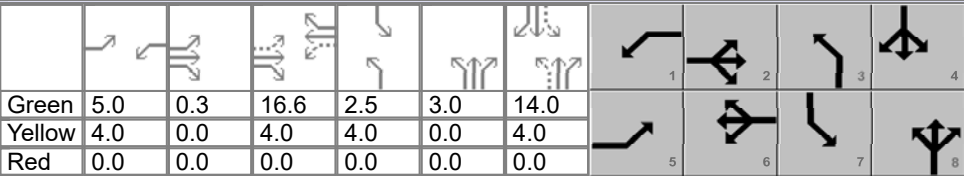
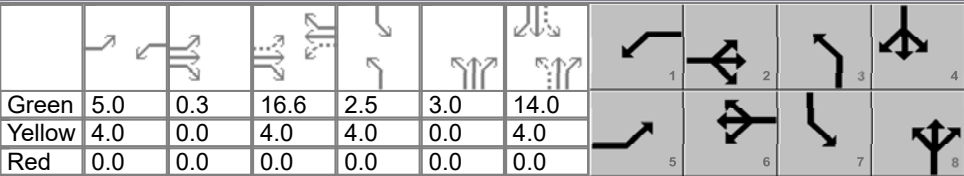
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.89	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.73	B	0.84	A	1.00	A	1.00	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus			
Project Description	2028 No Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	129	318	87	106	406	29	159	190	72	33	211	142

Signal Information												
Cycle, s	57.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	5.0	0.3	16.6	2.5	3.0	14.0						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.0	9.0	20.6	9.6	21.1	6.5	18.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.8	14.1	4.3	15.0	5.7	9.2	2.8	13.4
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.88	1.00	0.83	1.00	0.93	1.00	0.42	1.00
Max Out Probability	1.00	0.02	1.00	0.02	1.00	1.00	0.95	0.02

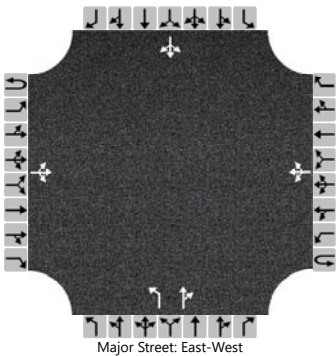
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	133	418		109	448		164	270		34	364	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Cycle Queue Clearance Time (g_c), s	2.8	12.1		2.3	13.0		3.7	7.2		0.8	11.4	
Green Ratio (g/C)	0.38	0.29		0.38	0.29		0.36	0.30		0.29	0.24	
Capacity (c), veh/h	351	536		329	539		347	533		358	429	
Volume-to-Capacity Ratio (X)	0.379	0.780		0.333	0.832		0.473	0.506		0.095	0.848	
Back of Queue (Q), ft/ln (95 th percentile)	46	208		38	226		62	123		14	199	
Back of Queue (Q), veh/ln (95 th percentile)	1.8	8.2		1.5	9.0		2.4	4.9		0.5	7.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	13.6	18.6		13.8	19.1		14.6	16.7		15.2	20.7	
Incremental Delay (d_2), s/veh	0.3	0.9		0.2	1.3		0.4	0.3		0.0	1.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	13.8	19.5		14.0	20.4		15.0	17.1		15.3	22.6	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.2	B		19.2	B		16.3	B		21.9	C	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.40	A	1.41	A	1.20	A	1.14	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2028	North/South Street	Calle del Cielo
Time Analyzed	AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	84		31	18	3		61	2	55		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

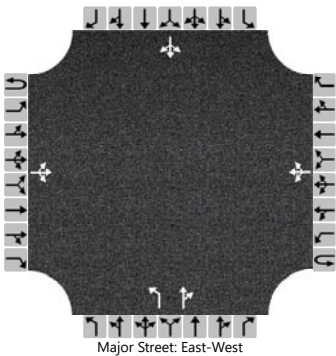
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				39				77		72			4	
Capacity, c (veh/h)		1574				1461				746		982			737	
v/c Ratio		0.00				0.03				0.10		0.07			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.3		0.2			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				7.7		5.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.5	0.2	0.2		10.4		9.0			9.9	
Level of Service (LOS)		A	A	A		A	A	A		B		A			A	
Approach Delay (s/veh)	0.5				4.6				9.7				9.9			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2028	North/South Street	Calle del Cielo
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	21	161		60	28	1		131	3	42		7	14	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				66				144		49			30	
Capacity, c (veh/h)		1587				1378				615		910			619	
v/c Ratio		0.00				0.05				0.23		0.05			0.05	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.9		0.2			0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				5.0				22.7		5.0			5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.7	0.4	0.4		12.6		9.2			11.1	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.0				5.3				11.8				11.1			
Approach LOS	A				A				B				B			

APPENDIX F:
2028 BUILD INTERSECTION CAPACITY ANALYSIS

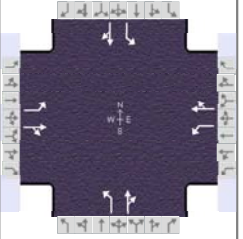
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Analysis Year	2028
Jurisdiction	Santa Fe	File Name	1_BAM Siler-Rufina.xus
Urban Street	Rufina Street		
Intersection	Rufina St & Siler Rd		
Project Description	2028 Build AM		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

Signal Information

Cycle, s	60.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	14.2	7.4	10.6	9.1	32.8	6.5	30.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	9.0	9.9	3.5	3.5	4.0	13.3	2.6	24.5
Green Extension Time (g_e), s	0.0	0.3	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.57	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.11	1.00	1.00	1.00	0.08	0.66	0.01

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	278	221		49	46		114	475		32	689	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1632		1753	1682		1753	1820		1753	1757	
Queue Service Time (g_s), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Cycle Queue Clearance Time (g_c), s	7.0	7.9		1.5	1.5		2.0	11.3		0.6	22.5	
Green Ratio (g/C)	0.25	0.17		0.17	0.11		0.52	0.47		0.47	0.43	
Capacity (c), veh/h	433	274		222	184		311	860		420	754	
Volume-to-Capacity Ratio (X)	0.642	0.806		0.223	0.252		0.366	0.552		0.075	0.914	
Back of Queue (Q), ft/ln (95 th percentile)	164	143		27	28		30	185		9	335	
Back of Queue (Q), veh/ln (95 th percentile)	6.4	5.6		1.0	1.1		1.2	7.2		0.4	13.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.94	0.00		0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	21.1	24.4		22.2	24.9		12.5	11.5		9.7	16.3	
Incremental Delay (d_2), s/veh	2.5	2.9		0.2	0.3		0.3	0.5		0.0	2.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	23.6	27.3		22.4	25.1		12.8	11.9		9.7	19.1	
Level of Service (LOS)	C	C		C	C		B	B		A	B	
Approach Delay, s/veh / LOS	25.2	C		23.7	C		12.1	B		18.7	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	1.89	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

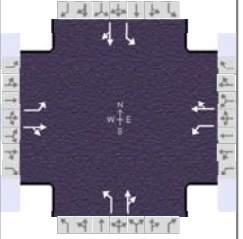
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Analysis Year	2028
Jurisdiction	Santa Fe	File Name	1_BPM Siler-Rufina.xus
Urban Street	Rufina Street		
Intersection	Rufina St & Siler Rd		
Project Description	2028 Build PM		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

Signal Information

Cycle, s	137.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	36.9	10.0	34.9	16.5	82.6	7.8	73.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	32.0	6.7	11.3	12.3	23.6	3.0	67.3
Green Extension Time (g_e), s	0.0	0.7	0.0	0.0	0.2	3.2	0.0	2.3
Phase Call Probability	1.00	1.00	0.95	1.00	1.00	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.09	0.05	1.00	0.00

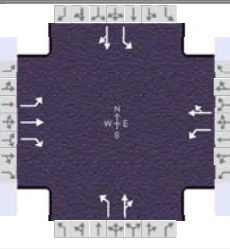
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	270	352		78	137		209	490		26	843	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1584		1753	1718		1753	1824		1753	1716	
Queue Service Time (g_s), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Cycle Queue Clearance Time (g_c), s	8.0	30.0		4.7	9.3		10.3	21.6		1.0	65.3	
Green Ratio (g/C)	0.28	0.24		0.27	0.22		0.62	0.57		0.54	0.51	
Capacity (c), veh/h	350	380		136	387		234	1045		461	875	
Volume-to-Capacity Ratio (X)	0.770	0.927		0.576	0.354		0.891	0.469		0.057	0.964	
Back of Queue (Q), ft/ln (95 th percentile)	259	503		102	186		340	361		18	990	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	19.5		4.0	7.2		13.2	14.0		0.7	38.4	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00		0.60	0.00		1.70	0.00		0.18	0.00	
Uniform Delay (d_1), s/veh	47.9	51.2		42.0	45.0		40.6	17.2		15.8	32.6	
Incremental Delay (d_2), s/veh	9.1	15.0		3.9	0.2		19.2	0.1		0.0	12.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	57.1	66.2		45.9	45.2		59.8	17.3		15.8	45.2	
Level of Service (LOS)	E	E		D	D		E	B		B	D	
Approach Delay, s/veh / LOS	62.2	E		45.4	D		30.0	C		44.3	D	
Intersection Delay, s/veh / LOS	44.9						D					

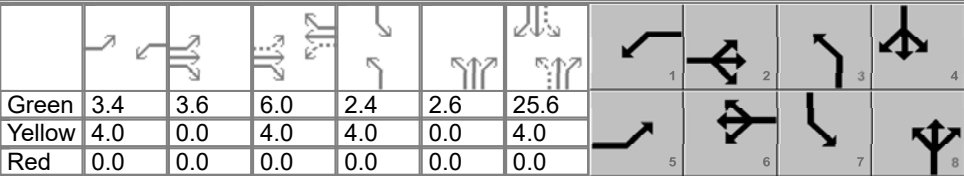
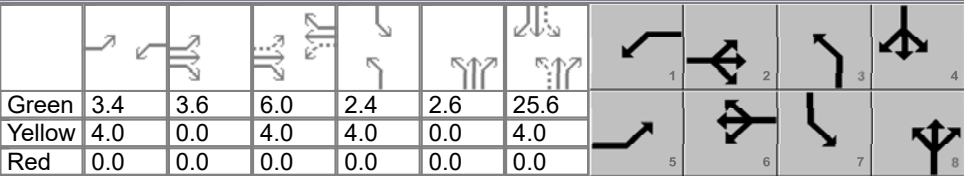
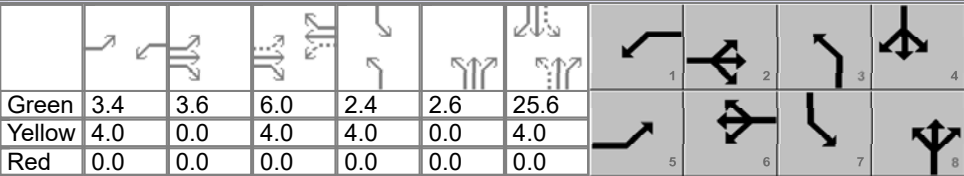
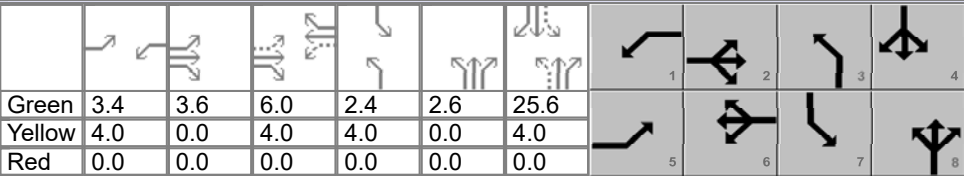
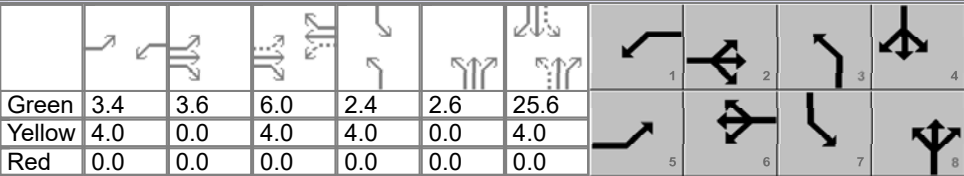
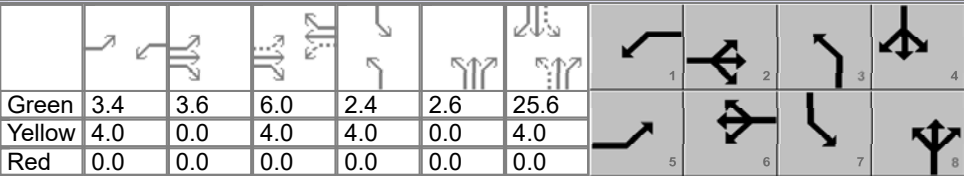
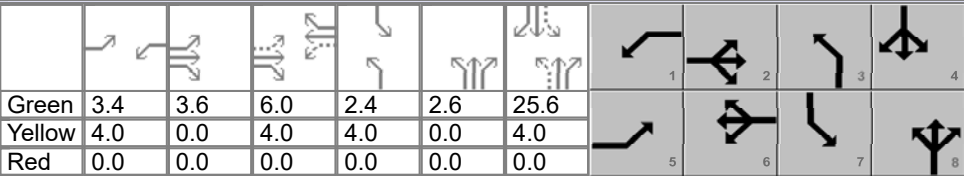
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.95	B		1.95	B		1.90	B		1.91	B	
Bicycle LOS Score / LOS	1.51	B		0.84	A		1.64	B		1.92	B	

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina_Mitigation.xus			
Project Description	2028 Build AM Mitigation					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	264	61	149	47	21	23	108	422	29	30	481	174

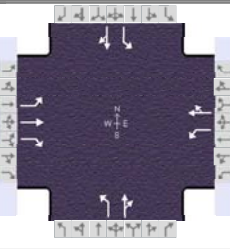
Signal Information												
Cycle, s	59.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.4	3.6	6.0	2.4	2.6	25.6		
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.0	13.6	7.4	10.0	9.1	32.3	6.4	29.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	9.0	7.4	3.5	3.5	4.0	13.1	2.6	24.0
Green Extension Time (g_e), s	0.0	0.4	0.0	0.2	0.0	2.4	0.0	1.6
Phase Call Probability	0.99	1.00	0.56	1.00	0.85	1.00	0.41	1.00
Max Out Probability	1.00	0.01	1.00	1.00	1.00	0.07	0.64	0.01

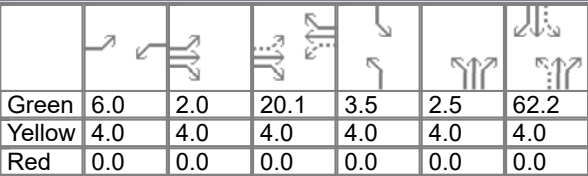
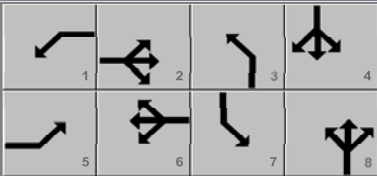
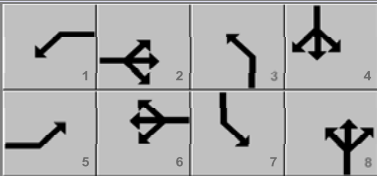
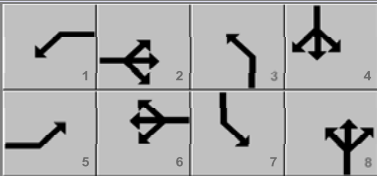
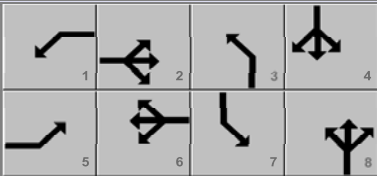
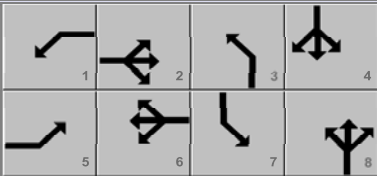
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	278	64	157	49	46		114	475		32	689	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1682		1753	1820		1753	1757	
Queue Service Time (g_s), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Cycle Queue Clearance Time (g_c), s	7.0	1.8	5.4	1.5	1.5		2.0	11.1		0.6	22.0	
Green Ratio (g/C)	0.25	0.16	0.16	0.16	0.10		0.53	0.47		0.47	0.43	
Capacity (c), veh/h	426	297	260	347	169		315	862		423	754	
Volume-to-Capacity Ratio (X)	0.652	0.216	0.604	0.142	0.274		0.361	0.551		0.075	0.914	
Back of Queue (Q), ft/ln (95 th percentile)	163	35	89	26	27		29	180		9	325	
Back of Queue (Q), veh/ln (95 th percentile)	6.3	1.3	3.5	1.0	1.1		1.1	7.0		0.3	12.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.93	0.00	0.00	0.16	0.00		0.15	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	20.9	21.8	23.3	21.9	24.9		12.3	11.2		9.5	16.0	
Incremental Delay (d_2), s/veh	2.8	0.1	0.8	0.1	0.3		0.3	0.4		0.0	2.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	23.7	21.9	24.1	21.9	25.2		12.5	11.6		9.5	18.4	
Level of Service (LOS)	C	C	C	C	C		B	B		A	B	
Approach Delay, s/veh / LOS	23.6	C		23.5	C		11.8	B		18.0	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.93	B	1.88	B	2.08	B
Bicycle LOS Score / LOS	1.31	A	0.65	A	1.46	A	1.68	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufina_Mitigation.xus			
Project Description	2028 Build PM Mitigation					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	248	32	292	72	76	50	192	428	23	24	464	312

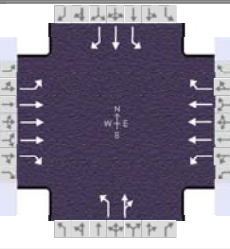
Signal Information											
Cycle, s	120.4	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.0	30.2	10.0	24.1	14.0	72.7	7.5	66.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	14.0	25.2	6.4	10.7	9.7	21.1	2.8	58.4
Green Extension Time (g_e), s	0.0	0.8	0.0	0.5	0.3	3.5	0.0	3.5
Phase Call Probability	1.00	1.00	0.93	1.00	1.00	1.00	0.58	1.00
Max Out Probability	1.00	0.00	1.00	0.60	0.00	0.00	1.00	0.00

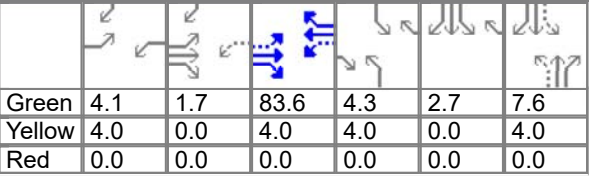
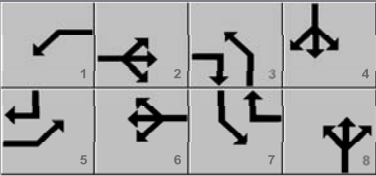
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	270	35	317	78	137		209	490		26	843	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1718		1753	1824		1753	1716	
Queue Service Time (g_s), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Cycle Queue Clearance Time (g_c), s	12.0	1.8	23.2	4.4	8.7		7.7	19.1		0.8	56.4	
Green Ratio (g/C)	0.29	0.22	0.22	0.22	0.17		0.62	0.57		0.55	0.52	
Capacity (c), veh/h	354	401	351	374	289		238	1041		467	888	
Volume-to-Capacity Ratio (X)	0.761	0.087	0.905	0.209	0.474		0.877	0.471		0.056	0.950	
Back of Queue (Q), ft/ln (95 th percentile)	130	39	368	89	175		274	318		15	790	
Back of Queue (Q), veh/ln (95 th percentile)	5.0	1.5	14.7	3.5	6.8		10.6	12.3		0.6	30.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.74	0.00	0.00	0.53	0.00		1.37	0.00		0.15	0.00	
Uniform Delay (d_1), s/veh	39.7	37.7	46.1	38.7	45.5		31.7	15.2		13.5	27.7	
Incremental Delay (d_2), s/veh	8.4	0.0	4.1	0.1	0.5		4.0	0.1		0.0	2.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	48.1	37.7	50.2	38.8	45.9		35.7	15.3		13.5	30.4	
Level of Service (LOS)	D	D	D	D	D		D	B		B	C	
Approach Delay, s/veh / LOS	48.6	D		43.3	D		21.4	C		29.9	C	
Intersection Delay, s/veh / LOS	33.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.95	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	1.51	B	0.84	A	1.64	B	1.92	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos.xus			
Project Description	2028 Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

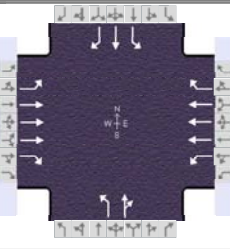
Signal Information											
Cycle, s	120.0	Reference Phase	2		4.1	1.7	83.6	4.3	2.7	7.6	
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	89.3	8.1	87.6	8.3	11.6	11.0	14.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.9		2.6		4.3	7.5	9.0	8.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.03		0.00		1.00	1.00	1.00	0.36

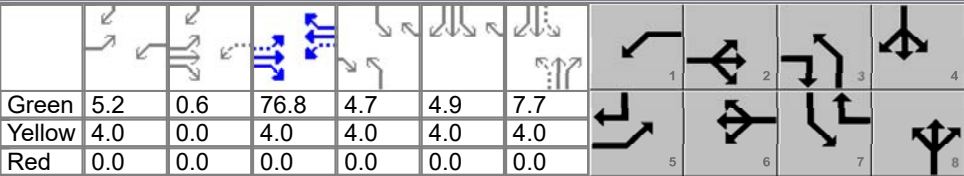
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g_s), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Cycle Queue Clearance Time (g_c), s	1.9	16.9	0.5	0.6	9.1	2.7	2.3	5.5		7.0	1.1	6.5
Green Ratio (g/C)	0.75	0.71	0.75	0.75	0.70	0.76	0.10	0.06		0.13	0.09	0.13
Capacity (c), veh/h	488	3593	1174	292	3523	1188	206	106		186	159	211
Volume-to-Capacity Ratio (X)	0.209	0.460	0.021	0.121	0.288	0.110	0.182	0.737		0.798	0.117	0.438
Back of Queue (Q), ft/ln (95 th percentile)	26	232	6	9	135	34	47	116		94	24	117
Back of Queue (Q), veh/ln (95 th percentile)	1.0	9.1	0.2	0.3	5.3	1.3	1.8	4.5		3.7	0.9	4.6
Queue Storage Ratio (RQ) (95 th percentile)	0.17	0.00	0.00	0.04	0.00	0.00	0.30	0.00		1.34	0.00	0.00
Uniform Delay (d_1), s/veh	4.6	7.5	3.9	5.3	6.9	3.9	49.8	55.2		51.7	50.7	47.8
Incremental Delay (d_2), s/veh	0.1	0.4	0.0	0.1	0.2	0.2	0.2	8.2		19.8	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.6	7.9	4.0	5.4	7.1	4.1	50.0	63.5		71.4	50.8	48.3
Level of Service (LOS)	A	A	A	A	A	A	D	E		E	D	D
Approach Delay, s/veh / LOS	7.6		A	6.7		A	59.1		E	61.7		E
Intersection Delay, s/veh / LOS	13.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.47	A	1.14	A	0.68	A	0.92	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.96	
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del Cielo-Cerrillos.xus			
Project Description	2028 Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

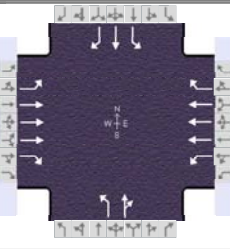
Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	5.2	0.6	76.8	4.7	4.9	7.7		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	81.5	9.2	80.8	8.7	11.7	17.7	20.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	4.3		3.3		4.9	7.2	13.6	11.4
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.5	0.1	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

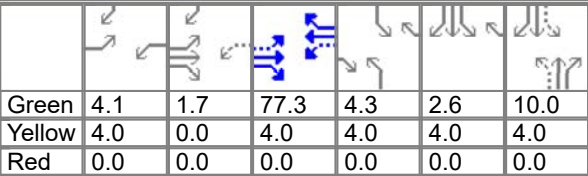
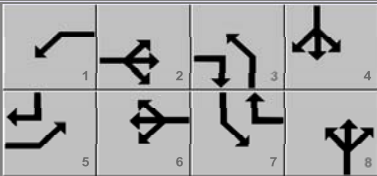
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g_s), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Cycle Queue Clearance Time (g_c), s	2.3	19.8	0.4	1.3	29.2	3.0	2.9	5.2		11.6	2.5	9.4
Green Ratio (g/C)	0.69	0.65	0.69	0.69	0.64	0.75	0.10	0.06		0.19	0.14	0.19
Capacity (c), veh/h	227	3316	1095	287	3288	1205	219	110		292	261	298
Volume-to-Capacity Ratio (X)	0.454	0.492	0.017	0.207	0.631	0.124	0.214	0.692		0.659	0.172	0.471
Back of Queue (Q), ft/ln (95 th percentile)	47	283	6	20	392	39	58	105		229	53	168
Back of Queue (Q), veh/ln (95 th percentile)	1.9	11.2	0.3	0.8	15.6	1.5	2.3	4.2		9.1	2.1	6.7
Queue Storage Ratio (RQ) (95 th percentile)	0.32	0.00	0.00	0.10	0.00	0.00	0.36	0.00		3.27	0.00	0.00
Uniform Delay (d_1), s/veh	13.5	11.0	6.0	8.0	13.0	4.0	49.5	55.0		43.9	45.6	43.5
Incremental Delay (d_2), s/veh	0.5	0.5	0.0	0.1	0.9	0.2	0.2	2.9		2.9	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.0	11.6	6.0	8.2	13.9	4.2	49.7	57.9		46.7	45.7	43.9
Level of Service (LOS)	B	B	A	A	B	A	D	E		D	D	D
Approach Delay, s/veh / LOS	11.6		B	13.2		B	54.8		D	45.6		D
Intersection Delay, s/veh / LOS	16.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	2.07	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.45	A	1.74	B	0.69	A	1.11	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos_Mitigation.xus			
Project Description	2028 Build AM Mitigation					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	1505	22	32	922	119	34	30	41	135	17	84

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	4.1	1.7	77.3	4.3	2.6	10.0				
				Yellow	4.0	0.0	4.0	4.0	4.0	4.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	82.9	8.1	81.3	8.3	14.0	14.9	20.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	4.3		2.7		4.3	7.4	10.9	8.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.2	0.1	0.3
Phase Call Probability	0.97		0.69		0.71	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.01	0.09	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	102	1654	24	35	1013	131	37	78		148	19	92
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1681		1767	1856	1572
Queue Service Time (g_s), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Cycle Queue Clearance Time (g_c), s	2.3	20.0	0.6	0.7	10.7	2.9	2.3	5.4		8.9	1.1	6.1
Green Ratio (g/C)	0.69	0.66	0.69	0.69	0.64	0.74	0.12	0.08		0.19	0.14	0.19
Capacity (c), veh/h	452	3325	1090	268	3255	1156	238	140		271	257	294
Volume-to-Capacity Ratio (X)	0.226	0.497	0.022	0.131	0.311	0.113	0.157	0.557		0.546	0.073	0.314
Back of Queue (Q), ft/ln (95 th percentile)	35	282	8	12	170	39	46	105		178	22	108
Back of Queue (Q), veh/ln (95 th percentile)	1.4	11.0	0.3	0.5	6.6	1.5	1.8	4.1		7.0	0.9	4.2
Queue Storage Ratio (RQ) (95 th percentile)	0.23	0.00	0.00	0.06	0.00	0.00	0.29	0.00		2.55	0.00	0.00
Uniform Delay (d_1), s/veh	6.6	10.4	5.7	7.7	9.5	4.6	47.6	52.9		43.1	45.0	42.1
Incremental Delay (d_2), s/veh	0.1	0.5	0.0	0.1	0.2	0.2	0.1	1.3		0.6	0.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	6.7	11.0	5.8	7.8	9.8	4.8	47.7	54.2		43.8	45.0	42.4
Level of Service (LOS)	A	B	A	A	A	A	D	D		D	D	D
Approach Delay, s/veh / LOS	10.7	B		9.1	A		52.1	D		43.4	D	
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.88	B		2.07	B		2.74	C		2.73	C	
Bicycle LOS Score / LOS	1.47	A		1.14	A		0.68	A		0.92	A	

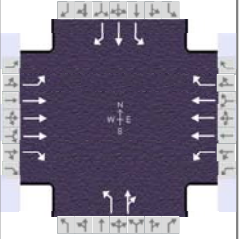
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Time Period	PM
Jurisdiction	Santa Fe	Analysis Year	2028
Urban Street	CALLE DEL CIELO	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus
Intersection	CALLE DEL CIELO & C...		
Project Description	2028 Build PM Mitigation		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.96
Analysis Period	1> 7:00



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	99	1566	18	57	1991	143	45	34	39	185	43	135

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.8	69.9	9.2	69.2	8.7	14.0	27.0	32.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.0		3.7		4.8	7.1	12.2	10.3
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.5	0.2	0.5
Phase Call Probability	0.97		0.86		0.79	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	103	1631	19	59	2074	149	47	76		193	45	141
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1720		1795	1885	1598
Queue Service Time (g_s), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Cycle Queue Clearance Time (g_c), s	3.0	25.2	0.6	1.7	37.1	3.3	2.8	5.1		10.2	2.2	8.3
Green Ratio (g/C)	0.59	0.55	0.59	0.59	0.54	0.73	0.12	0.08		0.29	0.24	0.28
Capacity (c), veh/h	194	2819	940	243	2791	1174	245	143		458	443	453
Volume-to-Capacity Ratio (X)	0.531	0.579	0.020	0.245	0.743	0.127	0.191	0.531		0.421	0.101	0.310
Back of Queue (Q), ft/ln (95 th percentile)	69	369	9	29	514	44	57	100		198	46	144
Back of Queue (Q), veh/ln (95 th percentile)	2.7	14.6	0.4	1.2	20.4	1.8	2.3	4.0		7.8	1.8	5.7
Queue Storage Ratio (RQ) (95 th percentile)	0.46	0.00	0.00	0.15	0.00	0.00	0.36	0.00		2.82	0.00	0.00
Uniform Delay (d_1), s/veh	21.9	17.9	10.3	13.6	21.0	4.6	47.4	52.7		34.0	36.0	33.8
Incremental Delay (d_2), s/veh	0.8	0.9	0.0	0.2	1.8	0.2	0.1	1.1		0.2	0.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	22.7	18.8	10.3	13.8	22.8	4.9	47.5	53.9		34.2	36.0	33.9
Level of Service (LOS)	C	B	B	B	C	A	D	D		C	D	C
Approach Delay, s/veh / LOS	18.9		B	21.4		C	51.5		D	34.3		C
Intersection Delay, s/veh / LOS	22.3						C					

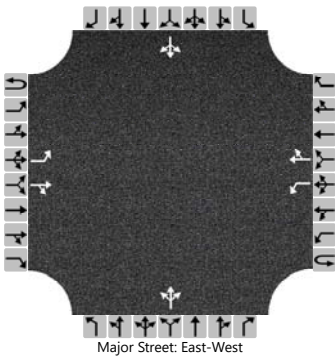
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.90		B	2.09		B	2.74		C	2.73		C
Bicycle LOS Score / LOS	1.45		A	1.74		B	0.69		A	1.11		A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (west)
Time Analyzed	AM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		16	549	63		16	214	18		22	12	15		11	8	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

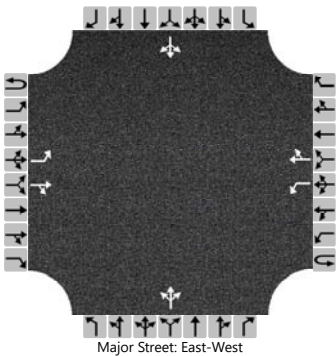
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				18					55				28	
Capacity, c (veh/h)		1298				902					326				314	
v/c Ratio		0.01				0.02					0.17				0.09	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.6				0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				2.6					15.4				7.7	
Control Delay (s/veh)		7.8				9.1					18.3				17.6	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.6				18.3				17.6			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (west)
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		11	372	69		16	438	24		58	25	30		33	21	43
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

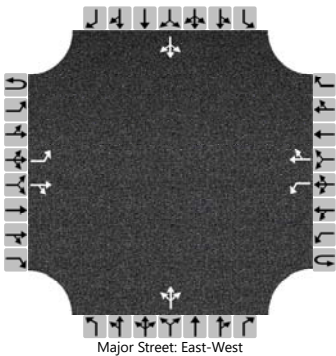
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17					119				102	
Capacity, c (veh/h)		1077				1097					332				363	
v/c Ratio		0.01				0.02					0.36				0.28	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					1.6				1.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					40.6				27.9	
Control Delay (s/veh)		8.4				8.3					21.8				18.7	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.3				21.8				18.7			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	541	42		83	210	0		30	0	77		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

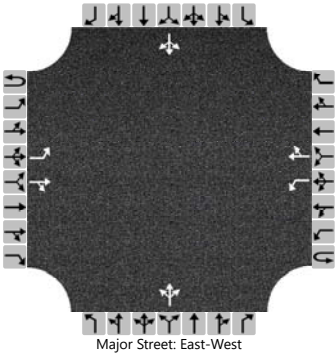
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				97					124				2	
Capacity, c (veh/h)		1322				914					405				325	
v/c Ratio		0.00				0.11					0.31				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4					1.3				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.2					33.0				0.0	
Control Delay (s/veh)		7.7				9.4					17.8				16.2	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.0				2.7				17.8				16.2			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2028	North/South Street	Rufina Circle (east)
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	372	55		97	490	1		42	0	100		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

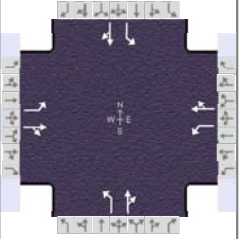
Flow Rate, v (veh/h)		0				107					156				0	
Capacity, c (veh/h)		1034				1098					447				0	
v/c Ratio		0.00				0.10					0.35					
95% Queue Length, Q ₉₅ (veh)		0.0				0.3					1.5					
95% Queue Length, Q ₉₅ (ft)		0.0				7.6					37.8					
Control Delay (s/veh)		8.5				8.6					17.3					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)	0.0				1.4				17.3							
Approach LOS	A				A				C							

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 17, 2025
Jurisdiction	Santa Fe	Time Period	AM
Urban Street	Rufina Street	Analysis Year	2028
Intersection	Rufina St & Richards Ave	File Name	5_BAM Rufina-Ric
Project Description	2028 Build AM		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	101	501	128	69	143	16	52	130	118	37	173	80

Signal Information

Cycle, s	59.1	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.2	0.8	23.3	2.9	0.7	11.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.0	28.0	8.2	27.3	7.6	16.0	6.9	15.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.0	22.5	3.4	5.6	3.4	10.5	3.0	10.5
Green Extension Time (g_e), s	0.0	1.5	0.0	0.1	0.0	0.7	0.0	0.8
Phase Call Probability	0.83	1.00	0.70	1.00	0.60	1.00	0.48	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.16	1.00	0.10

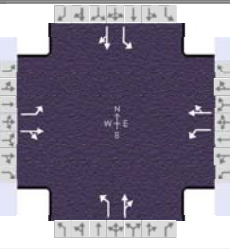
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	107	669		73	169		55	264		39	269	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1819		1795	1852		1795	1736		1795	1784	
Queue Service Time (g_s), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Cycle Queue Clearance Time (g_c), s	2.0	20.5		1.4	3.6		1.4	8.5		1.0	8.5	
Green Ratio (g/C)	0.48	0.41		0.47	0.39		0.25	0.20		0.24	0.19	
Capacity (c), veh/h	682	739		271	729		284	354		239	341	
Volume-to-Capacity Ratio (X)	0.158	0.905		0.271	0.232		0.195	0.746		0.164	0.788	
Back of Queue (Q), ft/ln (95 th percentile)	30	307		21	60		25	153		18	156	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	12.2		0.8	2.4		1.0	6.1		0.7	6.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.7	16.5		13.2	12.0		17.7	22.1		18.3	22.8	
Incremental Delay (d_2), s/veh	0.0	1.8		0.2	0.1		0.1	2.0		0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	18.3		13.4	12.1		17.9	24.1		18.4	24.4	
Level of Service (LOS)	A	B		B	B		B	C		B	C	
Approach Delay, s/veh / LOS	17.0	B		12.5	B		23.0	C		23.6	C	
Intersection Delay, s/veh / LOS	18.7						B					

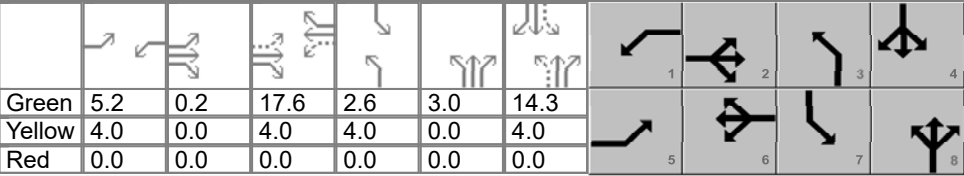
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89	B		1.89	B		1.92	B		1.92	B	
Bicycle LOS Score / LOS	1.77	B		0.89	A		1.01	A		1.00	A	

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2028	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_BPM Rufina-Richards.xus			
Project Description	2028 Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	129	337	87	116	426	29	159	190	81	33	211	142

Signal Information											
Cycle, s	58.8	Reference Phase	2		Green	5.2	0.2	17.6	2.6	3.0	14.3
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.3	21.8	9.2	21.6	9.6	21.3	6.6	18.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	15.0	4.6	15.9	5.8	9.7	2.8	13.6
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.7
Phase Call Probability	0.89	1.00	0.86	1.00	0.93	1.00	0.43	1.00
Max Out Probability	1.00	0.03	1.00	0.03	1.00	1.00	0.99	0.02

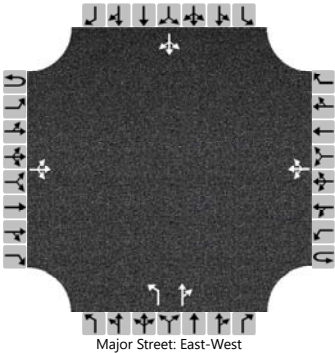
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	133	437		120	469		164	279		34	364	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1864		1795	1789		1795	1758	
Queue Service Time (g_s), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Cycle Queue Clearance Time (g_c), s	2.9	13.0		2.6	13.9		3.8	7.7		0.8	11.6	
Green Ratio (g/C)	0.39	0.30		0.39	0.30		0.36	0.29		0.29	0.24	
Capacity (c), veh/h	344	549		325	558		340	527		345	428	
Volume-to-Capacity Ratio (X)	0.386	0.796		0.368	0.841		0.482	0.530		0.099	0.851	
Back of Queue (Q), ft/ln (95 th percentile)	47	221		42	240		64	133		14	204	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	8.8		1.7	9.5		2.5	5.3		0.6	8.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	13.7	18.9		14.0	19.3		15.1	17.3		15.6	21.2	
Incremental Delay (d_2), s/veh	0.3	1.1		0.3	1.7		0.4	0.5		0.0	1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	14.0	20.0		14.2	21.0		15.5	17.9		15.7	23.1	
Level of Service (LOS)	B	B		B	C		B	B		B	C	
Approach Delay, s/veh / LOS	18.6	B		19.6	B		17.0	B		22.5	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.43	A	1.46	A	1.22	A	1.14	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2028	North/South Street	Calle del Cielo
Time Analyzed	AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		6	7	84		144	18	3		61	2	175		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

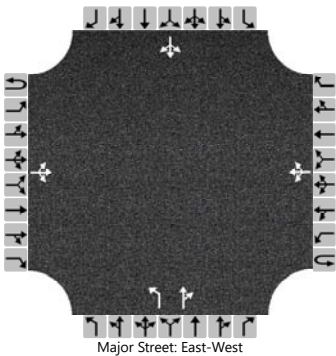
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				182				77		224			4	
Capacity, c (veh/h)		1574				1461				433		982			501	
v/c Ratio		0.00				0.12				0.18		0.23			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4				0.6		0.9			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.0				15.5		23.2			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.8	1.0	1.0		15.1		9.7			12.2	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)	0.5				6.9				11.1				12.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2028	North/South Street	Calle del Cielo
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	21	161		180	28	1		131	3	155		7	14	6
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

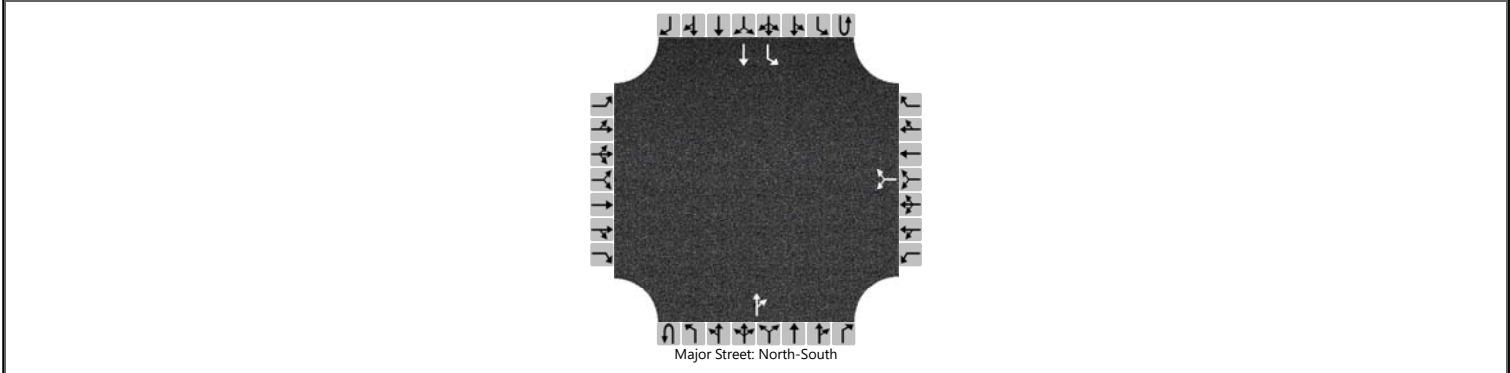
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				198				144		174			30	
Capacity, c (veh/h)		1587				1378				365		919			376	
v/c Ratio		0.00				0.14				0.39		0.19			0.08	
95% Queue Length, Q ₉₅ (veh)		0.0				0.5				1.8		0.7			0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				12.5				45.4		17.6			7.6	
Control Delay (s/veh)		7.3	0.0	0.0		8.0	1.2	1.2		21.1		9.8			15.4	
Level of Service (LOS)		A	A	A		A	A	A		C		A			C	
Approach Delay (s/veh)	0.0				7.1				15.0				15.4			
Approach LOS	A				A				B				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 1
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 1
Analysis Year	2028	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			41	20		70	55	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

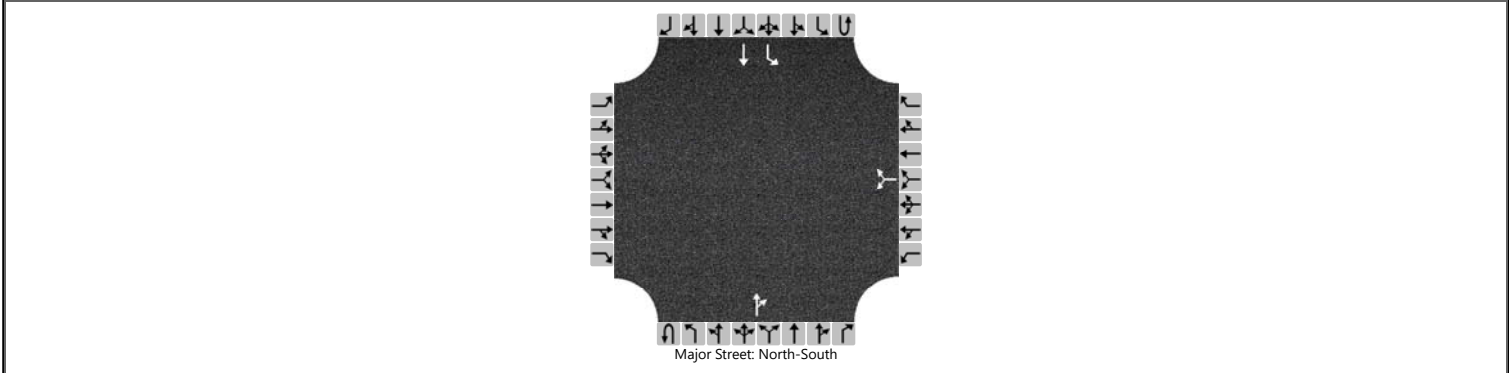
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							92							76		
Capacity, c (veh/h)							914							1535		
v/c Ratio							0.10							0.05		
95% Queue Length, Q ₉₅ (veh)							0.3							0.2		
95% Queue Length, Q ₉₅ (ft)							7.6							5.1		
Control Delay (s/veh)							9.4							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.4								4.2			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 1
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 1
Analysis Year	2028	North/South Street	Rufina Circle
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			71	19		66	86	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

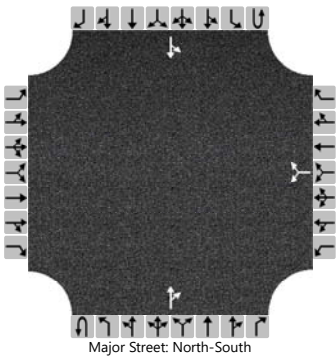
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							98								72		
Capacity, c (veh/h)							870								1495		
v/c Ratio							0.11								0.05		
95% Queue Length, Q ₉₅ (veh)							0.4								0.2		
95% Queue Length, Q ₉₅ (ft)							10.2								5.1		
Control Delay (s/veh)							9.7								7.5		
Level of Service (LOS)							A								A		
Approach Delay (s/veh)						9.7								3.3			
Approach LOS						A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2028	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						94		9			52	100		10	63	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

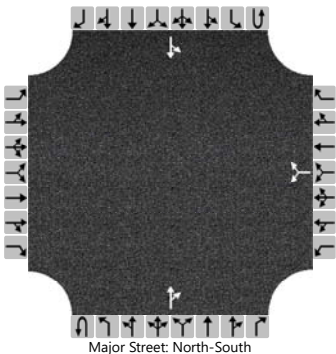
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						112								11		
Capacity, c (veh/h)						793								1413		
v/c Ratio						0.14								0.01		
95% Queue Length, Q ₉₅ (veh)						0.5								0.0		
95% Queue Length, Q ₉₅ (ft)						12.7								0.0		
Control Delay (s/veh)						10.3								7.6	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.3								1.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2028	North/South Street	Rufina Circle
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2028 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						100		10			80	94		9	96	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120								10		
Capacity, c (veh/h)						735								1385		
v/c Ratio						0.16								0.01		
95% Queue Length, Q ₉₅ (veh)						0.6								0.0		
95% Queue Length, Q ₉₅ (ft)						15.2								0.0		
Control Delay (s/veh)						10.8								7.6	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.8								0.7			
Approach LOS					B								A			

APPENDIX G:
2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

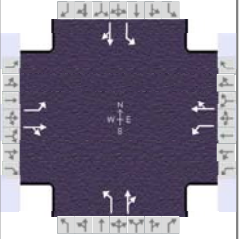
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Analysis Year	2038
Jurisdiction	Santa Fe	File Name	1_NBAM Siler-Rufina.xus
Urban Street	Rufina Street	Project Description	2038 No Build AM
Intersection	Rufina St & Siler Rd		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	273	73	161	55	25	28	112	501	34	35	572	164

Signal Information

Cycle, s	76.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	17.4	19.1	8.3	10.0	9.5	42.2	7.3	40.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.1	3.2	3.1
Queue Clearance Time (g_s), s	12.9	13.0	4.3	4.4	4.5	19.4	2.8	33.9
Green Extension Time (g_e), s	0.5	0.6	0.0	0.2	0.0	0.0	0.0	2.0
Phase Call Probability	1.00	1.00	0.71	1.00	0.92	1.00	0.55	1.00
Max Out Probability	0.00	0.00	1.00	1.00	1.00	1.00	0.99	0.00

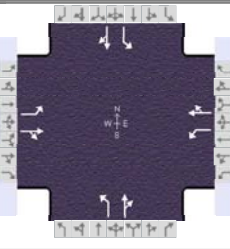
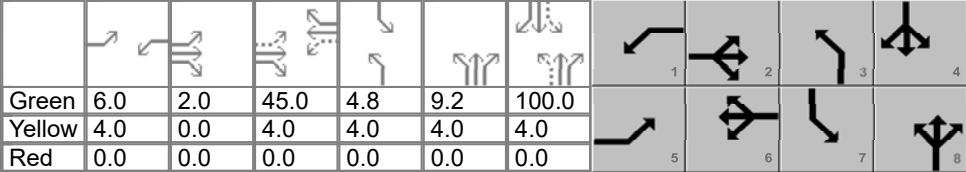
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	287	246		58	56		118	563		37	775	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1638		1753	1681		1753	1820		1753	1770	
Queue Service Time (g_s), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Cycle Queue Clearance Time (g_c), s	10.9	11.0		2.3	2.4		2.5	17.4		0.8	31.9	
Green Ratio (g/C)	0.28	0.20		0.13	0.08		0.54	0.50		0.51	0.47	
Capacity (c), veh/h	460	323		223	131		257	905		374	829	
Volume-to-Capacity Ratio (X)	0.624	0.764		0.260	0.427		0.459	0.622		0.099	0.935	
Back of Queue (Q), ft/ln (95 th percentile)	201	198		44	47		42	282		13	465	
Back of Queue (Q), veh/ln (95 th percentile)	7.8	7.7		1.7	1.8		1.6	10.9		0.5	18.0	
Queue Storage Ratio (RQ) (95 th percentile)	1.15	0.00		0.26	0.00		0.21	0.00		0.13	0.00	
Uniform Delay (d_1), s/veh	24.2	29.3		30.0	33.9		16.5	14.1		11.4	19.4	
Incremental Delay (d_2), s/veh	0.5	1.4		0.2	0.8		0.5	1.0		0.0	2.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	24.7	30.7		30.3	34.7		17.0	15.1		11.4	21.7	
Level of Service (LOS)	C	C		C	C		B	B		B	C	
Approach Delay, s/veh / LOS	27.5	C		32.5	C		15.4	B		21.2	C	
Intersection Delay, s/veh / LOS	21.5						C					

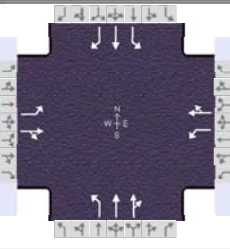
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.93	B		1.94	B		1.89	B		1.89	B	
Bicycle LOS Score / LOS	1.37	A		0.68	A		1.61	B		1.83	B	

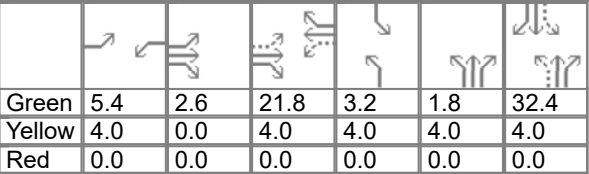
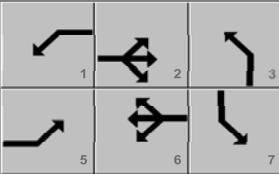
HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency	BHI					Duration, h		0.250							
Analyst	MG		Analysis Date	Jul 16, 2025		Area Type		Other							
Jurisdiction	Santa Fe		Time Period	PM		PHF		0.92							
Urban Street	Rufina Street		Analysis Year	2038		Analysis Period		1> 7:00							
Intersection	Rufina St & Siler Rd		File Name	1_NBPM Siler-Rufina.xus											
Project Description	2038 No Build PM														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				252	38	330	86	91	59	213	509	28	29	552	330
Signal Information															
Cycle, s	187.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	6.0	2.0	45.0	4.8	9.2	100.0					
				Yellow	4.0	0.0	4.0	4.0	4.0	4.0					
				Red	0.0	0.0	0.0	0.0	0.0	0.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0				
Phase Duration, s				12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0				
Change Period, (Y+R c), s				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Allow Headway (MAH), s				3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2				
Queue Clearance Time (g s), s				10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0				
Green Extension Time (g e), s				0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0				
Phase Call Probability				1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00				
Max Out Probability				1.00	1.00	1.00	1.00	1.00	0.83	1.00	1.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h				274	400		93	163		232	584		32	959	
Adjusted Saturation Flow Rate (s), veh/h/ln				1753	1585		1753	1719		1753	1824		1753	1725	
Queue Service Time (g s), s				8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Cycle Queue Clearance Time (g c), s				8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Green Ratio (g/C)				0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53	
Capacity (c), veh/h				307	398		95	414		207	1104		418	922	
Volume-to-Capacity Ratio (X)				0.892	1.004		0.987	0.394		1.117	0.529		0.075	1.040	
Back of Queue (Q), ft/ln (95 th percentile)				442	836		184	280		590	557		30	1718	
Back of Queue (Q), veh/ln (95 th percentile)				17.1	32.4		7.2	10.8		22.9	21.6		1.2	66.6	
Queue Storage Ratio (RQ) (95 th percentile)				2.52	0.00		1.09	0.00		2.95	0.00		0.30	0.00	
Uniform Delay (d 1), s/veh				69.4	70.0		64.6	59.6		70.4	21.4		19.9	43.5	
Incremental Delay (d 2), s/veh				25.4	46.1		87.7	0.2		97.5	0.2		0.0	40.4	
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				94.8	116.1		152.3	59.8		167.9	21.7		20.0	83.9	
Level of Service (LOS)				F	F		F	E		F	C		B	F	
Approach Delay, s/veh / LOS				107.5	F		93.5	F		63.2	E		81.9	F	
Intersection Delay, s/veh / LOS				83.7					F						
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				1.96	B		1.96	B		1.90	B		1.92	B	
Bicycle LOS Score / LOS				1.60	B		0.91	A		1.83	B		2.12	B	

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.92	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_NBPM Siler-Rufina.xus			
Project Description	2038 No Build PM - Add SBR					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	252	38	330	86	91	59	213	509	28	29	552	330

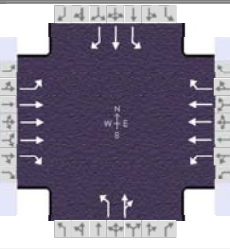
Signal Information											
Cycle, s	87.3	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	5.4	2.6	21.8	3.2	1.8	32.4					
Yellow	4.0	0.0	4.0	4.0	4.0	4.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	28.4	9.4	25.8	13.0	42.2	7.2	36.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	23.3	5.4	8.9	8.7	11.4	2.9	28.6
Green Extension Time (g_e), s	0.0	0.9	0.0	0.0	0.3	3.6	0.0	3.6
Phase Call Probability	1.00	1.00	0.90	1.00	1.00	1.00	0.54	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.00	0.01	1.00	0.00

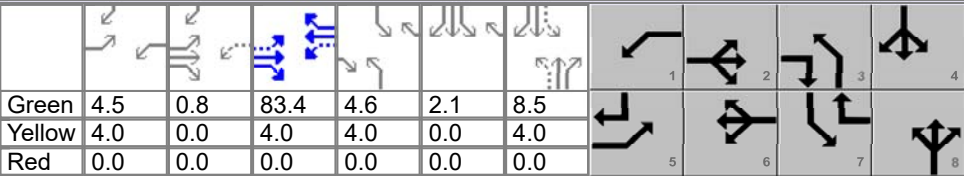
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	274	400		93	163		232	294	290	32	600	359
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1585		1753	1719		1753	1841	1807	1753	1841	1610
Queue Service Time (g_s), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Cycle Queue Clearance Time (g_c), s	8.0	21.3		3.4	6.9		6.7	9.4	9.4	0.9	26.6	15.8
Green Ratio (g/C)	0.35	0.28		0.31	0.25		0.50	0.44	0.44	0.41	0.37	0.37
Capacity (c), veh/h	452	444		204	431		318	807	792	402	685	599
Volume-to-Capacity Ratio (X)	0.605	0.900		0.458	0.378		0.727	0.364	0.366	0.078	0.876	0.599
Back of Queue (Q), ft/ln (95 th percentile)	59	332		65	130		120	176	169	17	435	243
Back of Queue (Q), veh/ln (95 th percentile)	2.3	12.9		2.5	5.0		4.6	6.8	6.7	0.7	16.8	9.7
Queue Storage Ratio (RQ) (95 th percentile)	0.34	0.00		0.38	0.00		0.60	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	24.1	30.4		24.6	27.2		18.9	16.5	16.5	15.8	25.7	22.2
Incremental Delay (d_2), s/veh	1.7	2.8		0.6	0.2		1.2	0.1	0.1	0.0	1.4	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	25.7	33.2		25.2	27.4		20.0	16.6	16.6	15.8	27.1	22.6
Level of Service (LOS)	C	C		C	C		C	B	B	B	C	C
Approach Delay, s/veh / LOS	30.1	C		26.6	C		17.6	B		25.1	C	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.29	B	1.90	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	0.91	A	1.16	A	2.12	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_NBAM Calle del Cielo-Cerrillos.xus			
Project Description	2038 No Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	58	1789	26	38	1096	52	40	35	49	76	20	50

Signal Information												
Cycle, s	120.0	Reference Phase	2	Green	4.5	0.8	83.4	4.6	2.1	8.5		
Offset, s	0	Reference Point	End	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.3	88.2	8.5	87.4	8.6	12.5	10.7	14.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.2		2.8		4.7	8.5	7.2	5.8
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Phase Call Probability	0.88		0.75		0.77	1.00	0.94	1.00
Max Out Probability	0.02		0.00		1.00	1.00	1.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	64	1966	29	42	1204	57	44	92		84	22	55
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Cycle Queue Clearance Time (g_c), s	1.2	22.8	0.6	0.8	11.4	1.1	2.7	6.5		5.2	1.3	3.8
Green Ratio (g/C)	0.74	0.70	0.74	0.74	0.70	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (c), veh/h	414	3547	1164	239	3515	1182	212	119		181	165	209
Volume-to-Capacity Ratio (X)	0.154	0.554	0.025	0.174	0.343	0.048	0.207	0.773		0.460	0.133	0.263
Back of Queue (Q), ft/ln (95 th percentile)	17	300	8	11	169	15	55	148		105	28	68
Back of Queue (Q), veh/ln (95 th percentile)	0.6	11.7	0.3	0.4	6.6	0.6	2.2	5.8		4.1	1.1	2.6
Queue Storage Ratio (RQ) (95 th percentile)	0.11	0.00	0.00	0.05	0.00	0.00	0.34	0.00		1.50	0.00	0.00
Uniform Delay (d_1), s/veh	4.9	8.7	4.1	6.9	7.3	3.8	48.8	54.8		48.0	50.4	46.7
Incremental Delay (d_2), s/veh	0.1	0.6	0.0	0.1	0.3	0.1	0.2	15.4		0.7	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	4.9	9.4	4.2	7.0	7.6	3.9	49.0	70.1		48.7	50.5	47.0
Level of Service (LOS)	A	A	A	A	A	A	D	E		D	D	D
Approach Delay, s/veh / LOS	9.2		A	7.4		A	63.3		E	48.4		D
Intersection Delay, s/veh / LOS	12.3						B					

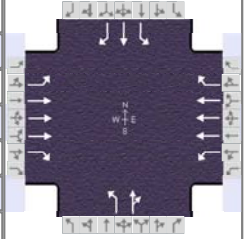
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.62	B	1.20	A	0.71	A	0.75	A

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 16, 2025
Jurisdiction	Santa Fe	Time Period	PM
Urban Street	CALLE DEL CIELO	Analysis Year	2038
Intersection	CALLE DEL CIELO & C...	File Name	2_NBPM Calle de
Project Description	2038 No Build PM		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	68	1861	21	68	2366	84	53	40	47	130	52	108

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	83.1	5.0	2.0	8.4	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.4	87.1	9.4	87.1	9.0	12.4	11.0	14.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.3		3.3		5.4	8.2	9.0	9.9
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.91		0.91		0.84	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.00	0.25	1.00	0.19

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	71	1939	22	71	2465	88	55	91		135	54	113
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g_s), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Cycle Queue Clearance Time (g_c), s	1.3	22.4	0.4	1.3	34.0	1.7	3.4	6.2		7.0	3.2	7.9
Green Ratio (g/C)	0.74	0.69	0.73	0.74	0.69	0.75	0.11	0.07		0.13	0.09	0.13
Capacity (c), veh/h	197	3557	1174	258	3557	1200	194	121		189	163	211
Volume-to-Capacity Ratio (X)	0.359	0.545	0.019	0.275	0.693	0.073	0.285	0.750		0.716	0.332	0.534
Back of Queue (Q), ft/ln (95 th percentile)	42	298	6	18	422	22	68	125		50	70	142
Back of Queue (Q), veh/ln (95 th percentile)	1.7	11.8	0.2	0.7	16.8	0.9	2.7	5.0		2.0	2.8	5.7
Queue Storage Ratio (RQ) (95 th percentile)	0.28	0.00	0.00	0.09	0.00	0.00	0.43	0.00		0.71	0.00	0.00
Uniform Delay (d_1), s/veh	14.3	9.1	4.3	7.3	10.9	3.9	48.8	54.7		50.6	51.5	48.6
Incremental Delay (d_2), s/veh	0.4	0.6	0.0	0.2	1.1	0.1	0.3	3.5		10.6	0.4	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.7	9.7	4.3	7.5	12.0	4.1	49.1	58.2		61.2	52.0	49.4
Level of Service (LOS)	B	A	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	9.8		A	11.6		B	54.8		D	55.1		E
Intersection Delay, s/veh / LOS	14.7						B					

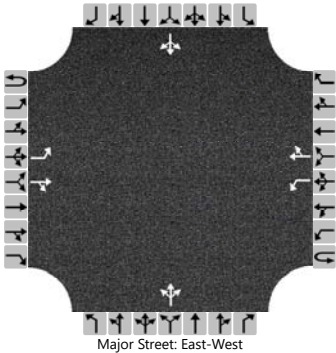
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.87		B	2.06		B	2.74		C	2.74		C
Bicycle LOS Score / LOS	1.60		B	1.93		B	0.73		A	0.99		A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (west)
Time Analyzed	AM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		19	617	74		19	221	21		26	14	18		13	10	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

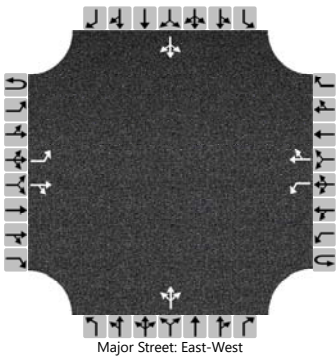
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65				34	
Capacity, c (veh/h)		1286				835					287				268	
v/c Ratio		0.02				0.03					0.23				0.13	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.9				0.4	
95% Queue Length, Q ₉₅ (ft)		2.6				2.6					23.0				10.2	
Control Delay (s/veh)		7.8				9.4					21.2				20.3	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.7				21.2				20.3			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (west)
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		13	408	82		19	485	29		69	30	35		39	25	52
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

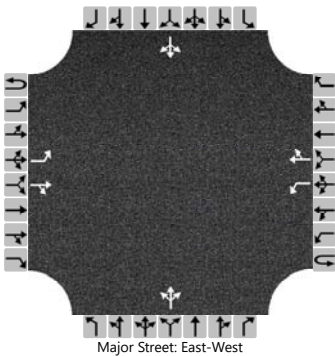
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20					141				122	
Capacity, c (veh/h)		1028				1050					286				319	
v/c Ratio		0.01				0.02					0.49				0.38	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					2.6				1.7	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					66.0				43.2	
Control Delay (s/veh)		8.6				8.5					29.2				23.1	
Level of Service (LOS)		A				A					D				C	
Approach Delay (s/veh)	0.2				0.3				29.2				23.1			
Approach LOS	A				A				D				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	643	14		39	249	0		2	0	35		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

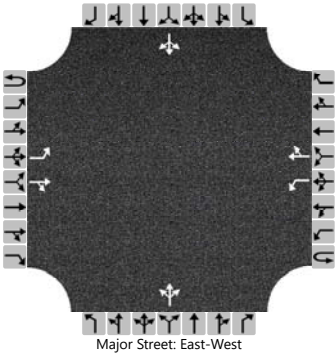
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				45					43				2	
Capacity, c (veh/h)		1272				849					400				366	
v/c Ratio		0.00				0.05					0.11				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.4				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				5.1					10.2				0.0	
Control Delay (s/veh)		7.8				9.5					15.1				14.9	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.0				1.3				15.1				14.9			
Approach LOS	A				A				C				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (east)
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	442	32		59	582	1		14	0	59		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

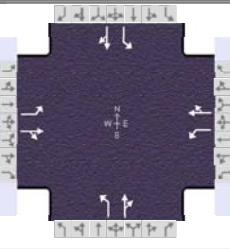
Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

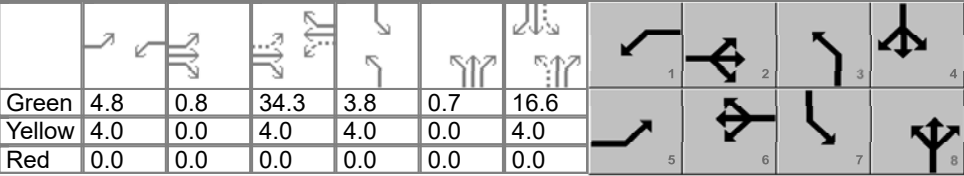
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				65					80				0	
Capacity, c (veh/h)		948				1051					465				0	
v/c Ratio		0.00				0.06					0.17					
95% Queue Length, Q ₉₅ (veh)		0.0				0.2					0.6					
95% Queue Length, Q ₉₅ (ft)		0.0				5.0					15.1					
Control Delay (s/veh)		8.8				8.7					14.4					
Level of Service (LOS)		A				A					B					
Approach Delay (s/veh)	0.0				0.8				14.4							
Approach LOS	A				A				B							

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_NBAM Rufina-Richards.xus			
Project Description	2038 No Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120	572	152	71	147	19	62	155	129	44	205	95

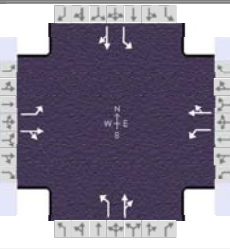
Signal Information											
Cycle, s	77.1	Reference Phase	2		Green	4.8	0.8	34.3	3.8	0.7	16.6
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.6	39.1	8.8	38.3	8.6	21.3	7.8	20.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	33.0	3.7	6.5	4.1	14.6	3.5	15.2
Green Extension Time (g_e), s	0.0	1.9	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.80	1.00	0.76	1.00	0.63	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

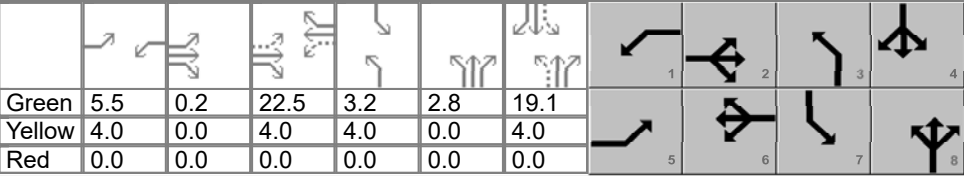
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	128	770		76	177		66	302		47	319	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1817		1795	1847		1795	1743		1795	1784	
Queue Service Time (g_s), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Cycle Queue Clearance Time (g_c), s	2.9	31.0		1.7	4.5		2.1	12.6		1.5	13.2	
Green Ratio (g/C)	0.52	0.46		0.51	0.44		0.28	0.22		0.27	0.22	
Capacity (c), veh/h	699	828		226	823		247	393		222	385	
Volume-to-Capacity Ratio (X)	0.183	0.931		0.334	0.215		0.267	0.770		0.211	0.829	
Back of Queue (Q), ft/ln (95 th percentile)	47	455		28	81		40	224		29	240	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	18.1		1.1	3.2		1.6	8.9		1.1	9.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	9.8	19.9		17.1	13.2		22.3	28.1		22.7	29.0	
Incremental Delay (d_2), s/veh	0.0	2.2		0.3	0.0		0.2	1.2		0.2	1.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	9.8	22.1		17.5	13.2		22.5	29.3		22.9	30.8	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.3	C		14.5	B		28.1	C		29.8	C	
Intersection Delay, s/veh / LOS	22.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	1.97	B	0.90	A	1.09	A	1.09	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_NBPM Rufina-Richards.xus			
Project Description	2038 No Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	154	378	103	126	483	34	189	226	86	39	251	169

Signal Information											
Cycle, s	69.3	Reference Phase	2		Green	5.5	0.2	22.5	3.2	2.8	19.1
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	26.7	9.5	26.5	10.0	25.8	7.2	23.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	6.0	19.5	5.2	20.7	7.3	12.3	3.1	18.4
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.95	1.00	0.92	1.00	0.98	1.00	0.54	1.00
Max Out Probability	1.00	0.18	1.00	0.20	1.00	1.00	1.00	0.24

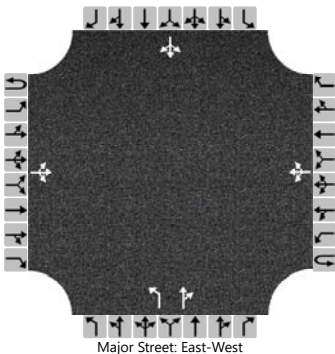
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	159	496		130	533		195	322		40	433	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1815		1795	1863		1795	1796		1795	1758	
Queue Service Time (g_s), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Cycle Queue Clearance Time (g_c), s	4.0	17.5		3.2	18.7		5.3	10.3		1.1	16.4	
Green Ratio (g/C)	0.41	0.33		0.40	0.32		0.37	0.32		0.32	0.28	
Capacity (c), veh/h	300	595		289	605		297	566		334	484	
Volume-to-Capacity Ratio (X)	0.530	0.834		0.450	0.881		0.657	0.568		0.120	0.895	
Back of Queue (Q), ft/ln (95 th percentile)	70	312		56	347		106	189		19	312	
Back of Queue (Q), veh/ln (95 th percentile)	2.8	12.4		2.2	13.8		4.2	7.5		0.8	12.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	16.4	21.5		16.4	22.1		17.9	19.8		17.0	24.1	
Incremental Delay (d_2), s/veh	0.8	5.7		0.4	8.0		4.2	0.9		0.1	10.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.2	27.2		16.8	30.2		22.0	20.6		17.0	34.9	
Level of Service (LOS)	B	C		B	C		C	C		B	C	
Approach Delay, s/veh / LOS	24.8	C		27.5	C		21.2	C		33.3	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.57	B	1.58	B	1.34	A	1.27	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2038	North/South Street	Calle del Cielo
Time Analyzed	AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		7	8	100		37	21	4		73	2	66		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

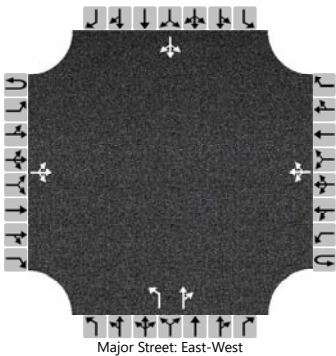
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				47				92		86			4	
Capacity, c (veh/h)		1568				1435				704		968			701	
v/c Ratio		0.01				0.03				0.13		0.09			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.5		0.3			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5				12.9		7.7			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.6	0.3	0.3		10.9		9.1			10.2	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.5				4.6				10.0				10.2			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2038	North/South Street	Calle del Cielo
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 No Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	25	192		72	33	1		156	4	50		8	16	7
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

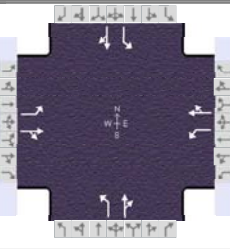
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

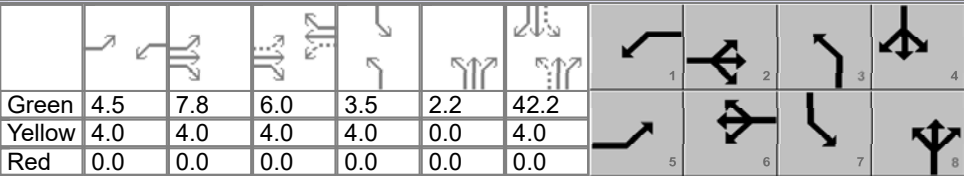
Flow Rate, v (veh/h)		0				79				171		59			34	
Capacity, c (veh/h)		1580				1334				554		877			565	
v/c Ratio		0.00				0.06				0.31		0.07			0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				1.3		0.2			0.2	
95% Queue Length, Q ₉₅ (ft)		0.0				5.0				32.8		5.0			5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.9	0.5	0.5		14.4		9.4			11.8	
Level of Service (LOS)		A	A	A		A	A	A		B		A			B	
Approach Delay (s/veh)	0.0				5.5				13.1				11.8			
Approach LOS	A				A				B				B			

APPENDIX H:
2038 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.95	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Siler Rd	File Name	1_BAM Siler-Rufina.xus			
Project Description	2038 Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information														
Cycle, s	86.3	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On	Green	4.5	7.8	6.0	3.5	2.2	42.2				
				Yellow	4.0	4.0	4.0	4.0	0.0	4.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.4	7.5	46.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	16.0	15.0	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g_e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	323	260		58	56		133	563		37	813	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1634		1753	1681		1753	1820		1753	1759	
Queue Service Time (g_s), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g_c), s	14.0	13.0		2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (g/C)	0.28	0.21		0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (c), veh/h	465	337		212	117		234	937		385	861	
Volume-to-Capacity Ratio (X)	0.695	0.771		0.274	0.478		0.567	0.601		0.096	0.944	
Back of Queue (Q), ft/ln (95 th percentile)	259	228		51	54		58	304		15	544	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	8.9		2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00		0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d_1), s/veh	27.5	32.4		34.6	38.8		19.0	14.7		11.8	21.0	
Incremental Delay (d_2), s/veh	2.7	1.4		0.3	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	30.2	33.8		34.8	39.9		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C		C	D		B	B		B	C	
Approach Delay, s/veh / LOS	31.8	C		37.3	D		16.3	B		23.0	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.94	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.45	A	0.68	A	1.64	B	1.89	B

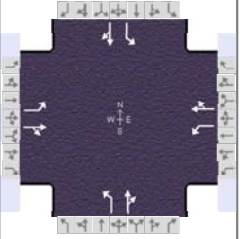
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Analysis Year	2038
Jurisdiction	Santa Fe	File Name	1_BPM Siler-Rufina.xus
Urban Street	Rufina Street		
Intersection	Rufina St & Siler Rd		
Project Description	2038 Build PM		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information

Cycle, s	187.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.0	51.0	10.0	49.0	22.0	117.2	8.8	104.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	10.0	49.0	8.0	16.9	20.0	36.8	3.5	102.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.81	1.00
Max Out Probability	1.00	1.00	1.00	1.00	1.00	0.84	1.00	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	313	415		93	163		246	584		32	996	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1584		1753	1719		1753	1824		1753	1718	
Queue Service Time (g_s), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Cycle Queue Clearance Time (g_c), s	8.0	47.0		6.0	14.9		18.0	34.8		1.5	100.0	
Green Ratio (g/C)	0.28	0.25		0.27	0.24		0.64	0.61		0.56	0.53	
Capacity (c), veh/h	307	398		95	414		207	1104		418	919	
Volume-to-Capacity Ratio (X)	1.019	1.043		0.987	0.394		1.185	0.529		0.075	1.084	
Back of Queue (Q), ft/ln (95 th percentile)	585	892		184	280		649	557		30	1886	
Back of Queue (Q), veh/ln (95 th percentile)	22.7	34.6		7.2	10.8		25.2	21.6		1.2	73.1	
Queue Storage Ratio (RQ) (95 th percentile)	3.34	0.00		1.09	0.00		3.25	0.00		0.30	0.00	
Uniform Delay (d_1), s/veh	72.0	70.0		64.6	59.6		70.4	21.4		19.9	43.5	
Incremental Delay (d_2), s/veh	56.3	56.7		87.7	0.2		121.5	0.2		0.0	55.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	128.3	126.7		152.3	59.8		191.9	21.7		20.0	98.6	
Level of Service (LOS)	F	F		F	E		F	C		B	F	
Approach Delay, s/veh / LOS	127.4	F		93.5	F		72.1	E		96.2	F	
Intersection Delay, s/veh / LOS	96.9						F					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96	B		1.96	B		1.90	B		1.92	B	
Bicycle LOS Score / LOS	1.69	B		0.91	A		1.86	B		2.18	B	

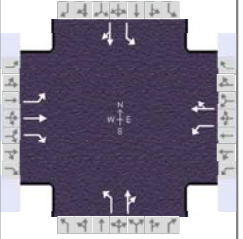
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Analysis Year	2038
Jurisdiction	Santa Fe	File Name	1_BAM Siler-Rufina_Mitigation.xus
Urban Street	Rufina Street		
Intersection	Rufina St & Siler Rd		
Project Description	2038 Build AM Mitigated		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	307	73	174	55	25	28	126	501	34	35	572	200

Signal Information

Cycle, s	86.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	20.3	21.8	8.5	10.0	9.8	48.3	7.5	46.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	16.0	10.8	4.6	4.8	5.1	20.8	2.9	39.9
Green Extension Time (g_e), s	0.2	0.7	0.0	0.1	0.1	0.0	0.0	2.1
Phase Call Probability	1.00	1.00	0.75	1.00	0.96	1.00	0.59	1.00
Max Out Probability	1.00	0.00	1.00	1.00	0.04	1.00	1.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	323	77	183	58	56		133	563		37	813	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1681		1753	1820		1753	1759	
Queue Service Time (g_s), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Cycle Queue Clearance Time (g_c), s	14.0	3.0	8.8	2.6	2.8		3.1	18.8		0.9	37.9	
Green Ratio (g/C)	0.28	0.21	0.21	0.12	0.07		0.56	0.51		0.53	0.49	
Capacity (c), veh/h	465	380	332	266	117		234	937		384	860	
Volume-to-Capacity Ratio (X)	0.696	0.202	0.551	0.218	0.478		0.567	0.601		0.096	0.944	
Back of Queue (Q), ft/ln (95 th percentile)	258	61	152	51	54		57	304		15	544	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	2.4	6.1	2.0	2.1		2.2	11.8		0.6	21.1	
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00	0.00	0.30	0.00		0.29	0.00		0.15	0.00	
Uniform Delay (d_1), s/veh	27.5	28.4	30.7	34.4	38.7		19.0	14.7		11.8	20.9	
Incremental Delay (d_2), s/veh	2.7	0.1	0.5	0.2	1.1		0.8	0.8		0.0	2.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	30.1	28.5	31.2	34.6	39.8		19.8	15.5		11.8	23.5	
Level of Service (LOS)	C	C	C	C	D		B	B		B	C	
Approach Delay, s/veh / LOS	30.3	C		37.1	D		16.3	B		23.0	C	
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results

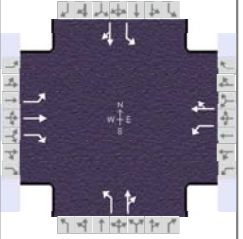
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.93	B		1.94	B		1.89	B		2.09	B	
Bicycle LOS Score / LOS	1.45	A		0.68	A		1.64	B		1.89	B	

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 16, 2025
Jurisdiction	Santa Fe	Time Period	PM
Urban Street	Rufina Street	Analysis Year	2038
Intersection	Rufina St & Siler Rd	File Name	1_BPM Siler-Rufin
Project Description	2038 Build PM Mitigated		

Intersection Information



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	288	38	344	86	91	59	226	509	28	29	552	364

Signal Information

Cycle, s	152.6	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	6.0	1.9	37.7	4.4	5.6	77.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	41.7	11.9	43.6	18.0	90.6	8.4	81.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.3	3.2	3.3	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	8.0	36.8	8.0	13.8	16.0	33.1	3.3	79.0
Green Extension Time (g_e), s	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00	1.00	0.74	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00

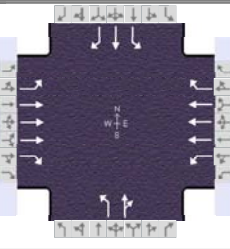
Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	313	41	374	93	163		246	584		32	996	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1841	1610	1753	1719		1753	1824		1753	1718	
Queue Service Time (g_s), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Cycle Queue Clearance Time (g_c), s	6.0	2.6	34.8	6.0	11.8		14.0	31.1		1.3	77.0	
Green Ratio (g/C)	0.29	0.25	0.25	0.30	0.26		0.61	0.57		0.53	0.50	
Capacity (c), veh/h	319	455	398	447	446		208	1034		384	867	
Volume-to-Capacity Ratio (X)	0.980	0.091	0.939	0.209	0.365		1.181	0.564		0.082	1.149	
Back of Queue (Q), ft/ln (95 th percentile)	501	57	524	123	229		447	501		25	1802	
Back of Queue (Q), veh/ln (95 th percentile)	19.4	2.2	20.9	4.8	8.9		17.3	19.4		1.0	69.9	
Queue Storage Ratio (RQ) (95 th percentile)	2.86	0.00	0.00	0.73	0.00		2.24	0.00		0.25	0.00	
Uniform Delay (d_1), s/veh	59.0	44.2	56.3	39.6	46.2		54.2	21.0		18.8	37.8	
Incremental Delay (d_2), s/veh	44.8	0.0	4.8	0.1	0.2		119.9	0.4		0.0	80.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	103.7	44.3	61.1	39.7	46.4		174.1	21.5		18.9	118.2	
Level of Service (LOS)	F	D	E	D	D		F	C		B	F	
Approach Delay, s/veh / LOS	78.5		E	44.0		D	66.7		E	115.1		F
Intersection Delay, s/veh / LOS	85.2						F					

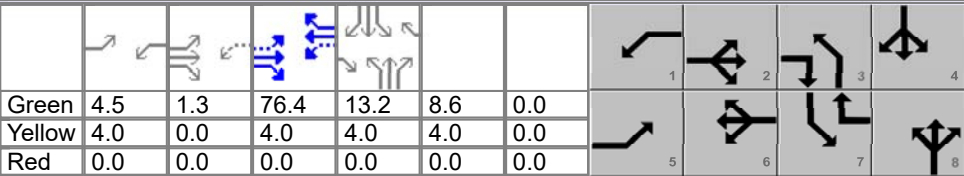
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.90	B	2.11	B
Bicycle LOS Score / LOS	1.69	B	0.91	A	1.86	B	2.18	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 16, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.91	
Urban Street	CALLE DEL CIELO	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del Cielo-Cerrillos.xus			
Project Description	2038 Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	4.5	1.3	76.4	13.2	8.6	0.0				
				Yellow	4.0	0.0	4.0	4.0	4.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		10.0		9.0
Phase Duration, s	9.9	81.8	8.5	80.4		12.6		17.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.1		3.1
Queue Clearance Time (g_s), s	4.6		2.9			8.5		12.7
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.2		0.4
Phase Call Probability	0.98		0.75			0.99		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Cycle Queue Clearance Time (g_c), s	2.6	26.9	0.6	0.9	13.6	3.0	2.8	6.5		10.7	1.3	7.3
Green Ratio (g/C)	0.69	0.65	0.72	0.69	0.64	0.75	0.07	0.07		0.11	0.11	0.11
Capacity (c), veh/h	387	3276	1131	220	3219	1174	126	120		194	203	172
Volume-to-Capacity Ratio (X)	0.289	0.600	0.025	0.190	0.374	0.120	0.349	0.771		0.834	0.108	0.586
Back of Queue (Q), ft/ln (95 th percentile)	40	365	9	14	212	40	58	130		218	27	134
Back of Queue (Q), veh/ln (95 th percentile)	1.6	14.2	0.3	0.6	8.3	1.5	2.3	5.1		8.5	1.1	5.2
Queue Storage Ratio (RQ) (95 th percentile)	0.27	0.00	0.00	0.07	0.00	0.00	0.36	0.00		3.11	0.00	0.00
Uniform Delay (d_1), s/veh	7.4	12.2	4.8	9.8	10.4	4.2	53.1	54.8		52.3	48.1	50.8
Incremental Delay (d_2), s/veh	0.2	0.8	0.0	0.2	0.3	0.2	0.6	3.9		3.6	0.1	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.5	13.0	4.9	9.9	10.7	4.4	53.7	58.7		55.9	48.2	52.0
Level of Service (LOS)	A	B	A	A	B	A	D	E		E	D	D
Approach Delay, s/veh / LOS	12.6	B		10.1	B		57.1	E		53.9	D	
Intersection Delay, s/veh / LOS	16.2						B					

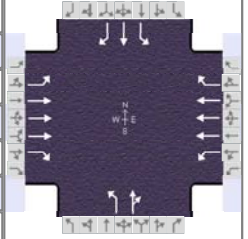
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	2.07	B	2.75	C	2.74	C
Bicycle LOS Score / LOS	1.65	B	1.25	A	0.71	A	0.96	A

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 16, 2025
Jurisdiction	Santa Fe	Time Period	PM
Urban Street	CALLE DEL CIELO	Analysis Year	2038
Intersection	CALLE DEL CIELO & C...	File Name	2_BPM Calle del C
Project Description	2038 Build PM		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.4	0.4	79.9	5.0	2.0	11.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	84.3	9.4	83.9	9.0	15.3	11.0	17.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	4.3		3.4		5.3	8.1	9.0	13.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.3	0.0	0.1
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.01		0.00		0.00	0.25	1.00	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g_s), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Cycle Queue Clearance Time (g_c), s	2.3	24.1	0.5	1.4	37.0	3.8	3.3	6.1		7.0	3.2	11.1
Green Ratio (g/C)	0.71	0.67	0.71	0.71	0.67	0.72	0.14	0.09		0.15	0.11	0.16
Capacity (c), veh/h	197	3436	1136	249	3417	1156	227	161		222	208	254
Volume-to-Capacity Ratio (X)	0.577	0.564	0.019	0.284	0.721	0.141	0.243	0.561		0.967	0.261	0.623
Back of Queue (Q), ft/ln (95 th percentile)	100	326	7	21	470	52	66	119		254	67	201
Back of Queue (Q), veh/ln (95 th percentile)	3.9	12.9	0.3	0.8	18.6	2.0	2.6	4.7		10.1	2.7	8.0
Queue Storage Ratio (RQ) (95 th percentile)	0.66	0.00	0.00	0.11	0.00	0.00	0.41	0.00		3.64	0.00	0.00
Uniform Delay (d_1), s/veh	22.6	10.6	5.1	8.6	12.9	5.1	46.2	52.0		52.1	48.9	47.1
Incremental Delay (d_2), s/veh	1.0	0.7	0.0	0.2	1.3	0.3	0.2	1.1		50.5	0.2	2.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	23.6	11.2	5.1	8.8	14.3	5.3	46.5	53.1		102.6	49.1	49.5
Level of Service (LOS)	C	B	A	A	B	A	D	D		F	D	D
Approach Delay, s/veh / LOS	11.8		B	13.6		B	50.6		D	76.2		E
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results

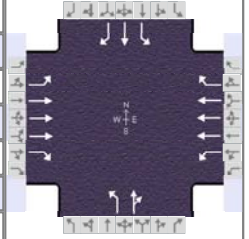
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.87		B	2.06		B	2.74		C	2.74		C
Bicycle LOS Score / LOS	1.63		B	1.97		B	0.73		A	1.19		A

HCS Signalized Intersection Results Summary

General Information

Agency	BHI		
Analyst	MG	Analysis Date	Jul 16, 2025
Jurisdiction	Santa Fe	Time Period	AM
Urban Street	CALLE DEL CIELO	Analysis Year	2038
Intersection	CALLE DEL CIELO & C...	File Name	2_BAM Calle del C...
Project Description	2038 Build AM Mitigations		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	102	1789	26	38	1096	128	40	35	49	147	20	92

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	1.3	68.2	4.6	6.3	15.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	73.6	8.5	72.2	8.6	19.0	18.9	29.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.1		3.1		4.6	8.1	10.9	8.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.3	0.2	0.4
Phase Call Probability	0.98		0.75		0.77	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	112	1966	29	42	1204	141	44	92		162	22	101
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685	1572	1767	1685	1572	1767	1679		1767	1856	1572
Queue Service Time (g_s), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Cycle Queue Clearance Time (g_c), s	3.1	32.1	0.8	1.1	16.2	3.6	2.6	6.1		8.9	1.1	6.5
Green Ratio (g/C)	0.62	0.58	0.62	0.62	0.57	0.69	0.16	0.12		0.27	0.21	0.21
Capacity (c), veh/h	346	2930	972	195	2873	1090	300	210		376	391	332
Volume-to-Capacity Ratio (X)	0.324	0.671	0.029	0.214	0.419	0.129	0.146	0.440		0.430	0.056	0.305
Back of Queue (Q), ft/ln (95 th percentile)	52	446	13	19	254	52	51	118		174	24	115
Back of Queue (Q), veh/ln (95 th percentile)	2.1	17.4	0.5	0.7	9.9	2.0	2.0	4.6		6.8	0.9	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.35	0.00	0.00	0.09	0.00	0.00	0.32	0.00		2.49	0.00	0.00
Uniform Delay (d_1), s/veh	10.8	17.3	8.9	14.3	14.7	6.2	43.1	48.6		35.9	37.8	39.9
Incremental Delay (d_2), s/veh	0.2	1.2	0.1	0.2	0.5	0.2	0.1	0.5		0.3	0.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	11.0	18.6	9.0	14.5	15.1	6.5	43.1	49.2		36.2	37.8	40.1
Level of Service (LOS)	B	B	A	B	B	A	D	D		D	D	D
Approach Delay, s/veh / LOS	18.1		B	14.2		B	47.2		D	37.7		D
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89		B	2.09		B	2.74		C	2.73		C
Bicycle LOS Score / LOS	1.65		B	1.25		A	0.71		A	0.96		A

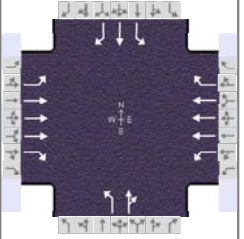
HCS Signalized Intersection Results Summary

General Information

Agency	BHI	Analysis Date	Jul 16, 2025
Analyst	MG	Time Period	PM
Jurisdiction	Santa Fe	Analysis Year	2038
Urban Street	CALLE DEL CIELO	File Name	2_BPM Calle del Cielo-Cerrillos_Mitigation.xus
Intersection	CALLE DEL CIELO & C...		
Project Description	2038 Build PM Mitigation		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.96
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	109	1861	21	68	2366	156	53	40	47	206	52	152

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	72.6	9.4	72.2	9.0	14.0	24.0	28.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	5.1		3.9		5.3	8.1	13.9	11.8
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.6
Phase Call Probability	0.98		0.91		0.84	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.02	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	114	1939	22	71	2465	163	55	91		215	54	158
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1712	1598	1795	1712	1598	1795	1718		1795	1885	1598
Queue Service Time (g_s), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Cycle Queue Clearance Time (g_c), s	3.1	31.2	0.6	1.9	47.8	3.6	3.3	6.1		11.9	2.8	9.8
Green Ratio (g/C)	0.62	0.57	0.61	0.62	0.57	0.73	0.13	0.08		0.27	0.21	0.26
Capacity (c), veh/h	171	2935	980	213	2916	1173	249	143		402	392	410
Volume-to-Capacity Ratio (X)	0.664	0.661	0.022	0.332	0.845	0.138	0.222	0.633		0.534	0.138	0.386
Back of Queue (Q), ft/ln (95 th percentile)	84	436	10	32	639	49	67	121		225	59	172
Back of Queue (Q), veh/ln (95 th percentile)	3.3	17.3	0.4	1.3	25.4	1.9	2.7	4.8		8.9	2.3	6.8
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.00	0.00	0.16	0.00	0.00	0.42	0.00		3.22	0.00	0.00
Uniform Delay (d_1), s/veh	26.7	17.7	9.1	15.0	21.5	4.7	47.4	53.2		37.0	38.8	36.8
Incremental Delay (d_2), s/veh	1.7	1.2	0.0	0.3	3.2	0.2	0.2	1.7		0.6	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	28.3	18.9	9.1	15.4	24.8	5.0	47.5	54.9		37.5	38.8	37.0
Level of Service (LOS)	C	B	A	B	C	A	D	D		D	D	D
Approach Delay, s/veh / LOS	19.3		B	23.3		C	52.1		D	37.5		D
Intersection Delay, s/veh / LOS	23.7						C					

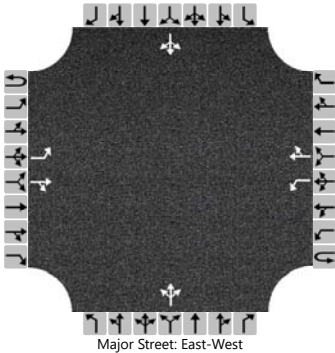
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89		B	2.09		B	2.74		C	2.73		C
Bicycle LOS Score / LOS	1.63		B	1.97		B	0.73		A	1.19		A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (west)
Time Analyzed	AM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		19	647	74		19	249	21		26	14	18		13	10	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

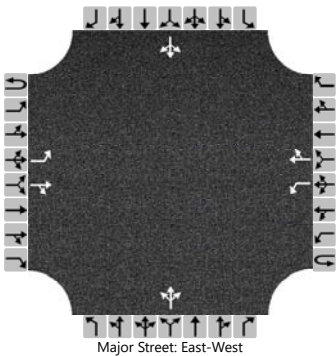
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				21					65				34	
Capacity, c (veh/h)		1252				811					268				249	
v/c Ratio		0.02				0.03					0.24				0.14	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.9				0.5	
95% Queue Length, Q ₉₅ (ft)		2.6				2.6					23.0				12.8	
Control Delay (s/veh)		7.9				9.6					22.7				21.7	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.6				22.7				21.7			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (west)/Parkway Dr
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (west)
Time Analyzed	PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		13	436	82		19	515	29		69	30	35		39	25	52
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

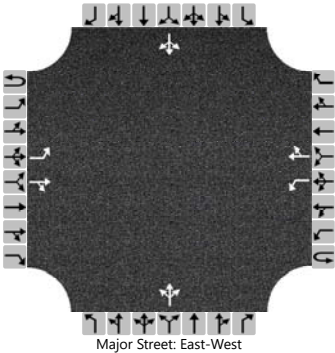
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				20					141				122	
Capacity, c (veh/h)		1000				1024					267				299	
v/c Ratio		0.01				0.02					0.53				0.41	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					2.8				1.9	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					71.1				48.3	
Control Delay (s/veh)		8.6				8.6					32.6				25.1	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)	0.2				0.3				32.6				25.1			
Approach LOS	A				A				D				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (east)
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	643	44		89	249	0		31	0	82		1	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

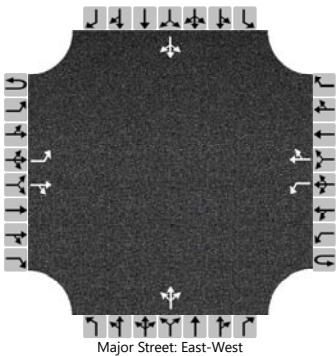
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				103					131				2	
Capacity, c (veh/h)		1272				824					345				246	
v/c Ratio		0.00				0.13					0.38				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.4					1.7				0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				10.2					43.2				0.0	
Control Delay (s/veh)		7.8				10.0					21.7				19.8	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.0				2.6				21.7				19.8			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina St & Rufina Circle (east)
Agency/Co.	BH	Jurisdiction	Santa Fe
Date Performed	7/16/2025	East/West Street	Rufina Street
Analysis Year	2038	North/South Street	Rufina Circle (east)
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		0	442	60		106	582	1		44	0	109		0	0	0
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

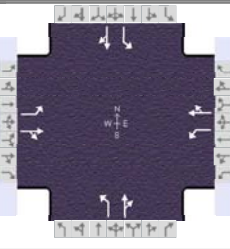
Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

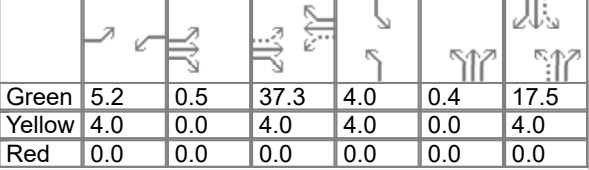
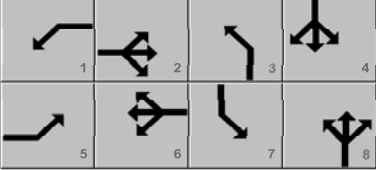
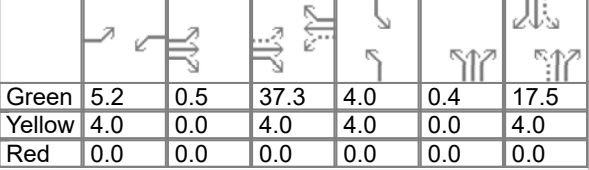
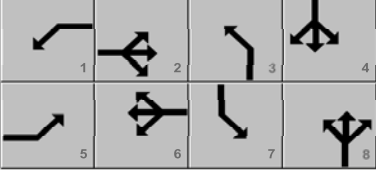
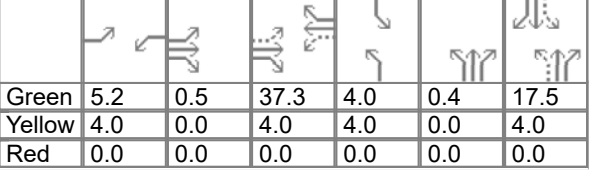
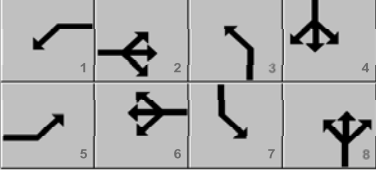
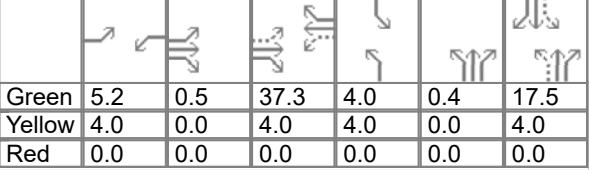
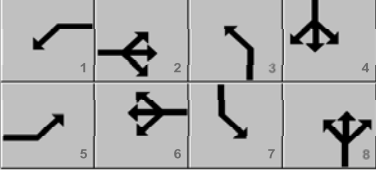
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				116					168				0	
Capacity, c (veh/h)		948				1023					389				0	
v/c Ratio		0.00				0.11					0.43					
95% Queue Length, Q ₉₅ (veh)		0.0				0.4					2.1					
95% Queue Length, Q ₉₅ (ft)		0.0				10.1					52.9					
Control Delay (s/veh)		8.8				9.0					21.1					
Level of Service (LOS)		A				A					C					
Approach Delay (s/veh)	0.0				1.4				21.1							
Approach LOS	A				A				C							

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	AM	PHF	0.94	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_BAM Rufina-Richards.xus			
Project Description	2038 Build AM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120	592	152	80	166	19	53	155	139	44	205	95

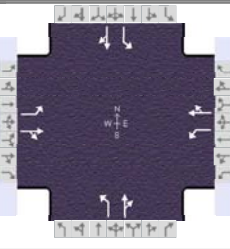
Signal Information											
Cycle, s	80.8	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	5.2	0.5	37.3	4.0	0.4	17.5	
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	0.0	0.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	41.8	9.2	41.3	8.4	21.9	8.0	21.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	4.9	35.4	3.9	7.2	3.9	15.9	3.6	15.9
Green Extension Time (g_e), s	0.0	2.0	0.0	0.0	0.0	1.3	0.0	1.3
Phase Call Probability	0.94	1.00	0.85	1.00	0.72	1.00	0.65	1.00
Max Out Probability	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00

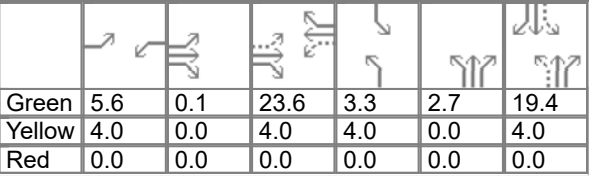
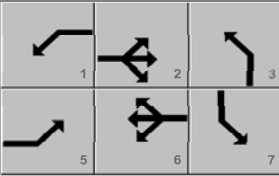
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	128	791		85	197		56	313		47	319	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1851		1795	1737		1795	1784	
Queue Service Time (g_s), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Cycle Queue Clearance Time (g_c), s	2.9	33.4		1.9	5.2		1.9	13.9		1.6	13.9	
Green Ratio (g/C)	0.54	0.47		0.53	0.46		0.27	0.22		0.27	0.22	
Capacity (c), veh/h	702	853		227	856		235	386		205	387	
Volume-to-Capacity Ratio (X)	0.182	0.928		0.375	0.230		0.239	0.811		0.228	0.824	
Back of Queue (Q), ft/ln (95 th percentile)	48	487		33	93		36	245		30	251	
Back of Queue (Q), veh/ln (95 th percentile)	1.9	19.3		1.3	3.7		1.4	9.7		1.2	10.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	9.7	20.4		17.9	13.2		23.6	30.1		24.1	30.4	
Incremental Delay (d_2), s/veh	0.0	2.1		0.4	0.1		0.2	1.6		0.2	1.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	9.8	22.4		18.3	13.2		23.8	31.7		24.3	32.1	
Level of Service (LOS)	A	C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.7	C		14.8	B		30.5	C		31.1	C	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	1.93	B	1.93	B
Bicycle LOS Score / LOS	2.00	B	0.95	A	1.10	A	1.09	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	BHI			Duration, h	0.250	
Analyst	MG	Analysis Date	Jul 17, 2025	Area Type	Other	
Jurisdiction	Santa Fe	Time Period	PM	PHF	0.97	
Urban Street	Rufina Street	Analysis Year	2038	Analysis Period	1> 7:00	
Intersection	Rufina St & Richards Ave	File Name	5_BPM Rufina-Richards.xus			
Project Description	2038 Build PM					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	154	397	103	136	503	34	189	226	95	39	251	169

Signal Information											
Cycle, s	70.8	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	5.6	0.1	23.6	3.3	2.7	19.4					
Yellow	4.0	0.0	4.0	4.0	0.0	4.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.8	27.8	9.6	27.6	10.0	26.1	7.3	23.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (MAH), s	3.2	3.1	3.2	3.1	3.2	3.2	3.2	3.2
Queue Clearance Time (g_s), s	6.0	20.6	5.5	21.9	7.4	13.0	3.1	18.8
Green Extension Time (g_e), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.6
Phase Call Probability	0.96	1.00	0.94	1.00	0.98	1.00	0.55	1.00
Max Out Probability	1.00	0.28	1.00	0.30	1.00	1.00	1.00	0.29

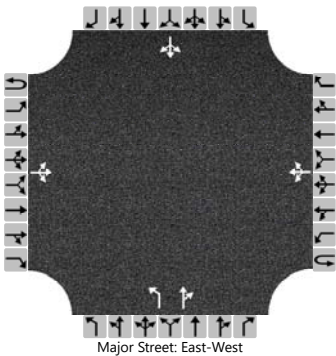
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	159	515		140	554		195	331		40	433	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1818		1795	1864		1795	1790		1795	1758	
Queue Service Time (g_s), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Cycle Queue Clearance Time (g_c), s	4.0	18.6		3.5	19.9		5.4	11.0		1.1	16.8	
Green Ratio (g/C)	0.42	0.34		0.41	0.33		0.37	0.31		0.32	0.27	
Capacity (c), veh/h	293	610		284	622		290	560		321	482	
Volume-to-Capacity Ratio (X)	0.543	0.845		0.494	0.890		0.673	0.591		0.125	0.897	
Back of Queue (Q), ft/ln (95 th percentile)	71	335		61	374		112	201		20	321	
Back of Queue (Q), veh/ln (95 th percentile)	2.8	13.3		2.4	14.9		4.4	8.0		0.8	12.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	16.7	21.8		16.7	22.4		18.4	20.5		17.5	24.7	
Incremental Delay (d_2), s/veh	1.0	7.0		0.5	9.7		4.9	1.1		0.1	11.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.7	28.8		17.2	32.1		23.3	21.7		17.6	36.3	
Level of Service (LOS)	B	C		B	C		C	C		B	D	
Approach Delay, s/veh / LOS	26.2	C		29.1	C		22.3	C		34.7	C	
Intersection Delay, s/veh / LOS	27.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.60	B	1.63	B	1.36	A	1.27	A

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2038	North/South Street	Calle del Cielo
Time Analyzed	AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		7	8	100		149	21	4		73	2	186		0	2	1
Percent Heavy Vehicles (%)		4				4				4	4	4		4	4	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.14				4.14				7.14	6.54	6.24		7.14	6.54	6.24
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.24				2.24				3.54	4.04	3.34		3.54	4.04	3.34

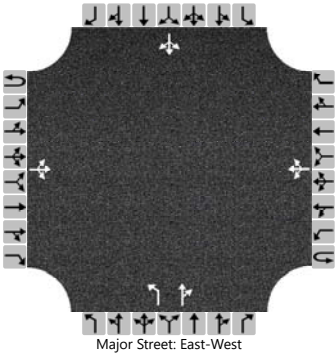
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				189				92		238			4	
Capacity, c (veh/h)		1568				1435				409		968			475	
v/c Ratio		0.01				0.13				0.23		0.25			0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.5				0.9		1.0			0.0	
95% Queue Length, Q ₉₅ (ft)		0.0				12.5				23.2		25.8			0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.9	1.1	1.1		16.4		9.9			12.6	
Level of Service (LOS)		A	A	A		A	A	A		C		A			B	
Approach Delay (s/veh)	0.5				6.9				11.7				12.6			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Calle del Cielo
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/17/2025	East/West Street	Rufina Circle
Analysis Year	2038	North/South Street	Calle del Cielo
Time Analyzed	PM	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2038 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	1	0		0	1	0
Configuration			LTR				LTR			L		TR			LTR	
Volume (veh/h)		0	25	192		192	33	1		156	4	163		8	16	7
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

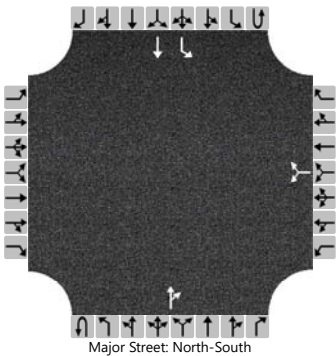
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				211				171		184			34	
Capacity, c (veh/h)		1580				1334				326		885			338	
v/c Ratio		0.00				0.16				0.53		0.21			0.10	
95% Queue Length, Q ₉₅ (veh)		0.0				0.6				2.9		0.8			0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				15.0				73.1		20.2			7.6	
Control Delay (s/veh)		7.3	0.0	0.0		8.2	1.3	1.3		27.7		10.1			16.8	
Level of Service (LOS)		A	A	A		A	A	A		D		B			C	
Approach Delay (s/veh)	0.0				7.2				18.6				16.8			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 1
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 1
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						19		66			52	20		70	70	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

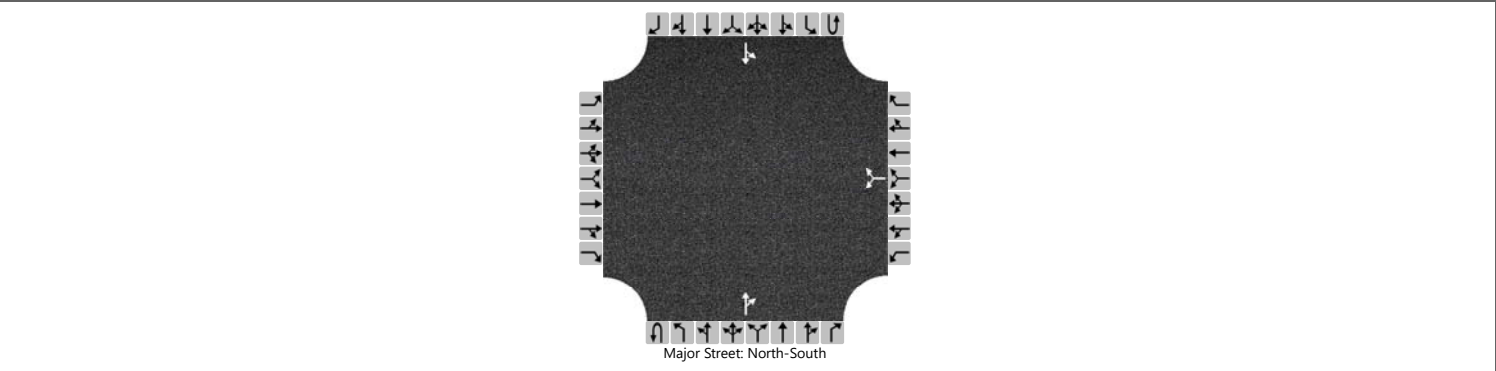
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						92								76		
Capacity, c (veh/h)						895								1520		
v/c Ratio						0.10								0.05		
95% Queue Length, Q ₉₅ (veh)						0.3								0.2		
95% Queue Length, Q ₉₅ (ft)						7.6								5.1		
Control Delay (s/veh)						9.5								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.5								3.7			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						100		10			101	94		9	122	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

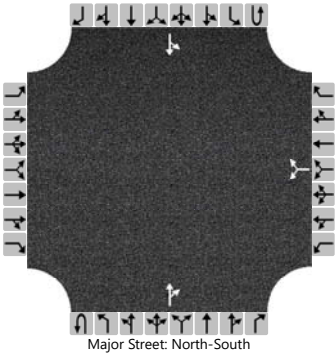
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120								10		
Capacity, c (veh/h)						689								1358		
v/c Ratio						0.17								0.01		
95% Queue Length, Q ₉₅ (veh)						0.6								0.0		
95% Queue Length, Q ₉₅ (ft)						15.2								0.0		
Control Delay (s/veh)						11.3								7.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					11.3								0.6			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 2
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 2
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build AM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						94		9			63	100		10	78	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

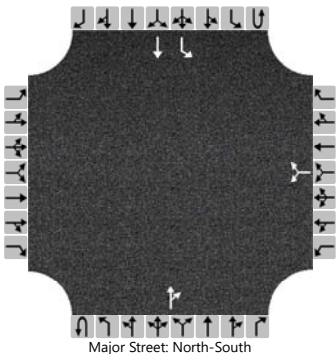
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						112								11		
Capacity, c (veh/h)						765								1399		
v/c Ratio						0.15								0.01		
95% Queue Length, Q ₉₅ (veh)						0.5								0.0		
95% Queue Length, Q ₉₅ (ft)						12.7								0.0		
Control Delay (s/veh)						10.5								7.6	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					10.5								0.9			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MG	Intersection	Rufina Circle & Access 1
Agency/Co.	BHI	Jurisdiction	Santa Fe
Date Performed	7/18/2025	East/West Street	Access 1
Analysis Year	2038	North/South Street	Rufina Circle
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2038 Build PM		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		70			92	19		66	112	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						98								72		
Capacity, c (veh/h)						835								1467		
v/c Ratio						0.12								0.05		
95% Queue Length, Q ₉₅ (veh)						0.4								0.2		
95% Queue Length, Q ₉₅ (ft)						10.2								5.1		
Control Delay (s/veh)						9.9								7.6		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.9								2.8			
Approach LOS					A								A			

APPENDIX I:
SANTA FE TURN LANE REQUIREMENTS

through traffic. The relative crash rate as speed differential increases is an exponential function and those rates are presented in **Table 1**.

Table 1. Relative Crash Rates for At-Grade Arterials¹

Speed Differential (mph)	Relative Crash Rate
0	1
10	2
20	6.5
30	45
35	180

¹Data from ITE, Traffic Engineering Handbook, 5th Edition (1999)

Turn Lane Requirements

Figure 1 provides City of Santa Fe Transportation Department left turn lane warrant criteria, based upon findings of the National Cooperative Highway Research Program (NCHRP) 348. **Figure 2** and **Figure 3** provide right turn lane warrant criteria, based upon this Right Turn Lane Guidance. Alternatives to these criteria shall be supported by a traffic analysis. Right turns are not typically provided for speeds of 25 mph due to the minimal speed differential created by turning vehicles, however they may be considered at these lower speeds at the discretion of the City Traffic Engineer, or designee.

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

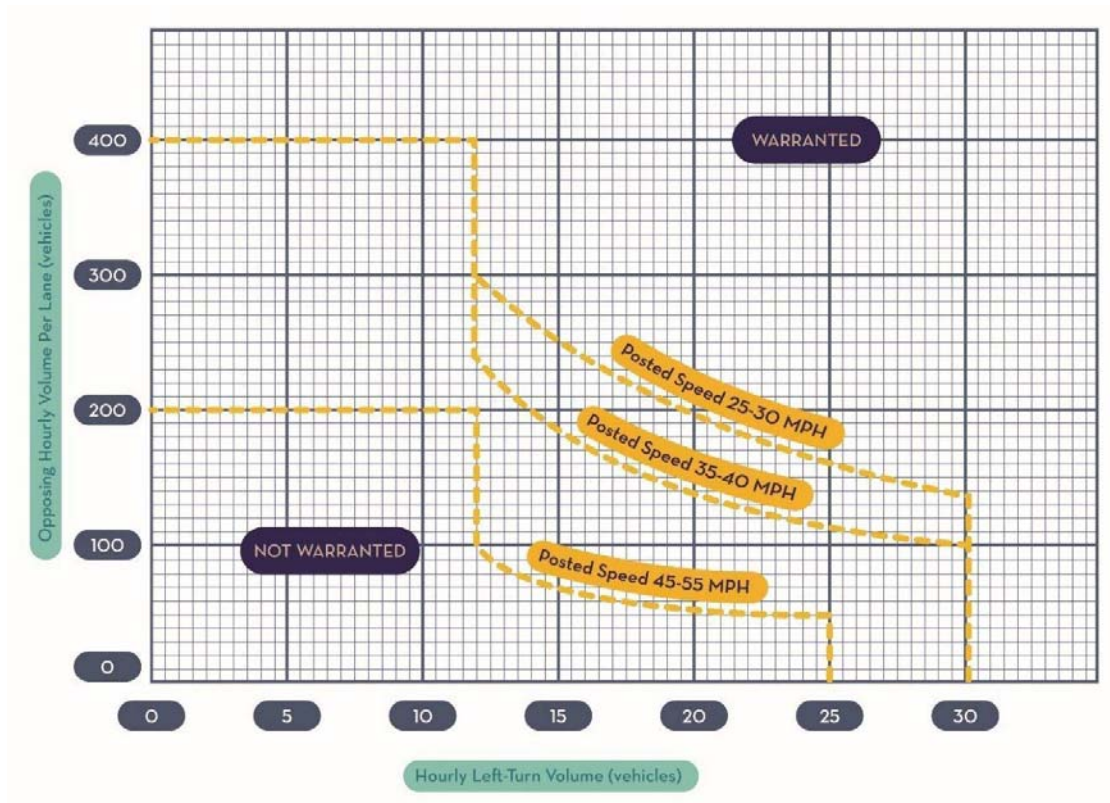
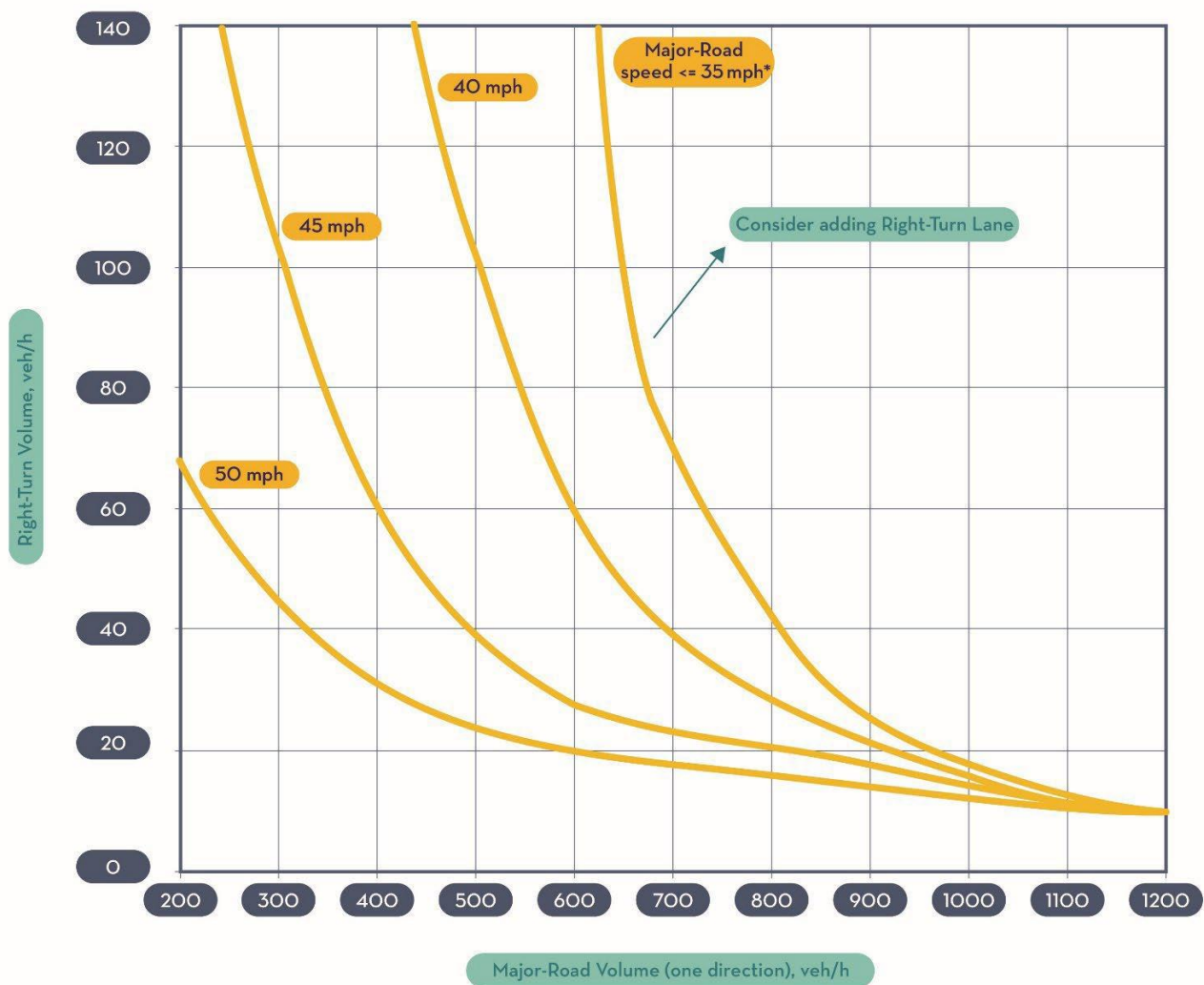


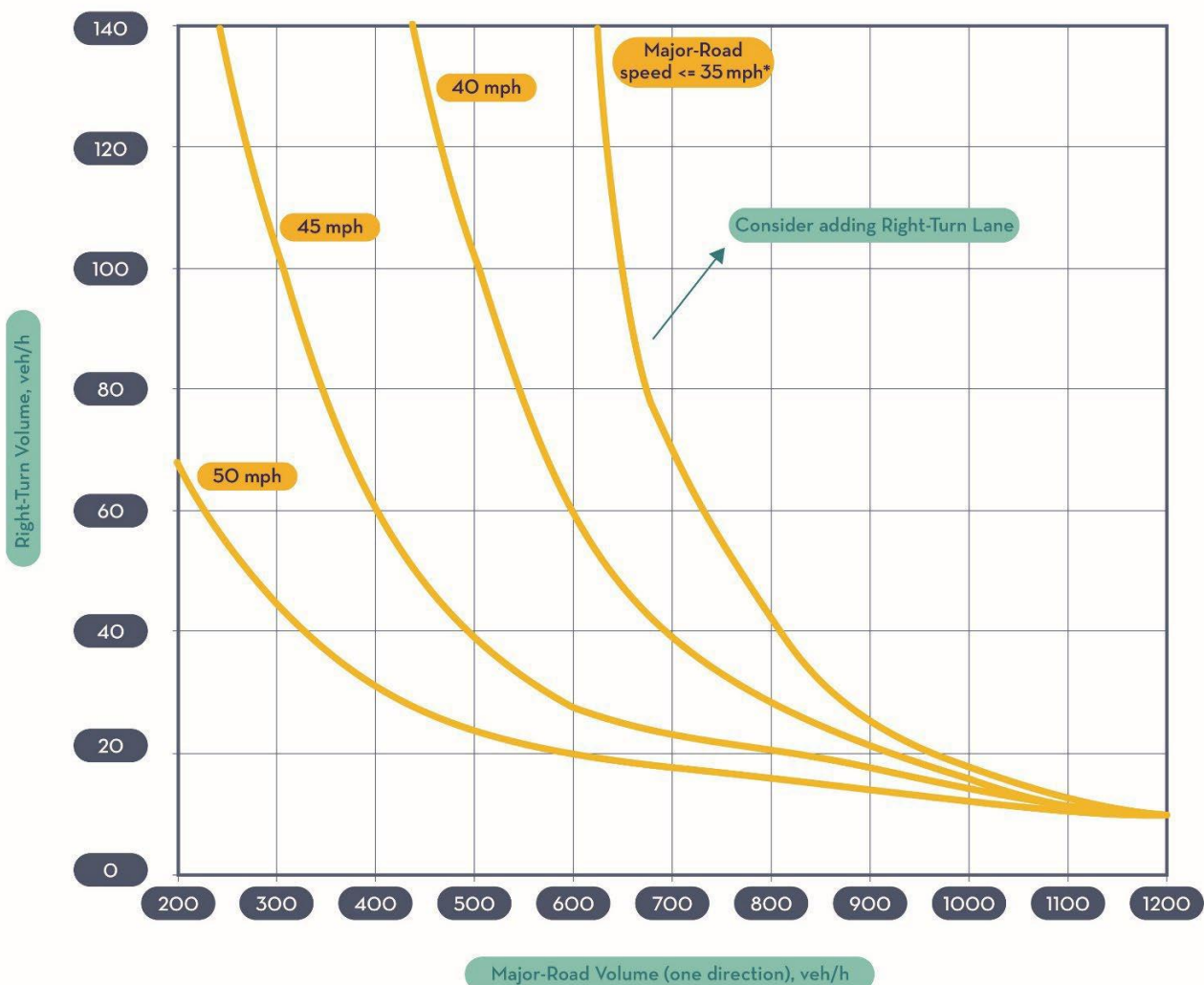
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



**Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:*

- *Right-turning volume of 50 vph or greater*
- *At the City Traffic Engineer, or designee's discretion*

FIGURE 3. RIGHT TURN LANE CRITERIA FOR FOUR+ LANE ROADWAY



*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion