

**Santa
Fe
Engineering
Consultants, LLC**

Civil and Traffic Engineering

Construction Management

Land Development

**TRAFFIC IMPACT ANALYSIS
FOR
THE NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO**

Prepared For:

**Autotroph Design Consultants
222 East Marcy Street #19,
Santa Fe New Mexico 87501**

Prepared By:

**Santa Fe Engineering Consultants, LLC
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico**

**November 2025
Revised
February 20, 2026**

**TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO**

Prepared For:

**Autotroph
222 East Marcy Street, #19,
Santa Fe, New Mexico 87501**

Prepared By:

**Santa Fe Engineering Consultants, LLC
1599 S. St. Francis Drive, Suite B
Santa Fe, New Mexico**

**November 2025
Revised
February 20, 2026**

**TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO**

EXECUTIVE SUMMARY

Nueva Acequia Apartments proposes to develop 159 units of family- and senior-affordable housing in two buildings, built around a shared courtyard, to be located at 1335 Camino de Jacobo in Santa Fe, NM. The proposed development is located on a vacant parcel west of the existing San Isidro Plaza commercial development. The 5.92 ± acre property is zoned C-2 (general commercial).

There are three existing and proposed roadways which will abut the Nueva Acequia Apartments on three sides. They are Camino de Jacobo to the west (existing), San Ignacio Road to the north (new), and Camino San Alberto to the east (partially existing and partially (new)). Three buildings are proposed. The lot consists of two parcels, Tract B-1 and Lot 1. The tract property lines will be adjusted and then a lot split will create right of ways (ROW) for Camino de Jacobo and San Ignacio Road. Building No 1 consists of 106 residential dwelling units of affordable family housing. Building No 2 consists of 53 residential dwelling units of affordable senior housing. Building 3 is a 3,978 SF daycare intended to serve 70 Pre-K children.

The project will be completed in two phases. Phase 1 will consist of Building 1 and Building 2. Phase 2 will consist of Building 3. Phase 1 will begin construction in 2026 and will be fully occupied by 2028. Phase 2 is planned to be in construction by 2027 and fully occupied by 2028.

Nueva Acequia Apartments proposes extending San Ignacio Road from the Staybridge Suites Hotel at Camino San Alberto to Camino de Jacobo (a county road). The Staybridge Suites project is currently under construction, and San Ignacio Road on their property has been dedicated to the City of Santa Fe.

Camino San Alberto is part of the Staybridge Suites project, which is currently under construction. Camino San Alberto within the Staybridge Suites property has been dedicated to the city. Nueva Acequia Apartments proposes extending Camino San Alberto from the Staybridge Suites to the south to the end of the Nueva Acequia Apartments property.

Nueva Acequia Apartments intends to complete the improvements to Camino de Jacobo in two phases as follows:

Phase 1 will be to make the improvements shown in our Development Plan on the east side of the street, which includes a sidewalk, curb, gutter, landscape buffer with trees and shrubs, and parallel on-street parking spaces. These improvements will also include a continuation of the sidewalk only in front of the neighboring Extra Space Self-Storage on the east side of the Camino de Jacobo until it connects with the existing newer portion of sidewalk near Airport Road. This work will be accomplished within the budget and project scope of the Nueva

Acequia Apartments. During Phase 1, this county road will remain under county ownership and maintenance.

Phase 2 will be contracted directly by and funded separately by the County of Santa Fe. It will include bringing the entire southern half of Camino de Jacobo (from our northern property line down to Airport Road) fully up to the City of Santa Fe's street standards. Because this portion of the work will require discussions and agreements between Santa Fe County and the City of Santa Fe, it is expected to take more time than the Nueva Acequia Apartments project can afford due to its affordable housing funding deadlines. This is why the larger overall improvement of Camino de Jacobo is being proposed for completion on a separate timeline. At the conclusion of this process, the fully compliant roadway will be dedicated to the City of Santa Fe.

The City of Santa Fe has made us aware of a new project immediately east of Nueva Acequia Apartments. The project is called San Ignacio Multifamily and consists of 180 apartments. Their planner allowed us to review the draft TIA. The plan is based upon the premise that none of their traffic would use Camino de Jacobo. This would probably be done using gates.

Since connectivity is an important stated goal of the City of Santa Fe, allowing the Nueva Acequia Apartments proposed new connectivity between Camino de Jacobo and San Ignacio Road is an important beneficial result of the project. Closure of roads is not found to be acceptable if maintaining connectivity is the higher shared goal. The current roadway designs shown in the Nueva Acequia Apartments Development Plan should be kept as-is.

The tracts are to be subdivided in order to dedicate a right of way (ROW) for the various roadways.

Sidewalks will be provided on San Ignacio Road and Camino San Alberto to provide an ADA accessible route to the San Isidro Plaza development connecting to the ADA accessible route being built by the neighboring Staybridge Suites development to the east to the San Isidro bus stop. An ADA accessible route will be provided via a new sidewalk along the east side of Camino de Jacobo, connecting with the existing ADA sidewalk at Extra Space Storage, which leads to a second bus stop on the north side of Airport Road.

Capacity analysis was performed for the **Existing Conditions**. All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound right are level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound left are at level of service LOS E.

Crash data was obtained from the NMDOT for the years 2019 through 2023. The results are as follows:

- Airport Road / Lopez Lane

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 39 crashes at the intersection of Airport Road / Lopez Lane. There were no fatal crashes. There were 7 major crashes. There were 32 property damage-only crashes.

The crashes per year vary from a high of 10 in 2021 to a low of 5 in 2020. There were no fatal crashes. Of the 39 crashes, 32 had a description left blank, and 7 involved another vehicle. The severity of injuries ranged from 1 suspected minor injury to 22 non-apparent injuries.

- Airport Road / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 2 crashes at the intersection of Airport Road / Camino de Jacobo. In 2019, there were 2 crashes.

The crashes per year vary from a high of 2 in 2021 and none occurring in 2019, 2020, 2022 or 2023. There were no fatal crashes. The severity of injuries ranged from none to possible.

- Rufina Street / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 8 crashes at the intersection of Rufina Street / Camino de Jacobo. There were no fatal crashes.

The crashes per year vary from a high of 3 in 2023 to a low of none in 2020. The severity of injuries ranged from no apparent injuries to possible injuries.

- Zafarano Drive / San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there was a total of 10 crashes at the intersection of Zafarano Drive / San Ignacio Road.

The crashes per year vary from a high of 4 in 2023 and a low of none in 2019. There were no fatal crashes. Of the 10 crashes, 10 had a description left blank. The severity of injuries range from possible injuries to no apparent injuries.

- San Ignacio Road / Todos Santos Street

The crash data shows that in the five-year period from 2019 to 2023, there was 1 crash at the intersection of San Ignacio Road / Todos Santos Street. The 1 crash happened in 2023, and in all other years, there were none. There were no fatalities. There was 1 crash with injuries.

- Cerrillos Road / Private driveway to San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 9 crashes at the intersection of Cerrillos Road / San Ignacio Road. There were no fatal crashes.

The crashes per year vary from a high of 4 in 2019 to a low of 0 in 2021 and 2023. There was 1 injury crash in 2020. There were no property damage crashes. Of the 9 crashes, 5 involved another vehicle, 3 involved a fixed object, and 1 involved a fixed object. The severity of injuries ranged from none to suspected minor injuries.

The proposed San Ignacio project consists of 180 apartments, and their traffic was included in the **Implementation Year** analysis, for the **Implementation Year, no build condition** as well as the Staybridge Suites traffic. For the **Implementation Year no build conditions** all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left lane fails, and the southbound right lane is at level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The southbound right fails.

For the **Implementation Year, build** all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left lane fails, and the southbound right lane is at level of service LOS E
- Cerrillos Road / Private access driveway to San Isidro Plaza. The southbound right fails.

For the Horizon Year, no build and build conditions all intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound left fails.

Summary of Proposed Mitigations and Recommendations.

- Nueva Acequia should construct the roadway infrastructure as presented in the Development Plan
- Camino Jacobo is Santa Fe County Road. It should be upgraded to meet City Standards. The phased approach as proposed by the developer is feasible and would allow the City to accept it as a City road.
- There are no mitigations needed in the neighborhood. No offsite improvements are recommended.
- There are existing areas on Cerrillos Road and Airport Road that need existing traffic mitigation measures; however, these are City Arteria streets.
- This traffic report included the traffic from the Staybridge Suites and the San Isidro apartments. There are no poor LOS in the neighborhood area
- This development does not adversely impact the neighborhood or the roadway network.”

**TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO**

TABLE OF CONTENTS

I.	INTRODUCTION.....	I-1
II.	DESCRIPTION OF PROPOSED DEVELOPMENT.....	II-1
III.	STUDY AREA CONDITIONS	II-5
IV.	ANALYSIS OF EXISTING CONDITIONS	IV-1
V.	ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS	V-1
VI.	ANALYSIS OF HORIZON YEAR.....	VI-1
VII.	SUMMARY OF DEFICIENCIES, ANTICIPATED IMPACTS	VII-1

TABLE OF APPENDICES

APPENDIX A	TRAFFIC COUNTS
APPENDIX B	WARRANT AUXILIARY LANE, SIGHT DISTANCE CALCULATIONS
APPENDIX C	EXISTING CONDITIONS CALCULATIONS
APPENDIX D	TRIP GENERATION CALCULATIONS
APPENDIX E	IMPLEMENTATION YEAR – 2028 CALCULATIONS
APPENDIX F	HORIZON YEAR – 2038 CALCULATIONS

**TRAFFIC IMPACT ANALYSIS
FOR
NUEVA ACEQUIA APARTMENTS
AT
1335 CAMINO DE JACOBO,
SANTA FE, NEW MEXICO**

I. INTRODUCTION

A. Purpose

Nueva Acequia Apartments is proposing to develop 159 unit affordable housing apartments to be located at 1335 Camino de Jacobo in Santa Fe, NM. The development consists of three (3) buildings. Building 1 is family housing for 106 residential dwelling units. Building 2 is senior housing for 56 dwelling units. Building 3 is a day care center. The proposed development is located on a vacant parcel west of the existing San Isidro Plaza commercial development. The 5.92 ± acre property is zoned C-2 (general commercial). It is proposed to extend San Ignacio Road (a city dedicated road) to Camino de Jacobo (a county road) and to extend a portion of Camino San Alberto (a city dedicated road).

The purpose of this report is to examine the existing traffic conditions, to estimate the traffic generated by the proposed development, to determine the impact of the development on the existing roadway infrastructure and to provide recommendations for improvements to meet City of Santa Fe requirements. This report has been prepared in accordance with the format of the report is based upon the “Transportation Impact Analysis Guidelines, City of Santa Fe, NM,”. New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM).

A scoping meeting was conducted on July 29, 2025, with the City of Santa Fe Traffic Engineering Staff and Wilson and Company (on-call traffic engineer for the City of Santa Fe) to discuss the study site and to determine the intersections to be analyzed. The following intersections were determined to be in the scope of the study:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane and Camino de Jacobo through private property

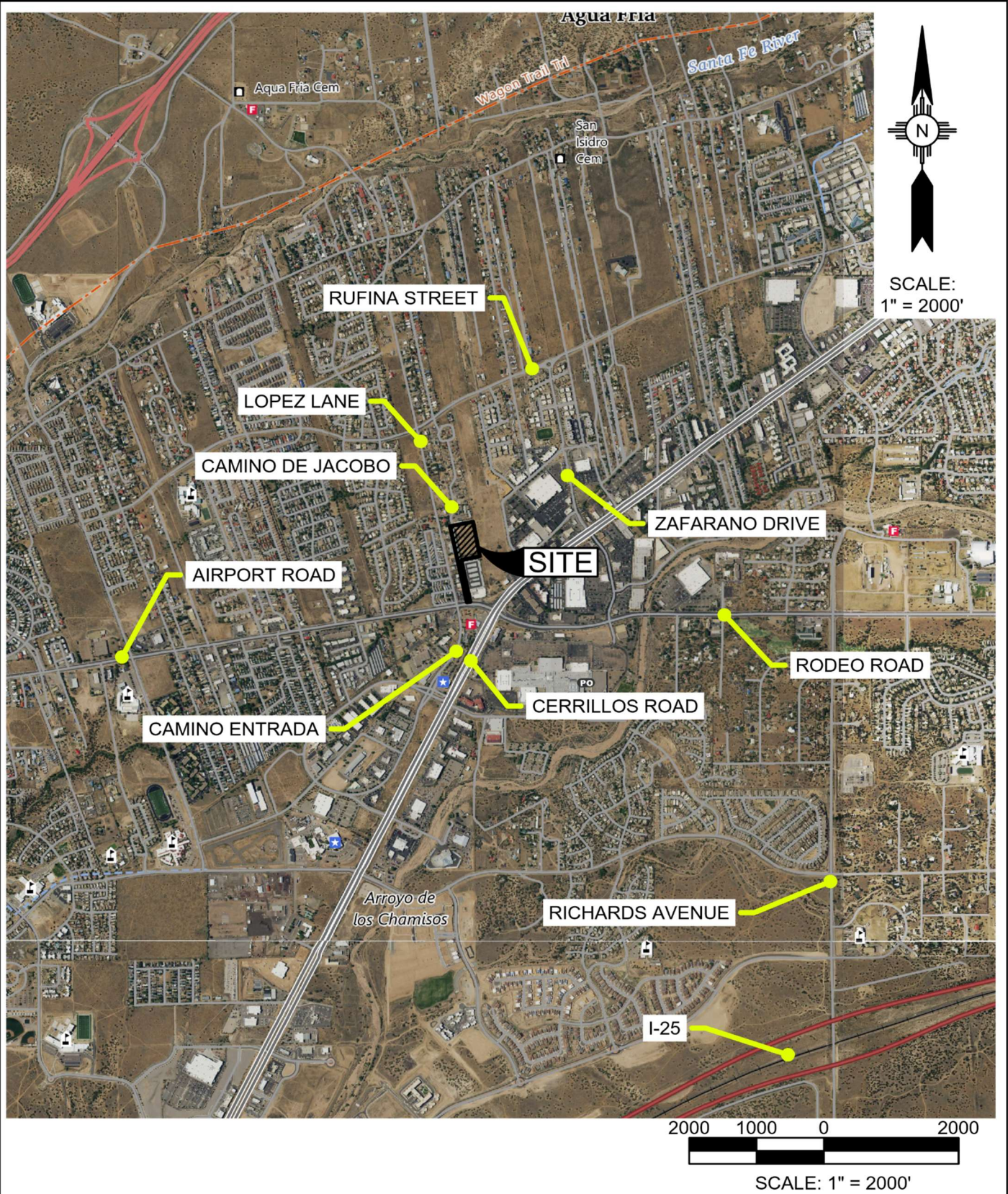
The Nueva Acequia Apartments will extend San Ignacio Road (a city dedicated road) to the limits of their property. They will also build Camino San Alberto (a proposed City dedicated road) which is currently beginning construction to the limits of their property, to service the Nueva Acequia Apartments and other future developments south of Nueva Acequia Apartments.

B. Project Location

The site is located within the City of Santa Fe within Sections 5 and 6 Township 16 North, Range 9 East, N.M.P.M. The coordinates are Latitude 35°38'34" North and Longitude 106°00'50" West. Access to the development will be provided by the extension of San Ignacio Road, the extension of Camino San Alberto. Primary access will be provided by Camino de Jacobo.

C. Vicinity Map

The Vicinity Map is presented in Figure 1.



REFERENCE:
 U.S.G.S. QUADRANGLE MAPS ENTITLED "AGUA FRIA, NM", "SANTA FE, NM", SETON VILLAGE, NM" AND "TURQUOISE HILL, NM" ALL DATED 2023

VICINITY MAP
 FIGURE 1

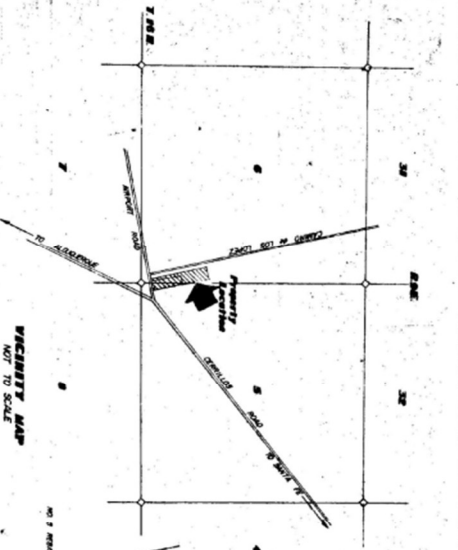
II. DESCRIPTION OF PROPOSED DEVELOPMENT

A. Land Use and Intensity

The proposed development is located on a vacant parcel off Camino de Jacobo. The lot area is 5.92 ± acres. The lot consists of two parcels, Tract B-1 and Lot 1. The tracts are to be subdivided in order to dedicate right of way (ROW). The lot includes Camino de Jacobo from the vicinity of Airport Road to the Nueva Acequia Apartments, which will be dedicated for future ROW. Tract B-1 includes a strip of land which goes to the north to Todos Santo Street. The record plats are presented in Figures 2 and 3. The proposed development will consist of 159 residential dwelling units. Three buildings are proposed. Building No 1 consists of 106 units of affordable family housing. Building No 2 consists of 53 residential dwelling units of senior housing. Building 3 is a 3,978 SF day care center.

The building and unit types are presented in Table 1.

TABLE 1		
UNIT COUNT – BUILDING 1 – AFFORDABLE FAMILY HOUSING		
LAND USE	COUNT	BUILDING AREA
ITE NO 221	106	94,198 SF
BUILDING 2 – AFFORDABLE SENIOR HOUSING		
LAND USE	COUNT	BUILDING AREA
ITE NO 252	53	47,548 SF
Total Residential Dwellings	159	141,746 SF
BUILDING 3 – DAY CARE CENTER		
LAND USE ITE	COUNT	BUILDING AREA
ITE NO 565	Up to 74 students	6,399 SF
0 Unit		
Total	159 Units	148,145 SF



DEDICATION / AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS: THAT STANLEY EVANS HAS CAUSED TO BE DRAWN AND SWORN ON THIS PLAT, SAID LAND LITING AND BEING THE SAME, THE CITY AND COUNTY OF SANTA FE, NEW MEXICO, AND ALL THAT APPEARS ON THIS PLAT IS WITH THE CONSENT AND APPROVAL OF THE OWNER OF THE SAME, THE UTILITY EASEMENTS AS SHOWN ARE DEDICATED TO THE PUBLIC FOREVER.

STANLEY EVANS

STATE OF NEW MEXICO)
COUNTY OF SANTA FE) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS DAY Aug. 28, 1990

NOTARY PUBLIC Patricia H. G. G. MY COMM. EXPIRES: 9-18-92

SCALE: 1"=50'

UTILITY SIGNATURES

B. Calles 8/24/90
GAS COMPANY OF NEW MEXICO
DATE

Tom L. Bales 8-24-90
OWNER OF POST WATER COMPANY
DATE

B. Calles 8-24-90
PUBLIC SERVICE COMPANY OF NEW MEXICO INC.
DATE

Bill 8/27/90
MOUNTAIN STATES TELEPHONE COMPANY
DATE

ANNEXATION PLAT FOR STANLEY EVANS

PART OF P.C. 435, TRACT 1, and PART OF P.C. 434, TRACT 1 WITHIN SECTION 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, SANTA FE COUNTY, NEW MEXICO

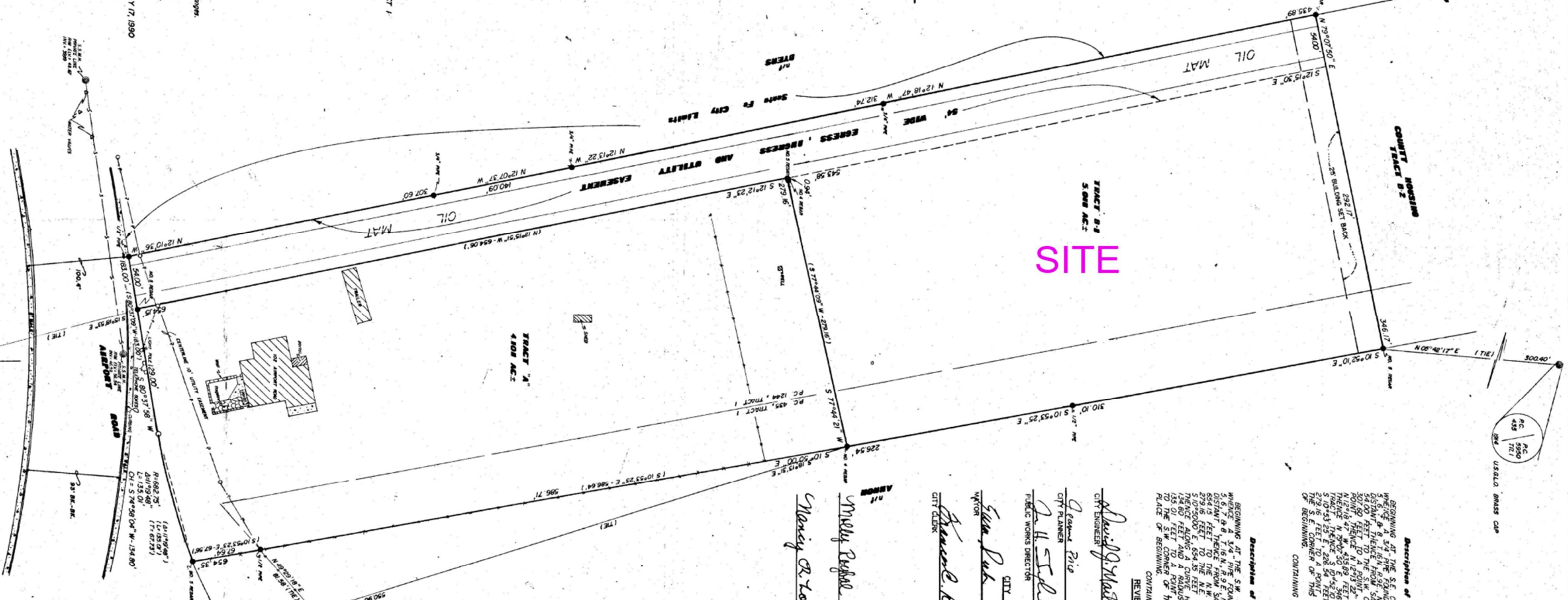
- DENOTES NO. 5 REBAR W/CP SET THIS SURVEY.
- DENOTES POINTS FOUND AND USED AS NOTED.
- ⊙ DENOTES SANITARY SEWER MANHOLE.
- ⊙ DENOTES U.S.G.L. BRASS CAP.
- ⊙ DENOTES POWER POLES UNLESS NOTED OTHERWISE.

NOTE: IMPROVEMENTS WERE UPDATED ON SEPTEMBER 29, 1986-16 CHANGES.

NOTE: BEARINGS AND DISTANCES IN PARANTHESISES AROUND TRACT "A" ARE FROM THE POINT OF BEGINNING OF THE SURVEY. THE POINT OF BEGINNING IS THE POINT OF INTERSECTION OF THE EXTENDED CENTER LINE OF TRACT 1 AND THE CENTER LINE OF TRACT 2.

NOTE: BEARINGS AND DISTANCES FOR TRACT 9-1 WERE TAKEN FROM A SURVEY DONE BY ME UNDER THE SUPERVISION OF ROBERT J. HENRY, REGISTERED LAND SURVEYOR AND CORRECTED UNDER MY SUPERVISION IN DECEMBER 1982, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

NOTE: SUBJECT TO ALL EASEMENTS OF RECORD.



SITE

Description of Survey For Tract B-1
BEGINNING AT THE S.E. CORNER OF THE TRACT HEREIN DESCRIBED, THENCE S 1/4° 16' 16" N, 161.65 FEET TO A POINT OF BEGINNING, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE S.W. CORNER OF THIS TRACT, THENCE W 10° 36' 10" N, 161.65 FEET TO A POINT OF BEGINNING, THENCE N 10° 36' 10" W, 161.65 FEET TO THE N.E. CORNER OF THIS TRACT, THENCE N 10° 36' 10" W, 161.65 FEET TO THE N.W. CORNER OF THIS TRACT, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE S.E. CORNER OF THIS TRACT, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE POINT OF BEGINNING, CONTAINING 3.018 AC.

Description of Survey For Tract A
BEGINNING AT THE S.W. CORNER OF THE TRACT HEREIN DESCRIBED, THENCE S 1/4° 16' 16" N, 161.65 FEET TO A POINT OF BEGINNING, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE S.W. CORNER OF THIS TRACT, THENCE W 10° 36' 10" N, 161.65 FEET TO A POINT OF BEGINNING, THENCE N 10° 36' 10" W, 161.65 FEET TO THE N.E. CORNER OF THIS TRACT, THENCE N 10° 36' 10" W, 161.65 FEET TO THE N.W. CORNER OF THIS TRACT, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE S.E. CORNER OF THIS TRACT, THENCE S 1/4° 16' 16" N, 161.65 FEET TO THE POINT OF BEGINNING, CONTAINING 4.101 AC.

REVIEWED BY
Alvin G. Martinez 10/5/90
CITY ENGINEER
Robert Rice 9-24-90
CITY PLANNER
Patricia H. G. G. 9-24-90
PUBLIC WORKS DIRECTOR
Steve Puk 10/22/90
WAGON
Barbara E. Lewis 10/22/90
CITY CLERK
DATE

Molly Pugh 10-3-90
Marcy R. Long 10-3-90

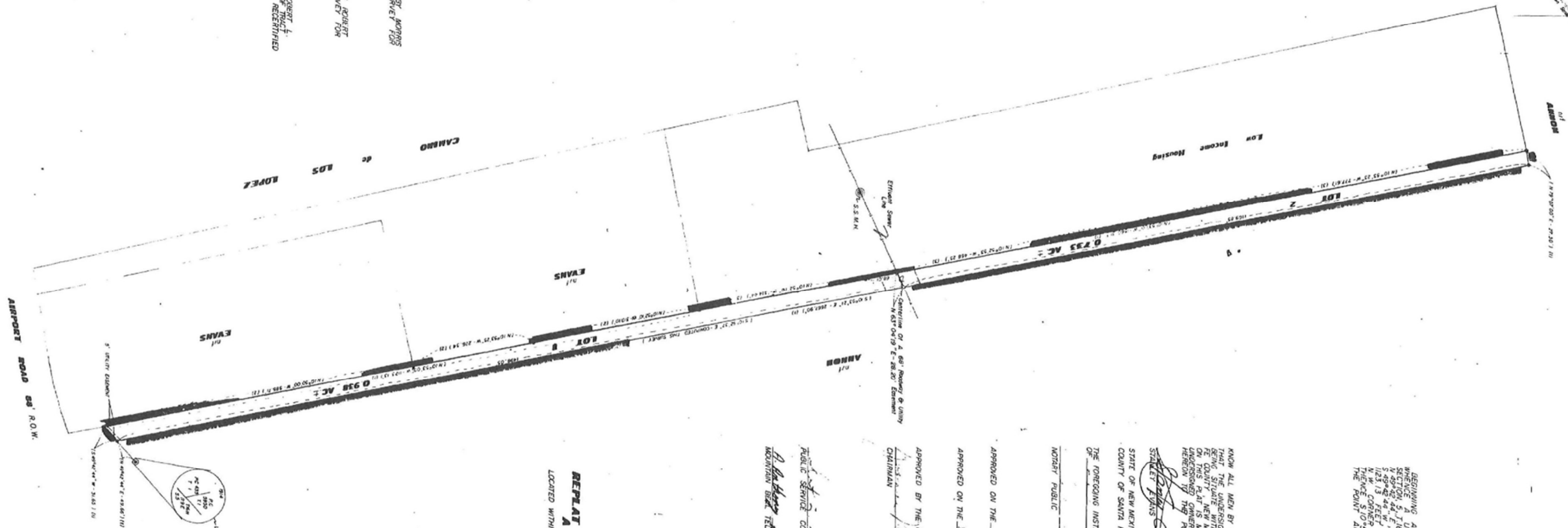
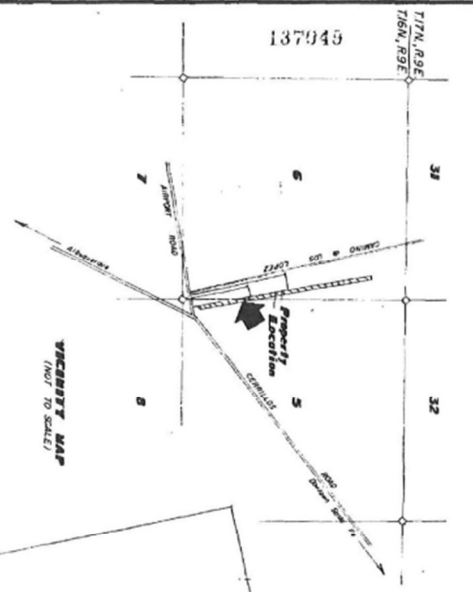


ROBERT J. HENRY, REGISTERED LAND SURVEYOR, AND THAT THIS PLAT IS AN ACCURATE DELINEATION OF A SURVEY COMPLETED UNDER MY SUPERVISION IN DECEMBER 1982, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



715911
COUNTY OF SANTA FE)
STATE OF NEW MEXICO)
I, Barbara E. Lewis, County Clerk, do hereby certify that this plat was duly recorded in book 217, page 013 of the records of said county, on the 28th day of August, 1990, at 11:00 o'clock A.M. in the presence of John G. Arango and Donny O'Neil, both of whom are Justices of the Peace for said county, and whose names and seals of office are hereunto subscribed.

FIGURE 2



- DENOTES US G.L.O. BRASS CAP FOUND AND TIED.
- DENOTES POINTS OFF REFERENCED PLATS.
- DENOTES POINTS COMPUTED THIS SURVEY.

- (1) BEARINGS AND DISTANCES TAKEN FROM 1 SURVEY, OFF OF JORROS AYER VERMILION, DATED NOVEMBER 20, 1982.
- (2) BEARINGS AND DISTANCES TAKEN FROM 2 SURVEY DONE BY ROBERT STANLEY EVANS, DATED DECEMBER 1982, PLAN OF SURVEY FOR
- (3) BEARINGS AND DISTANCES TAKEN FROM 4 SURVEY DONE BY ROBERT STANLEY EVANS, DATED APRIL 1982, PLAN OF SURVEY FOR

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT THIS PLAT IS AN ACCURATE DELINEATION OF A COMPPOSITE COMPLETE UNDER MY SUPERVISION IN MARCH 1983, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Edward A. Gonzalez
EDWARD A. GONZALEZ, MAPS B.L.S. NO. 3637



534,362
COUNTY OF SANTA FE, N.M.
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 21st day of December, 1983, at 10:04 AM, and was recorded in book 117 page 534,362 of the records of Santa Fe County, New Mexico, in my presence and Seal of Office.
ANGIE VIGOR PEREZ
County Clerk, Santa Fe County, N.M.
Lami X. Vega

FIGURE 3

PROPERTY DESCRIPTION
BEGINNING AT THE S.E. CORNER OF THE PROPERTY HEREIN DESCRIBED SECTION 5, T.16N. R.9E. AND PROCEEDING N 89° 54' 44" E 48.66 FEET DISTANT THENCE FROM SAID POINT OF BEGINNING N 123° 13' FEET TO A POINT OF THENCE N 02° 50' W 86.23 FEET TO THE W.W. CORNER THENCE N 78° 00' E 27.30 FEET TO THE N.E. CORNER, THE POINT AND BEING TO THE S.E. CORNER BEING ALSO CONTAINING 1.695 AC ±

DECEASED
NOW ALL MEN BY THESE PRESENTS: CAUSED TO BE SEPARATED THE LANDS SHOWN HEREON LYING AND BEING SITUATE WITHIN THE PLANNING AND PAVING AND PUBLIC UTILITY DISTRICT OF SANTA FE COUNTY, NEW MEXICO, AND IS MORE PARTICULARLY DESCRIBED ABOVE AT THAT APPEARS UNDERWRITEN OWNERS SAID WITH THEIR FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE HEREON TO THE PUBLIC FOR THEIR USE FOREVER.

STATE OF NEW MEXICO
COUNTY OF SANTA FE
NOTARY PUBLIC
MY COMMISSION EXPIRES 1-27-86
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY STANLEY EVANS THIS 10th DAY OF 1983.

APPROVALS
APPROVED ON THE 10th DAY OF February, 1983
APPROVED ON THE 11th DAY OF December, 1983
APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF December 2, 1983.

UTILITY COMPANY APPROVALS
PUBLIC SERVICE COMPANY POWER DATE 10-19-83
MOUNTAIN BELT TELEPHONE CO. DATE 12/12/83

REPLAT OF SURVEY FOR STANLEY EVANS, REPLAT OF A PORTION OF T.16, S.16, R.9E. NO. 435
LOCATED WITHIN A PORTION OF SMALL HOUSING CLAIM NO. 455, T.16, S.16, R.9E, N.M.P.M.

TOTAL AREA = 6.578 AC ±

B. Phasing and Timing

The project will be completed in two phases. Phase 1 will consist of Building 1 and Building 2. Phase 2 will consist of Building 3. Phase 1 will begin construction in 2026 and will be fully occupied by 2028. Phase 2 will be in construction by 2027 and fully occupied by 2028.

C. Zoning

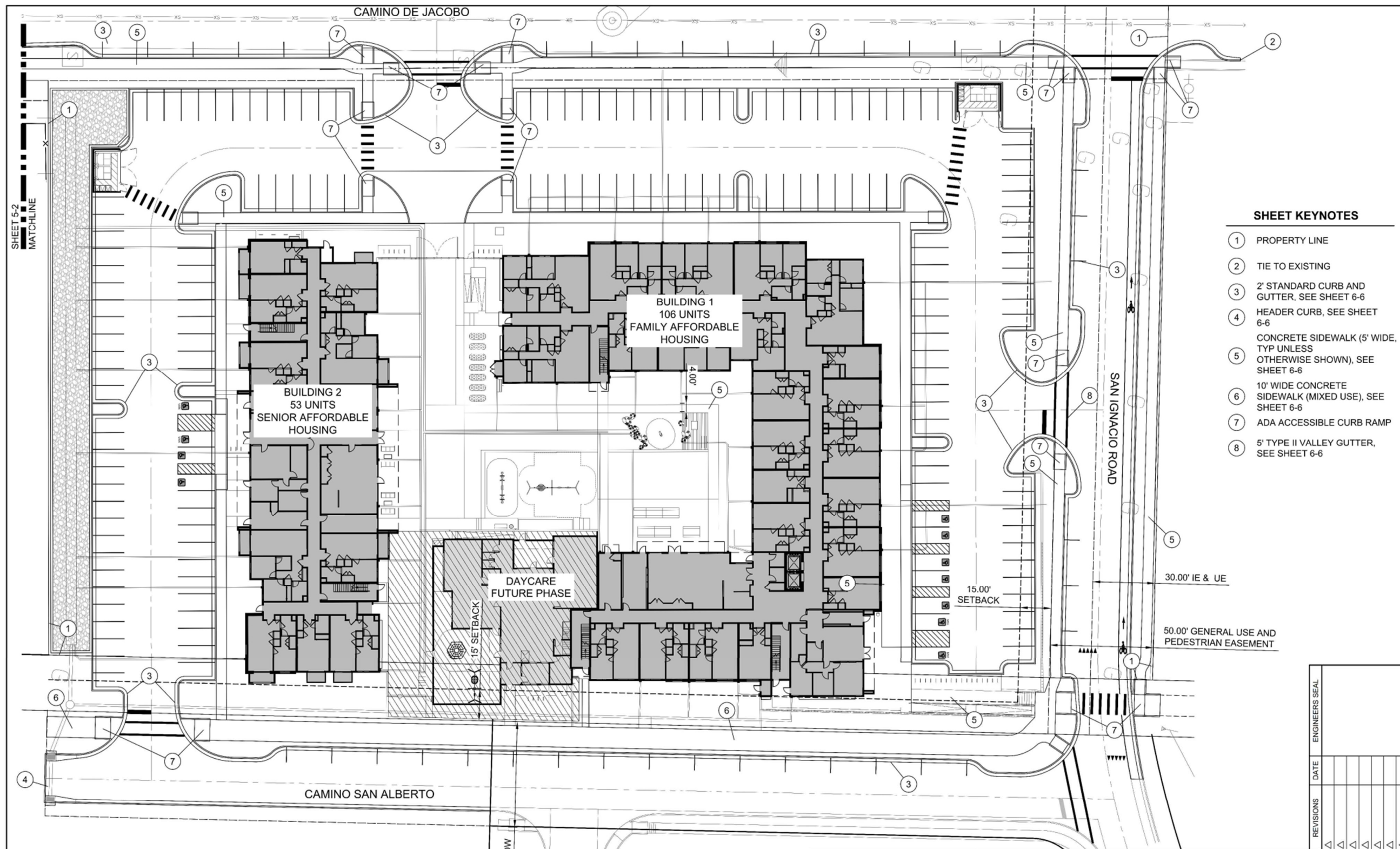
The 5.92 ± acre property is zoned C2 - General Commercial.

D. Access Points

Access to the site will be from a new driveway to be constructed on the extension of San Ignacio Road, a new driveway to be constructed on the extension of Camino San Alberto, and a new driveway on Camino de Jacobo.

E. Site Plan

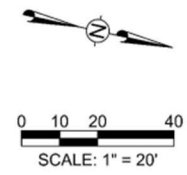
The Site Plan is presented in Figure 4. The parking for the day care center facility is presented in The Day care parking location Map is presented in Figure 30.



SHEET KEYNOTES

- ① PROPERTY LINE
- ② TIE TO EXISTING
- ③ 2' STANDARD CURB AND GUTTER, SEE SHEET 6-6
- ④ HEADER CURB, SEE SHEET 6-6
- ⑤ CONCRETE SIDEWALK (5' WIDE, TYP UNLESS OTHERWISE SHOWN), SEE SHEET 6-6
- ⑥ 10' WIDE CONCRETE SIDEWALK (MIXED USE), SEE SHEET 6-6
- ⑦ ADA ACCESSIBLE CURB RAMP
- ⑧ 5' TYPE II VALLEY GUTTER, SEE SHEET 6-6

SHEET 5-2
MATCHLINE



CIVIL SITE PLAN
SCALE: 1" = 20'

FIGURE 4

CASE # _____

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
	CITY	USE ONLY

SFE C
Santa Fe Engineering Consultants, LLC
 1599 St. Francis Drive, Suite B
 Santa Fe, N. M. 87505
 (505) 982-2845 Fax (505) 982-2641
<http://www.SFENGR.com>

INFRASTRUCTURE PLANS FOR
 NUEVA ACEQUIA APARTMENTS
 SANTA FE, NEW MEXICO

CIVIL SITE PLAN

DATE DECEMBER 2025	SCALE 1" = 20'	SHEET 5-1
-----------------------	-------------------	--------------

ENGINEERS SEAL	
DATE	
REVISIONS	

III. STUDY AREA CONDITIONS

A. Study Area

Based upon the scoping meeting the study area consists of the following intersections:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane / Camino de Jacobo through private property

The Existing Road Network is presented in Figure 5.

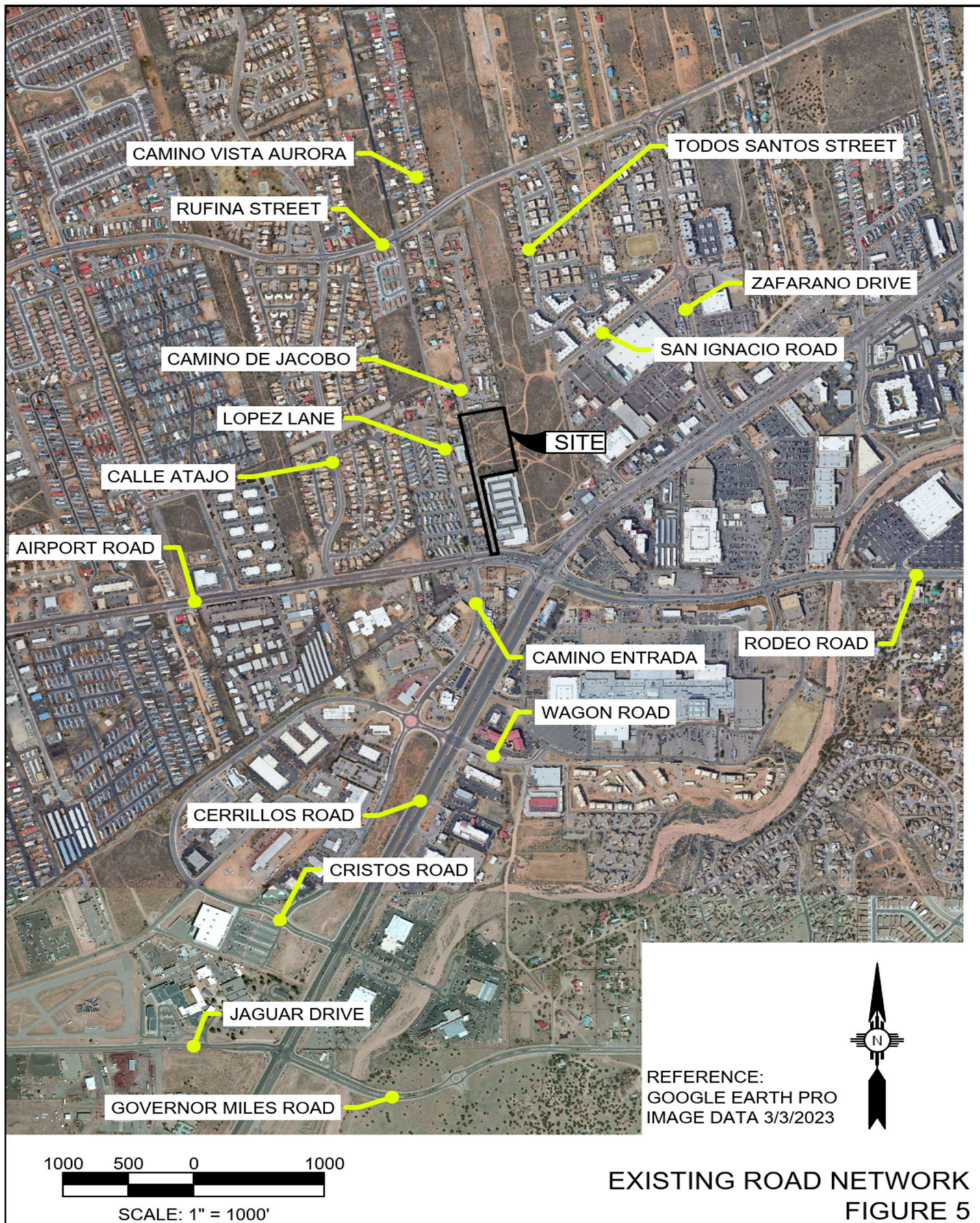
B. Existing Land Use

The proposed Nueva Acequia Apartments site is located on vacant land. The existing land uses in the area consist of a mix of commercial, residential, and vacant land. The land on the north of the site consists of the Villas De San Ignacio - Low Income Housing Tax Credit Properties (LIHTC) which consists of 20 units, the Santa Fe County Housing Authority Administrative Offices, and the Boys & Girls Clubs of Santa Fe / Del Norte.




The land uses west of the site are commercial buildings including Mena's Coachworks Auto body shop, Fruit of the Spirit Ministries Church, and residential land including the Sunset Mobile Home Park.

The existing land east of the site is the Staybridge Suites Hotel and vacant land. The San Isidro Plaza is located further east. The San Isidro Plaza consists of numerous restaurants, EVO Entertainment + EVX + IMAX® - Santa Fe, and Aspen Medical Center Urgent Care and Primary Care, and other business; on the south east is Squeaky Clean Car Wash, Enterprise Rent-a-car, Hot Spring Spas of Santa Fe Hot Tub Store Jiffy Lube MultiCare, Chihuahua Tires, Antique Auto Sales LLC, a Brewer / Shell Gas Station, and a Burger King fast-food restaurant.

The land uses south of the site includes Extra Space Storage Facility, La Cocina Mexican Restaurant and David's Auto Mart LLC Used Auto Dealer. The Existing Conditions Map is presented in Figure 6.



LEGEND

-  DENOTES SIGNALIZED INTERSECTION
-  DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS
-  DENOTES ROUNDABOUT



REFERENCE:
GOOGLE EARTH PRO
IMAGE DATA 3/3/2023



SCALE: 1" = 400'

EXISTING CONDITIONS MAP
FIGURE 6

C. Other Known Development Activity

There are a number of vacant parcels in the area which could be developed. The only known development in the vicinity of the site is the Staybridge Suites Hotel which is currently under construction. There are no other known projects in the area.

The City of Santa Fe has made us aware of a new project immediately east of Nueva Acequia Apartments. The project is called San Ignacio Multifamily and consists of 180 apartments. Their planner allowed us to review the draft TIA. The plan is based upon the premise that none of their traffic would use Camino Jacobo. This would probably be done using gates. There are no other known projects in the area.

D. Existing Roadway System Characteristics

1. Cerrillos Road / Camino de Jacobo

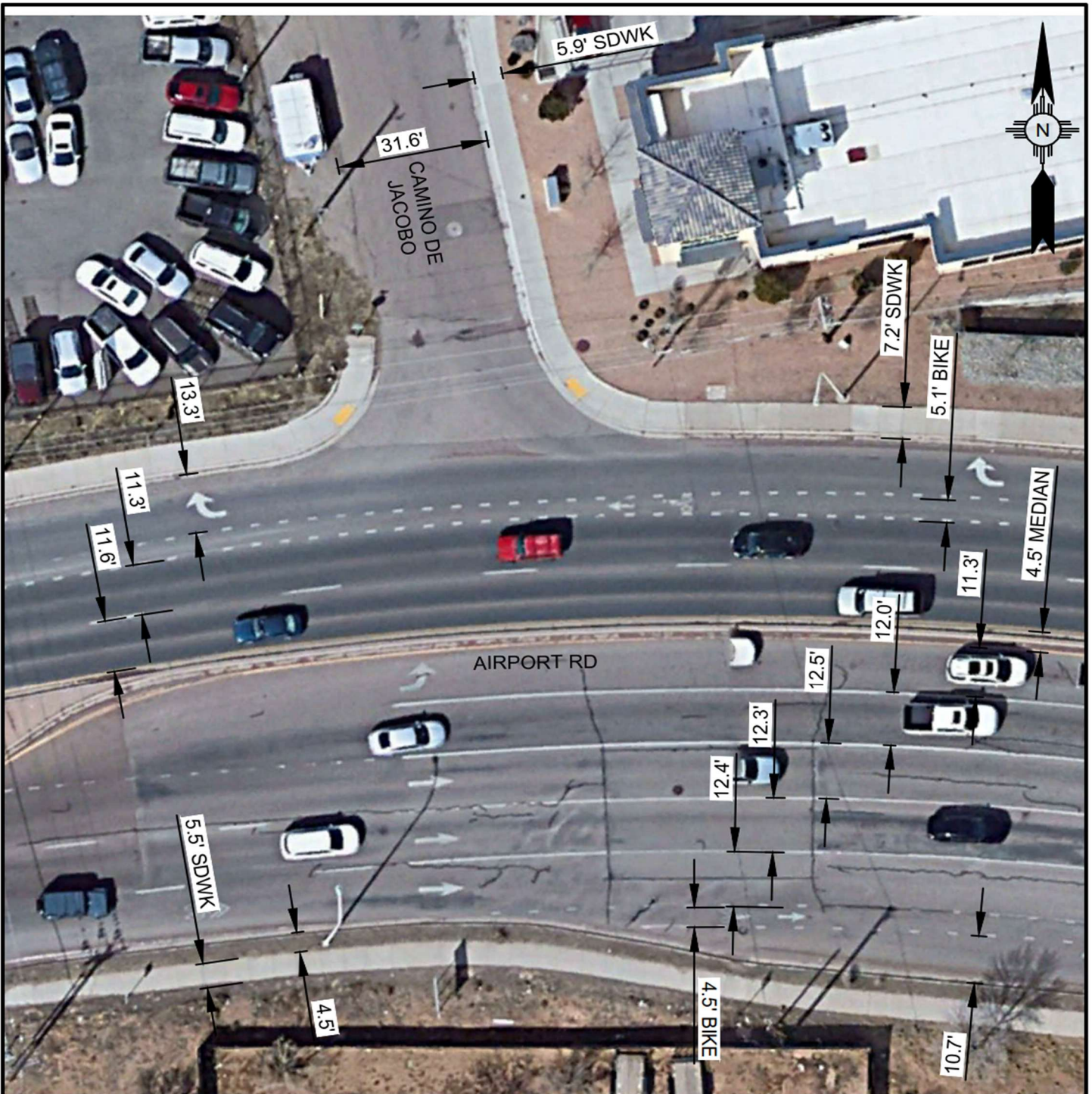
The existing access to the site is provided by Camino de Jacobo. Camino de Jacobo is an unclassified roadway according to the MPO Classification Map. Camino de Jacobo is owned by Santa Fe County. This road functions as a minor urban collector road. This portion of Camino de Jacobo consists of a two-way road in the vicinity of the project. The lane width is 14 feet wide. The roadway in the vicinity of the site is a rural road with no sidewalks or curb and gutter. The posted speed limit on San Ignacio Road is 15 MPH. The intersection of Rufina Street and Camino Jacobo is presented in Figure 7.

2. Airport Road / Rufina Street

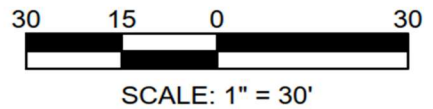
Access to Camino de Jacobo is provided via Rufina Street. Rufina Street is a minor arterial roadway according to the MPO Classification Map. This road is owned by the City of Santa Fe. This portion of Rufina Street consists of a two-way roadway in the vicinity of the project. The lane width is 14 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Rufina Street is 35 MPH. The intersection of Rufina Street / Camino Vista Aurora / Camino Jacobo is presented in Figure 8.

3. Lopez Lane / Camino de Jacobo

Lopez Lane does not provide direct access to the site; however, it is in close proximity with the Airport Road / Camino de Jacobo intersection. Lopez Lane is a major collector roadway according to the MPO Classification Map. This road is owned by the City of Santa Fe. This portion of Lopez Lane consists of a two-way roadway in the vicinity of the project. The lane width is 14 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Lopez Lane is 25 MPH. The intersection of Airport Road / Lopez Lane / Camino Entrada is presented in Figure 9.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

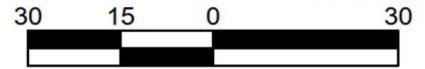


INTERSECTION DETAIL
 AIRPORT ROAD
 /CAMINO DE JACOBO
 FIGURE 7

REFERENCE:
 IMAGE PROVIDED BY GOOGLE EARTH PRO.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.



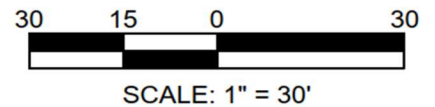
SCALE: 1" = 30'

**INTERSECTION DETAIL
RUFINA STREET
/CAMINO VISTA AURORA
/CAMINO DE JACOBO
FIGURE 8**

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.



**INTERSECTION DETAIL
AIRPORT ROAD
/LOPEZ LANE
/CAMINO ENTRADA
FIGURE 9**

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

4. San Ignacio Road / Todos Santo

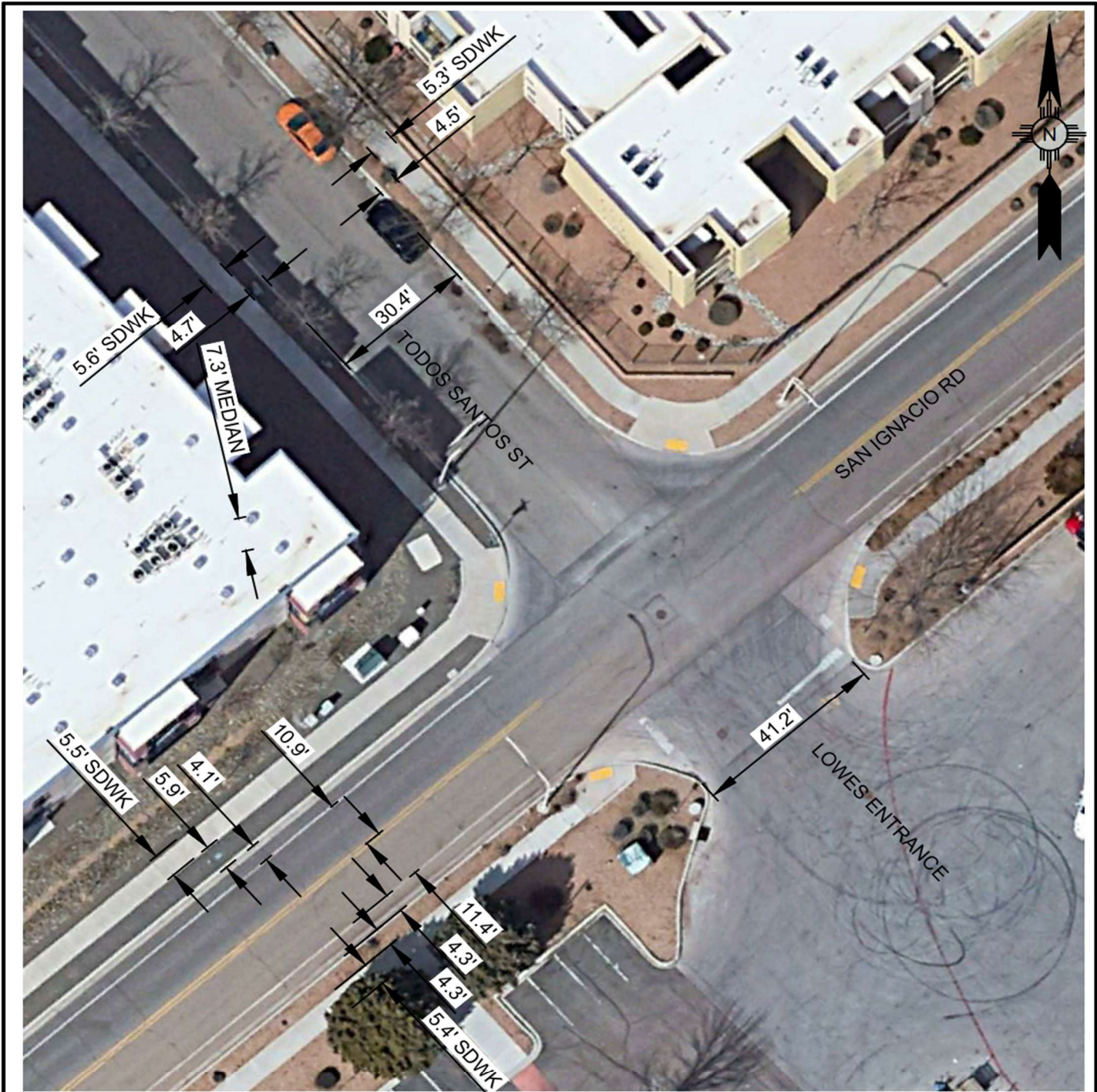
Access to the site is provided by San Ignacio Road. San Ignacio Road is an unclassified roadway according to the MPO Classification Map. However, this road functions as a minor urban collector road. This road is owned by the City of Santa Fe. This portion of San Ignacio Road consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on San Ignacio Road is 30 MPH. The intersection of San Ignacio Road / Todos Santos Street is presented in Figure 10.

5. Todos Santos Street

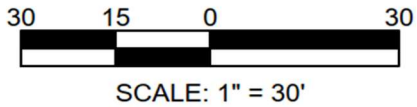
Todos Santos Street intersects with San Ignacio and may be impacted by this development. Todos Santos Street is an unclassified roadway according to the MPO Classification Map. However, this road functions as an urban lane. This road is owned by the City of Santa Fe. This portion of Todos Santos Street consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks on both sides. The posted speed limit on Todos Santos Street is not posted. The intersection of San Ignacio Road / Todos Santos Street is presented in Figure 11.

6. Zafarano Drive

Zafarano Drive intersects with Camino San Ignacio and may be impacted by this development. Zafarano Drive is classified as a major collector according to the “Functional Classification of Roadways in the Santa Fe Metropolitan Planning Organization Area,” (MPO Classification Map) approved by the Federal Highway Administration in March 2016. This road is owned by the City of Santa Fe. The intersection of Zafarano Drive / San Ignacio Road consists of a four-leg roundabout with a design speed of 15 MPH. Zafarano Drive is an urban street with curb and gutter and sidewalk on each side. The speed limit is 30 MPH. The intersection of Zafarano Drive / San Ignacio Road is presented in Figure 12.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.

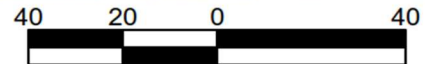


INTERSECTION DETAIL
 SAN IGNACIO ROAD
 / TODOS SANTOS STREET
 FIGURE 10

REFERENCE:
 IMAGE PROVIDED BY GOOGLE EARTH PRO.



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.



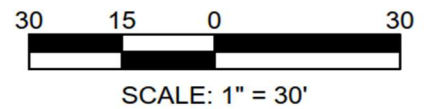
SCALE: 1" = 40'

REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
ZAFARANO DRIVE
/ SAN IGNACIO ROAD
FIGURE 11



NOTE: DIMENSIONS SHOWN ARE NOT SURVEYED. THEY WERE OBTAINED BY QUICK MEASUREMENTS MADE IN THE FIELD USING TAPE MEASURE AND MEASURING WHEEL. THE DIMENSIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED FOR ACCURACY.



REFERENCE:
IMAGE PROVIDED BY GOOGLE EARTH PRO.

INTERSECTION DETAIL
CERRILLOS ROAD
/PRIVATE ROAD
FIGURE 12

7. San Isidro Plaza Driveway / San Ignacio / (Private Drive)

The unnamed San Isidro Plaza Driveway connects San Ignacio to Cerrillos Road. The San Isidro Plaza Driveway is an unclassified roadway according to the MPO Classification Map. This road functions as a driveway and as a short cut to Cerrillos Road. This road is owned by the City of Santa Fe. This portion of San Isidro Plaza Driveway consists of a two-way road in the vicinity of the project. The lane width is 12 feet wide. The roadway includes curb and gutter, and sidewalks. There is no posted speed limit on San Isidro Plaza Driveway. The intersection of Cerillos Road and the Private Road geometrics, lane widths are presented in Figure 12.

8. Camino San Alberto

Access to the site is also provided by Camino San Alberto. Camino San Alberto is beginning construction, as part of the Staybridge Suites Hotel construction design. According to project plans Camino San Alberto will have the same typical section as San Ignacio.

E. Programmed Transportation Improvements

The Santa Fe Metropolitan Planning Organization Future Roadway Network Map is presented in Figure 13. The map shows the project is not impacted by any proposed roadways. The intersection of Lopez Lane is shown as a “Public Agency Lead Intersection Improvements”.

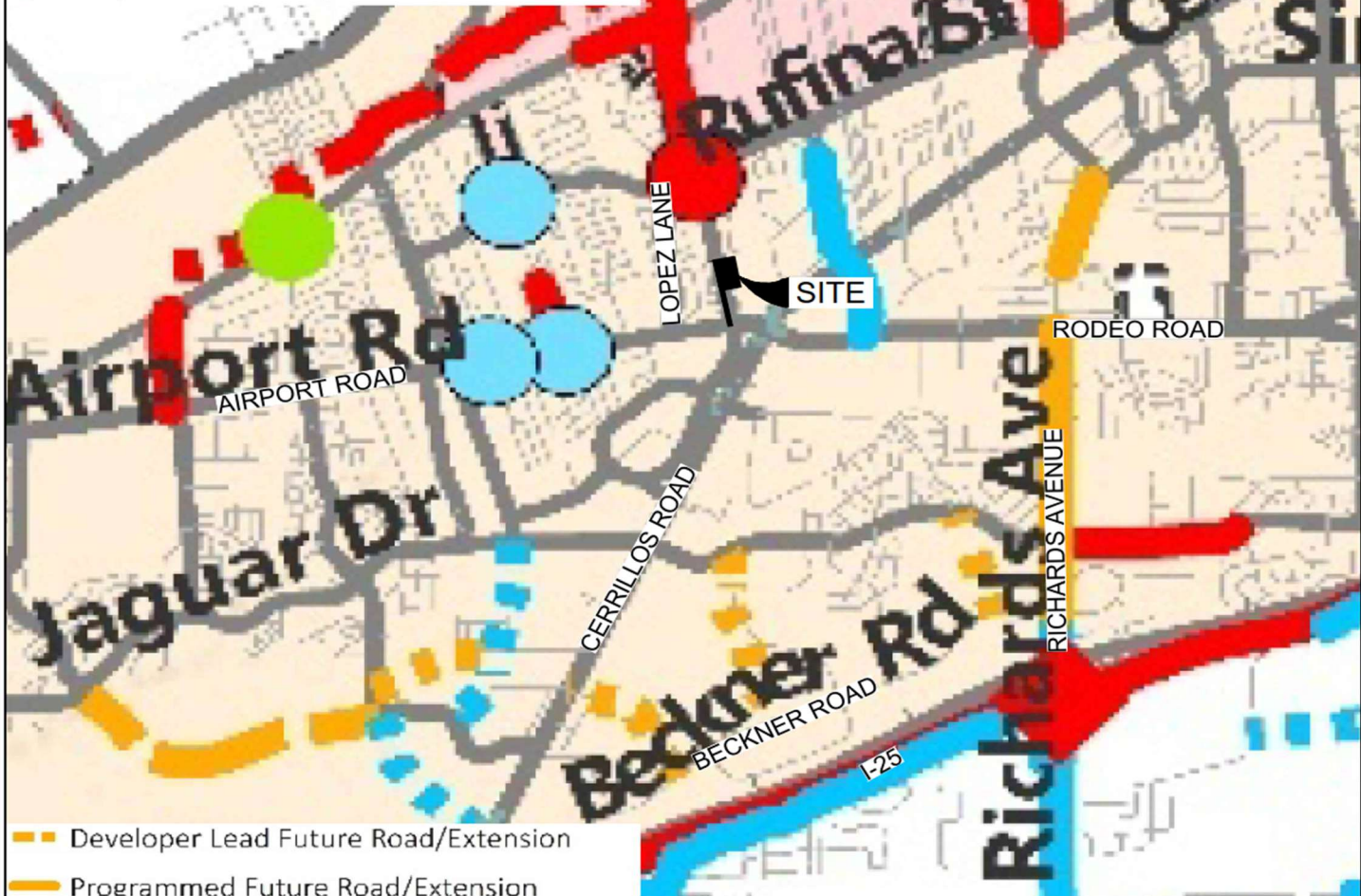
F. Alternative Travel Modes

Bus service is currently provided on Cerrillos Road and Airport Road with several bus stops in the vicinity of the project. The closet bus stops are Airport Road at Lopez Lane (0.22 mi). For conservative analysis there will be no reduction or adjustment of trip generation numbers due to alternative modes of travel.

The Nueva Acequia Apartments site is located near restaurants, shopping, and entertainment areas. These sites are within a walkable distance. For conservative analysis there will be no reduction or adjustment of trip generation due to pedestrian modes of travel.

Legend

- Programmed Interchange Improvements
- Programmed Intersection Improvements
- Programmed Pedestrian Improvements
- Public Agency Lead Bridge for Improvement
- ◆ Public Agency Lead Future Interchange
- Public Agency Lead Interchange Improvements
- Public Agency Lead Intersection Improvements
- Public Agency Lead Pedestrian Improvements
- Public Agency Lead Interchange Improvements
- Study Intersection Improvements



- Developer Lead Future Road/Extension
- Programmed Future Road/Extension
- Programmed Road for Improvement
- Public Agency Lead Bridge for Improvement
- Public Agency Lead Future Road/Extension
- Public Agency Lead Road for Improvement
- Study Future Road/Extension
- Study Road for Improvement



SCALE:
1" = 3000'

REFERENCE:
SANTA FE MPO
2025-2050

**FUTURE ROAD NETWORK MAP
FIGURE 13**

IV. ANALYSIS OF EXISTING CONDITIONS

A. Daily Peak Hour Traffic Volumes

Site-specific peak hour traffic counts were conducted at the following intersections and dates:

- Airport Road / Camino de Jacobo - September 16, 2025
- Rufina Street / Camino de Jacobo / Camino Vista Aurora - September 16, 2025
- Airport Road / Lopez Lane - September 16, 2025
- San Ignacio Road / Todos Santos Street – September 18, 2025
- Zafarano Drive / San Ignacio Road - September 18, 2025
- Cerrillos Road / San Ignacio Road - September 18, 2025
- Driveway Short-cut through the church property - November 6, 2025

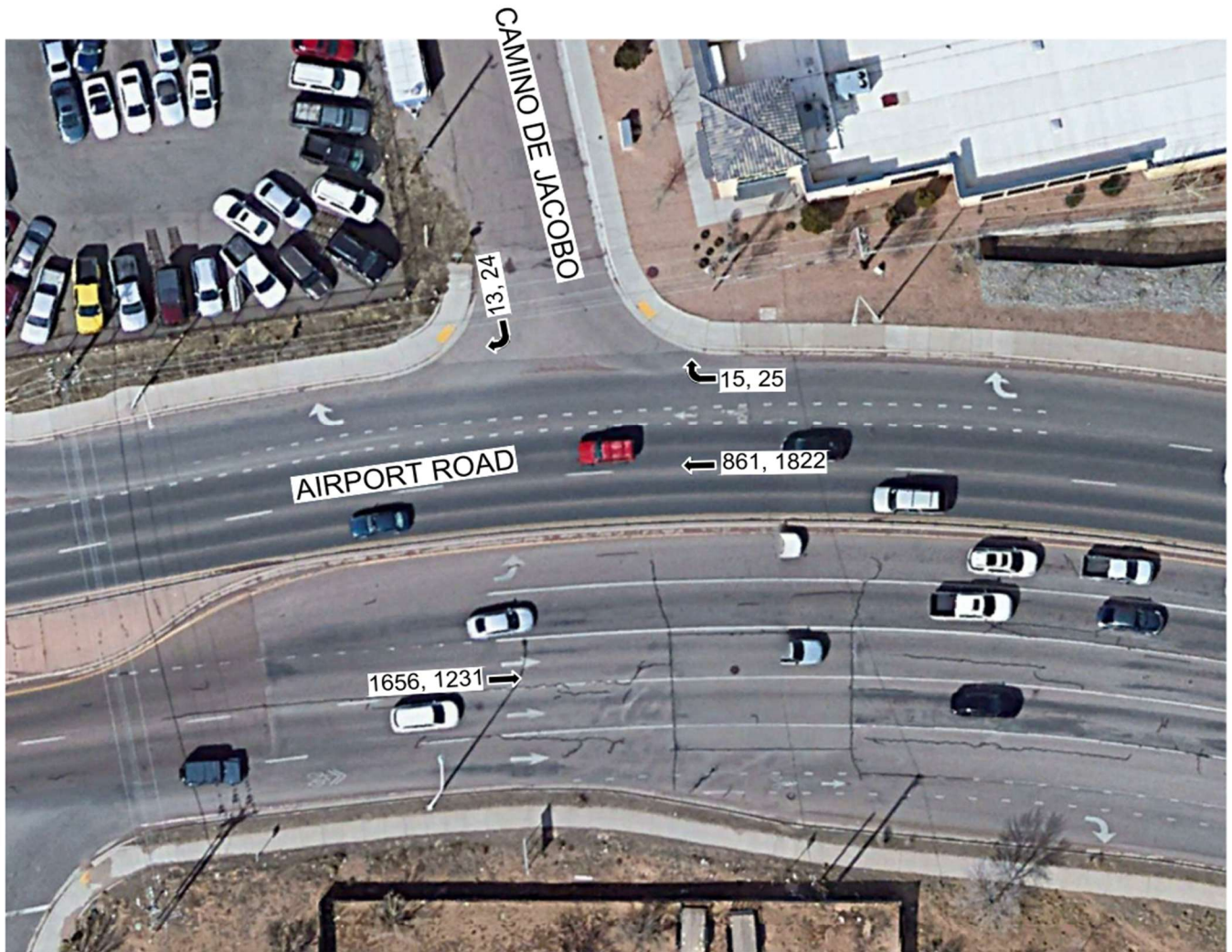
The purpose of the counts was to sample typical background traffic in the vicinity of the project. Tabulated traffic counts are presented in Appendix A. The Existing Peak Hour Traffic Volumes are presented in Figures 14 to 20.

B. Level of Service Criteria

According to Table 15.C-1, “Minimum Acceptable Level of Service Standards,” of the State Access Management Manual, the minimum acceptable level of service is D for an urban arterial at signalized and unsignalized intersections. A level of service F shall not be accepted for individual movements.

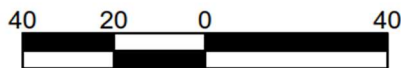
C. Existing Level of Service

The existing condition capacity analysis, level of service (LOS) was calculated using Highway Capacity Software 2025, Version 8.5. Existing conditions capacity calculations were performed using the site-specific traffic counts conducted for the project. Capacity reports are presented in Appendix B and are summarized in Table 2. According to the Level of service and delay in seconds should be presented in table format for overall intersection and by movement for all analysis periods and scenarios.



PEAK HOURS FOR TRAFFIC COUNT
DATED September 16, 2025 (Tuesday)

AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM



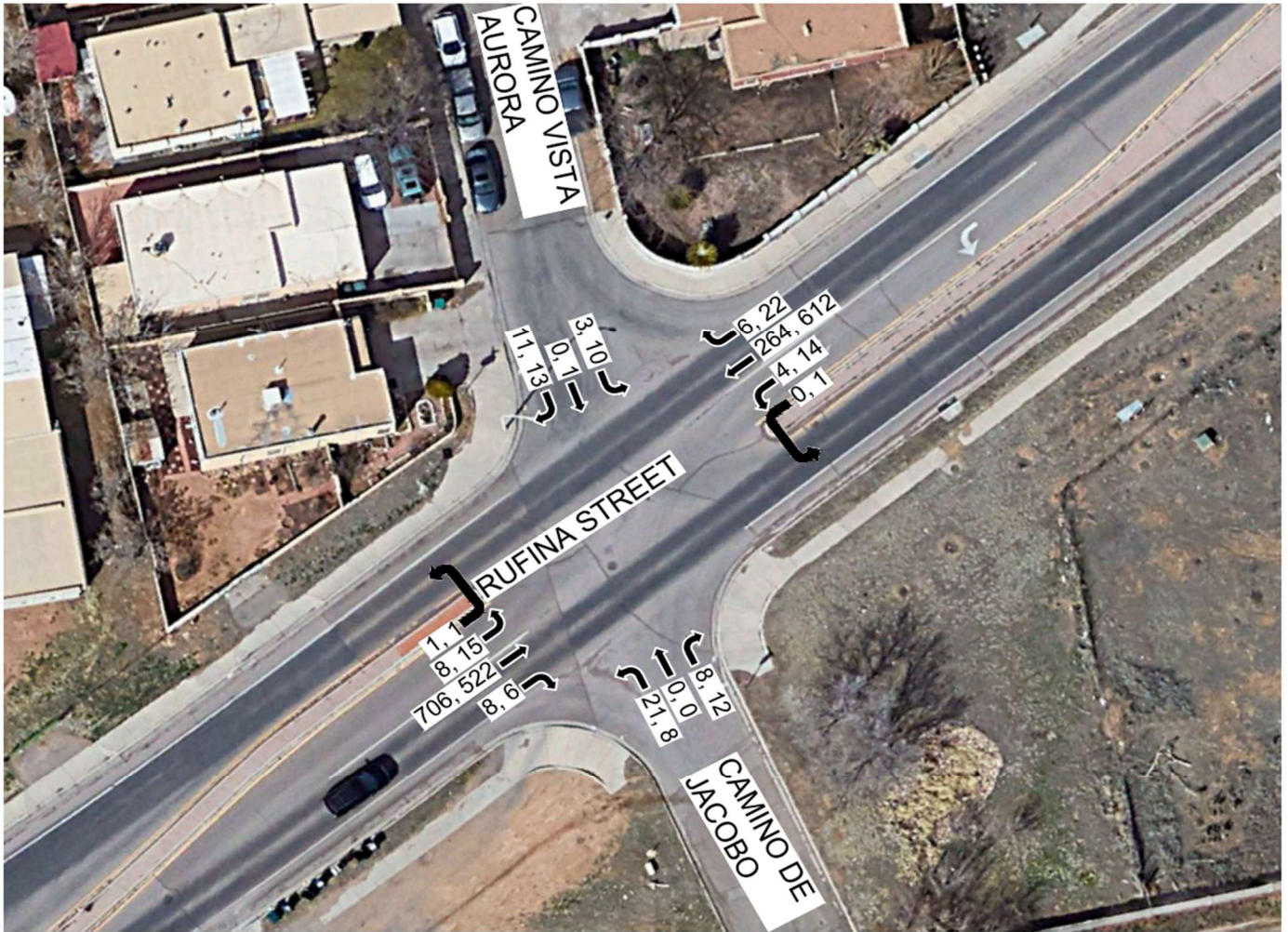
SCALE: 1" = 40'

LEGEND

DENOTES PEAK HOUR
TRAFFIC VOLUME 11, 23
AM, PM

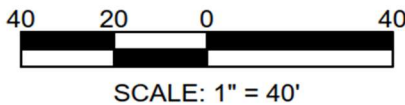
DENOTES MOVEMENT ←

EXISTING TRAFFIC
VOLUMES
AIRPORT ROAD
/CAMINO DE JACOBO
FIGURE 14



PEAK HOURS FOR TRAFFIC COUNT
DATED September 16, 2025 (Tuesday)

AM	PM
7:15 AM to 8:15 AM	4:30 PM to 5:30 PM



LEGEND

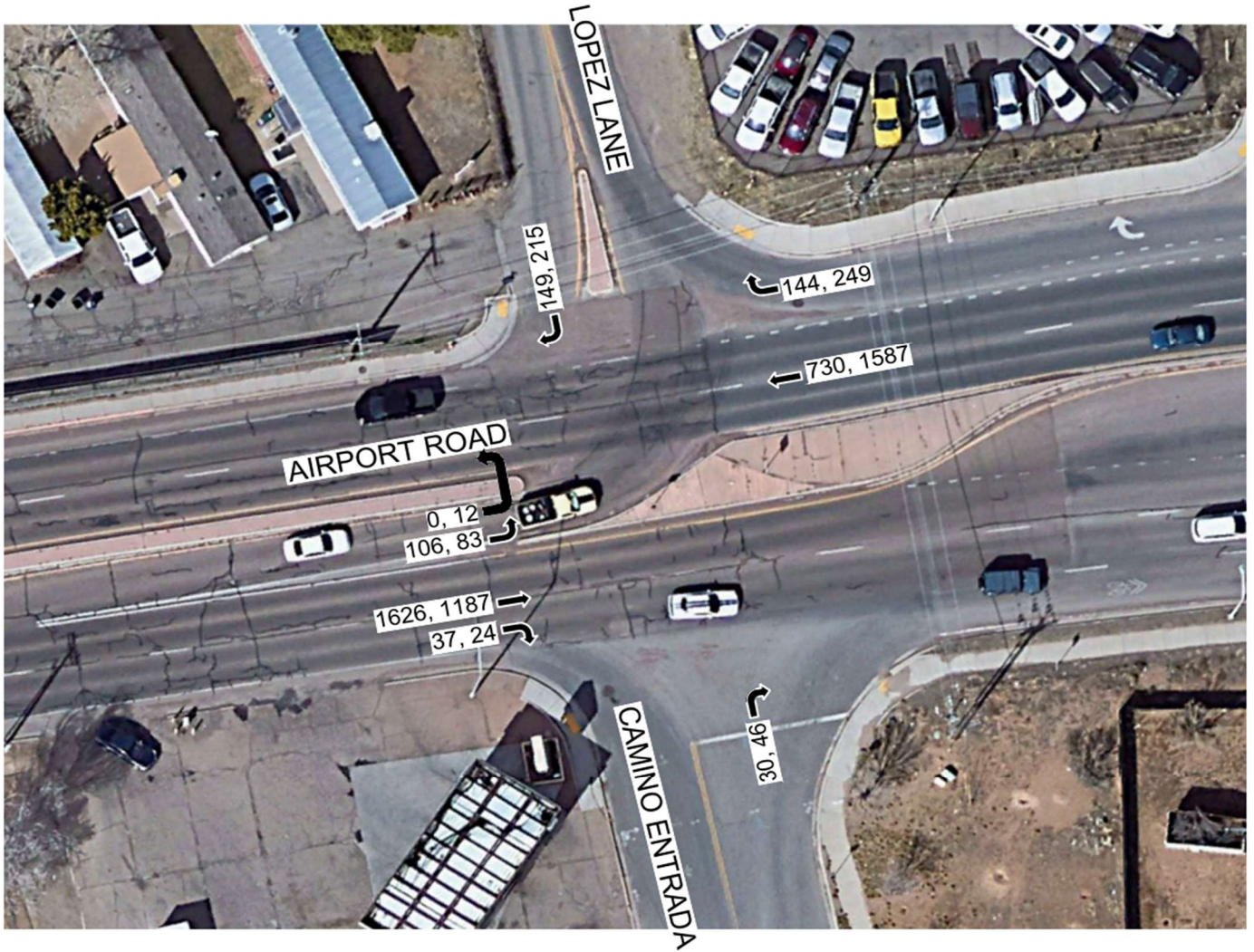
DENOTES PEAK HOUR
TRAFFIC VOLUME
AM, PM

DENOTES MOVEMENT

11, 23

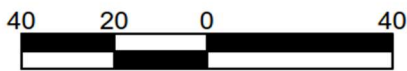


EXISTING TRAFFIC
VOLUMES
RUFINA STREET
/CAMINO VISTA AURORA
/CAMINO DE JACOBO
FIGURE 15



**PEAK HOURS FOR TRAFFIC COUNT
DATED September 16, 2025 (Tuesday)**

AM	PM
7:30 AM to 8:30 AM	4:00 PM to 5:00 PM



SCALE: 1" = 40'

LEGEND

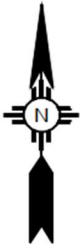
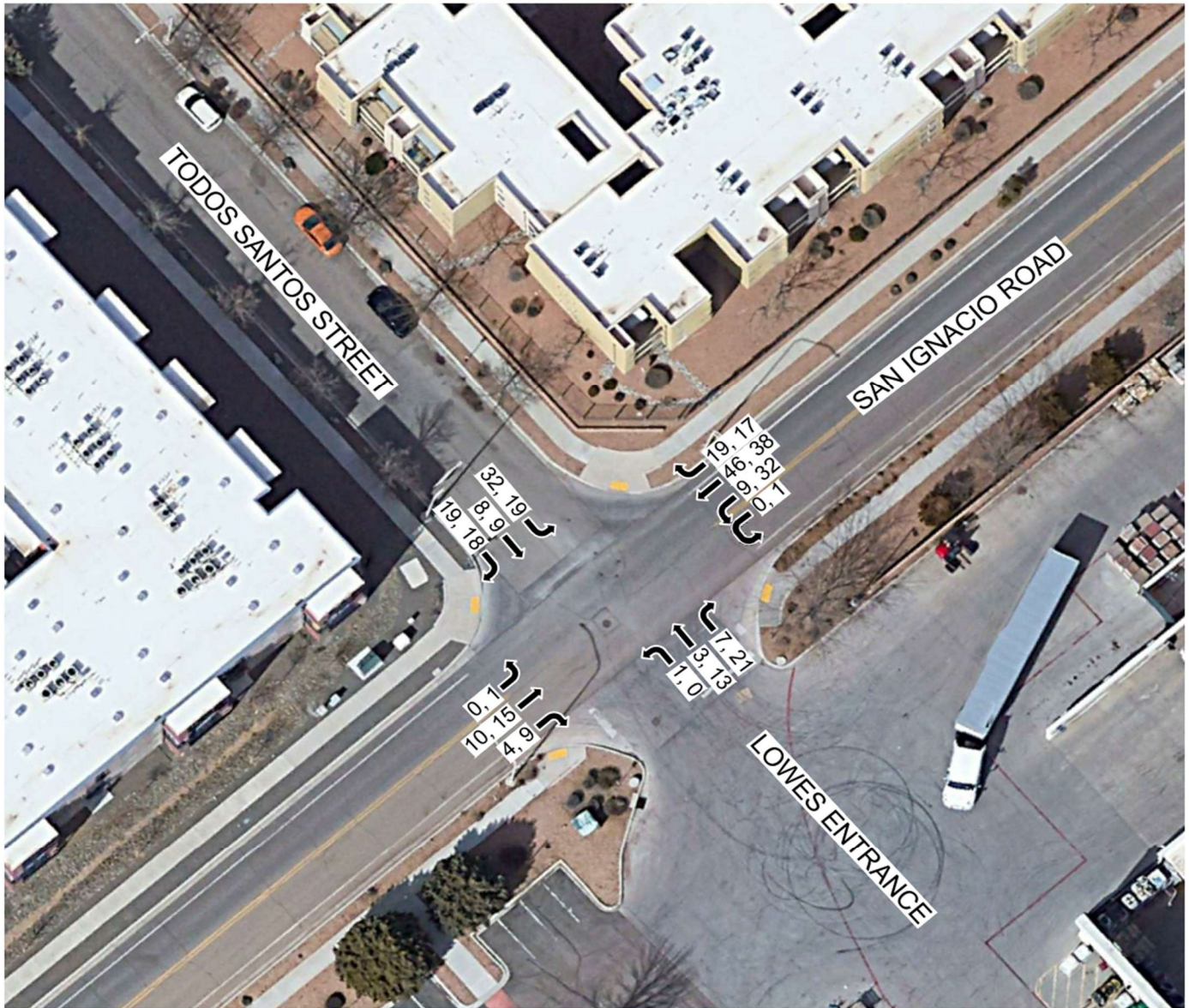
DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM

11, 23

DENOTES MOVEMENT



**EXISTING TRAFFIC VOLUMES
AIRPORT ROAD
/ LOPEZ LANE
/ CAMINO ENTRADA
FIGURE 16**



SCALE: 1" = 40'

**PEAK HOURS FOR TRAFFIC COUNT
DATED September 18, 2025 (Thursday)**

AM	PM
7:30 AM to 8:30 AM	3:15 PM to 4:15 PM

LEGEND

— DENOTES PEAK HOUR
TRAFFIC VOLUME
AM, PM

11, 23

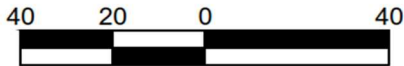
← DENOTES MOVEMENT

**EXISTING TRAFFIC
VOLUMES
SAN IGNACIO ROAD
/TODOS SANTOS STREET
FIGURE 17**



**PEAK HOURS FOR TRAFFIC COUNT
DATED September 18, 2025 (Thursday)**

AM	PM
7:30 AM to 8:30 AM	4:30 PM to 5:30 PM



SCALE: 1" = 40'

LEGEND

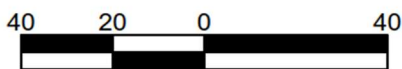
- DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM 11, 23
- DENOTES MOVEMENT ←

**EXISTING TRAFFIC VOLUMES
ZAFARANO DRIVE
/SAN IGNACIO ROAD
FIGURE 18**



PEAK HOURS FOR TRAFFIC COUNT
DATED September 18, 2025 (Thursday)

AM	PM
7:45 AM to 8:45 AM	4:30 PM to 5:30 PM



SCALE: 1" = 40'

LEGEND

- DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM
- DENOTES MOVEMENT

11, 23

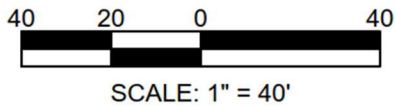


EXISTING TRAFFIC VOLUMES
CERRILLOS ROAD
/PRIVATE ROAD
FIGURE 19



**PEAK HOURS FOR TRAFFIC COUNT
DATED November 6, 2025 (Thursday)**

AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM



LEGEND

— DENOTES PEAK HOUR
TRAFFIC VOLUME
AM, PM

← DENOTES MOVEMENT

11, 23



**EXISTING TRAFFIC
VOLUMES
SHORT CUT FROM
LOPEZ LANE TO
CAMINO DE JACOBO ON
CHURCH PROPERTY
FIGURE 20**

TABLE 2 SUMMARY OF LEVELS OF SERVICE EXISTING CONDITIONS 2025								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Airport Road / Camino de Jacobo - (right in - right out)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	11.7	B	0.02	7.6	21.5	C	0.11
Rufina Street / Camino de Jacobo - Camino Vista Aurora - (two way stop control)								
Eastbound Left	0.0	7.8	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.3	A	0.01	0.0	8.6	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	12.6	25.0	D	0.15	7.6	22.3	C	0.09
Southbound Left/Thru/Right	2.5	13.4	B	0.03	10.1	24.5	C	0.12
Airport Road / Lopez Lane - (right in - right out - left in)								
Eastbound Left	12.6	10.6	B	0.15	73.1	49.4	E	0.56
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	25.2	12.8	B	0.25	121.0	38.1	E	0.69
San Ignacio Road / Todos Santos Street - (two way stop control)								
Eastbound Left	N/D	7.4	A	0.00	N/D	7.3	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	N/D	7.3	A	0.01	N/D	7.3	A	0.02
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	0.0	8.9	A	0.01	2.5	9.3	A	0.04
Southbound Left/Thru/Right	7.6	9.5	A	0.08	5.0	9.7	A	0.06
Zafarano Drive / San Ignacio Road - (roundabout)								
Eastbound Right	12.6	5.6	A	0.13	10.1	5.3	A	0.12
Westbound Right	5.0	4.0	A	0.06	5.0	5.1	A	0.06
Northbound Right	15.1	4.2	A	0.18	47.9	6.6	A	0.39
Southbound Right	47.9	6.7	A	0.39	42.8	6.5	A	0.37
Cerrillos Road / Private Access Driveway to San Isidro Plaza - (right in – right out)								
Eastbound Right	47.9	28.8	D	0.41	65.5	43.3	E	0.51
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and Southbound are at level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right is at level of service LOS E.

D. Safety Analysis

Crash data was obtained from the NMDOT for the years 2019 through 2023.

1. Airport Road / Lopez Lane

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 39 crashes at the intersection of Airport Road / Lopez Lane. There were no fatal crashes. There were 7 major crashes. There were 32 property only damage crashes.

The crashes per year vary from a high of 10 in 2021 to a low of 5 in 2020. There were no crashes that involved fatalities. Of the 39 crashes, 32 crashes with a description that was left blank and 7 of them were with another vehicle. The severity of injuries ranged from 1 suspected minor injury to 22 non-apparent injuries. The crash data is summarized in Figure 21.

2. Airport Road / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 2 crashes at the intersection of Airport Road / Camino de Jacobo. In 2019 there were 2 crashes.

The crashes per year vary from a high of 2 in 2021 and none occurring in 2019, 2020, 2022 or 2023. There were no crashes that involved fatalities. The severity of injuries ranged from no apparent injuries to possible injuries. The crash data is summarized in Figure 22.

3. Rufina Street / Camino de Jacobo

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 8 crashes at the intersection of Rufina Street / Camino de Jacobo. There were no crashes that involved fatalities.

The crashes per year vary from a high of 3 in 2023 to a low of none in 2020. The severity of injuries ranged from no apparent injuries to possible injuries. The crash data is summarized in Figure 23.

**CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
LOPEZ LANE, 2019 - 2023**

FIGURE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
LOPEZ LANE, 2019 - 2023

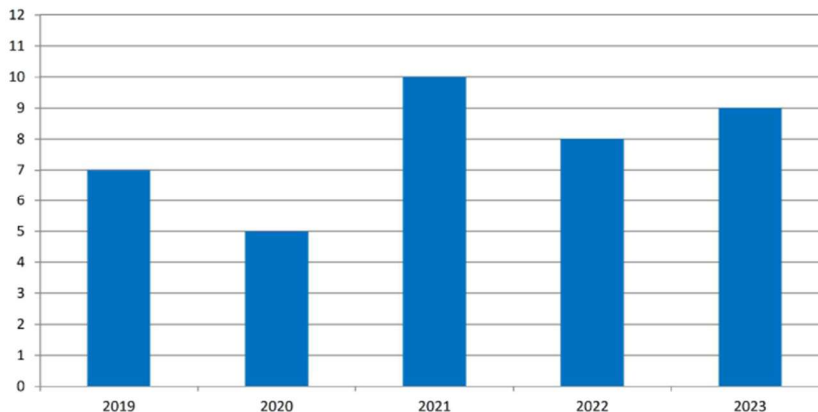


TABLE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
LOPEZ LANE, 2019 - 2023

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	1	14.3%	6	18.8%	7	17.9%
2020	0	0.0%	2	28.6%	3	9.4%	5	12.8%
2021	0	0.0%	3	42.9%	7	21.9%	10	25.6%
2022	0	0.0%	1	14.3%	7	21.9%	8	20.5%
2023	0	0.0%	0	0.0%	9	28.1%	9	23.1%
GRAND TOTAL	0	0.0%	7	100.0%	32	100.0%	39	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
LOPEZ LANE BY SEVERITY OF INJURY, 2019 - 2023

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	1	1.1%	18	19.6%	19	20.7%
2020	0	0.0%	0	0.0%	1	1.1%	1	1.1%	7	7.6%	9	12.3%
2021	0	0.0%	0	0.0%	0	0.0%	4	4.3%	20	21.7%	24	34.3%
2022	0	0.0%	0	0.0%	0	0.0%	1	1.1%	17	18.5%	18	19.6%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	22	23.9%	22	23.9%

TABLE 3: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
LOPEZ LANE BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	7	0	0	0	0	7
LEFT BLANK	0	5	10	8	9	32
GRAND TOTAL	7	5	10	8	9	39

**NMDOT CRASH DATA
FIGURE 21**

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

**CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
CAMINO DE JACOBO, 2019 - 2023**

FIGURE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
CAMINO DE JACOBO, 2019 - 2023

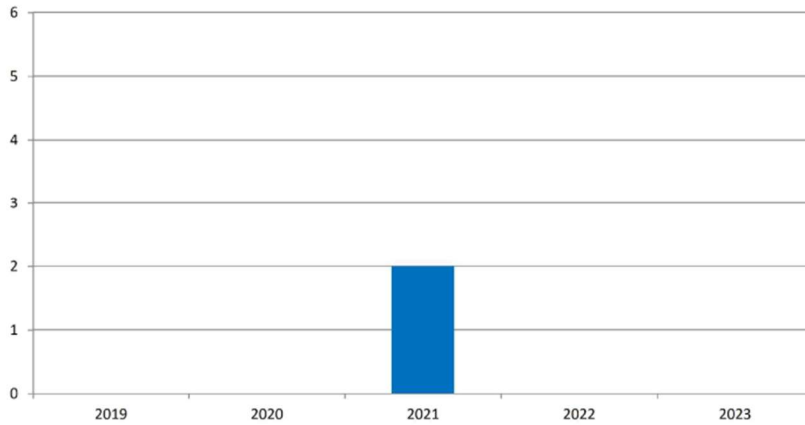


TABLE 1: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
CAMINO DE JACOBO, 2019 - 2023

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	100.0%	1	100.0%	2	100.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%
GRAND TOTAL	0	0.0%	1	100.0%	1	100.0%	2	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
CAMINO DE JACOBO BY SEVERITY OF INJURY, 2019 - 2023

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	3	50.0%	3	50.0%	6	100.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF AIRPORT ROAD AND
CAMINO DE JACOBO BY CRASH CLASSIFICATION, 2019 - 2023

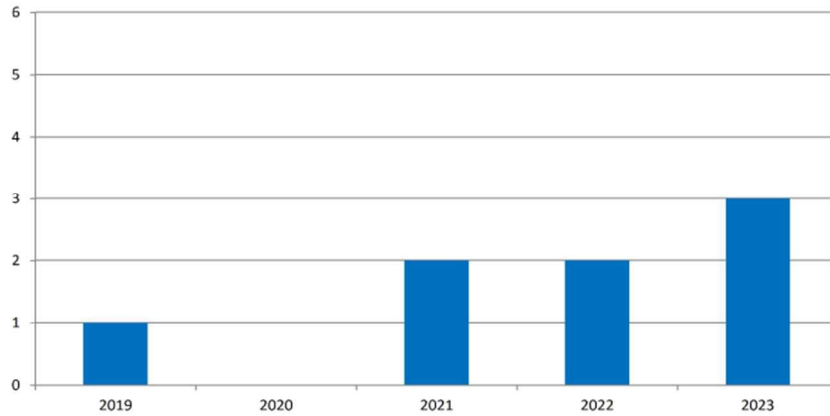
CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	0	2	0	0	2
GRAND TOTAL	0	0	2	0	0	2

**NMDOT CRASH DATA
FIGURE 22**

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

**CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND
CAMINO DE JACOBO, 2019 - 2023**

**FIGURE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND
CAMINO DE JACOBO, 2019 - 2023**



**TABLE 1: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND
CAMINO DE JACOBO, 2019 - 2023**

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	1	20.0%	1	12.5%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	1	33.3%	1	20.0%	2	25.0%
2022	0	0.0%	1	33.3%	1	20.0%	2	25.0%
2023	0	0.0%	1	33.3%	2	40.0%	3	37.5%
GRAND TOTAL	0	0.0%	3	100.0%	5	100.0%	8	100.0%

**TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND
CAMINO DE JACOBO BY SEVERITY OF INJURY, 2019 - 2023**

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	10.5%	2	10.5%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	5.3%	2	10.5%	3	25.0%
2022	0	0.0%	0	0.0%	1	5.3%	0	0.0%	6	31.6%	7	36.8%
2023	0	0.0%	0	0.0%	0	0.0%	3	15.8%	4	21.1%	7	36.8%

**TABLE 3: CRASHES NEAR THE INTERSECTION OF RUFINA STREET AND
CAMINO DE JACOBO BY CRASH CLASSIFICATION, 2019 - 2023**

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	1	0	0	0	0	1
LEFT BLANK	0	0	2	2	3	7
GRAND TOTAL	1	0	2	2	3	8

**NMDOT CRASH DATA
FIGURE 23**

SOURCE: NMDOT CRASH DATABASE AS OF MAY 1, 2025

4. Zafarano Drive / San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there was a total of 10 crashes at the intersection of Zafarano Drive / San Ignacio Road.

The crashes per year vary from a high of 4 in 2023 and a low of none in 2019. There were no crashes that involved fatalities. Of the 10 crashes, 10 crashes had a description that was left blank. The severity of injuries range from possible injuries to no apparent injuries. The crash data is summarized in Figure 24.

5. San Ignacio Road / Todos Santos Street

The crash data shows that in the five-year period from 2019 to 2023, there was 1 crash at the intersection of San Ignacio Road / Todos Santos Street. The 1 crash happened in 2023, and all other years there were none. There were no fatalities. There was 1 crash with injuries. The crash data is summarized in Figure 25.

6. Cerrillos Road / Private driveway to San Ignacio Road

The crash data shows that in the five-year period from 2019 to 2023, there were a total of 9 crashes at the intersection of Cerrillos Road / San Ignacio Road. There were no fatal crashes.

The crashes per year vary from a high of 4 in 2019 to a low of 0 in 2021 and 2023. There was 1 injury crash in 2020. There were no property damage crashes. Of the 9 crashes 5 have a description that with another vehicle, 3 occurred was left blank and 1 occurred with a fixed object. The severity of injuries ranged from no apparent injuries to suspected minor injuries. The crash data is summarized in Figure 26.

**CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND
SAN IGNACIO ROAD, 2019 - 2023**

FIGURE 1: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND
SAN IGNACIO ROAD, 2019 - 2023

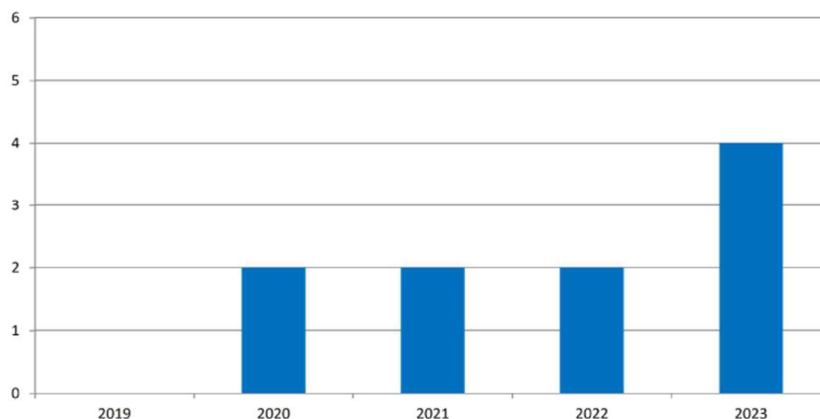


TABLE 1: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND
SAN IGNACIO ROAD, 2019 - 2023

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	2	25.0%	2	20.0%
2021	0	0.0%	1	50.0%	1	12.5%	2	20.0%
2022	0	0.0%	1	50.0%	1	12.5%	2	20.0%
2023	0	0.0%	0	0.0%	4	50.0%	4	40.0%
GRAND TOTAL	0	0.0%	2	100.0%	8	100.0%	10	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND
SAN IGNACIO ROAD BY SEVERITY OF INJURY, 2019 - 2023

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	19.0%	4	19.0%
2021	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	9.5%	3	30.0%
2022	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	9.5%	3	14.3%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	11	52.4%	11	52.4%

TABLE 3: CRASHES NEAR THE INTERSECTION OF ZAFARANO DRIVE AND
SAN IGNACIO ROAD BY CRASH CLASSIFICATION, 2019 - 2023

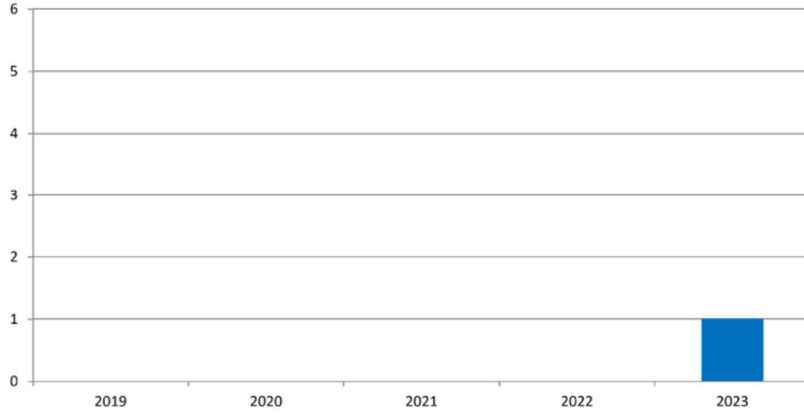
CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	2	2	2	4	10
GRAND TOTAL	0	2	2	2	4	10

**NMDOT CRASH DATA
FIGURE 24**

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

**CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND
TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023**

**FIGURE 1: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND
TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023**



**TABLE 1: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND
TODOS SANTOS STREET AND DRIVEWAY, 2019 - 2023**

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	1	100.0%	0	0.0%	1	100.0%
GRAND TOTAL	0	0.0%	1	100.0%	0	0.0%	1	100.0%

**TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND
TODOS SANTOS STREET AND DRIVEWAY BY SEVERITY OF INJURY, 2019 - 2023**

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2023	0	0.0%	1	33.3%	0	0.0%	1	33.3%	1	33.3%	3	100.0%

**TABLE 3: CRASHES NEAR THE INTERSECTION OF SAN IGNACIO ROAD AND
TODOS SANTOS STREET AND DRIVEWAY BY CRASH CLASSIFICATION, 2019 - 2023**

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
LEFT BLANK	0	0	0	0	1	1
GRAND TOTAL	0	0	0	0	1	1

**NMDOT CRASH DATA
FIGURE 25**

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

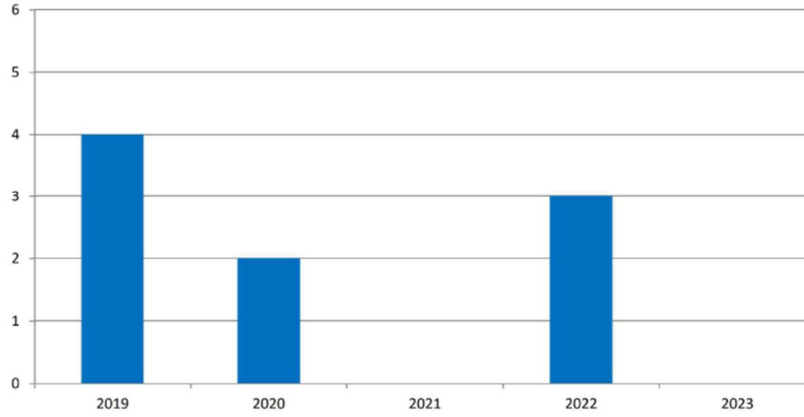


TABLE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD, 2019 - 2023

YEAR	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	4	50.0%	4	44.4%
2020	0	0.0%	0	0.0%	2	25.0%	2	22.2%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	1	100.0%	2	25.0%	3	33.3%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%
GRAND TOTAL	0	0.0%	1	100.0%	8	100.0%	9	100.0%

TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD BY SEVERITY OF INJURY, 2019 - 2023

YEAR	FATALITIES		SUSPECTED		SUSPECTED MINOR		POSSIBLE INJURIES		NO APPARENT		TOTAL PEOPLE IN	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2019	0	0.0%	0	0.0%	0	0.0%	0	0.0%	14	53.8%	14	53.8%
2020	0	0.0%	0	0.0%	0	0.0%	0	0.0%	6	23.1%	6	50.0%
2021	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2022	0	0.0%	0	0.0%	1	3.8%	0	0.0%	5	19.2%	6	23.1%
2023	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND PRIVATE ROAD BY CRASH CLASSIFICATION, 2019 - 2023

CRASH CLASSIFICATION	2019	2020	2021	2022	2023	TOTAL
OTHER VEHICLE	3	2	0	0	0	5
LEFT BLANK	0	0	0	3	0	3
FIXED OBJECT	1	0	0	0	0	1
GRAND TOTAL	4	2	0	3	0	9

**NMDOT CRASH DATA
FIGURE 26**

SOURCE: NMDOT CRASH DATABASE AS OF AUGUST 26, 2025

E. Warrant Analysis

Warrants were checked using the new City TIA Guidelines. The local roadway network in the area does not carry enough traffic to warrant a traffic signal. The intersections of the Airport Road / Camino Jacobo and Airport Road / Lopez Lane do not meet spacing requirements due to the intersection of Cerrillos Road / Airport Road. According to a traffic volume-based traffic signal needs study shall be conducted for all unsignalized intersections where yield or stop-controlled movements show a current or projected future Level of Service of E or F.

F. Speed Change Lanes

The new TIA Guidelines were used to check the warrants for speed lane changes. There are no existing driveways into the site.

G. Sight Distance

In the vicinity of the site, the topography in the area is flat, the roadway alignments are straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site, see Appendix B.

H. Operational and Safety Deficiencies

The intersections on the site area meet NMDOT capacity requirements, except the intersection of Airport Road / Lopez Lane, which is near capacity for eastbound turns. This project adds 16 vehicles in the AM and 13 vehicles in the PM for the westbound movement only. The roadways and intersections within the study area shall be analyzed with and without the proposed development to identify any projected impacts regarding level of service and safety. Where an intersection will operate at a level of service at or below E, alternatives that mitigate these impacts shall be evaluated and included as part of the study. Level of service E is acceptable for left turn and side street movements at signalized intersections so long as overall intersection level of service is D or better.

Mitigation should be identified for unsignalized movements operating at LOS E or worse, provided queue lengths (exceeding available storage length or spacing) and / or volume-to-capacity ratios (exceeding 1.0) also demonstrate congestion concerns.

V. ANALYSIS OF IMPLEMENTATION YEAR CONDITIONS - PHASE 1 AND PHASE 2 – 2028

The following conditions were analyzed for this project:

- Implementation Year without the Proposed Development – 2028 (No Build)
- Implementation Year with the Proposed Development Phase 1 and Phase 2 – 2028 (Build)

A. Traffic Projections

1. Background Traffic

For this report it was assumed that the background traffic will increase at a growth rate of 1% per year compounded yearly.

2. Development Assumptions for Implementation Year Conditions

It is assumed that both proposed Phase 1 and Phase 2 development will be completed in the year 2028.

3. Trip Generation

The traffic generated by a development is dependent on the size and type of the land use and its characteristic pattern. Traffic Generation Rates were determined using the ITE TripGen Web-Based App, Version 1.3.1. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 12th Edition.

a. Multifamily Housing (Mid-Rise) (Land Use 221) will be used for Building 1. The ITE description for Multifamily Housing (Mid-Rise) is as follows:

“...Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways...”

b. Senior Adult Housing - Multifamily (Land Use 252) will be used for this report. The ITE description for Senior Adult Housing - Multifamily is as follows:

“...Senior Adult Housing – Multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Each housing unit shares a floor or ceiling with an adjoining dwelling unit...”

“...Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities...”

c. Day Care Center (Land Use 565) will be used for this report. The ITE description for Day Care Center is as follows:

“...A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children...”

The projected traffic generated by this land use is presented in Table 3.

Source: Institute of Transportation Engineers
Trip Generation, 12th Edition, 2017

4. Trip Distribution and Assignment

TABLE 3 SUMMARY OF TRIP GENERATION PHASE 1 AND PHASE 2- 2028				
LAND USE	AM Peak		PM Peak	
	Entry	Exit	Entry	Exit
221 Multifamily Housing (Mid-Rise) – Building 1 (106 DU)				
New Vehicle Trips	8	28	26	15
252 Senior Adult Housing – Building 2 (53 DU)				
New Vehicle Trips	3	7	7	6
565 Day Care Center – Building 3 (6.4 SF)				
New Vehicle Trips	37	33	32	36
TOTALS				
Total Reduction	48	68	65	57

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The directions of approach and return were estimated based upon analogy at similar projects in the area.

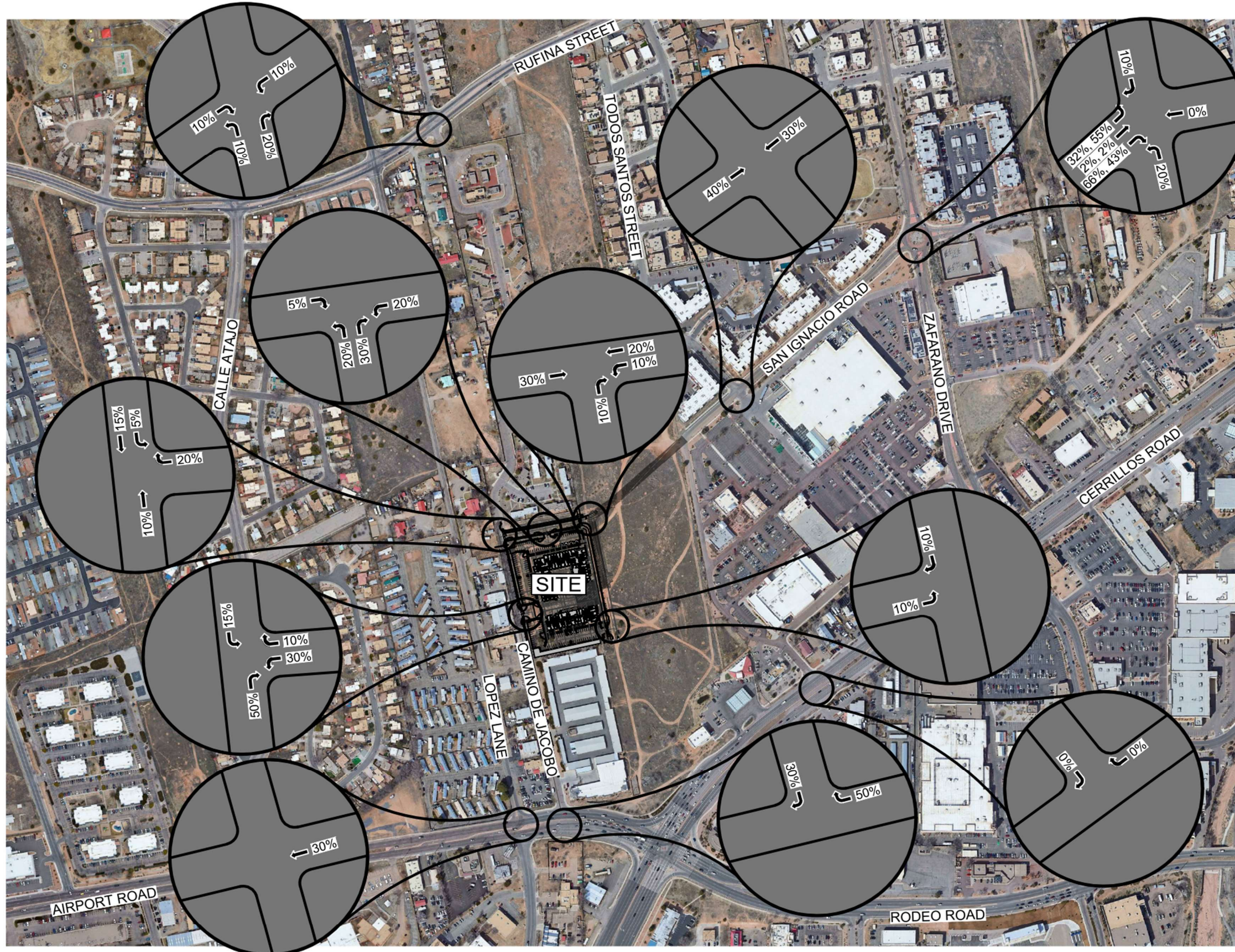
The south side of Santa Fe is growing. There are new medical facilities, shopping facilities, and restaurants on south Cerrillos Road and Airport Road.

The developing south Cerrillos Road area includes the Presbyterian Hospital, Christus St. Vincent Camino Entrada Health Center, Las Soleras mixed use development, Tierra Contenta mixed use development, and the Walmart Supercenter, and public schools.

This development was factored into the estimated directions of approach and return for the development for the AM and PM Peak Hours. The directions of approach and return are presented in Figure 27. The site-generated traffic is presented in Figure 27.

5. Background Traffic rerouted due to construction of San Ignacio Road to Camino San Alberto

The project will open a new connection from Rufina Street to San Isidro. This connection will attract some of the existing network traffic. An estimate was prepared based upon existing traffic conditions and estimates of usage. The new connection will provide a direct route to and from the San Isidro commercial facility. It also provides an alternative route for traffic on San Ignacio to access Airport Road or Rufina Street. The re-direct traffic is presented in Figure 28.

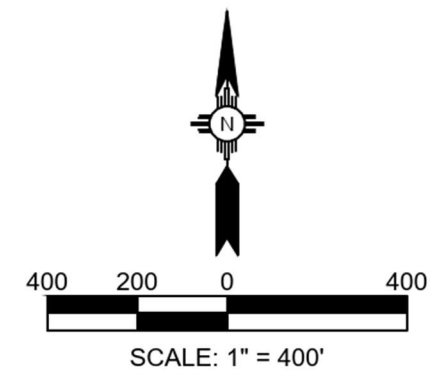


LEGEND

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%, 11%

DENOTES MOVEMENT ←

REFERENCE:
GOOGLE EARTH PRO IMAGE DATE 3-3-2025



DIRECTIONS OF
APPROACH AND RETURN
FIGURE 27

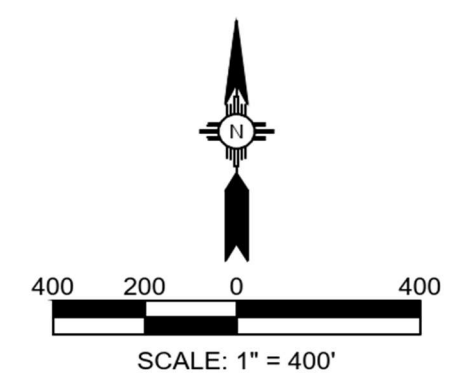


LEGEND

DENOTES SITE GENERATED TRAFFIC AM , PM 11 , 11

DENOTES MOVEMENT ←

REFERENCE: GOOGLE EARTH PRO IMAGE DATE 3-3-2025



SITE GENERATED TRAFFIC FIGURE 28

6. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated by increasing the existing traffic counts at a rate of 1% per year compounded yearly for all legs of the intersections analyzed in this report.

7. Proposed Development / Build Condition

The traffic generated by the proposed development was added to the background traffic. In addition, the Staybridge Suites Hotel development traffic and the redirect traffic from the extension of San Ignacio Road will draw traffic from the existing road network.

B. Traffic Analysis

1. No Build and Build Conditions for Each Analysis Period.

The traffic was analyzed to determine the level of service at each intersection for each condition. The peak hour factors were based upon traffic counts.

a. No Build Condition

The growth rate is assumed to increase by a rate of 1% per year compounded yearly to the year 2028. Capacity reports are presented in Appendix C and the results summarized in Table 4.

TABLE 4 SUMMARY OF LEVELS OF SERVICE NO BUILD 2028								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Airport Road / Camino de Jacobo - (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	11.9	B	0.03	10.1	22.4	C	0.12
Rufina Street / Camino de Jacobo / Camino Vista Aurora - (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.3	A	0.01	0.0	8.6	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	15.1	26.5	D	0.16	7.6	23.3	C	0.10
Southbound Left/Thru/Right	2.5	13.7	B	0.04	10.1	25.7	D	0.13
Airport Road / Lopez Lane right in / (right out / left in) (two way stop control)								
Eastbound Left	12.6	10.8	B	0.15	95.8	67.4	F	0.67
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	27.7	13.1	B	0.27	138.6	43.9	E	0.74
San Ignacio Road / Todos Santos Road -- (two way stop control)								
Eastbound Left	0.0	7.4	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.4	A	0.01	2.5	7.4	A	0.02
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	0.0	9.3	A	0.02	5.0	9.7	A	0.05
Southbound Left/Thru/Right	7.6	10.1	B	0.09	7.6	10.5	B	0.08
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	20.2	6.5	A	0.20	15.1	5.9	A	0.17
Westbound Right	5.0	4.2	A	0.07	5.0	5.5	A	0.06
Northbound Right	20.2	4.5	A	0.21	60.5	7.4	A	0.45
Southbound Right	52.9	7.2	A	0.42	50.4	7.4	A	0.41
Cerrillos Road / Private Access Driveway to San Isidro Plaza – (right in – right out) (two way stop control)								
Eastbound Right	78.1	37.2	E	0.56	95.8	58.1	F	0.66
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails, and southbound right are at level of service LOS E.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails.

b. Build Condition

For the build condition, the site generated traffic was added to the 2028 background traffic. Capacity reports are presented in Appendix C and the results summarized in Tables 5 and 6.

**TABLE 5
SUMMARY OF LEVELS OF SERVICE
BUILD 2028**

Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Airport Road / Camino de Jacobo - (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	5.0	12.2	B	0.08	20.2	24.6	C	0.22
Camino de Jacobo / San Ignacio Road								
Westbound Left / Right	2.5	8.9	A	0.03	2.5	8.9	A	0.03
Southbound Left	5.0	7.4	A	0.05	2.5	7.4	A	0.04
Southbound Thru	N/D	0.4	A	N/D	N/D	0.3	A	N/D
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.0	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.4	A	0.01	2.5	8.7	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	25.2	25.9	D	0.26	17.6	25.3	D	0.20
Southbound Left/Thru/Right	2.5	13.8	B	0.04	10.1	26.3	D	0.13
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	15.1	11.0	B	0.16	103.3	76.5	F	0.71
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	27.7	13.3	B	0.27	143.6	46.0	E	0.75
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.6	A	0.01	2.5	7.6	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.9	A	0.02	5.0	10.2	B	0.05
Southbound Left/Thru/Right	10.1	10.9	B	0.11	7.6	11.1	B	0.09
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	30.2	7.7	A	0.30	22.7	6.8	A	0.24
Westbound Right	5.0	4.3	A	0.07	5.0	5.8	A	0.07
Northbound Right	20.2	4.8	A	0.22	65.5	8.0	A	0.48
Southbound Right	55.4	7.4	A	0.42	52.9	7.6	A	0.42
Cerrillos Road / Private Access Driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	78.1	37.2	E	0.56	95.8	58.1	F	0.66
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left fails, and the southbound right are at level of service LOS E
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the PM.

The build conditions also included the access driveways into the site. The LOS data is presented in Table 6.

TABLE 6 SUMMARY OF LEVELS OF SERVICE BUILD FOR SITE ACCESS DRIVEWAYS 2028								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Camino San Alberto / Site Entrance (two way stop control)								
Eastbound Left	0.0	8.8	A	0.01	0.0	8.8	A	0.01
Camino de Jacobo / Site Entrance (two way stop control)								
Westbound Thru	2.5	8.9	A	0.03	2.5	9.0	A	0.03
Southbound Left	0.0	7.3	A	0.01	0.0	7.4	A	0.01
Southbound Thru	N/D	0.0	A	N/D	N/D	0.1	A	N/D
San Ignacio Road / Site Entrance (two way stop control)								
Westbound Left	0.0	7.4	A	0.01	0.0	7.4	A	0.01
Westbound Thru	N/D	0.1	A	N/D	N/D	0.1	A	N/D
Northbound Left / Right	2.5	9.1	A	0.04	2.5	8.9	A	0.03
San Ignacio Road / Camino San Alberto (two way stop control)								
Westbound Left	0.0	7.4	A	0.00	0.0	7.4	A	0.01
Westbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Northbound Left / Right	0.0	8.8	A	0.01	0.0	8.7	A	0.01

All access driveways have good levels of service for the Implementation Year.

2. Intersections and Proposed Access Points

The existing and proposed spacing of driveway access points are presented in Figure 30.

3. Speed Change Lanes

Speed change lanes are not provided on San Isidro Road and not required by the City Traffic Impact guidelines.

4. Traffic Signal Warrant Review

All intersections that were studied do not meet traffic signal warrants due to low traffic volumes or do not meet traffic signal spacing requirements.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Implementation Year 2028 – No Build

For the Implementation Year 2028 No Build Condition, all intersections have adequate capacity, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

b. Implementation Year 2028 - Build

For the Implementation Year 2028 Build Condition, all intersections have adequate capacity, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

C. Impact Assessment

According to Table 15.C-1, “Minimum Acceptable Level of Service Standards,” of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections. For both the build and the no build condition, all intersections have adequate capacity and operate at acceptable levels of service, except the intersections of Airport Road / Lopez Lane and Cerrillos Road / Private access to San Isidro Plaza, at Airport Road the Eastbound left turn lane fails and the Cerrillos Road / Private access to San Isidro Plaza Eastbound fails.

D. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lanes are not provided on San Isidro Road and are not required by the City Traffic Impact guidelines.

2. Vehicle Storage needs

Onsite driveways will be designed to provide the calculated vehicle storage as follows:

- Airport Road / Camino de Jacobo
- Rufina Street / Camino de Jacobo / Camino Vista Aurora
- Airport Road / Lopez Lane
- San Ignacio Road / Todos Santos Road
- Zafarano Drive / San Ignacio Road
- Cerrillos Road / San Isidro Plaza
- Short cut between Lopez Lane and Camino de Jacobo through private property

3. Sight Distance

In the vicinity of the site, the topography in the area is flat, the roadway alignments are straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site. See Appendix B.

4. Site Access Improvements Modifications

The Nueva Acequia Apartments will extend San Ignacio Road to the limits of their property. Camino de Jacobo will be used, and new sidewalk will be constructed on the east side of the road. The sidewalk will be installed on the east side of Camino de Jacobo from the site to Airport Road. They will also extend Camino San Alberto to the limits of their property. A driveway into the site on Camino de Jacobo will also be constructed that will service the Nueva Acequia Apartments. There are no proposed offsite improvements for this project.

5. Pedestrian / Bicycle Considerations

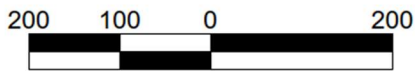
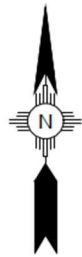
Sidewalks will be provided on all roads to provide an ADA accessible route to the San Isidro Plaza development. A sidewalk will be constructed on the east side of Camino de Jacobo, to provide an accessible route to Airport Road.

A 10-ft wide combined pedestrian and bicycle sidewalk will be constructed as part of the Nueva Acequia Apartments project which lies to the east of the site in the Camino San Alberto ROW. This Bicycle route will connect with and serve as a portion of the County's/City's planned bicycle route running along the east side of the site connecting Airport Road to Rufina Street.

According to the new City of Santa Fe guidelines Access spacing guidelines are keyed to allowable access levels, roadway speeds, safety, and operating environments. They apply to new land developments and to significant changes in the size, density, and nature of existing developments. Access to land parcels that do not conform to the spacing criteria may be necessary when no alternative reasonable access is provided. However, the basis for these variations should be clearly indicated and approved by a City representative.

Signalized intersections and full movement intersections with the potential to be signalized should ideally be spaced at a minimum of ¼ mile intervals. If signalized intersections are proposed at closer spacing, a TIA should demonstrate that proper signal progression can be maintained at various times and queues extending upstream of intersections will not block adjacent intersections.

The ideal spacing between unsignalized intersections including roundabouts is 600 feet or more. Where such spacing may be difficult to achieve based on existing roadway conditions and / or site development needs, a minimum spacing of 300 feet should be provided from any intersection involving an arterial roadway and 150 feet from an intersection with a collector roadway. Partial access should be considered based on traffic volume and queuing, and adequate intersection spacing should be provided for any dedicated turn lane needs. The Intersection Spacing Map is presented in Figure 29.

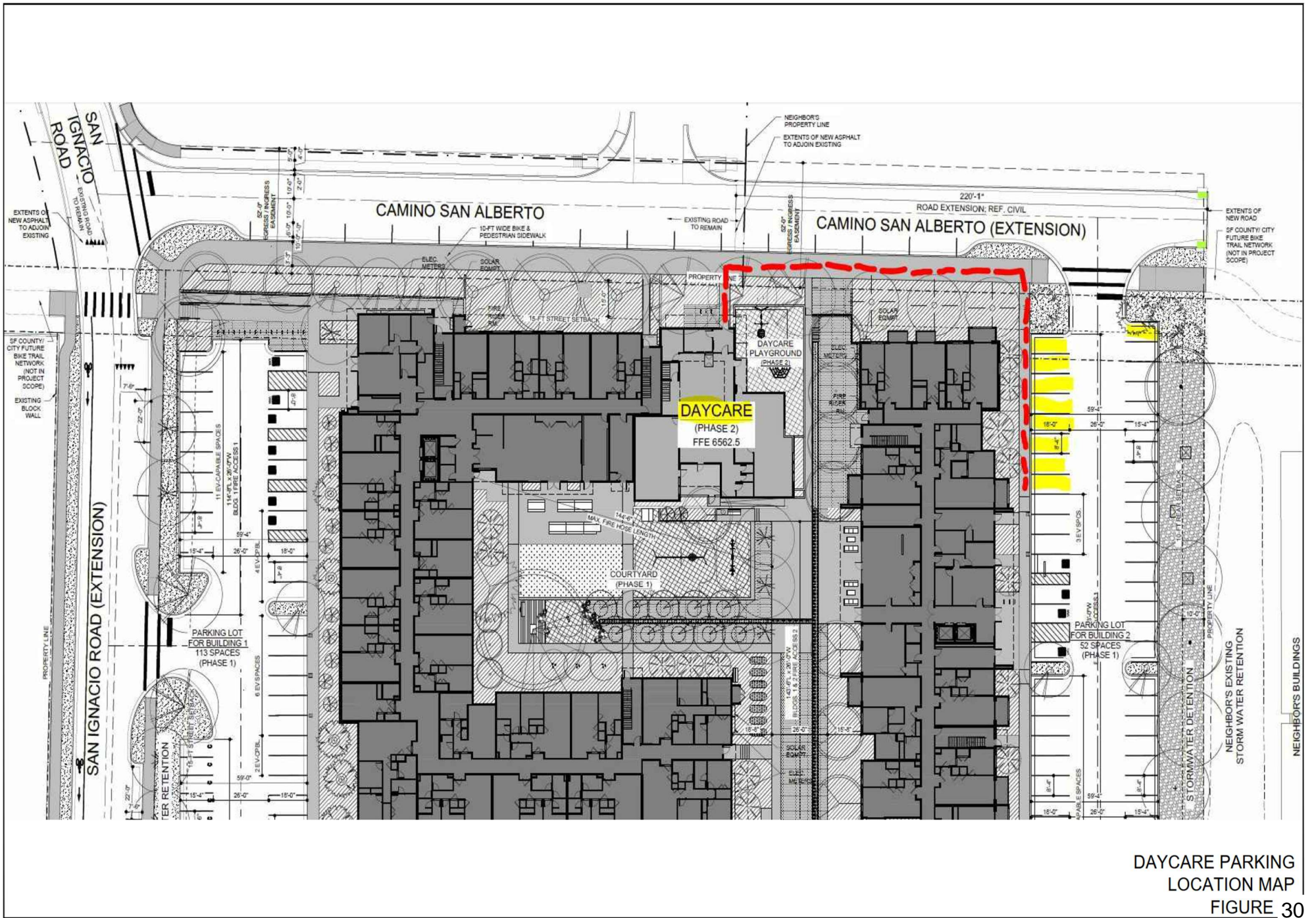


SCALE: 1" = 200'

LEGEND

- S** DENOTES SIGNALIZED INTERSECTION
- U** DENOTES UNSIGNALIZED INTERSECTION WITH SIGNS
- D** DENOTES DRIVEWAY

INTERSECTION SPACING
FIGURE 29



DAYCARE PARKING
LOCATION MAP
FIGURE 30

VI. ANALYSIS OF HORIZON YEAR - 2038

In accordance with the State Access Management Manual, the following conditions were to be analyzed for this project:

- Horizon Year without the Proposed Development - 2038
- Horizon Year with the Proposed Development – 2038

A. Traffic Projections

1. Background Traffic

The growth rate of 1% was assumed to increase at 1% per year compounded yearly.

There is vacant land in the area which is currently undeveloped. It is not reasonable to try to predict future developments for the horizon year (13 years into the future). As a practical matter any significant development will be required to perform a traffic impact analysis. Therefore, this analysis will address normal traffic growth on the proposed road network. In the future when and if development occurs, a new traffic impact analysis will be required for that development.

2. Development Assumptions for Horizon Year Conditions

It is assumed that the project will be built out by the year 2028. The horizon year will be 10 years after completion.

3. Trip Generation

No additional Trip Generation calculations are needed. There are no other known developments in the area.

4. Trip Distribution and Assignment

It is assumed that the trip distribution and assignment will be the same in the year 2028 as discussed in the implementation year.

5. Background Traffic without Proposed Development / No Build Conditions

The background traffic without the proposed development was calculated the growth rate of 1% per year for each leg of the intersections analyzed in this report.

6. Proposed Development / Build Conditions

The traffic generated by the proposed development was added to the background traffic.

B. Traffic Analysis

1. No Build and Build Conditions

The traffic was analyzed to determine the level of service at each intersection for each condition. Intersection improvements are the same as the Implementation Year 2038.

a. No Build Condition

The growth rate was assumed to increase at the growth rate of 1% per year to the year 2038. Capacity reports are presented in Appendix E, and the results are summarized in Table 7.

TABLE 7 SUMMARY OF LEVELS OF SERVICE NO BUILD 2038								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Airport Road / Camino de Jacobo – (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	2.5	12.4	B	0.03	12.6	26.3	D	0.15
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.3	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.7	A	0.01	2.5	8.8	A	0.02
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	20.2	32.5	D	0.21	12.6	28.2	D	0.14
Southbound Left/Thru/Right	2.5	14.4	B	0.04	15.1	31.4	D	0.17
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	17.6	11.6	B	0.19	304.9	968.3	F	2.68
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	32.8	14.2	B	0.31	219.2	80.5	F	0.93
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.4	A	0.01	2.5	7.4	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.3	A	0.02	5.0	9.9	A	0.06
Southbound Left/Thru/Right	10.1	10.3	B	0.11	7.6	10.7	B	0.09
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	22.7	7.2	A	0.23	17.6	6.5	A	0.19
Westbound Right	7.6	4.4	A	0.08	5.0	5.9	A	0.07
Northbound Right	22.7	4.7	A	0.22	70.6	8.1	A	0.49
Southbound Right	63.0	8.0	A	0.47	63.0	8.1	A	0.46
Cerrillos Road / Private Access Driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	115.9	54.8	F	0.71	141.1	98.7	F	0.85
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound fail in the PM.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the AM and PM.

b. Build Condition

For the build condition, the measured traffic was increased at a rate of 1% per year for the background condition for the year 2031 and the site

generated traffic was added. Capacity reports are presented in Appendix E and summarized in Table 8.

TABLE 8 SUMMARY OF LEVELS OF SERVICE BUILD 2038								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Airport Road / Camino de Jacobo – (right in / right out) (two way stop control)								
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	7.6	12.9	B	0.09	27.7	29.9	D	0.27
Camino de Jacobo / San Ignacio Road								
Westbound Left / Right	2.5	9.0	A	0.03	2.5	9.0	A	0.03
Southbound Left	5.0	7.4	A	0.06	2.5	7.4	A	0.04
Southbound Thru	N/D	0.5	A	N/D	N/D	0.3	A	N/D
Rufina Street / Camino de Jacobo / Camino Vista Aurora – (two way stop control)								
Eastbound Left	0.0	7.9	A	0.01	2.5	9.3	A	0.02
Eastbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Left	0.0	9.7	A	0.01	2.5	8.9	A	0.03
Westbound Thru/Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Northbound Left/Thru/Right	32.8	32.1	D	0.33	25.2	31.9	D	0.26
Southbound Left/Thru/Right	2.5	14.5	B	0.04	15.1	32.0	D	0.18
Airport Road / Lopez Lane – (right in / right out / left in) (two way stop control)								
Eastbound Left	17.6	11.8	B	0.19	330.1	1450.80	F	3.63
Eastbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Westbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	35.3	14.5	B	0.32	224.3	85.3	F	0.95
San Ignacio Road / Todos Santos Road – (two way stop control)								
Eastbound Left	0.0	7.5	A	0.00	0.0	7.5	A	0.00
Eastbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Eastbound Right	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Westbound Left	0.0	7.7	A	0.01	2.5	7.6	A	0.03
Westbound Thru	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Westbound Right	N/D	0.1	A	N/D	N/D	0.2	A	N/D
Northbound Left/Thru/Right	2.5	9.9	A	0.02	5.0	10.4	B	0.06
Southbound Left/Thru/Right	10.1	11.1	B	0.12	7.6	11.4	B	0.10
Zafarano Drive / San Ignacio Road (roundabout)								
Eastbound Right	35.3	8.5	A	0.33	27.7	7.4	A	0.27
Westbound Right	7.6	4.5	A	0.08	5.0	6.3	A	0.07
Northbound Right	22.7	5.0	A	0.24	80.6	8.9	A	0.52
Southbound Right	65.5	8.2	A	0.47	65.5	8.5	A	0.47
Cerrillos Road Private Access driveway to San Isidro Plaza (two way stop control)								
Eastbound Right	115.9	54.8	F	0.71	141.1	98.7	F	0.85
Southbound Thru	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D
Southbound Right	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in). The eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza. The eastbound right fails in the AM and PM.

TABLE 9 SUMMARY OF LEVELS OF SERVICE BUILD FOR SITE ACCESS DRIVEWAYS 2038								
Movement	AM Peak Hour				PM Peak Hour			
	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio	95% Queue (Ft)	Delay (Veh/sec)	LOS	V / C Ratio
Camino San Alberto / Site Entrance (two way stop control)								
Eastbound Left	0.0	8.8	A	0.01	0.0	8.8	A	0.1
Camino de Jacobo / Site Entrance								
Westbound Left / Right	2.5	8.9	A	0.03	2.5	9.1	A	0.03
Southbound Left	0.0	7.3	A	0.01	0.0	7.4	A	0.01
Southbound Thru	N/D	0.0	A	N/D	N/D	0.1	A	N/D
San Ignacio Road / Site Entrance								
Westbound Left	0.0	7.4	A	0.01	0.0	7.4	A	0.01
Westbound Thru	N/D	0.1	A	N/D	N/D	0.1	A	N/D
Northbound Left / Right	2.5	9.1	A	0.04	2.5	8.9	A	0.03
San Ignacio Road / Camino San Alberto								
Westbound Left	0.0	7.4	A	0.00	0.0	7.4	A	0.01
Westbound Thru	N/D	0.0	A	N/D	N/D	0.0	A	N/D
Northbound Left / Right	0.0	8.9	A	0.01	0.0	8.7	A	0.01

All access driveways have good levels of service for the Horizon Year.

2. Intersections and Proposed Access Points

Intersections and proposed access points are the same as discussed in the analysis of the implementation year.

3. Speed Change Lanes

Speed change lanes are not provided on San Isidro Road and are not required by the City Traffic Impact guidelines. See Appendix B.

4. Traffic Signal Warrant Review

The intersections do not meet traffic signal warrants due to low traffic volumes.

5. LOS Results, Identified Deficiencies, Proposed Improvements

a. Horizon Year 2038 – No Build

For the Horizon Year 2031 No Build Condition, all lanes have adequate capacity except the following:

- Airport Road / Lopez Lane (right in / right out / left in) eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

b. Horizon Year 2038 - Build

For the Horizon Year 2038 Build Condition, all intersections have except the following:

- Airport Road / Lopez Lane (right in / right out / left in) eastbound left and southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

C. Impact Assessment

According to Table 15.C-1, “Minimum Acceptable Level of Service Standards,” of the State Access Management Manual, for minor urban arterial and urban collector intersections, the minimum acceptable level of service is D at signalized and unsignalized intersections.

D. Access Design Specifications

1. Speed Lane Change Requirements

Speed change lanes are not required by the City of Santa Fe Traffic Impact Analysis requirements.

2. Vehicle Storage needs

On site driveways are designed to provide the calculated whole storage.

3. Sight Distance

The topography in the area is flat, the roadway alignments is straight, and there is no significant vegetation to hinder sight distance. Sight distance is adequate on all the driveways into the site.

4. Site Access Improvements Modifications

Site access improvement modifications are the same as in the implementation year at Camino Jacobo.

5. Pedestrian / Bicycle Considerations

The pedestrian / bicycle considerations are the same as in the implementation year.

A 10-ft wide combined pedestrian and bicycle sidewalk will be constructed as part of the Nueva Acequia Apartments project which lies to the

east of the site in the Camino San Alberto ROW. This bicycle route will connect with and serve as a portion of the County's / City's planned bicycle route running along the east side of the site connecting Airport Road to Rufina Street.

VII. SUMMARY OF DEFICIENCIES AND ANTICIPATED IMPACTS

A. Existing Conditions

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

B. Implementation Year 2028

All intersections have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

C. Horizon Year Conditions - 2038

All intersections for no build conditions have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

All intersections for build conditions have adequate levels of service except for the following intersections:

- Airport Road / Lopez Lane (right in / right out / left in) Eastbound left and Southbound right fail.
- Cerrillos Road / Private access driveway to San Isidro Plaza.

APPENDIX A
TRAFFIC COUNTS

File Name: AM_AIRPORT ROAD and CAMINO DE JACOBO

Start Date: 9/16/2025

Peak Hour 7:30 to 8:30 AM

Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
7:30 AM	0	458	0	0	0	0	0	196	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	659
7:45 AM	0	447	0	0	0	0	0	223	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	677
8:00 AM	0	397	0	0	0	0	0	230	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	636
8:15 AM	0	354	0	0	0	0	0	212	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	573
Total	0	1656	0	0	0	0	0	861	15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	2545
PHF		0.90						0.94	0.63												0.54				0.94

File Name: AM_AIRPORT ROAD and CAMINO DE JACOBO
 Start Date: 9/16/2025
 Start Time: 6:30:00 AM
 Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						Total
	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds	
6:00 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0
6:30 AM	0	170	0	0	0	0	0	81	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	257
6:45 AM	0	238	0	0	0	0	0	113	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	355
7:00 AM	0	202	0	0	0	0	0	107	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	312
7:15 AM	0	365	0	0	0	0	0	137	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	505
7:30 AM	0	458	0	0	0	0	0	196	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	659
7:45 AM	0	447	0	0	0	0	0	223	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	677
8:00 AM	0	397	0	0	0	0	0	230	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	636
8:15 AM	0	354	0	0	0	0	0	212	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	573
8:30 AM	0	354	0	0	0	0	0	220	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	586
8:45 AM	0	322	0	0	0	0	0	193	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	520
Total	0	3307	0	0	0	0	0	1712	28	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	5080

612
 924
 1429
 1831
 2153
 2477
 2545
 2472
 2315

File Name: PM_AIRPORT ROAD and CAMINO DE JACOBO

Start Date: 9/16/2025

Peak Hour 4:45 to 5:45 PM

Person Counting: CAMERA

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
04:45 PM	0	312	0	0	0	0	0	463	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	786
05:00 PM	0	290	0	0	0	0	0	433	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	737
05:15 PM	0	288	0	0	0	0	0	446	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	747
05:30 PM	0	341	0	0	0	0	0	480	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	832
Total	0	1231	0	0	0	0	0	1822	25	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	3102
PHF		0.90						0.95	0.89												0.86				0.93

File Name: PM_AIRPORT ROAD and CAMINO DE JACOBO
 Start Date: 9/16/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						NORTHBOUND						CAMINO DE JACOBO SOUTHBOUND						Total
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	
03:00 PM	0	257	0	0	0	0	0	294	32	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	623
03:15 PM	0	275	0	0	0	0	0	401	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	685
03:30 PM	0	288	0	0	0	0	0	362	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	656
03:45 PM	0	310	0	0	0	0	0	401	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	725
04:00 PM	0	324	0	0	0	0	0	439	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	775
04:15 PM	0	277	0	0	0	0	0	451	12	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	746
04:30 PM	0	320	0	0	0	0	0	460	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	790
04:45 PM	0	312	0	0	0	0	0	463	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	786
05:00 PM	0	290	0	0	0	0	0	433	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	737
05:15 PM	0	288	0	0	0	0	0	446	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	747
05:30 PM	0	341	0	0	0	0	0	480	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	832
05:45 PM	0	283	0	0	0	0	0	410	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	700
Total	0	3565	0	0	0	0	0	5040	97	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	8802

2689
 2841
 2902
 3036
 3097
 3059
 3060
 3102
 3016

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA

Start Date: 9/16/2025

Peak Hour 4:30 to 5:30 PM

Person Counting: CAMERA / Yvette Gonzales

Start Time	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324
Total	15	522	6	1	0	0	14	612	22	1	0	0	8	0	12	0	0	0	10	1	13	0	0	0	1237
PHF	0.54	0.89	0.75				0.70	0.90	0.55				0.67		0.50				0.50	0.25	0.54				0.95

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
 Start Date: 9/16/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA / Yvette Gonzales

Start Time	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						Total	
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds		
03:00 PM	1	107	1	0	0	0	1	101	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	219
03:15 PM	6	126	4	0	0	0	2	107	1	0	0	0	2	0	2	0	0	0	1	0	3	0	0	0	0	254
03:30 PM	1	113	2	0	0	0	1	103	4	0	0	0	2	0	2	0	0	0	2	0	7	0	0	0	0	237
03:45 PM	5	97	1	0	0	0	3	140	7	0	0	0	2	0	4	0	0	0	1	0	1	0	0	0	0	261
04:00 PM	3	104	1	0	0	0	1	124	2	0	0	0	5	1	1	0	0	0	4	0	3	0	0	0	0	249
04:15 PM	3	112	3	0	0	0	4	129	3	0	0	0	1	0	1	0	0	0	16	1	8	0	0	0	0	281
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	0	324
05:30 PM	3	122	1	0	0	0	4	159	4	0	0	0	7	0	4	0	0	0	0	0	4	0	0	0	0	308
05:45 PM	5	122	0	0	0	0	3	118	2	0	0	0	4	0	4	0	0	0	0	0	6	0	0	0	0	264
Total	42	1425	19	1	0	0	33	1593	47	1	0	0	33	1	32	0	0	0	36	2	45	0	0	0	0	3310

971
 1001
 1028
 1111
 1147
 1194
 1237
 1225
 1192

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA

Start Date: 9/16/2025

Peak Hour 4:30 to 5:30 PM

Person Counting: CAMERA / Yvette Gonzales

Start Time	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	324
Total	15	522	6	1	0	0	14	612	22	1	0	0	8	0	12	0	0	0	10	1	13	0	0	0	1237
PHF	0.54	0.89	0.75				0.70	0.90	0.55				0.67		0.50				0.50	0.25	0.54				0.95

File Name: PM_RUFINA STREET and CAMINO DE JACOBO and CAMINO VISTA AURORA
 Start Date: 9/16/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA / Yvette Gonzales

Start Time	RUFINA STREET EASTBOUND						RUFINA STREET WESTBOUND						CAMINO DE JACOBO NORTHBOUND						CAMINO VISTA AURORA SOUTHBOUND						Total	
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds		
03:00 PM	1	107	1	0	0	0	1	101	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	219
03:15 PM	6	126	4	0	0	0	2	107	1	0	0	0	2	0	2	0	0	0	1	0	3	0	0	0	0	254
03:30 PM	1	113	2	0	0	0	1	103	4	0	0	0	2	0	2	0	0	0	2	0	7	0	0	0	0	237
03:45 PM	5	97	1	0	0	0	3	140	7	0	0	0	2	0	4	0	0	0	1	0	1	0	0	0	0	261
04:00 PM	3	104	1	0	0	0	1	124	2	0	0	0	5	1	1	0	0	0	4	0	3	0	0	0	0	249
04:15 PM	3	112	3	0	0	0	4	129	3	0	0	0	1	0	1	0	0	0	16	1	8	0	0	0	0	281
04:30 PM	7	147	2	0	0	0	5	137	7	0	0	0	2	0	2	0	0	0	5	0	6	0	0	0	0	320
04:45 PM	3	115	2	1	0	0	1	155	10	0	0	0	1	0	3	0	0	0	3	1	2	0	0	0	0	297
05:00 PM	3	123	2	0	0	0	4	150	3	1	0	0	3	0	1	0	0	0	2	0	4	0	0	0	0	296
05:15 PM	2	137	0	0	0	0	4	170	2	0	0	0	2	0	6	0	0	0	0	0	1	0	0	0	0	324
05:30 PM	3	122	1	0	0	0	4	159	4	0	0	0	7	0	4	0	0	0	0	0	4	0	0	0	0	308
05:45 PM	5	122	0	0	0	0	3	118	2	0	0	0	4	0	4	0	0	0	0	0	6	0	0	0	0	264
Total	42	1425	19	1	0	0	33	1593	47	1	0	0	33	1	32	0	0	0	36	2	45	0	0	0	0	3310

971
 1001
 1028
 1111
 1147
 1194
 1237
 1225
 1192

File Name: AM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA

Start Date: 9/16/2025

Peak Hour 7:30 to 8:30 AM

Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
7:30 AM	32	451	4	0	0	0	0	164	33	0	0	0	0	0	7	0	0	0	0	0	44	0	0	0	735
7:45 AM	23	443	7	0	0	0	0	191	38	0	0	0	0	0	4	0	0	0	0	0	32	0	0	0	738
8:00 AM	30	386	10	0	0	0	0	191	44	0	0	0	0	0	11	1	0	0	0	0	38	0	0	0	711
8:15 AM	21	346	16	0	0	0	0	184	29	0	0	0	0	0	8	0	0	0	0	0	35	0	0	0	639
Total	106	1626	37	0	0	0	0	730	144	0	0	0	0	0	30	1	0	0	0	0	149	0	0	0	2823
PHF	0.83	0.90	0.58					0.96	0.82						0.68						0.85				0.96

File Name: AM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA

Start Date: 9/16/2025

Start Time: 6:30:00 AM

Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND						Total					
	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds	Left	Thru	Right	Utorn	Truck	Peds						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	12	168	1	0	0	0	0	77	6	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	271
6:45 AM	11	233	1	1	0	0	0	97	18	0	0	0	0	0	5	0	0	0	0	0	22	0	0	0	0	0	0	0	0	388
7:00 AM	15	201	0	0	0	0	0	93	16	0	0	0	0	0	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	339
7:15 AM	27	360	2	1	0	0	0	125	14	0	0	0	0	0	5	0	0	0	0	0	28	0	0	0	0	0	0	0	0	562
7:30 AM	32	451	4	0	0	0	0	164	33	0	0	0	0	0	7	0	0	0	0	0	44	0	0	0	0	0	0	0	0	735
7:45 AM	23	443	7	0	0	0	0	191	38	0	0	0	0	0	4	0	0	0	0	0	32	0	0	0	0	0	0	0	0	738
8:00 AM	30	386	10	0	0	0	0	191	44	0	0	0	0	0	11	1	0	0	0	0	38	0	0	0	0	0	0	0	0	711
8:15 AM	21	346	16	0	0	0	0	184	29	0	0	0	0	0	8	0	0	0	0	0	35	0	0	0	0	0	0	0	0	639
8:30 AM	21	345	16	2	0	0	0	195	34	0	0	0	0	0	9	0	0	0	0	0	27	0	0	0	0	0	0	0	0	649
8:45 AM	24	311	5	3	0	0	0	167	29	0	0	0	0	0	11	0	0	0	0	0	17	0	0	0	0	0	0	0	0	567
Total	216	3244	62	7	0	0	0	1484	261	0	0	0	0	0	63	1	0	0	0	0	261	0	0	0	0	0	0	0	5599	

659
998
1560
2024
2374
2746
2823
2737
2566

File Name: PM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA

Start Date: 9/16/2025

Peak Hour 4:00 to 5:00 PM

Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND							AIRPORT ROAD WESTBOUND							CAMINO ENTRADA NORTHBOUND							LOPEZ LANE SOUTHBOUND							Total
	Left	Thru	Right	Uturn	Truck	Peds		Left	Thru	Right	Uturn	Truck	Peds		Left	Thru	Right	Uturn	Truck	Peds		Left	Thru	Right	Uturn	Truck	Peds		
04:00 PM	16	317	10	5	0	0	0	0	369	75	0	0	0	0	0	0	7	0	0	0	0	0	0	68	0	0	0	867	
04:15 PM	20	265	5	3	0	0	0	0	390	67	0	0	0	0	0	0	12	0	0	0	0	0	0	60	0	0	0	822	
04:30 PM	26	308	4	3	0	0	0	0	407	60	0	0	0	0	0	0	12	0	0	0	0	0	0	46	0	0	0	866	
04:45 PM	21	297	5	1	0	0	0	0	421	47	0	0	0	0	0	0	15	0	0	0	0	0	0	41	0	0	0	848	
Total	83	1187	24	12	0	0	0	0	1587	249	0	0	0	0	0	0	46	0	0	0	0	0	0	215	0	0	0	3403	
PHF	0.80	0.94	0.60						0.94	0.83							0.77							0.79				0.98	

File Name: PM_AIRPORT ROAD and LOPEZ LANE and CAMINO ENTRADA
 Start Date: 9/16/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA / Yvette Gonzales

Start Time	AIRPORT ROAD EASTBOUND						AIRPORT ROAD WESTBOUND						CAMINO ENTRADA NORTHBOUND						LOPEZ LANE SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
03:00 PM	16	242	9	2	0	0	0	295	39	0	0	0	0	0	15	0	0	0	0	0	36	0	0	0	654
03:15 PM	28	262	7	1	0	0	0	347	56	0	0	0	0	0	13	0	0	0	0	0	39	0	0	0	753
03:30 PM	19	278	4	2	0	0	0	314	49	0	0	0	0	0	10	0	0	0	0	0	23	0	0	0	699
03:45 PM	23	300	10	0	0	0	0	347	63	0	0	0	0	0	10	0	0	0	0	0	49	0	0	0	802
04:00 PM	16	317	10	5	0	0	0	369	75	0	0	0	0	0	7	0	0	0	0	0	68	0	0	0	867
04:15 PM	20	265	5	3	0	0	0	390	67	0	0	0	0	0	12	0	0	0	0	0	60	0	0	0	822
04:30 PM	26	308	4	3	0	0	0	407	60	0	0	0	0	0	12	0	0	0	0	0	46	0	0	0	866
04:45 PM	21	297	5	1	0	0	0	421	47	0	0	0	0	0	15	0	0	0	0	0	41	0	0	0	848
05:00 PM	21	271	4	1	0	0	0	373	67	0	0	0	0	0	19	0	0	0	0	0	29	0	0	0	785
05:15 PM	16	286	8	0	0	0	0	385	67	0	0	0	0	0	2	0	0	0	0	0	29	0	0	0	793
05:30 PM	20	338	10	2	0	0	0	395	91	0	0	0	0	0	3	0	0	0	0	0	38	0	0	0	897
05:45 PM	20	275	8	4	0	0	0	364	52	0	0	0	0	0	8	0	0	0	0	0	51	0	0	0	782
Total	246	3439	84	24	0	0	0	4407	733	0	0	0	0	0	126	0	0	0	0	0	509	0	0	0	9568

2908
 3121
 3190
 3357
 3403
 3321
 3292
 3323
 3257

File Name: AM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY

Start Date: 9/18/2025

Peak Hour 7:30 to 8:30 AM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
7:45 AM	0	0	0	0	0	0	0	13	4	0	0	0	0	0	1	0	0	1	13	1	3	0	0	1	35
8:00 AM	0	2	1	0	0	0	4	15	7	0	0	2	0	0	4	0	0	0	6	4	4	0	0	0	47
8:15 AM	0	4	1	0	0	0	4	4	3	0	0	0	1	0	0	0	0	0	6	1	6	0	0	0	30
8:30 AM	0	4	2	0	0	1	1	14	5	0	1	0	0	3	2	0	0	0	7	2	6	0	0	0	46
Total	0	10	4	0	0	1	9	46	19	0	1	2	1	3	7	0	0	1	32	8	19	0	0	1	158
PHF		0.63	0.50				0.56	0.77	0.68				0.25	0.25	0.44				0.62	0.50	0.79				0.84

File Name: AM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY

Start Date: 9/18/2025

Start Time: 6:30:00 AM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						Total		
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds			
6:00 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	6	1	3	0	0	0	0	0	12
6:45 AM	0	0	1	0	0	0	2	5	1	0	0	1	0	0	0	0	0	0	2	0	4	0	0	3	0	0	15
7:00 AM	0	1	0	0	0	2	2	3	1	0	0	3	0	0	2	0	0	0	3	1	6	0	0	0	0	0	19
7:15 AM	0	2	1	0	0	0	2	5	2	0	0	1	0	1	0	0	0	0	5	0	14	0	0	0	0	0	32
7:30 AM	0	2	0	0	0	1	4	3	0	0	0	1	0	0	2	0	1	0	14	1	6	0	0	2	0	0	32
7:45 AM	0	0	0	0	0	0	0	13	4	0	0	0	0	0	1	0	0	1	13	1	3	0	0	1	0	0	35
8:00 AM	0	2	1	0	0	0	4	15	7	0	0	2	0	0	4	0	0	0	6	4	4	0	0	0	0	0	47
8:15 AM	0	4	1	0	0	0	4	4	3	0	0	0	1	0	0	0	0	0	6	1	6	0	0	0	0	0	30
8:30 AM	0	4	2	0	0	1	1	14	5	0	1	0	0	3	2	0	0	0	7	2	6	0	0	0	0	0	46
8:45 AM	0	7	1	0	0	0	2	7	3	0	0	2	0	0	2	0	0	0	6	1	6	0	0	1	0	0	35
Total	0	22	7	0	0	4	21	71	26	0	1	11	1	4	13	0	1	1	68	12	58	0	0	7	303		

27
46
78
98
118
146
144
158
158

File Name: PM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY

Start Date: 9/18/2025

Peak Hour 3:15 to 4:15 PM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
03:15 PM	0	4	2	0	0	0	8	11	2	0	0	0	0	4	6	0	0	1	5	2	4	0	0	0	48
03:30 PM	1	3	2	0	0	0	6	7	2	0	0	0	0	3	8	0	0	0	5	3	6	0	0	0	46
03:45 PM	0	5	3	0	0	0	10	8	6	1	0	0	0	0	4	0	0	0	4	1	3	0	0	2	45
04:00 PM	0	3	2	0	0	0	8	12	7	0	0	1	0	6	3	0	0	2	5	3	5	0	0	0	54
Total	1	15	9	0	0	0	32	38	17	1	0	1	0	13	21	0	0	3	19	9	18	0	0	2	193
PHF	0.25	0.75	0.75				0.80	0.79	0.61					0.54	0.66				0.95	0.75	0.75				0.89

File Name: PM_SAN IGNACIO ROAD and TODOS SANTOS STREET and DRIVEWAY
 Start Date: 9/18/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						DRIVEWAY NORTHBOUND						TODOS SANTOS STREET SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
03:00 PM	0	2	0	0	0	0	3	2	6	0	0	0	0	2	10	0	0	1	2	3	4	0	0	0	34
03:15 PM	0	4	2	0	0	0	8	11	2	0	0	0	0	4	6	0	0	1	5	2	4	0	0	0	48
03:30 PM	1	3	2	0	0	0	6	7	2	0	0	0	0	3	8	0	0	0	5	3	6	0	0	0	46
03:45 PM	0	5	3	0	0	0	10	8	6	1	0	0	0	0	4	0	0	0	4	1	3	0	0	2	45
04:00 PM	0	3	2	0	0	0	8	12	7	0	0	1	0	6	3	0	0	2	5	3	5	0	0	0	54
04:15 PM	0	5	1	0	0	2	8	7	8	0	0	1	0	1	2	0	0	2	6	2	5	0	0	1	45
04:30 PM	1	4	0	0	0	1	5	10	2	1	0	1	0	1	3	0	0	0	3	2	2	0	0	1	34
04:45 PM	0	4	1	0	0	1	10	4	2	0	0	2	0	2	6	0	0	1	6	2	2	0	0	0	39
05:00 PM	0	5	4	0	0	1	13	2	4	0	0	2	1	2	2	0	0	0	6	2	8	0	0	0	49
05:15 PM	0	6	5	0	0	1	7	8	6	0	0	1	0	2	5	0	0	0	5	2	4	0	0	1	50
05:30 PM	1	5	0	0	0	2	12	8	5	0	0	2	0	3	5	0	0	0	3	2	3	0	0	3	47
05:45 PM	0	4	1	0	0	0	7	9	5	0	0	1	1	2	6	0	0	0	1	2	5	0	0	1	43
Total	3	50	21	0	0	8	97	88	55	2	0	11	2	28	60	0	0	7	51	26	51	0	0	9	534

173
 193
 190
 178
 172
 167
 172
 185
 189

File Name: AM_ZAFARANO DRIVE and SAN IGNACIO ROAD

Start Date: 9/18/2025

Peak Hour 7:30 to 8:30 AM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
7:30 AM	10	0	22	0	1	0	16	0	10	0	0	0	4	31	3	5	0	0	2	86	6	0	0	0	195
7:45 AM	9	1	18	0	1	0	7	0	4	0	0	0	5	30	3	8	0	0	1	120	16	0	0	0	222
8:00 AM	8	1	15	0	0	0	11	2	3	0	0	0	10	42	2	7	0	0	1	95	22	1	0	0	220
8:15 AM	5	0	10	0	0	0	4	1	4	0	1	0	11	38	9	3	1	0	0	73	11	0	0	0	169
Total	32	2	65	0	2	0	38	3	21	0	1	0	30	141	17	23	1	0	4	374	55	1	0	0	806
PHF	0.80	0.50	0.74				0.59	0.38	0.53				0.68	0.84	0.47				0.50	0.78	0.63				0.91

File Name: AM_ZAFARANO DRIVE and SAN IGNACIO ROAD

Start Date: 9/18/2025

Start Time: 6:30:00 AM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						Total						
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	5	0	7	0	0	0	4	0	2	0	0	0	0	10	1	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	50
6:45 AM	2	0	7	0	0	0	6	0	1	0	0	0	5	11	1	1	0	1	0	30	2	0	0	0	0	1	0	0	1	0	66
7:00 AM	6	0	11	0	0	0	3	0	4	0	0	0	2	14	0	3	0	1	0	45	2	0	0	0	0	3	0	0	3	0	90
7:15 AM	7	0	10	0	0	0	6	0	5	0	0	0	2	19	2	7	0	0	0	61	8	0	0	0	0	0	0	0	0	0	127
7:30 AM	10	0	22	0	1	0	16	0	10	0	0	0	4	31	3	5	0	0	2	86	6	0	0	0	0	0	0	0	0	0	195
7:45 AM	9	1	18	0	1	0	7	0	4	0	0	0	5	30	3	8	0	0	1	120	16	0	0	0	0	0	0	0	0	0	222
8:00 AM	8	1	15	0	0	0	11	2	3	0	0	0	10	42	2	7	0	0	1	95	22	1	0	0	0	0	0	0	0	0	220
8:15 AM	5	0	10	0	0	0	4	1	4	0	1	0	11	38	9	3	1	0	0	73	11	0	0	0	0	0	0	0	0	0	169
8:30 AM	11	0	14	0	0	0	8	1	1	0	0	0	9	39	2	9	0	0	1	74	13	0	0	0	1	1	0	0	1	0	182
8:45 AM	10	0	8	0	0	0	3	1	2	0	0	0	8	36	5	4	1	0	2	70	14	0	0	0	0	0	0	0	0	0	163
Total	73	2	122	0	2	0	68	5	36	0	1	0	56	270	28	47	2	2	7	673	96	1	0	5	1484						

116
206
333
478
634
764
806
793
734

File Name: PM_ZAFARANO DRIVE and SAN IGNACIO ROAD

Start Date: 9/18/2025

Peak Hour 4:30 to 5:30 PM

Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
04:30 PM	9	1	8	0	0	0	4	1	7	0	0	0	12	97	5	7	0	0	3	80	10	0	0	2	244
04:45 PM	16	1	14	0	0	0	2	0	3	0	0	0	12	83	7	7	0	0	3	80	7	0	0	0	235
05:00 PM	12	0	12	0	0	0	4	1	3	0	0	0	12	86	6	6	0	2	3	107	16	2	0	0	270
05:15 PM	14	0	6	0	0	0	9	1	5	0	0	0	22	77	4	8	0	0	2	78	13	0	0	0	239
Total	51	2	40	0	0	0	19	3	18	0	0	0	58	343	22	28	0	2	11	345	46	2	0	2	988
PHF	0.80	0.50	0.71				0.53	0.75	0.64					0.88	0.79	0.88			0.92	0.81	0.72				0.91

File Name: PM_ZAFARANO DRIVE and SAN IGNACIO ROAD
 Start Date: 9/18/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA

Start Time	SAN IGNACIO ROAD EASTBOUND						SAN IGNACIO ROAD WESTBOUND						ZAFARANO DRIVE NORTHBOUND						ZAFARANO DRIVE SOUTHBOUND						Total	
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds		
03:00 PM	8	1	9	0	0	0	10	0	3	0	0	0	11	78	5	10	0	0	2	60	9	0	0	0	1	206
03:15 PM	13	2	10	0	0	0	4	2	1	0	0	0	11	76	5	7	0	0	2	69	16	0	0	0	218	
03:30 PM	10	0	10	0	0	0	5	1	3	0	0	0	11	79	7	12	0	0	2	81	17	0	1	0	238	
03:45 PM	9	0	13	0	0	0	2	0	5	0	0	0	13	70	7	7	0	2	3	70	15	0	0	0	214	
04:00 PM	10	1	10	0	0	0	9	0	2	0	0	1	21	84	9	10	0	0	2	69	18	0	0	2	245	
04:15 PM	12	1	10	0	0	0	4	1	3	0	0	1	12	79	5	11	0	1	4	65	16	0	0	1	223	
04:30 PM	9	1	8	0	0	0	4	1	7	0	0	0	12	97	5	7	0	0	3	80	10	0	0	2	244	
04:45 PM	16	1	14	0	0	0	2	0	3	0	0	0	12	83	7	7	0	0	3	80	7	0	0	0	235	
05:00 PM	12	0	12	0	0	0	4	1	3	0	0	0	12	86	6	6	0	2	3	107	16	2	0	0	270	
05:15 PM	14	0	6	0	0	0	9	1	5	0	0	0	22	77	4	8	0	0	2	78	13	0	0	0	239	
05:30 PM	9	0	8	0	0	0	2	0	3	0	0	0	18	74	8	7	0	0	5	73	18	0	0	0	225	
05:45 PM	10	0	5	0	0	0	6	2	7	0	0	1	14	87	9	7	0	0	2	60	10	0	0	0	219	
Total	132	7	115	0	0	0	61	9	45	0	0	3	169	970	77	99	0	5	33	892	165	2	1	6	2776	

876
 915
 920
 926
 947
 972
 988
 969
 953

File Name: AM_CERRILLOS ROAD and PRIVATE DRIVEWAY

Start Date: 9/18/2025

Peak Hour 7:45 to 8:45 AM

Person Counting: CAMERA

Start Time	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
7:45 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	426	13	0	0	1	463
8:00 AM	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317	8	0	0	0	342
8:15 AM	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	10	0	1	0	275
8:30 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	10	0	0	0	297
Total	0	0	78	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1258	41	0	1	1	1377
PHF			0.81																	0.74	0.79				0.74

File Name: AM_CERRILLOS ROAD and PRIVATE DRIVEWAY

Start Date: 9/18/2025

Start Time: 6:30:00 AM

Person Counting: CAMERA

Start Time	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						Total						
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	125	5	0	2	0	0	0	0	0	0	138	
6:45 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	4	0	0	0	0	0	0	0	140		
7:00 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	1	0	0	1	0	0	0	1	166		
7:15 AM	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	8	0	0	0	0	0	0	0	221		
7:30 AM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	251	11	0	1	1	0	0	0	1	282		
7:45 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	426	13	0	0	1	0	0	0	1	463			
8:00 AM	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317	8	0	0	0	0	0	0	0	342			
8:15 AM	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	252	10	0	1	0	0	0	0	0	275			
8:30 AM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	10	0	0	0	0	0	0	0	297			
8:45 AM	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	275	7	0	1	0	0	0	0	0	300			
Total	0	0	166	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	2381	77	0	5	3	0	0	0	0	2624			

278
444
665
809
1132
1308
1362
1377
1214

File Name: PM_CERRILLOS ROAD and PRIVATE DRIVEWAY

Start Date: 9/18/2025

Peak Hour 4:30 to 5:30 PM

Person Counting: CAMERA

Start Time	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						Total
	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	Left	Thru	Right	Uturn	Truck	Peds	
04:30 PM	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	16	0	0	0	561
04:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	5	0	0	0	503
05:00 PM	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	14	0	1	3	520
05:15 PM	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519	7	0	0	0	554
Total	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2006	42	0	1	3	2138
PHF			0.80																	0.97	0.66				0.95

File Name: PM_CERRILLOS ROAD and PRIVATE DRIVEWAY
 Start Date: 9/18/2025
 Start Time: 03:00 PM
 Person Counting: CAMERA

Start Time	PRIVATE DRIVEWAY EASTBOUND						WESTBOUND						NORTHBOUND						CERRILLOS ROAD SOUTHBOUND						Total	
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds		
03:00 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	435	9	0	1	0	464
03:15 PM	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	482	18	0	0	0	518
03:30 PM	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	467	12	0	0	0	515
03:45 PM	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	405	10	0	0	0	447
04:00 PM	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	499	7	0	2	0	537
04:15 PM	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	459	8	0	2	0	489
04:30 PM	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	16	0	0	0	561
04:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	5	0	0	0	503
05:00 PM	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	14	0	1	3	520
05:15 PM	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	519	7	0	0	0	554
05:30 PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	526	5	0	1	5	543
05:45 PM	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	5	0	0	0	434
Total	0	0	285	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	5684	116	0	7	8	6085

1944
 2017
 1988
 2034
 2090
 2073
 2138
 2120
 2051

File Name: AM_CHURCH SHORT CUT
 Start Date: 11/6/2025
 Start Time: 6:30:00 AM
 Person Counting: Mark Lopez

Start Time	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND						Total
	Left	Thru	Right	Utturn	Truck	Peds	Left	Thru	Right	Utturn	Truck	Peds	Left	Thru	Right	Utturn	Truck	Peds	Left	Thru	Right	Utturn	Truck	Peds	
6:00 AM	0	0	0	0	0	0	0	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	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	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	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	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	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	-5	0	0	0	0	0	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0
0
0
0
0
1
2
4
8
-1
-2

File Name: PM_CHURCH SHORT CUT
 Start Date: 11/6/2025
 Start Time: 03:00 PM
 Person Counting: Mark Lopez

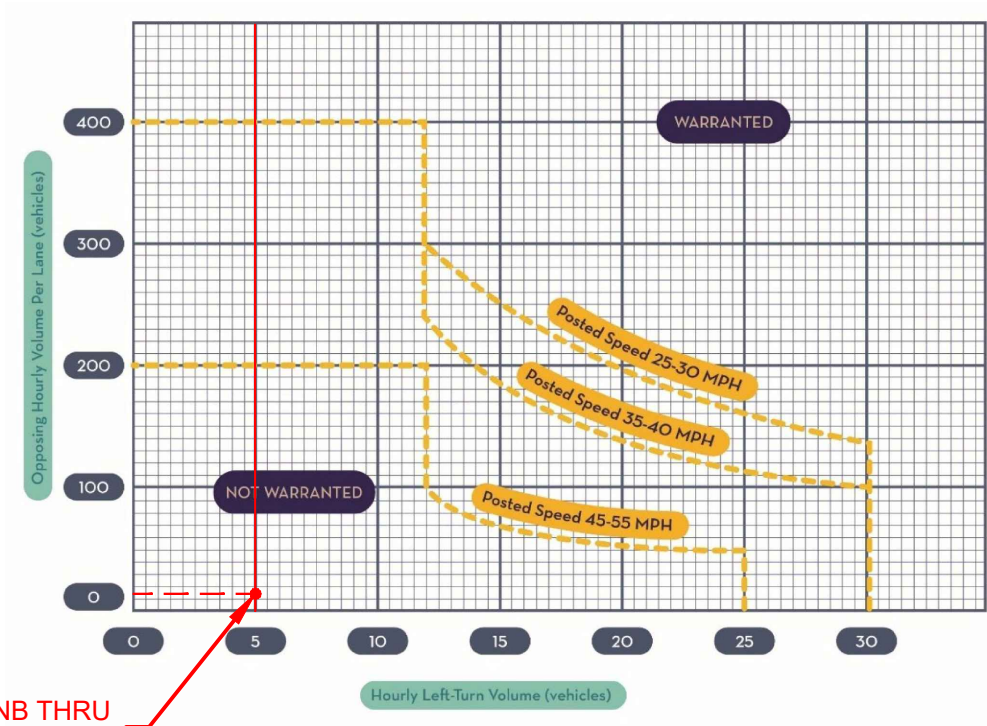
Start Time	CHURCH SHORT CUT EASTBOUND						CHURCH SHORT CUT WESTBOUND						NORTHBOUND						SOUTHBOUND						Total
	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	Left	Thru	Right	Uturm	Truck	Peds	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	-14	0	0	0	0	0	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0
0
0
0
0
6
17
20
21
-6

APPENDIX B
WARRANT AUXILIARY LANE, SIGHT DISTANCE CALCULATIONS

CAMINO DE JACOBO / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

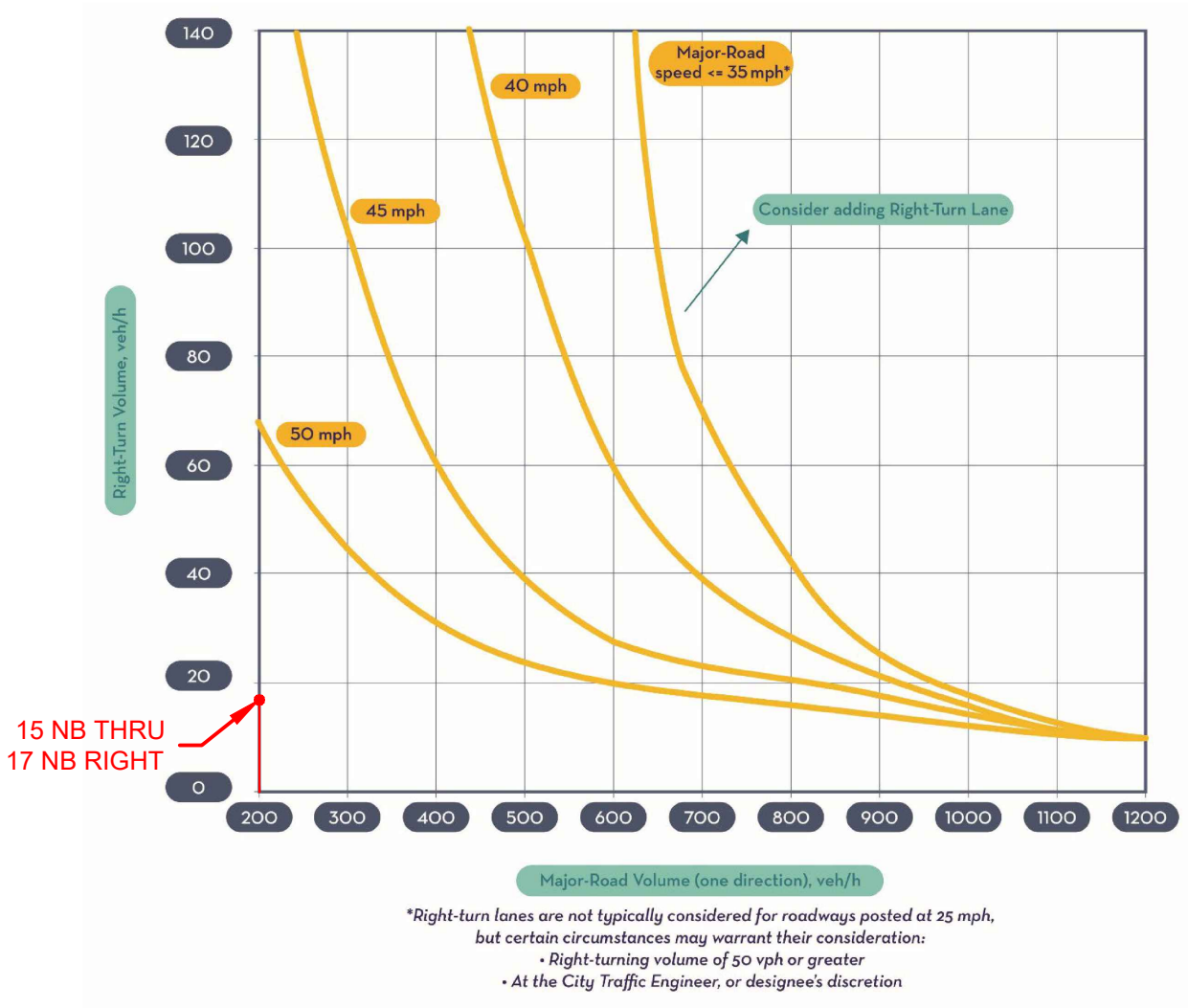


15 NB THRU
5 SB LEFT

SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

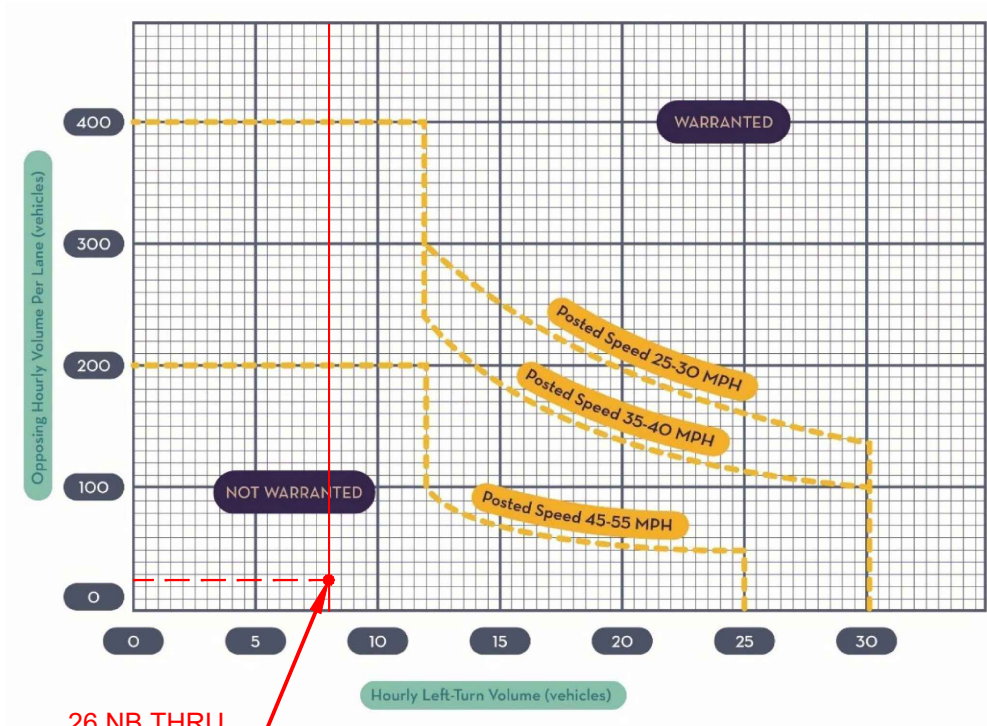
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

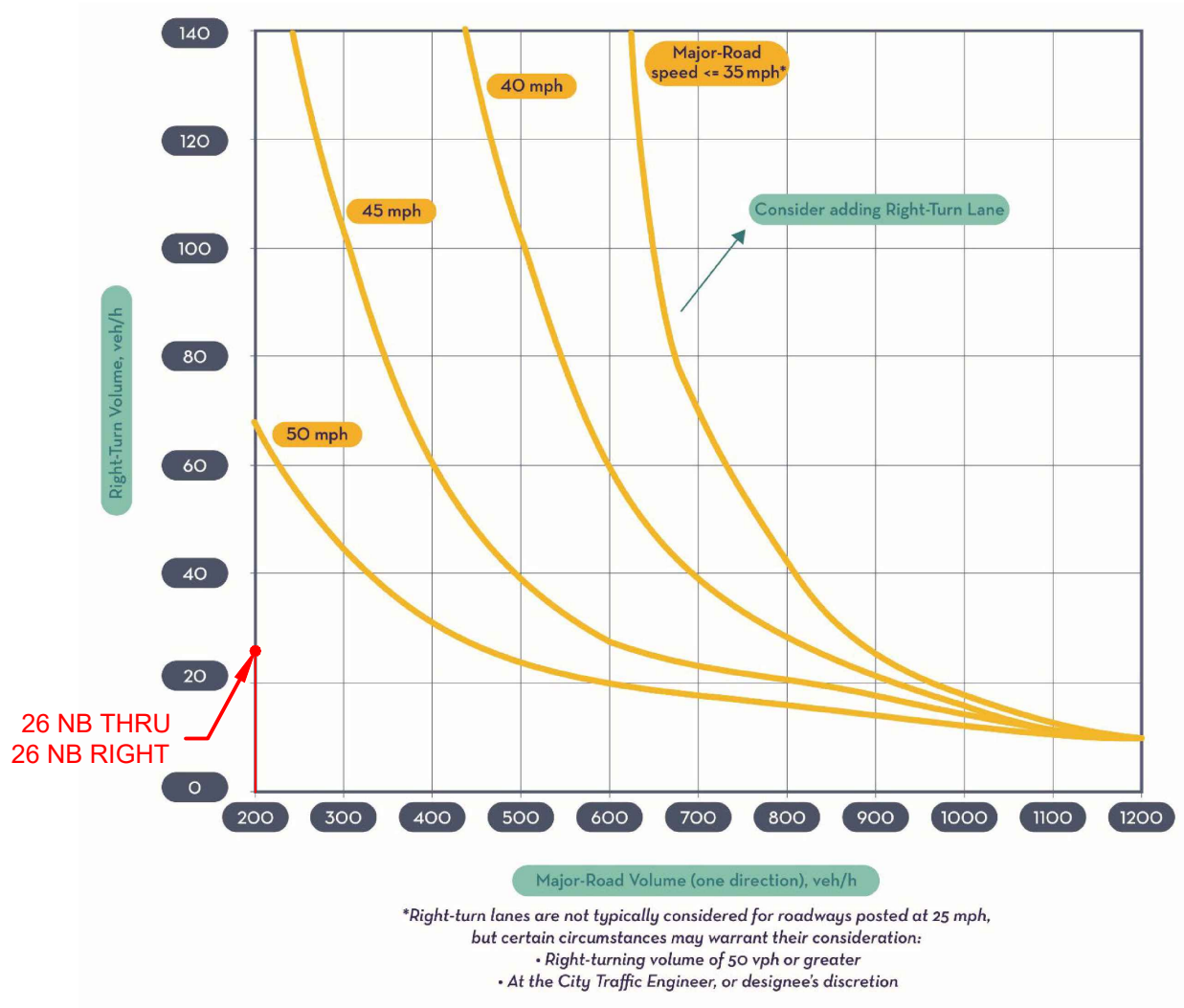


26 NB THRU
8 SB LEFT

SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

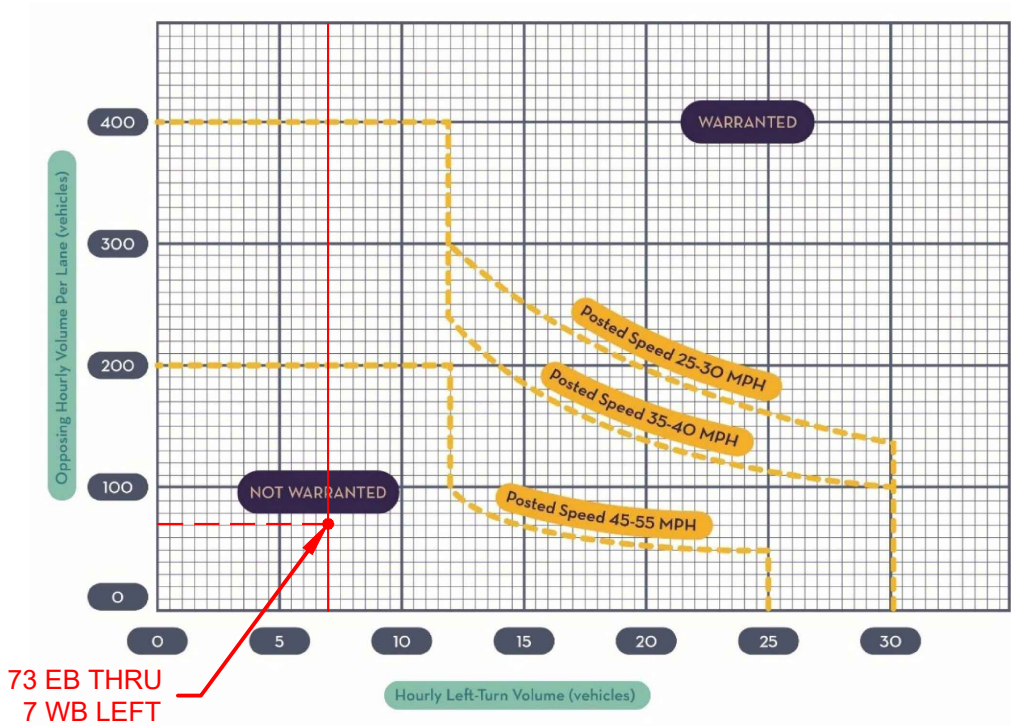
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

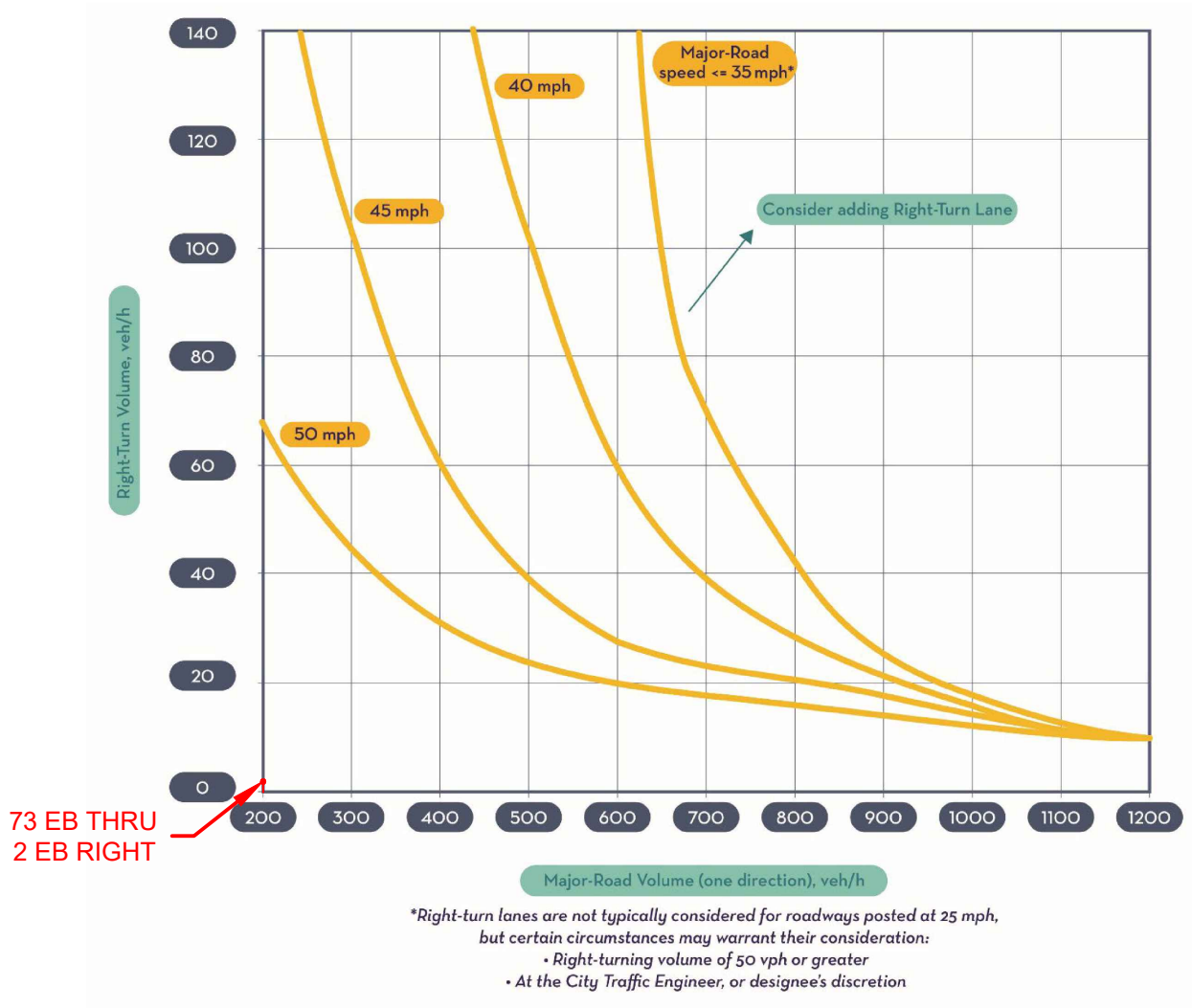
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
IMPLEMENTATION YEAR

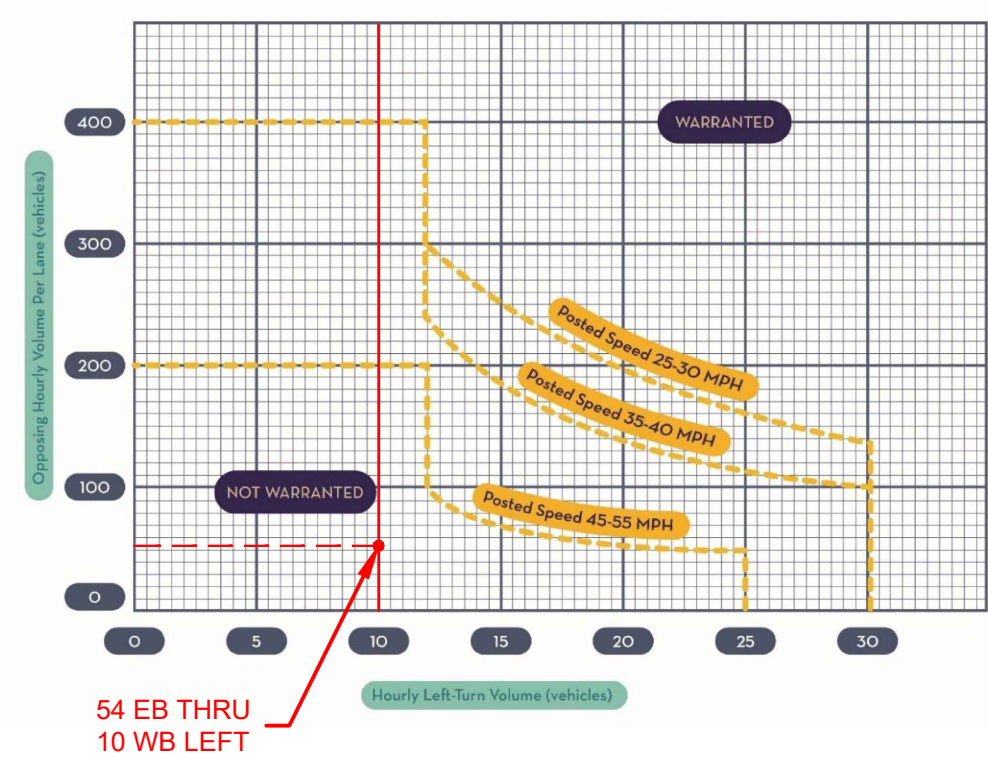
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

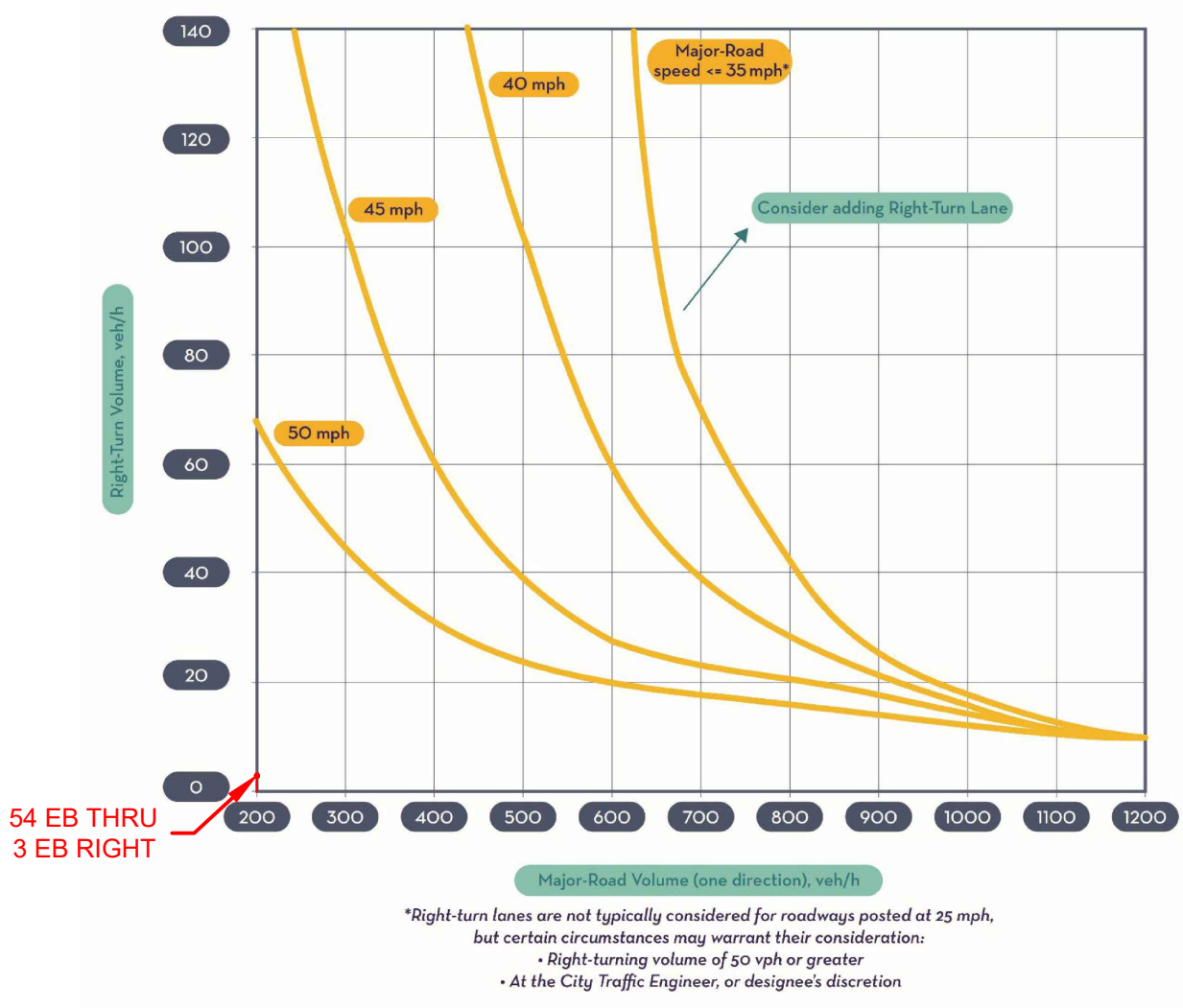
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
IMPLEMENTATION YEAR

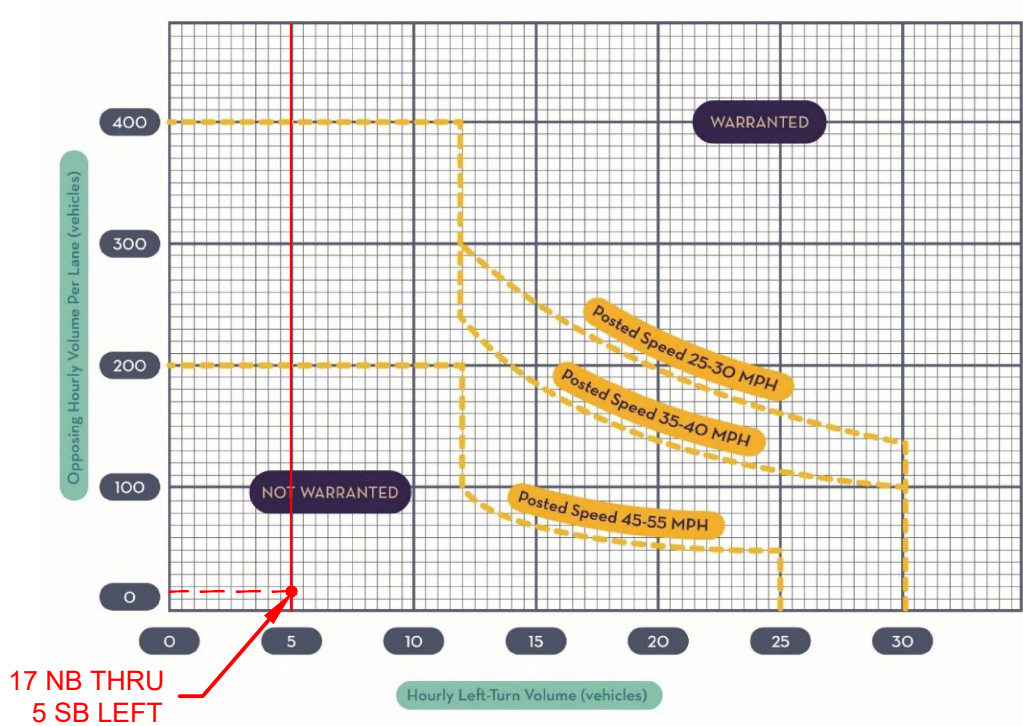
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (AM)
HORIZON YEAR

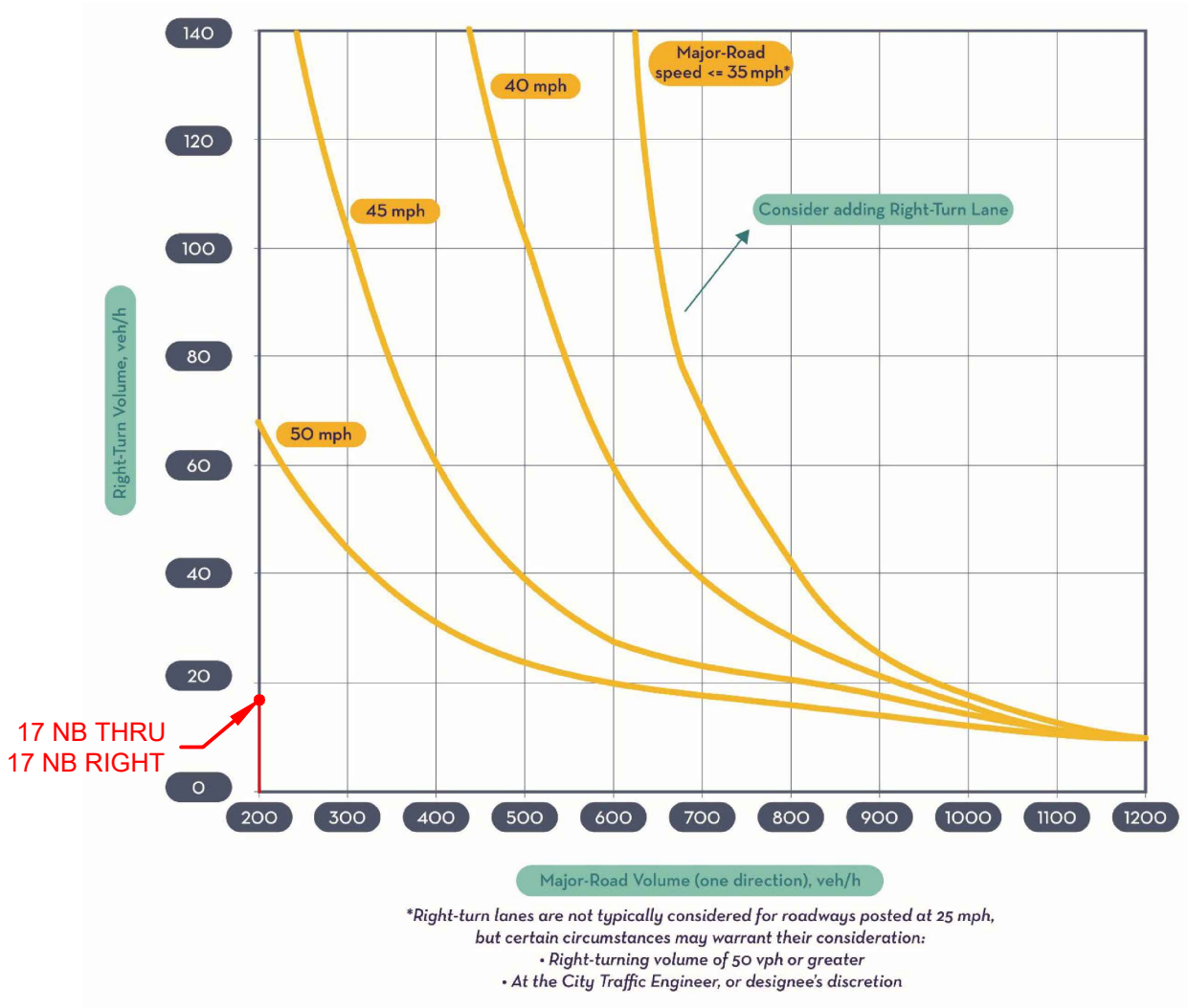
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (AM)
HORIZON YEAR

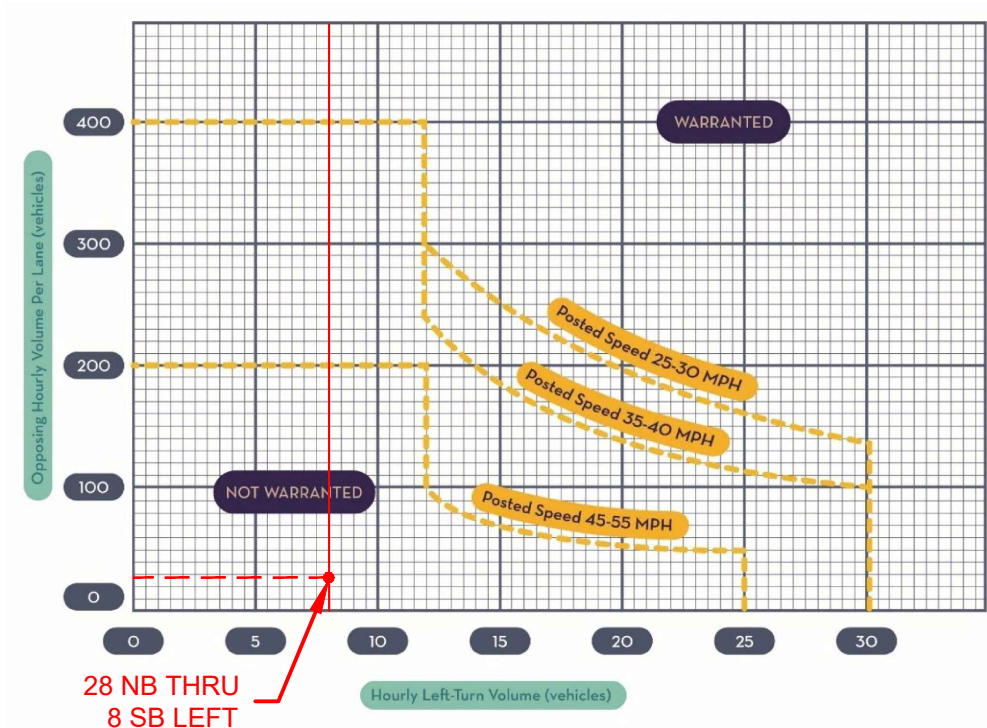
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (PM)
HORIZON YEAR

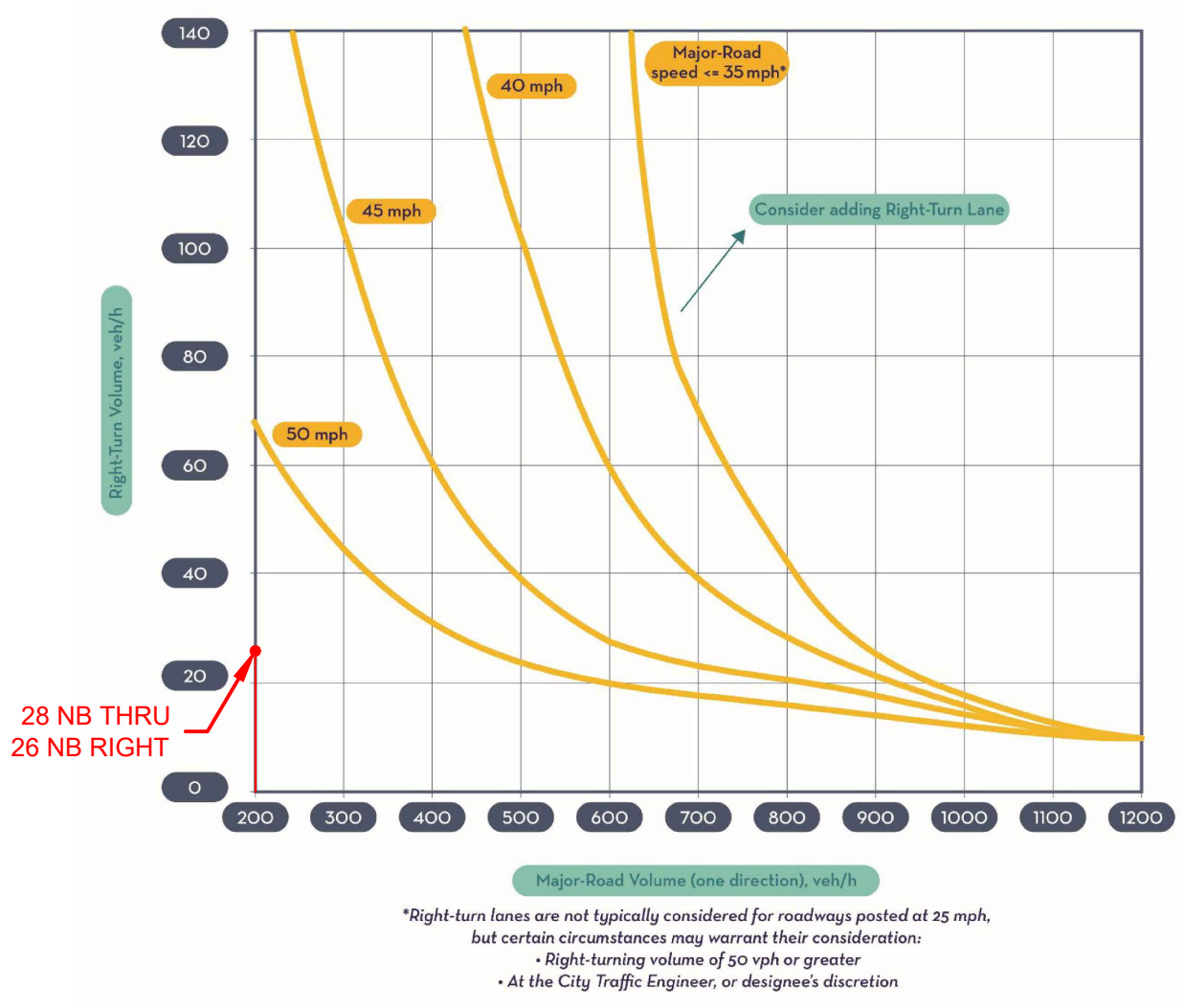
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



SFEC NOTATION IN RED

CAMINO DE JACOBO / SITE ENTRANCE (PM)
HORIZON YEAR

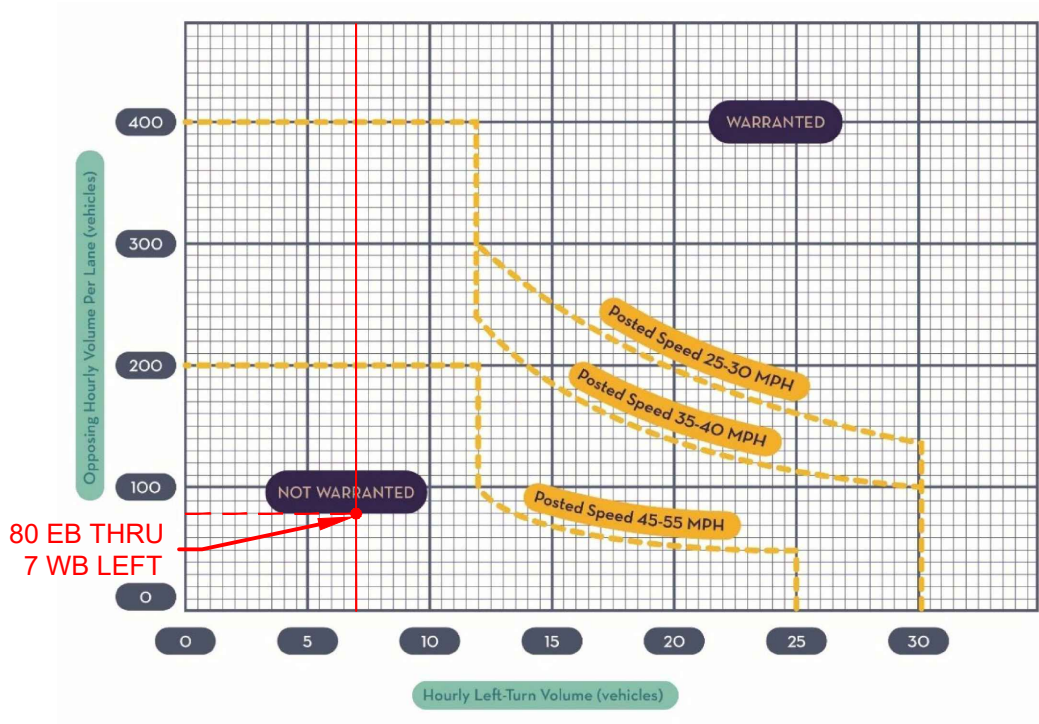
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
HORIZON YEAR

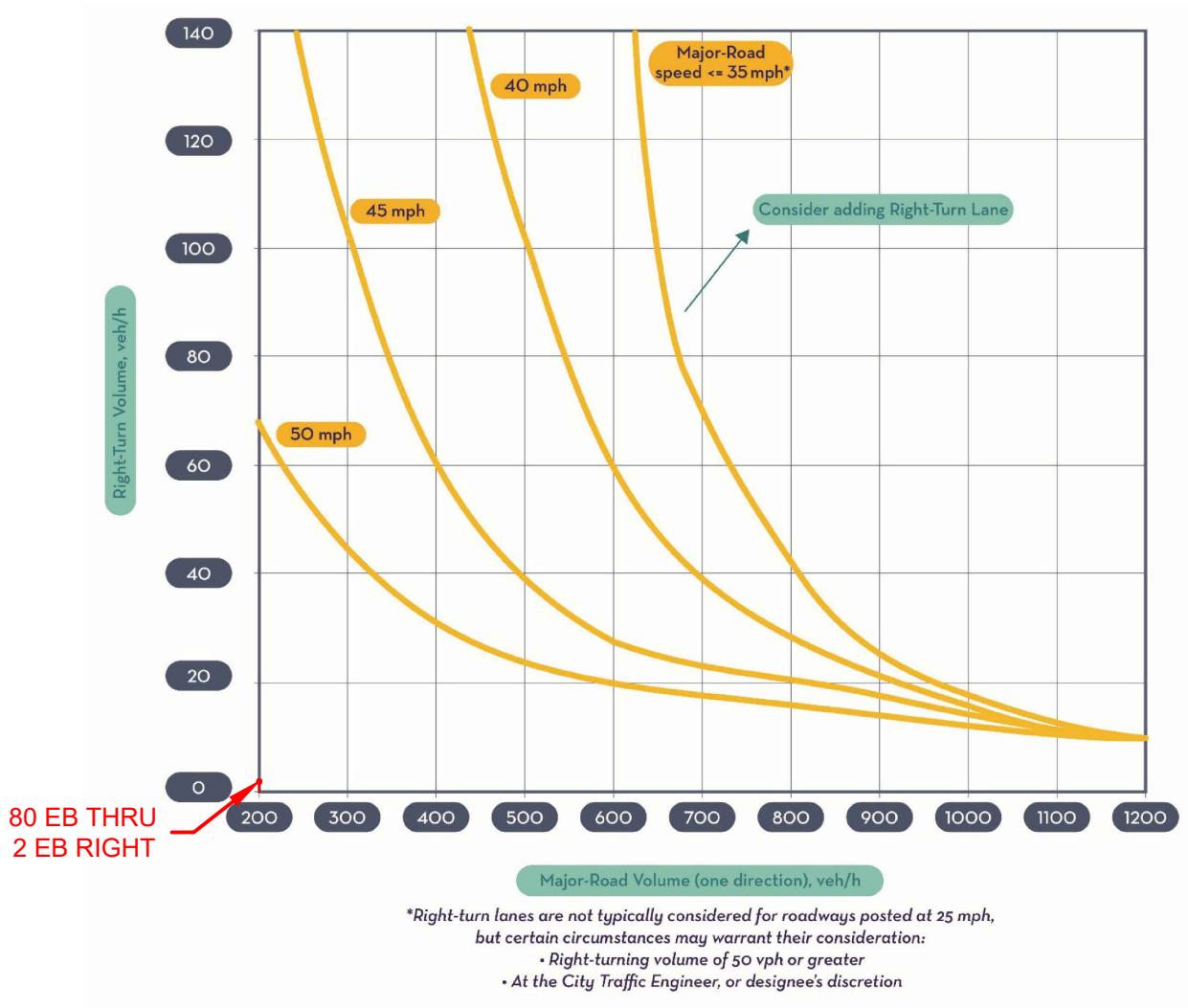
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (AM)
 HORIZON YEAR

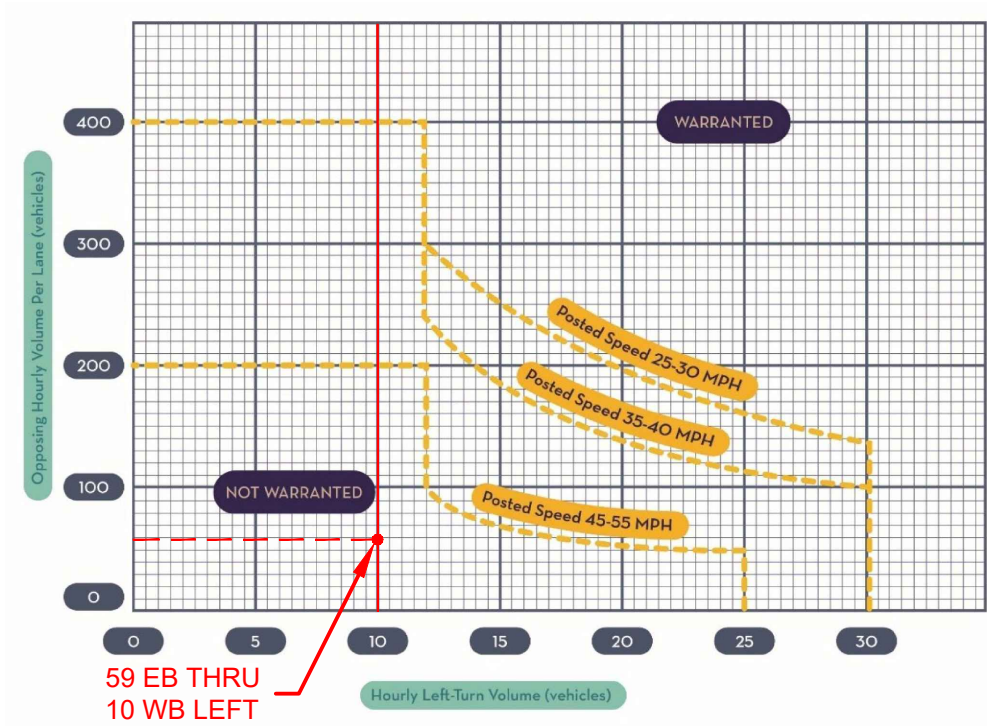
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
HORIZON YEAR

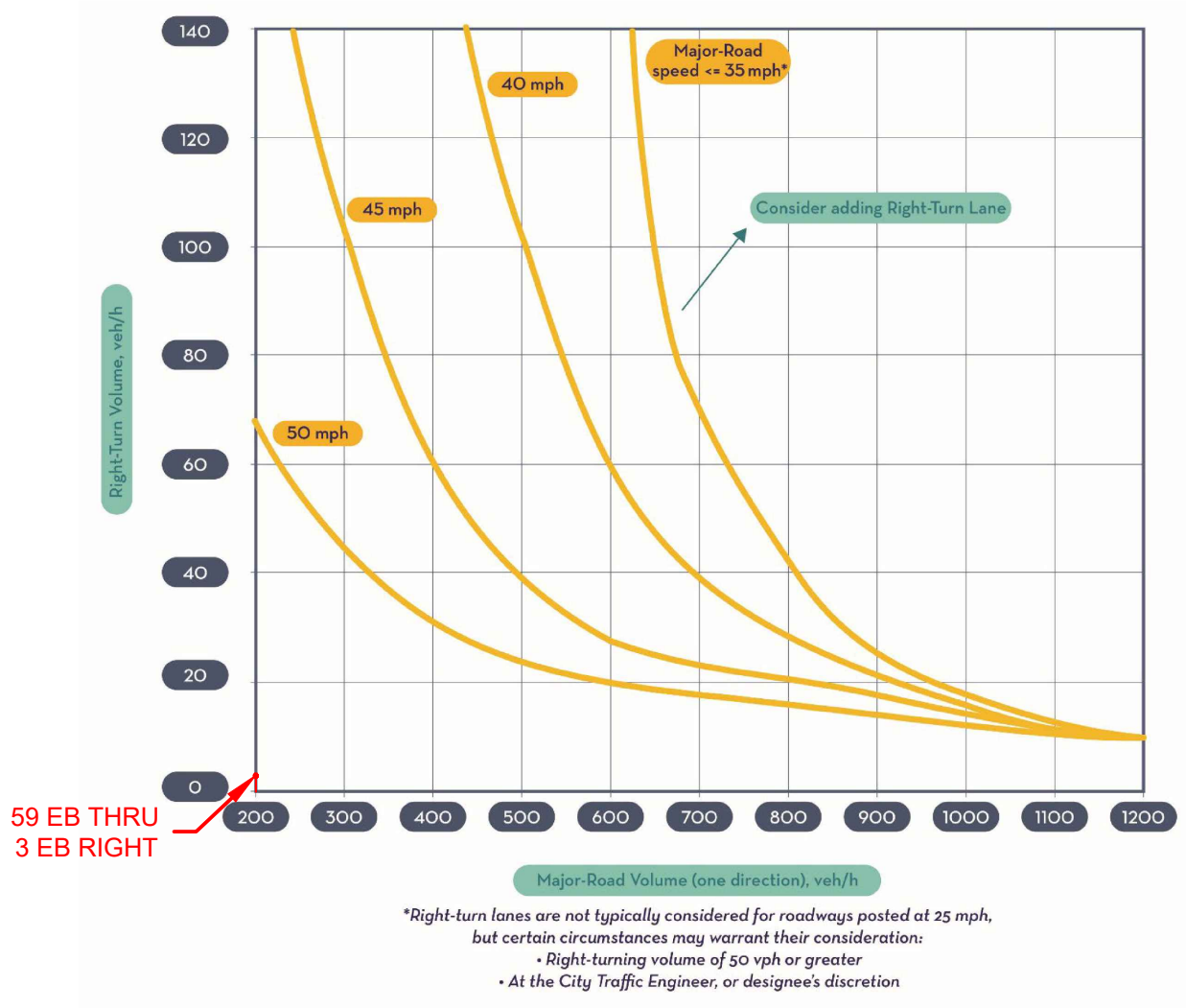
FIGURE 1. LEFT TURN LANE WARRANT CRITERIA



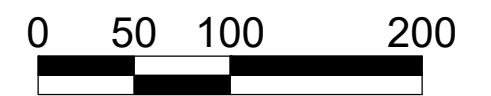
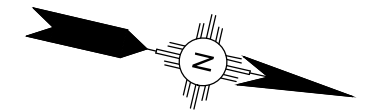
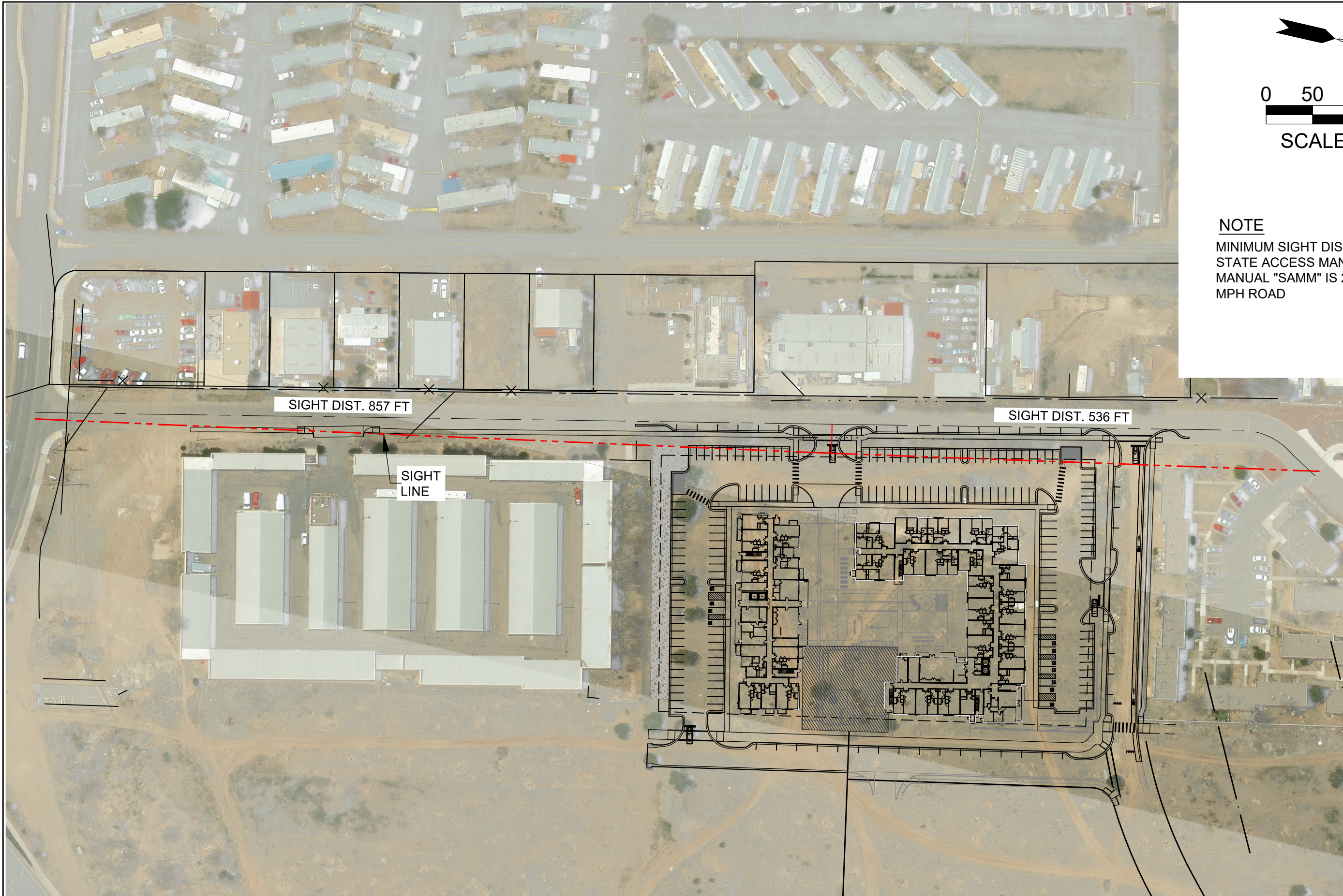
SFEC NOTATION IN RED

SAN IGNACIO ROAD / SITE ENTRANCE (PM)
 HORIZON YEAR

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



SFEC NOTATION IN RED



SCALE: 1" = 100'

NOTE
MINIMUM SIGHT DISTANCE AS PER
STATE ACCESS MANAGEMENT
MANUAL "SAMM" IS 250 FT FOR A 25
MPH ROAD

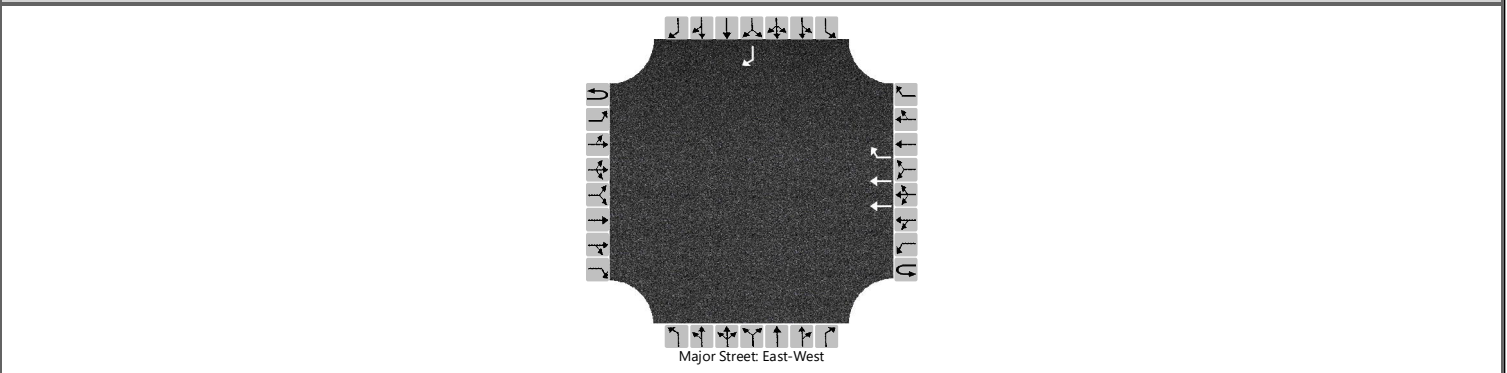
TYPICAL SIGHT DISTANCE CHECK

APPENDIX C
EXISTING CONDITIONS CALCULATIONS

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2025			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement	1U	1	2	3	4U	4	5	6			7	8	9			10	11	12
Priority																		
Number of Lanes	0	0	0	0	0	0	2	1			0	0	0			0	0	1
Configuration							T	R										R
Volume (veh/h)							861	15										13
Percent Heavy Vehicles (%)																		1
Proportion Time Blocked																		
Percent Grade (%)																	1	
Right Turn Channelized							No										No	
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)																		6.9
Critical Headway (sec)																		7.02
Base Follow-Up Headway (sec)																		3.3
Follow-Up Headway (sec)																		3.31

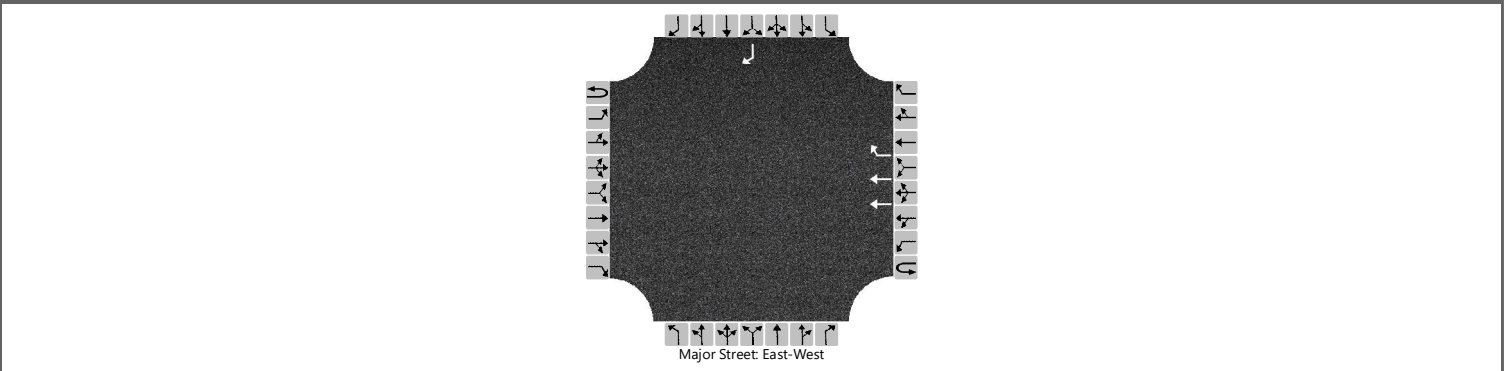
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																		14
Capacity, c (veh/h)																		550
v/c Ratio																		0.02
95% Queue Length, Q ₉₅ (veh)																		0.1
95% Queue Length, Q ₉₅ (ft)																		2.5
Control Delay (s/veh)																		11.7
Level of Service (LOS)																		B
Approach Delay (s/veh)	11.7																	
Approach LOS	B																	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2025			North/South Street	CAMINO DE JACOBO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6								
Priority																
Number of Lanes	0	0	0	0	0	0	2	1					0	0	1	
Configuration							T	R								R
Volume (veh/h)							1822	25								24
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)															1	
Right Turn Channelized							No								No	
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

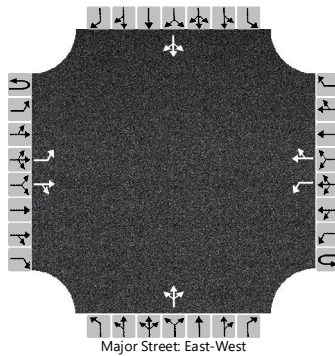
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	26
Capacity, c (veh/h)																	244
v/c Ratio																	0.11
95% Queue Length, Q ₉₅ (veh)																	0.3
95% Queue Length, Q ₉₅ (ft)																	7.6
Control Delay (s/veh)																	21.5
Level of Service (LOS)																	C
Approach Delay (s/veh)																	21.5
Approach LOS																	C

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	RUFINA STREET		
Analysis Year	2025			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	AM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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)		9	706	8		4	264	6		21	0	8		3	0	11	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

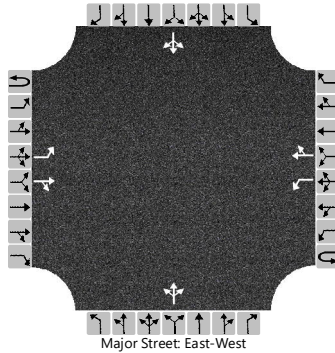
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				4					31					15	
Capacity, c (veh/h)		1277				851					211					444	
v/c Ratio		0.01				0.01					0.15					0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.5					0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					12.6					2.5	
Control Delay (s/veh)		7.8				9.3					25.0					13.4	
Level of Service (LOS)		A				A					D					B	
Approach Delay (s/veh)		0.1				0.1				25.0				13.4			
Approach LOS		A				A				D				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	RUFINA STREET		
Analysis Year	2025			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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	522	6		15	612	22		8	0	12		10	1	13	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

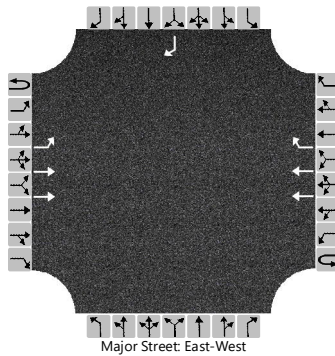
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				16					21					25	
Capacity, c (veh/h)		927				1020					229					210	
v/c Ratio		0.02				0.02					0.09					0.12	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.3					0.4	
95% Queue Length, Q ₉₅ (ft)		2.5				0.0					7.6					10.1	
Control Delay (s/veh)		9.0				8.6					22.3					24.5	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.3				0.2				22.3				24.5			
Approach LOS		A				A				C				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2025			North/South Street	LOPEZ LANE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	106	1626				730	144								149
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1															6.9
Critical Headway (sec)		4.12															7.02
Base Follow-Up Headway (sec)		2.2															3.3
Follow-Up Headway (sec)		2.21															3.31

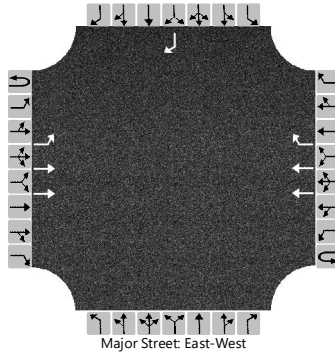
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110															155	
Capacity, c (veh/h)		750															614	
v/c Ratio		0.15															0.25	
95% Queue Length, Q ₉₅ (veh)		0.5															1.0	
95% Queue Length, Q ₉₅ (ft)		12.6															25.2	
Control Delay (s/veh)		10.6															12.8	
Level of Service (LOS)		B															B	
Approach Delay (s/veh)		0.7													12.8			
Approach LOS		A													B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/30/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2025			North/South Street	LOPEZ LANE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	83	1187				1587	249								215
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1															6.9
Critical Headway (sec)	6.42	4.12															7.02
Base Follow-Up Headway (sec)	2.5	2.2															3.3
Follow-Up Headway (sec)	2.51	2.21															3.31

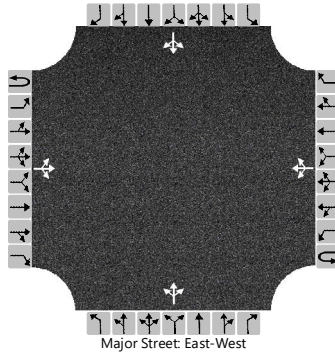
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		97															219
Capacity, c (veh/h)		173															318
v/c Ratio		0.56															0.69
95% Queue Length, Q ₉₅ (veh)		2.9															4.8
95% Queue Length, Q ₉₅ (ft)		73.1															121.0
Control Delay (s/veh)		49.4															38.1
Level of Service (LOS)		E															E
Approach Delay (s/veh)		3.7												38.1			
Approach LOS		A												E			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/31/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2025			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	AM PEAK			Peak Hour Factor	0.84		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	4		9	46	19		1	3	7		32	8	19
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
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					7.31	6.71	6.31		7.31	6.71	6.31
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

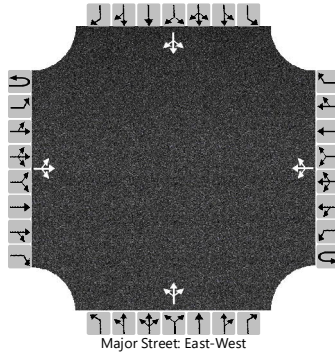
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				11					13					70	
Capacity, c (veh/h)		1525				1604					937					878	
v/c Ratio		0.00				0.01					0.01					0.08	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0					0.3	
95% Queue Length, Q ₉₅ (ft)											0.0					7.6	
Control Delay (s/veh)		7.4	0.0	0.0		7.3	0.1	0.1			8.9					9.5	
Level of Service (LOS)		A	A	A		A	A	A			A					A	
Approach Delay (s/veh)		0.0				0.9				8.9				9.5			
Approach LOS		A				A				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	10/31/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2025			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	15	9		33	38	17		0	13	21		19	9	18
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
Right Turn Channelized																
Median Type Storage	Undivided															

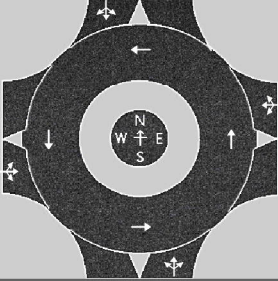
Critical and Follow-up Headways

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				7.31	6.71	6.31		7.31	6.71	6.31
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)		1				37					38					52	
Capacity, c (veh/h)		1542				1585					881					815	
v/c Ratio		0.00				0.02					0.04					0.06	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.1					0.2	
95% Queue Length, Q ₉₅ (ft)											2.5					5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.2	0.2			9.3					9.7	
Level of Service (LOS)		A	A	A		A	A	A			A					A	
Approach Delay (s/veh)	0.3				2.9				9.3				9.7				
Approach LOS	A				A				A				A				

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection		ZAFARANO / IGNACIO	
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name		SAN IGNACIO ROAD	
Date Performed	11/7/2025				N/S Street Name		ZAFARANO DRIVE	
Analysis Year	2025				Analysis Time Period, hrs		0.25	
Time Analyzed	AM PEAK				Peak Hour Factor		0.91	
Project Description	EXISTING CONDITION				Jurisdiction		CITY OF SANTA FE	

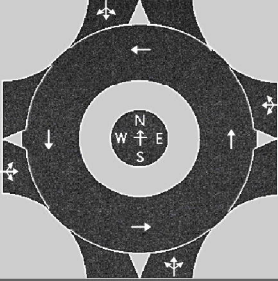
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	32	2	65	0	38	3	21	23	30	141	17	1	4	374	55
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	36	2	72	0	42	3	23	26	33	156	19	1	4	415	61
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		110			68			234			481	
Entry Volume, veh/h		109			67			232			476	
Circulating Flow (v _c), pc/h	488			252			43			104		
Exiting Flow (v _{ex}), pc/h	25			97			216			555		
Capacity (C _{PCE}), pc/h		839			1067			1321			1241	
Capacity (c), veh/h		831			1057			1308			1229	
v/c Ratio (x)		0.13			0.06			0.18			0.39	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.6			4.0			4.2			6.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.5			0.2			0.6			1.9	
95% Queue Length, Q ₉₅ (ft)		12.6			5.0			15.1			47.9	
Approach Delay, s/veh LOS	5.6	A		4.0	A		4.2	A		6.7	A	
Intersection Delay, s/veh LOS	5.7						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	11/7/2025				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2025				Analysis Time Period, hrs	0.25		
Time Analyzed	PM PEAK				Peak Hour Factor	0.91		
Project Description	EXISTING CONDITION				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	51	2	40	0	19	3	18	28	58	343	22	2	11	345	46
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	57	2	44	0	21	3	20	31	64	381	24	2	12	383	51
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

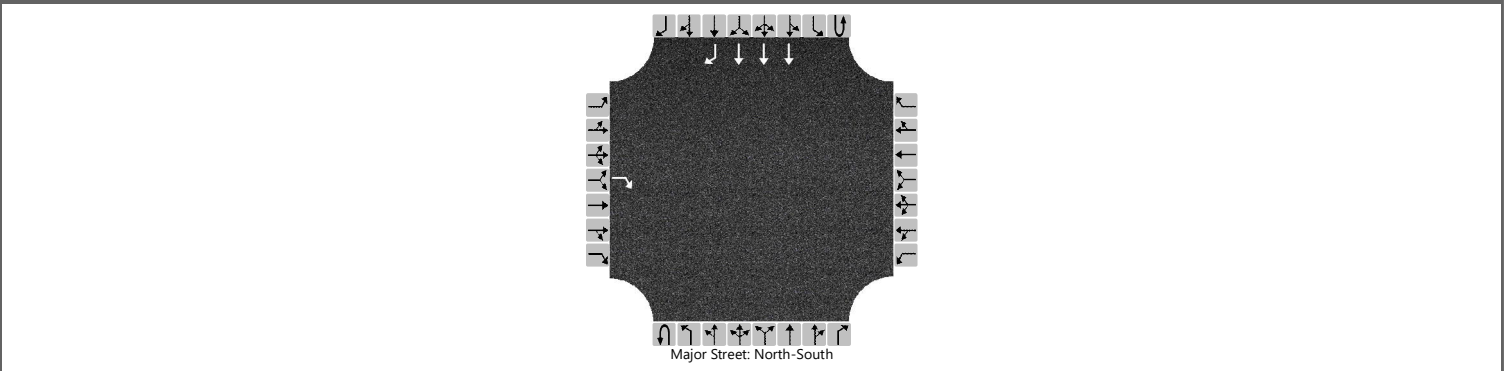
Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		103			44			500			448	
Entry Volume, veh/h		102			44			495			444	
Circulating Flow (v _c), pc/h	449			535			73			119		
Exiting Flow (v _{ex}), pc/h	38			118			460			479		
Capacity (C _{PCE}), pc/h		873			800			1281			1222	
Capacity (c), veh/h		864			792			1268			1210	
v/c Ratio (x)		0.12			0.06			0.39			0.37	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.3			5.1			6.6			6.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.4			0.2			1.9			1.7	
95% Queue Length, Q ₉₅ (ft)		10.1			5.0			47.9			42.8	
Approach Delay, s/veh LOS	5.3	A		5.1	A		6.6	A		6.5	A	
Intersection Delay, s/veh LOS	6.4						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11-7-2025			East/West Street	PRIVATE ROAD		
Analysis Year	2025			North/South Street	CERRILLOS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.74		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				78											1258	41
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

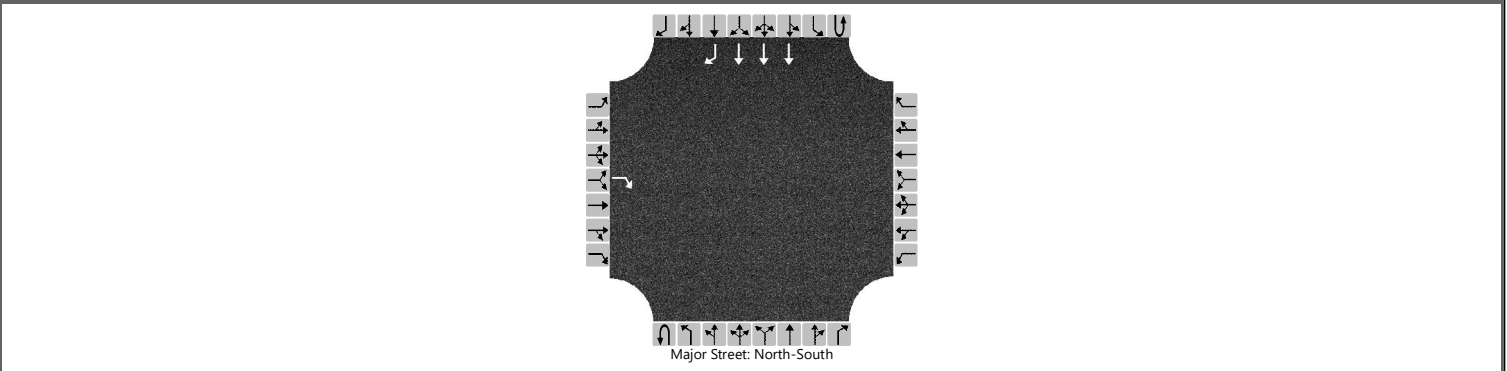
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				105												
Capacity, c (veh/h)				254												
v/c Ratio				0.41												
95% Queue Length, Q ₉₅ (veh)				1.9												
95% Queue Length, Q ₉₅ (ft)				47.9												
Control Delay (s/veh)				28.8												
Level of Service (LOS)				D												
Approach Delay (s/veh)	28.8															
Approach LOS	D															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11-7-2025			East/West Street	PRIVATE ROAD		
Analysis Year	2025			North/South Street	CERRILLOS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				90											2006	42
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				95												
Capacity, c (veh/h)				185												
v/c Ratio				0.51												
95% Queue Length, Q ₉₅ (veh)				2.6												
95% Queue Length, Q ₉₅ (ft)				65.5												
Control Delay (s/veh)				43.3												
Level of Service (LOS)				E												
Approach Delay (s/veh)	43.3															
Approach LOS	E															

APPENDIX D
TRIP GENERATION CALCULATIONS

PROJECT DETAILS

Project Name:	Nueva Acequia	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	michael gomez	Clients Name:	
Date:	11/15/2025	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM PEAK	3	1	0		48	68	116
Scenario - 1	PM PEAK	3	1	0		65	57	122

Scenario - 1

Scenario Name: AM PEAK

User Group:

Dev. phase: 1

No. of Years to Project Traffic: 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	106	Weekday, Peak Hour of Adjacent Street Traffic.	Best Fit (LIN)	8	28	36
Data Source: Trip Generation Manual, 12th Ed					$T = 0.42(X) - 7.77$	23%	77%	
252 - Senior Adult Housing—Multifamily	General Urban/Suburban	Dwelling Units	53	Weekday, Peak Hour of Adjacent Street Traffic.	Best Fit (LIN)	3	7	10
Data Source: Trip Generation Manual, 12th Ed					$T = 0.19(X) + 0.17$	34%	66%	
565 - Day Care Center	General Urban/Suburban	1000 Sq. Ft. GFA	6.4	Weekday, Peak Hour of Adjacent Street Traffic.	Average	37	33	70
Data Source: Trip Generation Manual, 12th Ed					10.88	53%	47%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	23	77
252 - Senior Adult Housing—Multifamily	100	100	1	1	34	66
565 - Day Care Center	100	100	1	1	53	47

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	8	28	0	0	8	28
	36		0		36	
252 - Senior Adult Housing—Multifamily	3	7	0	0	3	7
	10		0		10	
565 - Day Care Center	37	33	0	0	37	33
	70		0		70	

Scenario - 2

Scenario Name: PM PEAK User Group:

Dev. phase: 1 No. of Years to Project: 0

Analyst Note: Traffic: 0

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	106	Weekday, Peak Hour of	Best Fit (LIN)	26	15	41
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.36(X) + 3.07$	64%	36%	
252 - Senior Adult Housing—Multifamily	General	Dwelling Units	53	Weekday, Peak Hour of	Best Fit (LIN)	7	6	13
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.25(X) + 0.03$	56%	44%	
565 - Day Care Center	General	1000 Sq. Ft. GFA	6.4	Weekday, Peak Hour of	Average	32	36	68
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	10.75	47%	53%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	64	36
252 - Senior Adult Housing—Multifamily	100	100	1	1	56	44
565 - Day Care Center	100	100	1	1	47	53

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	26	15	0	0	26	15
	41		0	0	41	
252 - Senior Adult Housing—Multifamily	7	6	0	0	7	6
	13		0	0	13	
565 - Day Care Center	32	36	0	0	32	36
	68		0	0	68	

APPENDIX E
IMPLEMENTATION YEAR – 2028 CALCULATIONS

TABLE A

Airport Road & Camino de Jacobo

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Airport Road			Airport Road						Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.86	0	1656	0	0	861	15	0	0	0	0	0	13
Number of Lanes		2	3	1		2	1						1
Storage		400		240			250						
No Build Year 2028 (3 Years)		0	1706	0	0	887	15	0	0	0	0	0	13
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering							50%						
Vehicles Entering	33						17						
Percentage Vehicles Exiting													30%
Vehicles Exiting	54												16
Re-Directed traffic													5
Developed (Buildings 1 & 2)		0	1706	0	0	887	32	0	0	0	0	0	35
No Build Horizon Year 2038 (13 Years)		0	1885	0	0	980	17	0	0	0	0	0	15
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	17	0	0	0	0	0	16
Re-Directed traffic													6
Developed Horizon Year		0	1885	0	0	980	34	0	0	0	0	0	37
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Airport Road			Airport Road						Camino de Jacobo		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.89	0	1231	0	0	1822	25	0	0	0	0	0	24
Number of Lanes		2	3	1		2	1						1
Storage		400		240			250						
Other Known Developments													
No Build Year 2028 (3 Years)		0	1268	0	0	1877	26	0	0	0	0	0	25
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering							50%						
Vehicles Entering	52						26						
Percentage Vehicles Exiting													30%
Vehicles Exiting	43												13
Re-Directed traffic													5
Developed (Buildings 1 & 2)		0	1268	0	0	1877	52	0	0	0	0	0	43
No Build Horizon Year 2038 (13 Years)		0	1401	0	0	2074	28	0	0	0	0	0	27
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	26	0	0	0	0	0	13
Re-Directed traffic													6
Developed Horizon Year		0	1401	0	0	2074	54	0	0	0	0	0	46
*Increased at a rate of 1% per year.													

TABLE B

Airport Road & Lopez Lane & Camino Entrada

AM Peak Hour

	Site Generated Traffic	Eastbound				Westbound			Northbound			Southbound		
		Airport Road				Airport Road			Camino Entrada			Lopez Lane		
		Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.83	106	1626	37	0	0	730	144	0	0	30	0	0	149
Number of Lanes		1	2	S			2	1			1			1
Storage		150						130						
Other Known Developments														
No Build Year 2028 (3 Years)		109	1675	38	0	0	752	148	0	0	31	0	0	154
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering														
Vehicles Entering	33													
Percentage Vehicles Exiting							30%							
Vehicles Exiting	54						16							
Re-Directed traffic							5							
Developed (Buildings 1 & 2)		109	1675	38	0	0	773	148	0	0	31	0	0	154
No Build Horizon Year 2038 (13 Years)		121	1851	42	0	0	831	164	0	0	34	0	0	170
Developed Horizon Year														
Site generated traffic		0	0	0	0	0	16	0	0	0	0	0	0	0
Re-Directed traffic							6							
Developed Horizon Year		121	1851	42	0	0	853	164	0	0	34	0	0	170
*Increased at a rate of 1% per year.														

PM Peak Hour

	Site Generated Traffic	Eastbound				Westbound			Northbound			Southbound		
		Airport Road				Airport Road			Camino Entrada			Lopez Lane		
		Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.98	83	1187	24	12	0	1587	249	0	0	46	0	0	215
Number of Lanes		1	2	S			2	1			1			1
Storage		150						130						
Other Known Developments														
No Build Year 2028 (3 Years)		86	1223	25	12	0	1635	257	0	0	47	0	0	222
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering														
Vehicles Entering	52													
Percentage Vehicles Exiting							30%							
Vehicles Exiting	43						13							
Re-Directed traffic							5							
Developed (Buildings 1 & 2)		86	1223	25	12	0	1653	257	0	0	47	0	0	222
No Build Horizon Year 2038 (13 Years)		94	1351	27	14	0	1806	283	0	0	52	0	0	245
Developed Horizon Year														
Site generated traffic		0	0	0	0	0	13	0	0	0	0	0	0	0
Re-Directed traffic							6							
Developed Horizon Year		94	1351	27	14	0	1825	283	0	0	52	0	0	245
*Increased at a rate of 1% per year.														

TABLE C

Rufina Street & Camino de Jacobo & Camino Vista Aurora

AM Peak Hour

	Site Generated Traffic	Eastbound				Westbound				Northbound			Southbound		
		Rufina Street				Rufina Street				Camino de Jacobo			Camino Vista Aurora		
		Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.83	8	706	8	1	4	264	6	0	21	0	8	3	0	11
Number of Lanes		1	1	S		1	1	S		S	1	S	S	1	S
Storage		73				100									
Other Known Developments															
No Build Year 2028 (3 Years)		8	727	8	1	4	272	6	0	22	0	8	3	0	11
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering				10%		10%									
Vehicles Entering	33			3		3									
Percentage Vehicles Exiting									10%		20%				
Vehicles Exiting	54								5		11				
Re-Directed traffic			-73	73						3		2			
Developed (Buildings 1 & 2)		8	655	84	1	7	272	6	0	30	0	21	3	0	11
No Build Horizon Year 2038 (13 Years)		9	803	9	1	5	300	7	0	24	0	9	3	0	13
Developed Horizon Year															
Site generated traffic		0	0	3	0	3	0	0	0	5	0	11	0	0	0
Re-Directed traffic			-80	80						3		2			
Developed Horizon Year		9	723	93	1	8	300	7	0	33	0	22	3	0	13

PM Peak Hour

	Site Generated Traffic	Eastbound				Westbound				Northbound			Southbound		
		Rufina Street				Rufina Street				Camino de Jacobo			Camino Vista Aurora		
		Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.95	15	522	6	1	14	612	22	1	8	0	12	10	1	13
Number of Lanes		1	1	S		1	1	S		S	1	S	S	1	S
Storage		73				100									
Other Known Developments															
No Build Year 2028 (3 Years)		15	538	6	1	14	631	23	1	8	0	12	10	1	13
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering				10%		10%									
Vehicles Entering	52			5		5									
Percentage Vehicles Exiting									10%		20%				
Vehicles Exiting	43								4		9				
Re-Directed traffic			-54	54						3		2			
Developed (Buildings 1 & 2)		15	484	65	1	20	631	23	1	16	0	23	10	1	13
No Build Horizon Year 2038 (13 Years)		17	594	7	1	16	697	25	1	9	0	14	11	1	15
Developed Horizon Year															
Site generated traffic		0	0	5	0	5	0	0	0	4	0	9	0	0	0
Re-Directed traffic			-59	59						4		2			
Developed Horizon Year		17	535	71	1	21	697	25	1	17	0	25	11	1	15

*Increased at a rate of 1% per year.

TABLE D

Zafarano Drive & San Ignacio Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound				Southbound			
		San Ignacio Road			San Ignacio Road			Zafarano Drive				Zafarano Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
Existing 2025	PHF 0.91	32	2	65	38	3	21	30	141	17	23	4	374	55	1
Number of Lanes		S	1	S	S	1	S	S	1	S	S	S	1	S	S
Storage															
Other Known Developments															
Staybridge Suites		2		10				12						2	
San Ignacio Multifamily		9		29				11						3	
No Build Year 2028 (3 Years)		44	2	106	39	3	22	54	145	18	24	4	385	62	1
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering								20%							10%
Vehicles Entering	33							7							3
Percentage Vehicles Exiting		32%	2%	66%											
Vehicles Exiting	54	17	1	36											
Developed (Buildings 1 & 2)		61	3	142	39	3	22	61	145	18	24	4	385	65	1
No Build Horizon Year 2038 (13 Years)		47	2	113	43	3	24	57	160	19	26	5	426	68	1
Developed Horizon Year															
Site generated traffic		17	1	36	0	0	0	7	0	0	0	0	0	3	0
Developed Horizon Year		65	3	149	43	3	24	64	160	19	26	5	426	71	1
*Increased at a rate of 1% per year.															

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound				Southbound			
		San Ignacio Road			San Ignacio Road			Zafarano Drive				Zafarano Drive			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
Existing 2025	PHF 0.91	51	2	40	19	3	18	58	343	22	28	11	345	46	2
Number of Lanes		S	1	S	S	1	S	S	1	S	S	S	1	S	S
Storage															
Other Known Developments															
Staybridge Suites		2		11				11						2	
San Ignacio Multifamily		5		18				35						9	
No Build Year 2028 (3 Years)		60	2	70	20	3	19	106	353	23	29	11	355	58	2
Developed (Buildings 1 & 2)															
Percentage Vehicles Entering								20%							10%
Vehicles Entering	52							10							5
Percentage Vehicles Exiting		55%	2%	43%											
Vehicles Exiting	43	24	1	18											
Developed (Buildings 1 & 2)		83	3	89	20	3	19	116	353	23	29	11	355	64	2
No Build Horizon Year 2038 (13 Years)		65	2	75	22	3	20	112	390	25	32	13	393	63	2
Developed Horizon Year															
Site generated traffic		24	1	18	0	0	0	10	0	0	0	0	0	5	0
Developed Horizon Year		89	3	93	22	3	20	122	390	25	32	13	393	69	2
*Increased at a rate of 1% per year.															

TABLE E

San Ignacio Road & Todos Santos Street & Driveway

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound				Northbound			Southbound		
		San Ignacio Road			San Ignacio Road				U-Turn	Driveway		Todos Santos Street		
		Left	Thru	Right	Left	Thru	Right	Left		Thru	Right	Left	Thru	Right
		PHF												
Existing 2025	0.84	0	10	4	9	46	19	0	1	3	7	32	8	19
Number of Lanes		S	1	S	S	1	S	S	S	1	S	S	1	S
Storage														
Other Known Developments														
Staybridge Suites			12			14								
San Ignacio Multifamily		3	38			14								1
No Build Year 2028 (3 Years)		3	60	4	9	75	20	0	1	3	7	33	8	21
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering						30%								
Vehicles Entering	33					10								
Percentage Vehicles Exiting			40%											
Vehicles Exiting	54		22											
Re-Directed traffic				73										
Developed (Buildings 1 & 2)		3	82	77	9	85	20	0	1	3	7	33	8	21
No Build Horizon Year 2038 (13 Years)		3	61	5	10	80	22	0	1	3	8	36	9	23
Developed Horizon Year														
Site generated traffic		0	22	0	0	10	0	0	0	0	0	0	0	0
Re-Directed traffic				80										
Developed Horizon Year		3	83	85	10	90	22	0	1	3	8	36	9	23
*Increased at a rate of 1% per year.														

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound				Northbound			Southbound		
		San Ignacio Road			San Ignacio Road				U-Turn	Driveway		Todos Santos Street		
		Left	Thru	Right	Left	Thru	Right	Left		Thru	Right	Left	Thru	Right
		PHF												
Existing 2025	0.75	1	15	9	32	38	17	1	0	13	21	19	9	18
Number of Lanes		S	1	S	S	1	S	S	S	1	S	S	1	S
Storage														
Other Known Developments														
Staybridge Suites			13			13								
San Ignacio Multifamily		2	23			44								3
No Build Year 2028 (3 Years)		3	51	9	33	96	18	1	0	13	22	20	9	22
Developed (Buildings 1 & 2)														
Percentage Vehicles Entering						30%								
Vehicles Entering	52					16								
Percentage Vehicles Exiting			40%											
Vehicles Exiting	43		17											
Re-Directed traffic				54										
Developed (Buildings 1 & 2)		3	69	63	33	112	18	1	0	13	22	20	9	22
No Build Horizon Year 2038 (13 Years)		3	53	10	36	100	19	1	0	15	24	22	10	23
Developed Horizon Year														
Site generated traffic		0	17	0	0	16	0	0	0	0	0	0	0	0
Re-Directed traffic				59										
Developed Horizon Year		3	70	70	36	116	19	1	0	15	24	22	10	23
*Increased at a rate of 1% per year.														

TABLE F

Cerrillos Road & Private Drive

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			Cerrillos Road			Cerrillos Road			Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
		Existing 2025	PHF 0.74	0	0	78	0	0	0	0	0	0	0
Number of Lanes			1									3	1
Storage													860
Other Known Developments													
Staybridge Suites				5									5
San Ignacio Multifamily				17									4
No Build Year 2028 (3 Years)		0	0	102	0	0	0	0	0	0	0	1296	51
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													
Vehicles Entering	33												
Percentage Vehicles Exiting													
Vehicles Exiting	54												
Developed (Buildings 1 & 2)		0	0	102	0	0	0	0	0	0	0	1296	51
No Build Horizon Year 2038 (13 Years)		0	0	111	0	0	0	0	0	0	0	1432	56
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year		0	0	111	0	0	0	0	0	0	0	1432	56
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			Cerrillos Road			Cerrillos Road			Cerrillos Road		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
		Existing 2025	PHF 0.95	0	0	90	0	0	0	0	0	0	0
Number of Lanes			1									3	1
Storage													860
Other Known Developments													
Staybridge Suites				6									4
San Ignacio Multifamily				11									12
No Build Year 2028 (3 Years)		0	0	110	0	0	0	0	0	0	0	2067	59
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													
Vehicles Entering	52												
Percentage Vehicles Exiting													
Vehicles Exiting	43												
Developed (Buildings 1 & 2)		0	0	110	0	0	0	0	0	0	0	2067	59
No Build Horizon Year 2038 (13 Years)		0	0	119	0	0	0	0	0	0	0	2283	64
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year		0	0	119	0	0	0	0	0	0	0	2283	64
*Increased at a rate of 1% per year.													

TABLE G

Camino de Jacobo & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Site Entrance			Camino de Jacobo			Camino de Jacobo					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.86	0	0	0	0	0	0	0	15	0	0	13	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	15	0	0	13	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering										50%	15%		
Vehicles Entering	33									17	5		
Percentage Vehicles Exiting					30%		10%						
Vehicles Exiting	54				16		5						
Re-Directed traffic												5	
Developed (Buildings 1 & 2)		0	0	0	16	0	5	0	15	17	5	19	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	17	0	0	15	0
Developed Horizon Year													
Site generated traffic		0	0	0	16	0	5	0	0	17	5	0	0
Re-Directed traffic												6	
Developed Horizon Year *Increased at a rate of 1% per year.		0	0	0	16	0	5	0	17	17	5	20	0

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Site Entrance			Camino de Jacobo			Camino de Jacobo					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.89	0	0	0	0	0	0	0	25	0	0	24	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	26	0	0	25	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering										50%	15%		
Vehicles Entering	52									26	8		
Percentage Vehicles Exiting					30%		10%						
Vehicles Exiting	43				13		4						
Re-Directed traffic												5	
Developed (Buildings 1 & 2)		0	0	0	13	0	4	0	26	26	8	30	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	28	0	0	27	0
Developed Horizon Year													
Site generated traffic		0	0	0	13	0	4	0	0	26	8	0	0
Re-Directed traffic												6	
Developed Horizon Year *Increased at a rate of 1% per year.		0	0	0	13	0	4	0	28	26	8	33	0

TABLE H

Camino de Jacobo & San Ignacio Road

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			Camino de Jacobo			Camino de Jacobo					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
		PHF											
Existing 2025	0.86	0	0	0	0	0	0	0	15	0	0	13	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	15	0	0	13	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering											5%	15%	
Vehicles Entering	33										2	5	
Percentage Vehicles Exiting							20%	10%					
Vehicles Exiting	54						11	5					
Re-Directed traffic					5		5				73		
Developed (Buildings 1 & 2)		0	0	0	5	0	16	0	21	0	74	18	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	17	0	0	15	0
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	11	0	5	0	2	5	0
Re-Directed traffic					6		6				80		
Developed Horizon Year		0	0	0	6	0	16	0	22	0	82	20	0
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			Camino de Jacobo			Camino de Jacobo					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
		PHF											
Existing 2025	0.89	0	0	0	0	0	0	0	25	0	0	24	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	26	0	0	25	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering											5%	15%	
Vehicles Entering	52										3	8	
Percentage Vehicles Exiting							20%	10%					
Vehicles Exiting	43						9	4					
Re-Directed traffic					5		5				54		
Developed (Buildings 1 & 2)		0	0	0	5	0	14	0	30	0	56	33	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	28	0	0	27	0
Developed Horizon Year													
Site generated traffic		0	0	0	0	0	9	0	4	0	3	8	0
Re-Directed traffic					6		6				59		
Developed Horizon Year		0	0	0	6	0	14	0	33	0	62	35	0
*Increased at a rate of 1% per year.													

TABLE I

San Ignacio Road & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Site Entrance			Left	Thru	Right
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
		PHF	0	0	0	0	0	0	0	0			
Existing 2025	0.84												
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering				5%	20%								
Vehicles Entering	33			2	7								
Percentage Vehicles Exiting								20%		30%			
Vehicles Exiting	54							11		16			
Re-Directed traffic			73			10							
Developed (Buildings 1 & 2)		0	73	2	7	10	0	11	0	16	0	0	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		0	0	2	7	0	0	11	0	16	0	0	0
Re-Directed traffic			80			11							
Developed Horizon Year		0	80	2	7	11	0	11	0	16	0	0	0
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Site Entrance			Left	Thru	Right
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
		PHF	0	0	0	0	0	0	0	0			
Existing 2025	0.75												
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering				5%	20%								
Vehicles Entering	52			3	10								
Percentage Vehicles Exiting								20%		30%			
Vehicles Exiting	43							9		13			
Re-Directed traffic			54			11							
Developed (Buildings 1 & 2)		0	54	3	10	11	0	9	0	13	0	0	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		0	0	3	10	0	0	9	0	13	0	0	0
Re-Directed traffic			59			12							
Developed Horizon Year		0	59	3	10	12	0	9	0	13	0	0	0
*Increased at a rate of 1% per year.													

TABLE J

San Ignacio Road & Camino San Alberto

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto			Left	Thru	Right
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing 2025	PHF 0.84	0	0	0	0	0	0	0	0	0	0	0	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering					10%	20%							
Vehicles Entering	33				3	7							
Percentage Vehicles Exiting			30%							10%			
Vehicles Exiting	54		16							5			
Re-Directed traffic			73			10							
Developed (Buildings 1 & 2)		0	89	0	3	17	0	0	0	5	0	0	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		0	16	0	3	7	0	0	0	5	0	0	0
Re-Directed traffic			80			11							
Developed Horizon Year		0	97	0	3	18	0	0	0	5	0	0	0
*Increased at a rate of 1% per year.													

PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto			Left	Thru	Right
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing 2025	PHF 0.75	0	0	0	0	0	0	0	0	0	0	0	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering					10%	20%							
Vehicles Entering	52				5	10							
Percentage Vehicles Exiting			30%							10%			
Vehicles Exiting	43		13							4			
Re-Directed traffic			54			11							
Developed (Buildings 1 & 2)		0	67	0	5	21	0	0	0	4	0	0	0
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		0	13	0	5	10	0	0	0	4	0	0	0
Re-Directed traffic			59			12							
Developed Horizon Year		0	72	0	5	22	0	0	0	4	0	0	0
*Increased at a rate of 1% per year.													

TABLE K

Camino San Alberto & Site Entrance

AM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Site Entrance						Camino San Alberto					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.84	0	0	0	0	0	0	0	0	0	0	0	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													10%
Vehicles Entering	33												3
Percentage Vehicles Exiting		10%											
Vehicles Exiting	54	5											
Developed (Buildings 1 & 2)		5	0	0	0	0	0	0	0	0	0	0	3
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		5	0	0	0	0	0	0	0	0	0	0	3
Developed Horizon Year *Increased at a rate of 1% per year.		5	0	0	0	0	0	0	0	0	0	0	3

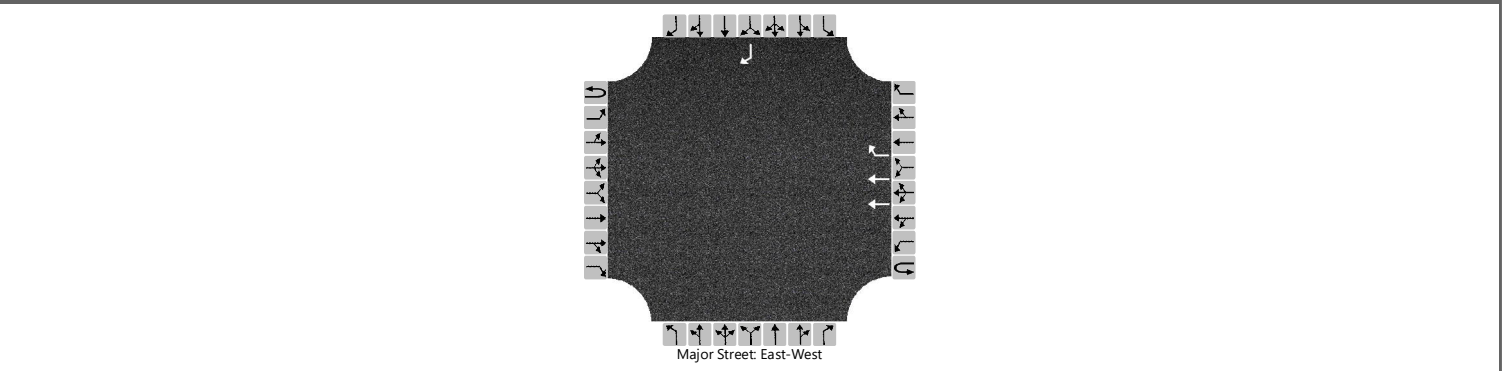
PM Peak Hour

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		San Ignacio Road			San Ignacio Road			Camino San Alberto					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing 2025	PHF 0.75	0	0	0	0	0	0	0	0	0	0	0	0
Other Known Developments													
No Build Year 2028 (3 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed (Buildings 1 & 2)													
Percentage Vehicles Entering													10%
Vehicles Entering	52												5
Percentage Vehicles Exiting		10%											
Vehicles Exiting	43	4											
Developed (Buildings 1 & 2)		4	0	0	0	0	0	0	0	0	0	0	5
No Build Horizon Year 2038 (13 Years)		0	0	0	0	0	0	0	0	0	0	0	0
Developed Horizon Year													
Site generated traffic		4	0	0	0	0	0	0	0	0	0	0	5
Developed Horizon Year *Increased at a rate of 1% per year.		4	0	0	0	0	0	0	0	0	0	0	5

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2028			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement	1U	1	2	3	4U	4	5	6			7	8	9			10	11	12
Priority																		
Number of Lanes	0	0	0	0	0	0	2	1			0	0	0			0	0	1
Configuration							T	R										R
Volume (veh/h)							887	15										13
Percent Heavy Vehicles (%)																		1
Proportion Time Blocked																		
Percent Grade (%)																	1	
Right Turn Channelized							No										No	
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)																		6.9
Critical Headway (sec)																		7.02
Base Follow-Up Headway (sec)																		3.3
Follow-Up Headway (sec)																		3.31

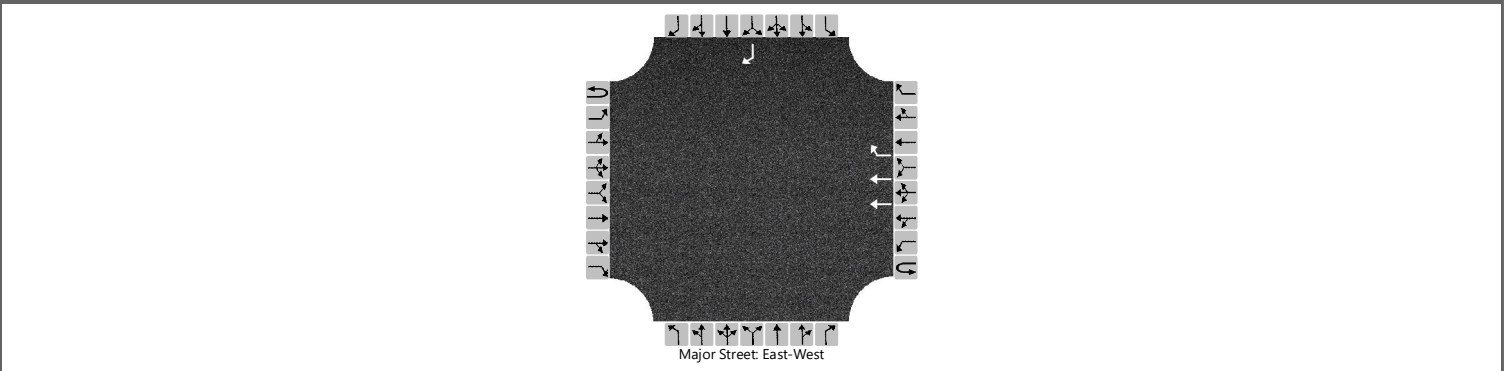
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																		14
Capacity, c (veh/h)																		538
v/c Ratio																		0.03
95% Queue Length, Q ₉₅ (veh)																		0.1
95% Queue Length, Q ₉₅ (ft)																		2.5
Control Delay (s/veh)																		11.9
Level of Service (LOS)																		B
Approach Delay (s/veh)	11.9																	
Approach LOS	B																	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2028			North/South Street	CAMINO DE JACOBO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement	1U	1	2	3	4U	4	5	6			7	8	9			10	11	12
Priority																		
Number of Lanes	0	0	0	0	0	0	2	1			0	0	0			0	0	1
Configuration							T	R										R
Volume (veh/h)							1877	26										25
Percent Heavy Vehicles (%)																		1
Proportion Time Blocked																		
Percent Grade (%)																	1	
Right Turn Channelized							No										No	
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)																		6.9
Critical Headway (sec)																		7.02
Base Follow-Up Headway (sec)																		3.3
Follow-Up Headway (sec)																		3.31

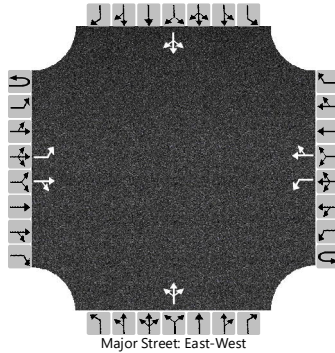
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																		27
Capacity, c (veh/h)																		233
v/c Ratio																		0.12
95% Queue Length, Q ₉₅ (veh)																		0.4
95% Queue Length, Q ₉₅ (ft)																		10.1
Control Delay (s/veh)																		22.4
Level of Service (LOS)																		C
Approach Delay (s/veh)	22.4																	
Approach LOS	C																	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2028			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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	538	6		15	631	23		8	0	12		10	1	13	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

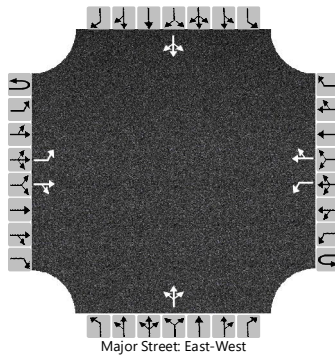
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				16					21					25	
Capacity, c (veh/h)		910				1005					217					199	
v/c Ratio		0.02				0.02					0.10					0.13	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.3					0.4	
95% Queue Length, Q ₉₅ (ft)		2.5				0.0					7.6					10.1	
Control Delay (s/veh)		9.0				8.6					23.3					25.7	
Level of Service (LOS)		A				A					C					D	
Approach Delay (s/veh)		0.3				0.2				23.3				25.7			
Approach LOS		A				A				C				D			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2028			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	AM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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)		9	727	8		4	272	6		22	0	8		3	0	11	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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)		10				4					32					15	
Capacity, c (veh/h)		1268				834					199					429	
v/c Ratio		0.01				0.01					0.16					0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.6					0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					15.1					2.5	
Control Delay (s/veh)		7.9				9.3					26.5					13.7	
Level of Service (LOS)		A				A					D					B	
Approach Delay (s/veh)		0.1				0.1				26.5				13.7			
Approach LOS		A				A				D				B			

HCS Two-Way Stop-Control Report

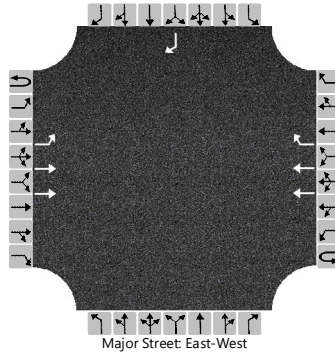
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	109	1675				752	148								154
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.12														7.02
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.21														3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114														160
Capacity, c (veh/h)		733														603
v/c Ratio		0.15														0.27
95% Queue Length, Q ₉₅ (veh)		0.5														1.1
95% Queue Length, Q ₉₅ (ft)		12.6														27.7
Control Delay (s/veh)		10.8														13.1
Level of Service (LOS)		B														B
Approach Delay (s/veh)		0.7													13.1	
Approach LOS		A													B	

HCS Two-Way Stop-Control Report

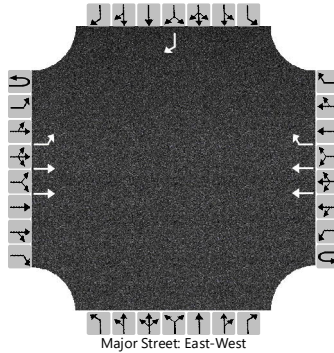
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / LOPEZ LANE
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	LOPEZ LANE
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	86	1223				1635	257								222
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

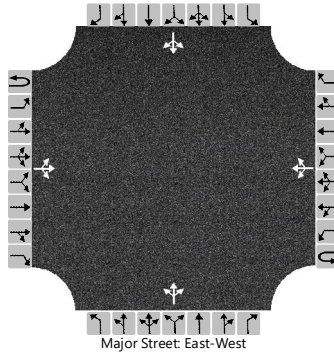
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100														227	
Capacity, c (veh/h)		150														306	
v/c Ratio		0.67														0.74	
95% Queue Length, Q ₉₅ (veh)		3.8														5.5	
95% Queue Length, Q ₉₅ (ft)		95.8														138.6	
Control Delay (s/veh)		67.4														43.9	
Level of Service (LOS)		F														E	
Approach Delay (s/veh)		5.0												43.9			
Approach LOS		A												E			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/17/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	AM PEAK			Peak Hour Factor	0.84		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	60	4		9	75	20		1	3	7		33	8	21	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

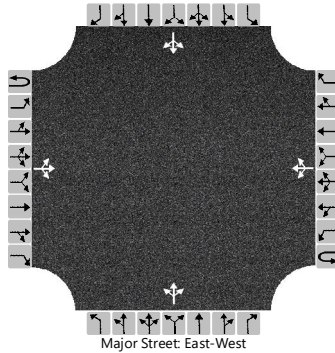
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				11					13					74
Capacity, c (veh/h)		1480				1526					841					777
v/c Ratio		0.00				0.01					0.02					0.09
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0					0.3
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					0.0					7.6
Control Delay (s/veh)		7.4	0.0	0.0		7.4	0.1	0.1			9.3					10.1
Level of Service (LOS)		A	A	A		A	A	A			A					B
Approach Delay (s/veh)		0.4				0.7				9.3				10.1		
Approach LOS		A				A				A				B		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/17/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	51	9		34	96	18		0	13	22		20	9	22	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
Right Turn Channelized																	
Median Type Storage	Undivided																

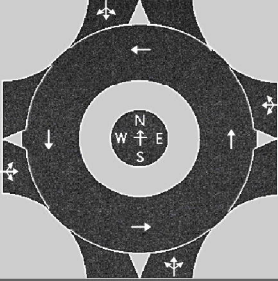
Critical and Follow-up Headways

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				7.31	6.71	6.31		7.31	6.71	6.31
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)		3				38					39					57
Capacity, c (veh/h)		1459				1532					800					714
v/c Ratio		0.00				0.02					0.05					0.08
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2					0.3
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.0					7.6
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.2	0.2			9.7					10.5
Level of Service (LOS)		A	A	A		A	A	A			A					B
Approach Delay (s/veh)		0.4				1.9				9.7				10.5		
Approach LOS		A				A				A				B		

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2028				Analysis Time Period, hrs	0.25		
Time Analyzed	AM PEAK				Peak Hour Factor	0.91		
Project Description	NO BUILD				Jurisdiction	CITY OF SANTA FE		

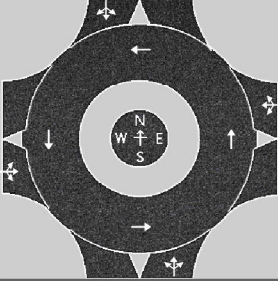
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	44	2	106	0	39	3	22	24	54	145	18	1	4	385	62
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	49	2	118	0	43	3	24	27	60	161	20	1	4	427	69
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		169			70			268			501	
Entry Volume, veh/h		167			69			265			496	
Circulating Flow (v _c), pc/h	502			298			56			133		
Exiting Flow (v _{ex}), pc/h	26			132			235			615		
Capacity (C _{PCE}), pc/h		827			1018			1303			1205	
Capacity (c), veh/h		819			1008			1290			1193	
v/c Ratio (x)		0.20			0.07			0.21			0.42	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			4.2			4.5			7.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.8			0.2			0.8			2.1	
95% Queue Length, Q ₉₅ (ft)		20.2			5.0			20.2			52.9	
Approach Delay, s/veh LOS	6.5		A	4.2		A	4.5		A	7.2		A
Intersection Delay, s/veh LOS	6.2						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2028				Analysis Time Period, hrs	0.25		
Time Analyzed	PM PEAK				Peak Hour Factor	0.91		
Project Description	NO BUILD				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	60	2	70	0	20	3	19	29	106	353	23	2	11	355	58
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	67	2	78	0	22	3	21	32	118	392	26	2	12	394	64
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		147			46			568			472	
Entry Volume, veh/h		146			46			562			467	
Circulating Flow (v _c), pc/h	462			611			83			175		
Exiting Flow (v _{ex}), pc/h	40			185			482			526		
Capacity (C _{PCE}), pc/h		861			740			1268			1154	
Capacity (c), veh/h		853			733			1255			1143	
v/c Ratio (x)		0.17			0.06			0.45			0.41	

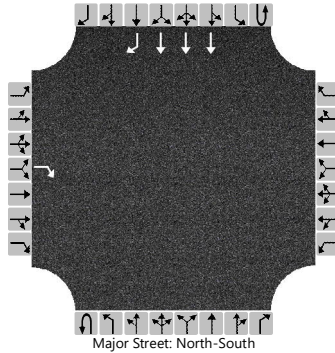
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.9			5.5			7.4			7.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.6			0.2			2.4			2.0	
95% Queue Length, Q ₉₅ (ft)		15.1			5.0			60.5			50.4	
Approach Delay, s/veh LOS	5.9		A	5.5		A	7.4		A	7.4		A
Intersection Delay, s/veh LOS	7.1						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	PRIVATE ROAD		
Analysis Year	2028			North/South Street	CERRILLOS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.74		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				102											1296	51
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

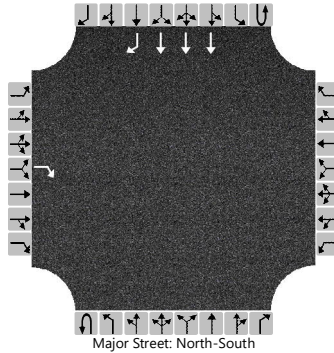
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				138												
Capacity, c (veh/h)				245												
v/c Ratio				0.56												
95% Queue Length, Q ₉₅ (veh)				3.1												
95% Queue Length, Q ₉₅ (ft)				78.1												
Control Delay (s/veh)				37.2												
Level of Service (LOS)				E												
Approach Delay (s/veh)	37.2															
Approach LOS	E															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	PRIVATE ROAD		
Analysis Year	2028			North/South Street	CERRILLOS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				110											2067	59
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

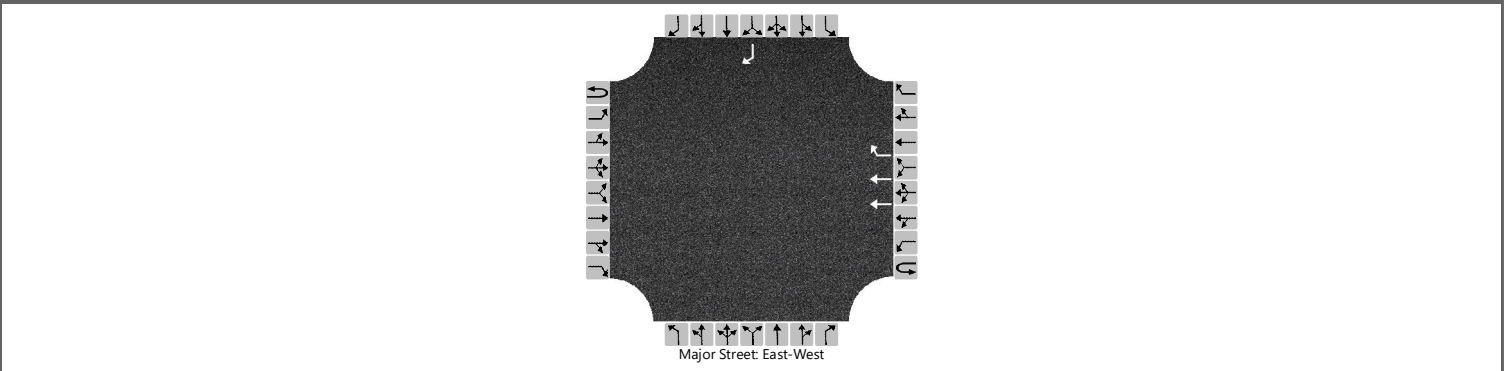
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				116												
Capacity, c (veh/h)				176												
v/c Ratio				0.66												
95% Queue Length, Q ₉₅ (veh)				3.8												
95% Queue Length, Q ₉₅ (ft)				95.8												
Control Delay (s/veh)				58.1												
Level of Service (LOS)				F												
Approach Delay (s/veh)	58.1															
Approach LOS	F															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	AIRPORT ROAD / CAM DE JACOBO				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	02/18/2026	East/West Street	AIRPORT ROAD				
Analysis Year	2028	North/South Street	CAMINO DE JACOBO				
Time Analyzed	AM PEAK	Peak Hour Factor	0.95				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							887	39								39
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	41
Capacity, c (veh/h)																	538
v/c Ratio																	0.08
95% Queue Length, Q ₉₅ (veh)																	0.2
95% Queue Length, Q ₉₅ (ft)																	5.0
Control Delay (s/veh)																	12.2
Level of Service (LOS)																	B
Approach Delay (s/veh)	12.2																
Approach LOS	B																

HCS Two-Way Stop-Control Report

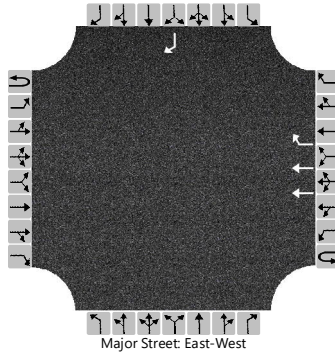
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							1877	58								47
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

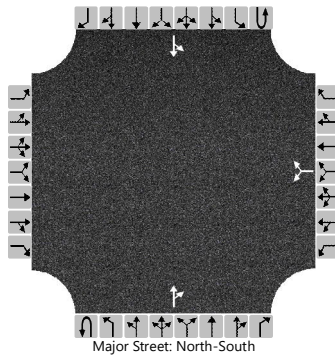
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	51
Capacity, c (veh/h)																	233
v/c Ratio																	0.22
95% Queue Length, Q ₉₅ (veh)																	0.8
95% Queue Length, Q ₉₅ (ft)																	20.2
Control Delay (s/veh)																	24.6
Level of Service (LOS)																	C
Approach Delay (s/veh)	24.6																
Approach LOS	C																

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CPC	Intersection	CAM DE JACOBO / SAN IGNACIO RD
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE
Date Performed	11/18/2025	East/West Street	SAN IGNACIO ROAD
Analysis Year	2028	North/South Street	CAMINO DE JACOBO
Time Analyzed	AM PEAK	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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)						5		19			22	0		75	21	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

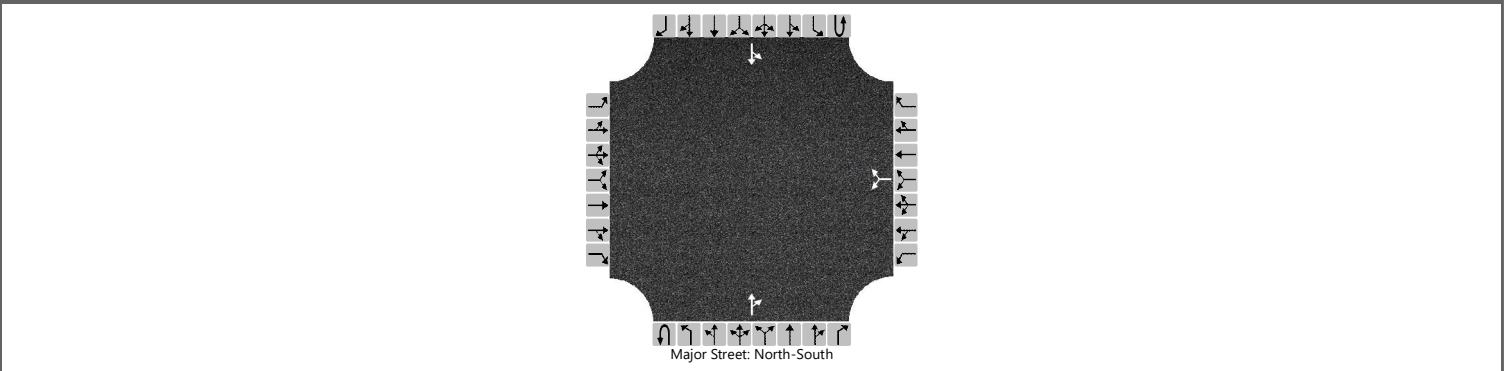
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28								87		
Capacity, c (veh/h)						958								1595		
v/c Ratio						0.03								0.05		
95% Queue Length, Q ₉₅ (veh)						0.1								0.2		
95% Queue Length, Q ₉₅ (ft)						2.5								5.0		
Control Delay (s/veh)						8.9								7.4	0.4	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						8.9								5.9		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CAM DE JACOBO / SAN IGNACIO RD				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SAN IGNACIO ROAD				
Analysis Year	2028	North/South Street	CAMINO DE JACOBO				
Time Analyzed	PM PEAK	Peak Hour Factor	0.89				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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)						5		17			31	0		57	34	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)						1										
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

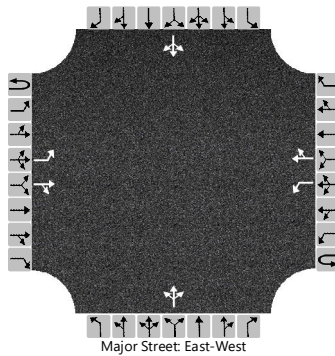
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25								64		
Capacity, c (veh/h)						955								1583		
v/c Ratio						0.03								0.04		
95% Queue Length, Q ₉₅ (veh)						0.1								0.1		
95% Queue Length, Q ₉₅ (ft)						2.5								2.5		
Control Delay (s/veh)						8.9								7.4	0.3	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						8.9								4.7		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2028			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	AM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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)		9	655	86		9	272	6		32	0	24		3	0	11	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

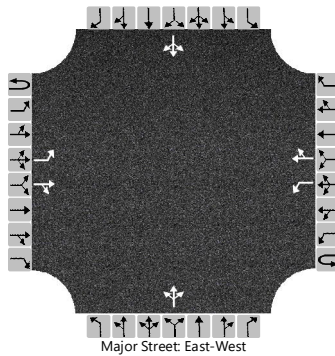
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				10					60					15	
Capacity, c (veh/h)		1268				830					232					424	
v/c Ratio		0.01				0.01					0.26					0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					1.0					0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					25.2					2.5	
Control Delay (s/veh)		7.9				9.4					25.9					13.8	
Level of Service (LOS)		A				A					D					B	
Approach Delay (s/veh)		0.1				0.3				25.9				13.8			
Approach LOS		A				A				D				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2028			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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	484	66		22	631	23		17	0	26		10	1	13	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

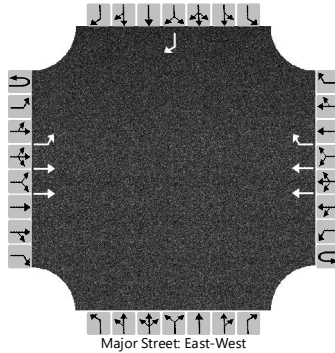
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				23					45				25		
Capacity, c (veh/h)		910				1000					222				194		
v/c Ratio		0.02				0.02					0.20				0.13		
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.7				0.4		
95% Queue Length, Q ₉₅ (ft)		2.5				2.5					17.6				10.1		
Control Delay (s/veh)		9.0				8.7					25.3				26.3		
Level of Service (LOS)		A				A					D				D		
Approach Delay (s/veh)		0.3				0.3				25.3				26.3			
Approach LOS		A				A				D				D			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2028			North/South Street	LOPEZ LANE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	2	0	0	0	2	1	0	0	0		0	0	1	
Configuration		L	T				T	R								R
Volume (veh/h)	0	109	1675				778	148								154
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1															6.9
Critical Headway (sec)		4.12															7.02
Base Follow-Up Headway (sec)		2.2															3.3
Follow-Up Headway (sec)		2.21															3.31

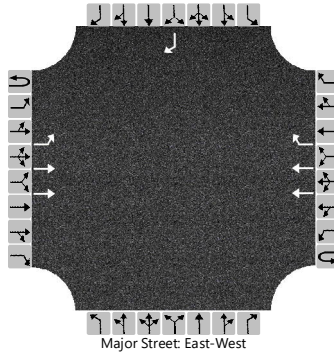
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		114															160
Capacity, c (veh/h)		716															591
v/c Ratio		0.16															0.27
95% Queue Length, Q ₉₅ (veh)		0.6															1.1
95% Queue Length, Q ₉₅ (ft)		15.1															27.7
Control Delay (s/veh)		11.0															13.3
Level of Service (LOS)		B															B
Approach Delay (s/veh)		0.7														13.3	
Approach LOS		A														B	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2028			North/South Street	LOPEZ LANE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	12	86	1223				1658	257								222
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1														6.9
Critical Headway (sec)	6.42	4.12														7.02
Base Follow-Up Headway (sec)	2.5	2.2														3.3
Follow-Up Headway (sec)	2.51	2.21														3.31

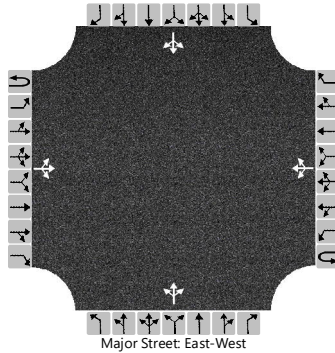
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100														227
Capacity, c (veh/h)		141														301
v/c Ratio		0.71														0.75
95% Queue Length, Q ₉₅ (veh)		4.1														5.7
95% Queue Length, Q ₉₅ (ft)		103.3														143.6
Control Delay (s/veh)		76.5														46.0
Level of Service (LOS)		F														E
Approach Delay (s/veh)	5.7												46.0			
Approach LOS	A												E			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	AM PEAK			Peak Hour Factor	0.84		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	88	77		9	90	20		1	3	7		33	8	21
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

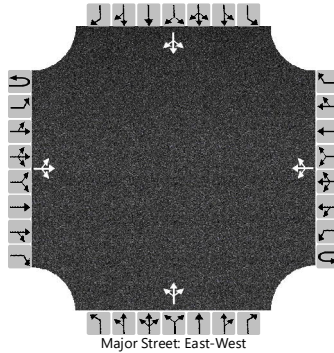
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				11				13				74		
Capacity, c (veh/h)		1458				1380				749				688		
v/c Ratio		0.00				0.01				0.02				0.11		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.1				0.4		
95% Queue Length, Q ₉₅ (ft)		0.0				0.0				2.5				10.1		
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.1	0.1		9.9				10.9		
Level of Service (LOS)		A	A	A		A	A	A		A				B		
Approach Delay (s/veh)	0.2				0.6				9.9				10.9			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	74	63		34	116	18		0	13	22		20	9	22	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
Right Turn Channelized																	
Median Type Storage	Undivided																

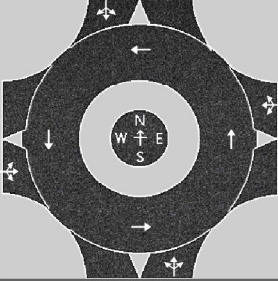
Critical and Follow-up Headways

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				7.31	6.71	6.31		7.31	6.71	6.31
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)		3				38					39					57	
Capacity, c (veh/h)		1432				1425					730					644	
v/c Ratio		0.00				0.03					0.05					0.09	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2					0.3	
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.0					7.6	
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.2	0.2			10.2					11.1	
Level of Service (LOS)		A	A	A		A	A	A			B					B	
Approach Delay (s/veh)		0.2				1.7				10.2					11.1		
Approach LOS		A				A				B					B		

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2028				Analysis Time Period, hrs	0.25		
Time Analyzed	AM PEAK				Peak Hour Factor	0.91		
Project Description	BUILD				Jurisdiction	CITY OF SANTA FE		

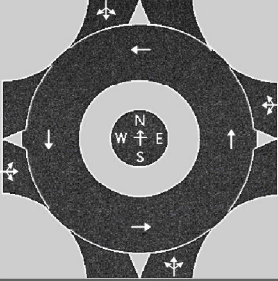
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	66	3	151	0	39	3	22	24	64	145	18	1	4	385	66
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	73	3	168	0	43	3	24	27	71	161	20	1	4	427	73
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		244			70			279			505	
Entry Volume, veh/h		242			69			276			500	
Circulating Flow (v _c), pc/h	502			333			81			144		
Exiting Flow (v _{ex}), pc/h	27			147			259			665		
Capacity (C _{PCE}), pc/h		827			983			1271			1191	
Capacity (c), veh/h		819			973			1258			1180	
v/c Ratio (x)		0.30			0.07			0.22			0.42	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.7			4.3			4.8			7.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.2			0.2			0.8			2.2	
95% Queue Length, Q ₉₅ (ft)		30.2			5.0			20.2			55.4	
Approach Delay, s/veh LOS	7.7		A	4.3		A	4.8		A	7.4		A
Intersection Delay, s/veh LOS	6.6						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2028				Analysis Time Period, hrs	0.25		
Time Analyzed	PM PEAK				Peak Hour Factor	0.91		
Project Description	BUILD				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	91	3	95	0	20	3	19	29	119	353	23	2	11	355	65
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	101	3	105	0	22	3	21	32	132	392	26	2	12	394	72
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		209			46			582			480	
Entry Volume, veh/h		207			46			576			475	
Circulating Flow (v _c), pc/h	462			659			118			189		
Exiting Flow (v _{ex}), pc/h	41			207			516			553		
Capacity (C _{PCE}), pc/h		861			705			1224			1138	
Capacity (c), veh/h		853			698			1211			1127	
v/c Ratio (x)		0.24			0.07			0.48			0.42	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.8			5.8			8.0			7.6	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.9			0.2			2.6			2.1	
95% Queue Length, Q ₉₅ (ft)		22.7			5.0			65.5			52.9	
Approach Delay, s/veh LOS	6.8		A	5.8		A	8.0		A	7.6		A
Intersection Delay, s/veh LOS	7.6						A					

HCS Two-Way Stop-Control Report

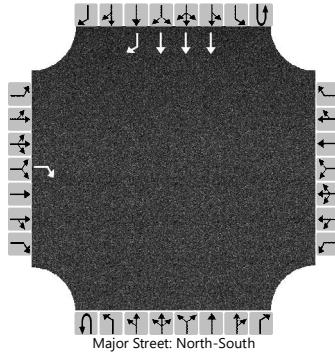
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	02/18/2026
Analysis Year	2028
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	BUILD

Site Information

Intersection	CERRILLOS ROAD / PRIVATE ROAD
Jurisdiction	CITY OF SANTA FE
East/West Street	PRIVATE ROAD
North/South Street	CERRILLOS ROAD
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				102											1296	51
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No												No		
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

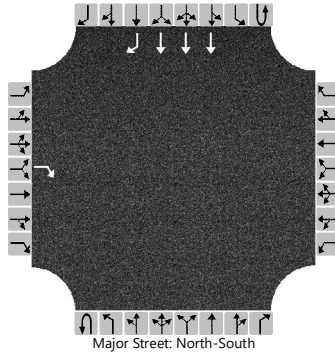
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				138												
Capacity, c (veh/h)				245												
v/c Ratio				0.56												
95% Queue Length, Q ₉₅ (veh)				3.1												
95% Queue Length, Q ₉₅ (ft)				78.1												
Control Delay (s/veh)				37.2												
Level of Service (LOS)				E												
Approach Delay (s/veh)		37.2														
Approach LOS		E														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CERRILLOS ROAD / PRIVATE ROAD				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	02/18/2026	East/West Street	PRIVATE ROAD				
Analysis Year	2028	North/South Street	CERRILLOS ROAD				
Time Analyzed	PM PEAK	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				110											2067	59
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

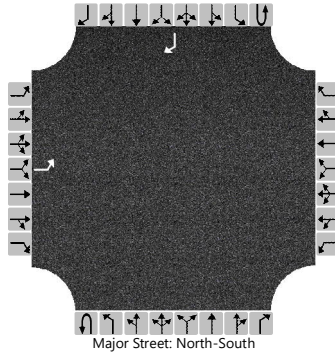
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				116												
Capacity, c (veh/h)				176												
v/c Ratio				0.66												
95% Queue Length, Q ₉₅ (veh)				3.8												
95% Queue Length, Q ₉₅ (ft)				95.8												
Control Delay (s/veh)				58.1												
Level of Service (LOS)				F												
Approach Delay (s/veh)	58.1															
Approach LOS	F															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM SAN ALBERTO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2028			North/South Street	CAMINO SAN ALBERTO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	0		0	0	0		0	0	0		0	0	1	
Configuration		L														R	
Volume (veh/h)		7														5	
Percent Heavy Vehicles (%)		1															
Proportion Time Blocked																	
Percent Grade (%)		1															
Right Turn Channelized														No			
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

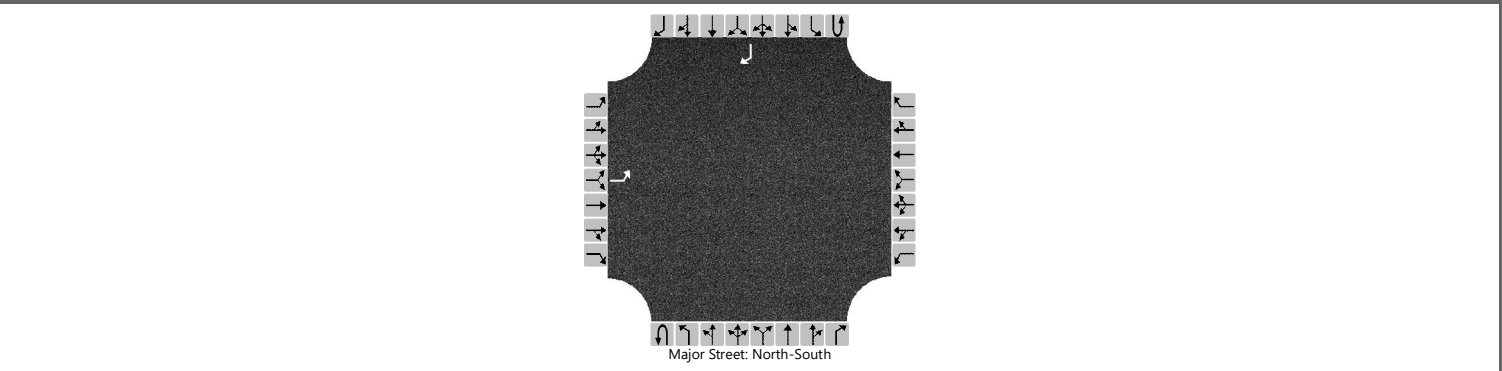
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8															
Capacity, c (veh/h)		945															
v/c Ratio		0.01															
95% Queue Length, Q ₉₅ (veh)		0.0															
95% Queue Length, Q ₉₅ (ft)		0.0															
Control Delay (s/veh)		8.8															
Level of Service (LOS)		A															
Approach Delay (s/veh)		8.8															
Approach LOS		A															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CAM SAN ALBERTO / SITE ENTRANCE				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SITE ENTRANCE				
Analysis Year	2028	North/South Street	CAMINO SAN ALBERTO				
Time Analyzed	PM PEAK	Peak Hour Factor	0.89				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		6														7
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized												No				
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4														
Critical Headway (sec)	5.92														
Base Follow-Up Headway (sec)	3.8														
Follow-Up Headway (sec)	3.81														

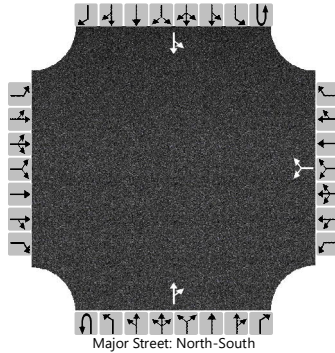
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	7														
Capacity, c (veh/h)	945														
v/c Ratio	0.01														
95% Queue Length, Q ₉₅ (veh)	0.0														
95% Queue Length, Q ₉₅ (ft)	0.0														
Control Delay (s/veh)	8.8														
Level of Service (LOS)	A														
Approach Delay (s/veh)	8.8														
Approach LOS	A														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CAM DE JACOBO / SITE ENTRANCE				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SITE ENTRANCE				
Analysis Year	2028	North/South Street	CAMINO DE JACOBO				
Time Analyzed	AM PEAK	Peak Hour Factor	0.86				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
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)						20		7			15	24		7	19		
Percent Heavy Vehicles (%)						1		1						1			
Proportion Time Blocked																	
Percent Grade (%)						1											
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

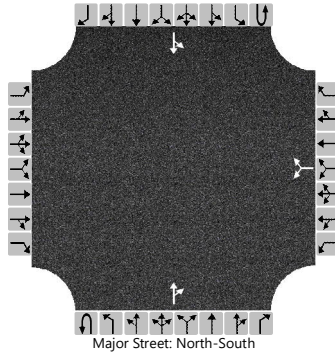
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31								8		
Capacity, c (veh/h)						956								1569		
v/c Ratio						0.03								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						8.9								7.3	0.0	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						8.9									2.0	
Approach LOS						A									A	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM DE JACOBO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2028			North/South Street	CAMINO DE JACOBO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
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)						17		6			26	33		10	30		
Percent Heavy Vehicles (%)						1		1						1			
Proportion Time Blocked																	
Percent Grade (%)						1											
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

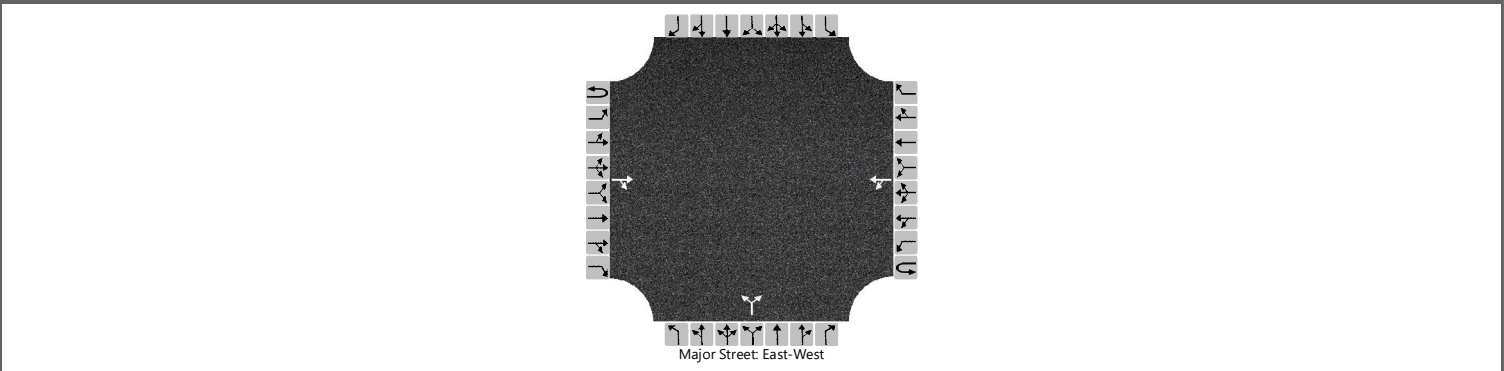
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								11		
Capacity, c (veh/h)						917								1542		
v/c Ratio						0.03								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						9.0								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.0									1.9	
Approach LOS						A									A	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	SITE ENTRANCE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			73	2		10	10			14		20				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.11					6.61		6.31			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.21					3.51		3.31			

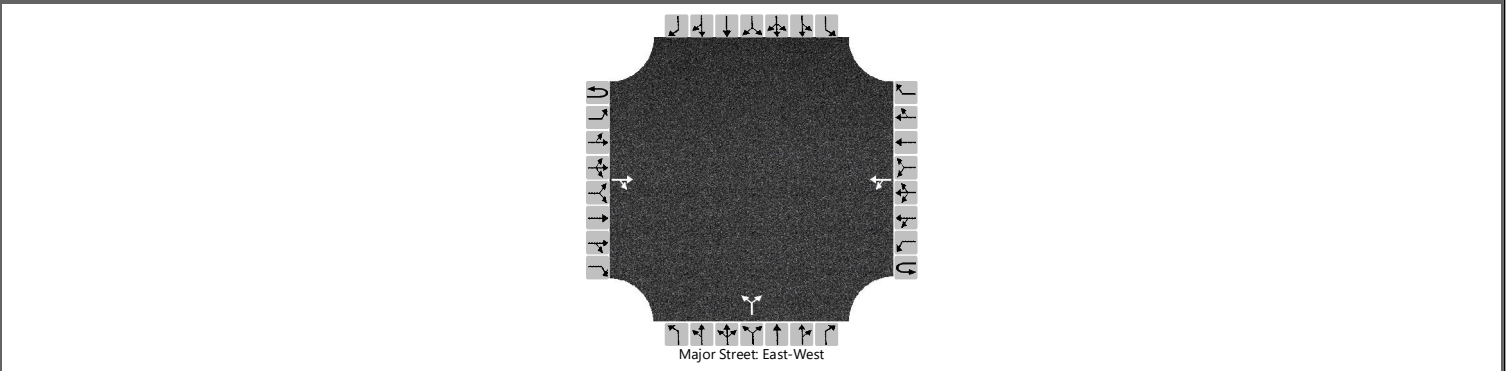
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12						40				
Capacity, c (veh/h)						1515						925				
v/c Ratio						0.01						0.04				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
95% Queue Length, Q ₉₅ (ft)						0.0						2.5				
Control Delay (s/veh)						7.4	0.1					9.1				
Level of Service (LOS)						A	A					A				
Approach Delay (s/veh)						3.7				9.1						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	SITE ENTRANCE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			54	3		13	11			11		17				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.11					6.61		6.31			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.21					3.51		3.31			

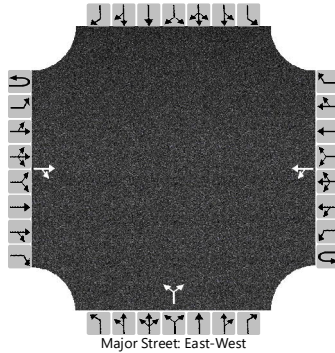
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15						31				
Capacity, c (veh/h)						1545						952				
v/c Ratio						0.01						0.03				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
95% Queue Length, Q ₉₅ (ft)						0.0						2.5				
Control Delay (s/veh)						7.4	0.1					8.9				
Level of Service (LOS)						A	A					A				
Approach Delay (s/veh)					4.0				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	SAN IGNACIO RD / CAM SAN ALBERTO				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SAN IGNACIO ROAD				
Analysis Year	2028	North/South Street	CAMINO SAN ALBERTO				
Time Analyzed	AM PEAK	Peak Hour Factor	0.86				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			93	0		5	20			0		7				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

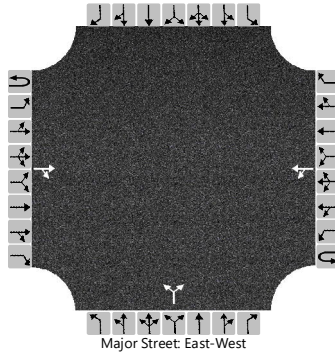
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					8					
Capacity, c (veh/h)						1489					946					
v/c Ratio						0.00					0.01					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
95% Queue Length, Q ₉₅ (ft)						0.0					0.0					
Control Delay (s/veh)						7.4	0.0				8.8					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.5				8.8							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / CAM SAN ALBERTO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2028			North/South Street	CAMINO SAN ALBERTO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0	
Configuration				TR		LT					LR						
Volume (veh/h)			71	0		7	24			0		6					
Percent Heavy Vehicles (%)						1				1		1					
Proportion Time Blocked																	
Percent Grade (%)										1							
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.11					6.61		6.31			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.21					3.51		3.31			

Delay, Queue Length, and Level of Service

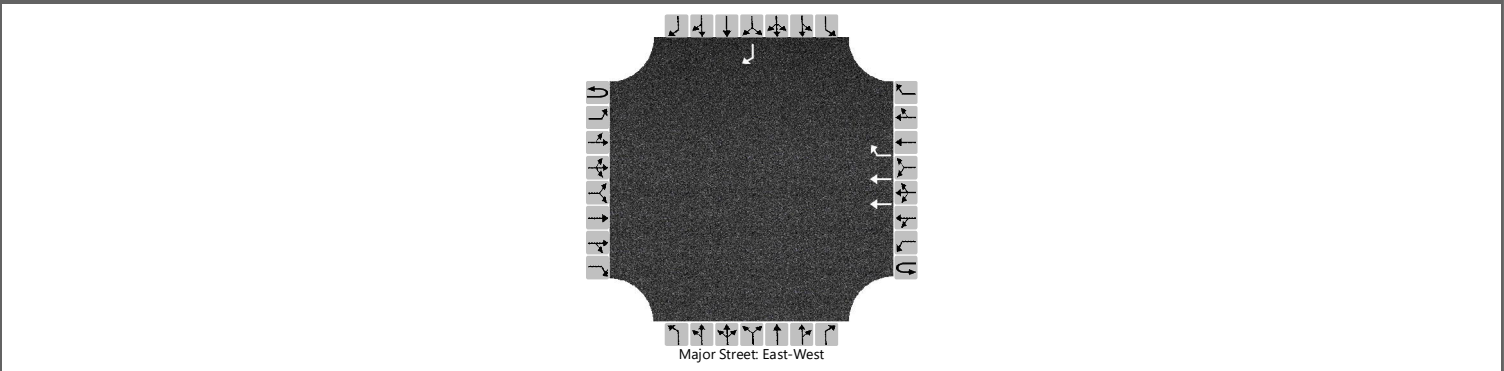
Flow Rate, v (veh/h)						8						7				
Capacity, c (veh/h)						1525						981				
v/c Ratio						0.01						0.01				
95% Queue Length, Q ₉₅ (veh)						0.0						0.0				
95% Queue Length, Q ₉₅ (ft)						0.0						0.0				
Control Delay (s/veh)						7.4	0.0					8.7				
Level of Service (LOS)						A	A					A				
Approach Delay (s/veh)					1.7				8.7							
Approach LOS					A				A							

APPENDIX F
HORIZON YEAR – 2038 CALCULATIONS

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement	1U	1	2	3	4U	4	5	6			7	8	9			10	11	12
Priority																		
Number of Lanes	0	0	0	0	0	0	2	1			0	0	0			0	0	1
Configuration							T	R										R
Volume (veh/h)							980	17										15
Percent Heavy Vehicles (%)																		1
Proportion Time Blocked																		
Percent Grade (%)																	1	
Right Turn Channelized							No										No	
Median Type Storage	Undivided																	

Critical and Follow-up Headways

Base Critical Headway (sec)																		6.9
Critical Headway (sec)																		7.02
Base Follow-Up Headway (sec)																		3.3
Follow-Up Headway (sec)																		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																		16
Capacity, c (veh/h)																		500
v/c Ratio																		0.03
95% Queue Length, Q ₉₅ (veh)																		0.1
95% Queue Length, Q ₉₅ (ft)																		2.5
Control Delay (s/veh)																		12.4
Level of Service (LOS)																		B
Approach Delay (s/veh)	12.4																	
Approach LOS	B																	

HCS Two-Way Stop-Control Report

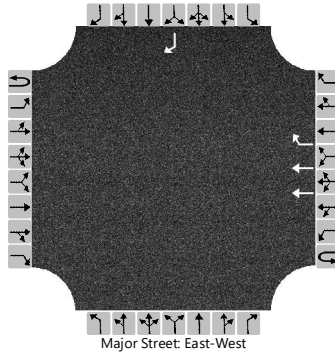
General Information

Analyst	CPC
Agency/Co.	SANTA FE ENGINEERING
Date Performed	11/18/2025
Analysis Year	2038
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	NO BUILD

Site Information

Intersection	AIRPORT ROAD / CAM DE JACOBO
Jurisdiction	CITY OF SANTA FE
East/West Street	AIRPORT ROAD
North/South Street	CAMINO DE JACOBO
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							2074	28								27
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

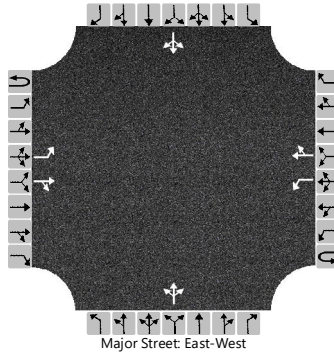
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	29
Capacity, c (veh/h)																	198
v/c Ratio																	0.15
95% Queue Length, Q ₉₅ (veh)																	0.5
95% Queue Length, Q ₉₅ (ft)																	12.6
Control Delay (s/veh)																	26.3
Level of Service (LOS)																	D
Approach Delay (s/veh)	26.3																
Approach LOS	D																

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2038			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	AM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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	803	9		5	300	7		24	0	9		3	0	13	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

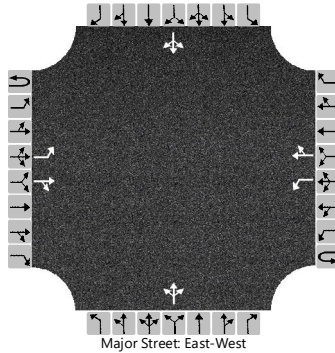
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				5					35					17	
Capacity, c (veh/h)		1235				777					166					400	
v/c Ratio		0.01				0.01					0.21					0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.8					0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					20.2					2.5	
Control Delay (s/veh)		7.9				9.7					32.5					14.4	
Level of Service (LOS)		A				A					D					B	
Approach Delay (s/veh)		0.1				0.2				32.5				14.4			
Approach LOS		A				A				D				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2038			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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)		18	594	7		17	697	25		9	0	14		11	1	15	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

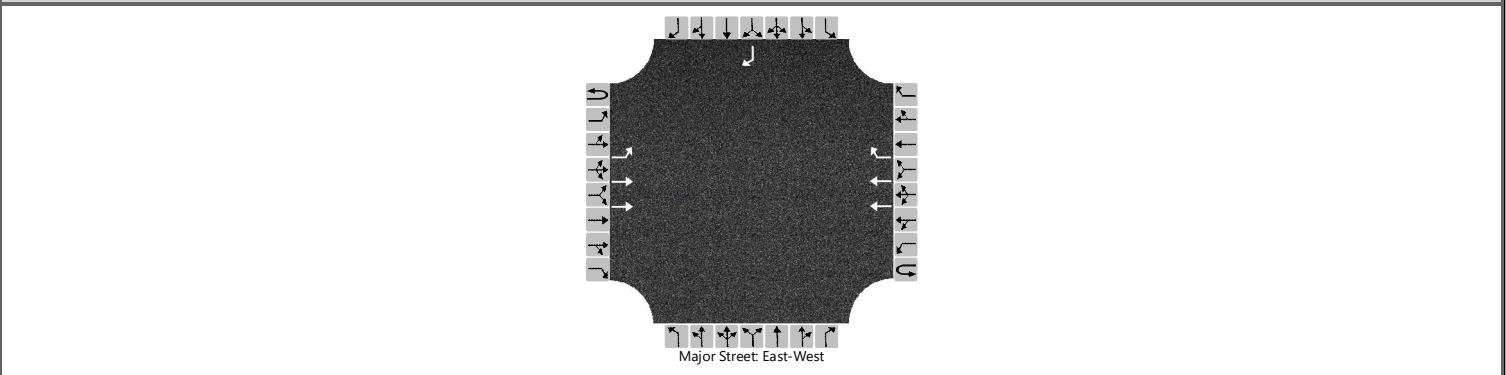
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				18					24					28	
Capacity, c (veh/h)		856				955					179					164	
v/c Ratio		0.02				0.02					0.14					0.17	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					0.5					0.6	
95% Queue Length, Q ₉₅ (ft)		2.5				2.5					12.6					15.1	
Control Delay (s/veh)		9.3				8.8					28.2					31.4	
Level of Service (LOS)		A				A					D					D	
Approach Delay (s/veh)		0.3				0.2				28.2				31.4			
Approach LOS		A				A				D				D			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	LOPEZ LANE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6								
Priority																
Number of Lanes	0	1	2	0	0	0	2	1					0	0	1	
Configuration		L	T				T	R								R
Volume (veh/h)	0	121	1851				831	164								170
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1															6.9
Critical Headway (sec)		4.12															7.02
Base Follow-Up Headway (sec)		2.2															3.3
Follow-Up Headway (sec)		2.21															3.31

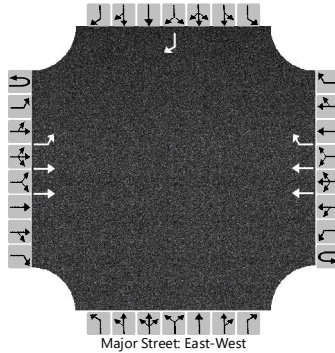
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126															177
Capacity, c (veh/h)		672															567
v/c Ratio		0.19															0.31
95% Queue Length, Q ₉₅ (veh)		0.7															1.3
95% Queue Length, Q ₉₅ (ft)		17.6															32.8
Control Delay (s/veh)		11.6															14.2
Level of Service (LOS)		B															B
Approach Delay (s/veh)	0.7												14.2				
Approach LOS	A												B				

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	LOPEZ LANE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6								
Priority																
Number of Lanes	0	1	2	0	0	0	2	1					0	0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	14	94	1351				1806	283								245
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1															6.9
Critical Headway (sec)	6.42	4.12															7.02
Base Follow-Up Headway (sec)	2.5	2.2															3.3
Follow-Up Headway (sec)	2.51	2.21															3.31

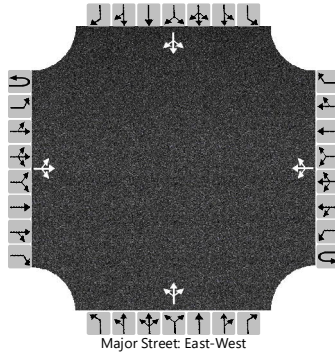
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110															250
Capacity, c (veh/h)		41															267
v/c Ratio		2.68															0.93
95% Queue Length, Q ₉₅ (veh)		12.1															8.7
95% Queue Length, Q ₉₅ (ft)		304.9															219.2
Control Delay (s/veh)		968.3															80.5
Level of Service (LOS)		F															F
Approach Delay (s/veh)		71.7														80.5	
Approach LOS		F														F	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/17/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	AM PEAK			Peak Hour Factor	0.84		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	61	5		10	80	22		1	3	8		36	9	23
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

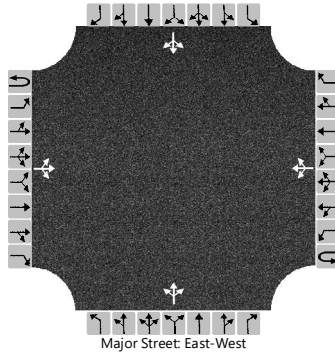
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					14					81
Capacity, c (veh/h)		1470				1523					843					764
v/c Ratio		0.00				0.01					0.02					0.11
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1					0.4
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					2.5					10.1
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.1	0.1			9.3					10.3
Level of Service (LOS)		A	A	A		A	A	A			A					B
Approach Delay (s/veh)		0.3				0.7				9.3				10.3		
Approach LOS		A				A				A				B		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/17/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	53	10		37	100	19		0	15	24		22	10	23	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
Right Turn Channelized																	
Median Type Storage	Undivided																

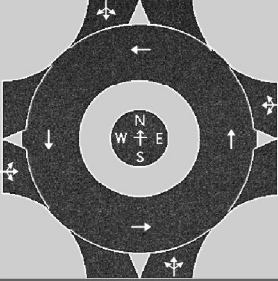
Critical and Follow-up Headways

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				7.31	6.71	6.31		7.31	6.71	6.31
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)		3				42					44					62
Capacity, c (veh/h)		1452				1528					783					693
v/c Ratio		0.00				0.03					0.06					0.09
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2					0.3
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.0					7.6
Control Delay (s/veh)		7.5	0.0	0.0		7.4	0.2	0.2			9.9					10.7
Level of Service (LOS)		A	A	A		A	A	A			A					B
Approach Delay (s/veh)		0.4				1.9				9.9				10.7		
Approach LOS		A				A				A				B		

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection		ZAFARANO / IGNACIO	
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name		SAN IGNACIO ROAD	
Date Performed	02/18/2026				N/S Street Name		ZAFARANO DRIVE	
Analysis Year	2038				Analysis Time Period, hrs		0.25	
Time Analyzed	AM PEAK				Peak Hour Factor		0.91	
Project Description	NO BUILD				Jurisdiction		CITY OF SANTA FE	

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	47	2	113	0	43	3	24	26	57	160	19	1	5	426	68
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	52	2	125	0	48	3	27	29	63	178	21	1	6	473	75
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		179			78			291			555	
Entry Volume, veh/h		177			77			288			550	
Circulating Flow (v _c), pc/h	557			323			61			143		
Exiting Flow (v _{ex}), pc/h	29			141			258			675		
Capacity (C _{PCE}), pc/h		782			993			1297			1193	
Capacity (c), veh/h		774			983			1284			1181	
v/c Ratio (x)		0.23			0.08			0.22			0.47	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.2			4.4			4.7			8.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.9			0.3			0.9			2.5	
95% Queue Length, Q ₉₅ (ft)		22.7			7.6			22.7			63.0	
Approach Delay, s/veh LOS	7.2		A	4.4		A	4.7		A	8.0		A
Intersection Delay, s/veh LOS	6.7						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2038				Analysis Time Period, hrs	0.25		
Time Analyzed	PM PEAK				Peak Hour Factor	0.91		
Project Description	NO BUILD				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	65	2	75	0	22	3	20	32	112	390	25	2	13	393	63
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	72	2	83	0	24	3	22	36	124	433	28	2	14	436	70
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		157			49			621			522	
Entry Volume, veh/h		155			49			615			517	
Circulating Flow (v _c), pc/h	512			667			90			187		
Exiting Flow (v _{ex}), pc/h	44			197			529			579		
Capacity (C _{PCE}), pc/h		819			699			1259			1140	
Capacity (c), veh/h		811			692			1246			1129	
v/c Ratio (x)		0.19			0.07			0.49			0.46	

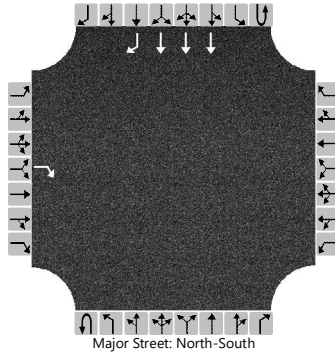
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			5.9			8.1			8.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		0.7			0.2			2.8			2.5	
95% Queue Length, Q ₉₅ (ft)		17.6			5.0			70.6			63.0	
Approach Delay, s/veh LOS	6.5	A		5.9	A		8.1	A		8.1	A	
Intersection Delay, s/veh LOS	7.9						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	PRIVATE ROAD		
Analysis Year	2038			North/South Street	CERRILLOS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.74		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				111											1432	56
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

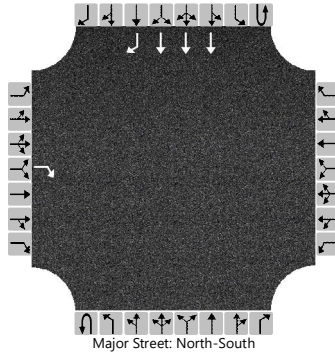
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				150												
Capacity, c (veh/h)				212												
v/c Ratio				0.71												
95% Queue Length, Q ₉₅ (veh)				4.6												
95% Queue Length, Q ₉₅ (ft)				115.9												
Control Delay (s/veh)				54.8												
Level of Service (LOS)				F												
Approach Delay (s/veh)	54.8															
Approach LOS	F															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CERRILLOS ROAD / PRIVATE ROAD				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	02/18/2026	East/West Street	PRIVATE ROAD				
Analysis Year	2038	North/South Street	CERRILLOS ROAD				
Time Analyzed	PM PEAK	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	NO BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				119											2283	64
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No												No		
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

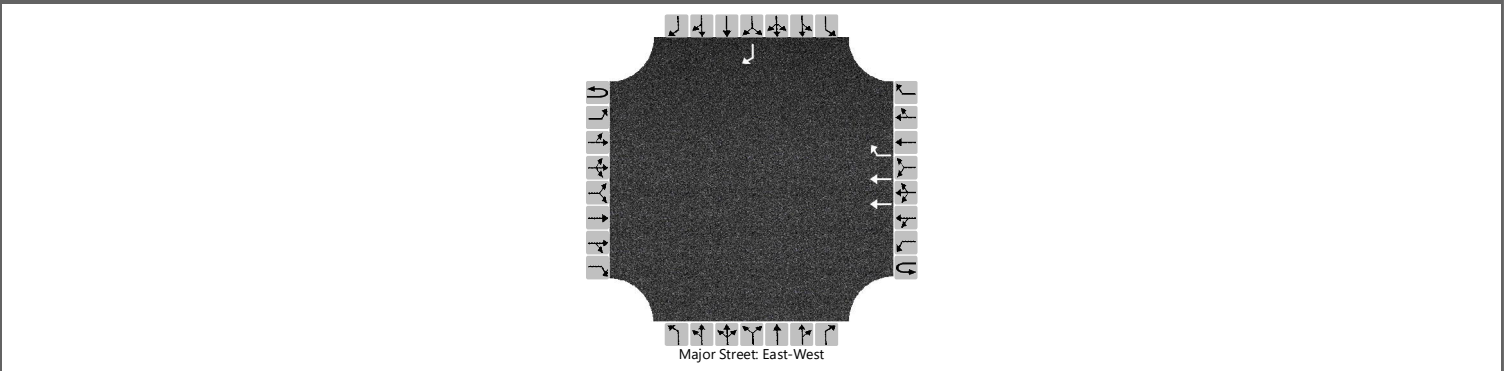
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				125												
Capacity, c (veh/h)				147												
v/c Ratio				0.85												
95% Queue Length, Q ₉₅ (veh)				5.6												
95% Queue Length, Q ₉₅ (ft)				141.1												
Control Delay (s/veh)				98.7												
Level of Service (LOS)				F												
Approach Delay (s/veh)		98.7														
Approach LOS		F														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6								
Priority																
Number of Lanes	0	0	0	0	0	0	2	1								
Configuration							T	R								R
Volume (veh/h)							980	41								41
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

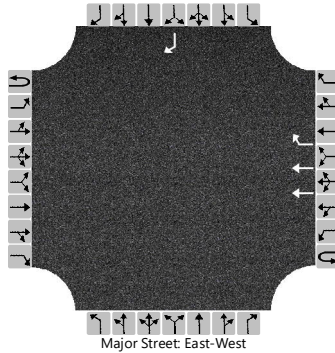
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	43
Capacity, c (veh/h)																	500
v/c Ratio																	0.09
95% Queue Length, Q ₉₅ (veh)																	0.3
95% Queue Length, Q ₉₅ (ft)																	7.6
Control Delay (s/veh)																	12.9
Level of Service (LOS)																	B
Approach Delay (s/veh)																	12.9
Approach LOS																	B

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / CAM DE JACOBO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	1		0	0	0		0	0	1
Configuration							T	R								R
Volume (veh/h)							2074	61								50
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	7.02
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.31

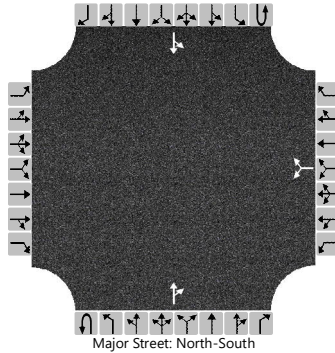
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	54
Capacity, c (veh/h)																	198
v/c Ratio																	0.27
95% Queue Length, Q ₉₅ (veh)																	1.1
95% Queue Length, Q ₉₅ (ft)																	27.7
Control Delay (s/veh)																	29.9
Level of Service (LOS)																	D
Approach Delay (s/veh)	29.9																
Approach LOS	D																

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM DE JACOBO / SAN IGNACIO RD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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)						6		19			24	0		83	22	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

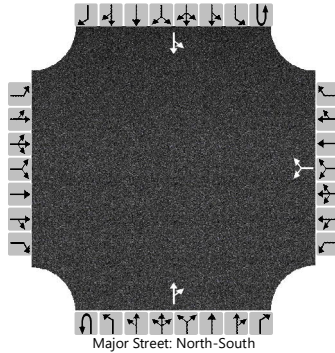
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29								97		
Capacity, c (veh/h)						932								1592		
v/c Ratio						0.03								0.06		
95% Queue Length, Q ₉₅ (veh)						0.1								0.2		
95% Queue Length, Q ₉₅ (ft)						2.5								5.0		
Control Delay (s/veh)						9.0								7.4	0.5	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.0								6.0		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CAM DE JACOBO / SAN IGNACIO RD				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SAN IGNACIO ROAD				
Analysis Year	2038	North/South Street	CAMINO DE JACOBO				
Time Analyzed	PM PEAK	Peak Hour Factor	0.89				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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)						6		17			34	0		63	37	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

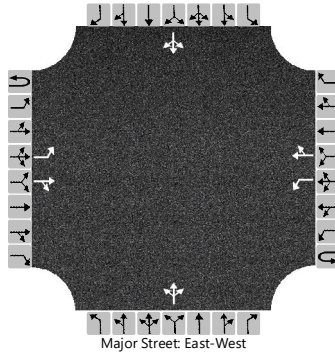
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								71		
Capacity, c (veh/h)						931								1579		
v/c Ratio						0.03								0.04		
95% Queue Length, Q ₉₅ (veh)						0.1								0.1		
95% Queue Length, Q ₉₅ (ft)						2.5								2.5		
Control Delay (s/veh)						9.0								7.4	0.3	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.0								4.8		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2038			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	AM PEAK			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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	723	94		9	300	7		34	0	25		3	0	13	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

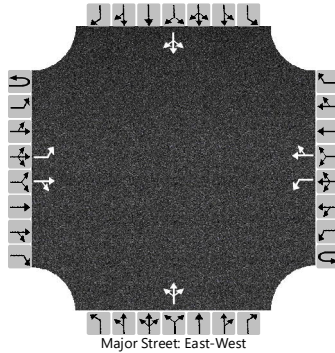
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				10					63					17	
Capacity, c (veh/h)		1235				773					195					397	
v/c Ratio		0.01				0.01					0.33					0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					1.3					0.1	
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					32.8					2.5	
Control Delay (s/veh)		7.9				9.7					32.1					14.5	
Level of Service (LOS)		A				A					D					B	
Approach Delay (s/veh)		0.1				0.3				32.1				14.5			
Approach LOS		A				A				D				B			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	RUFINA ST / CAM DE JACOBO/ CAM VISTA A...		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	RUFINA STREET		
Analysis Year	2038			North/South Street	CAM DE JACOBO / CAM VISTA AURORA		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
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)		18	535	73		23	697	25		18	0	27		11	1	15	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

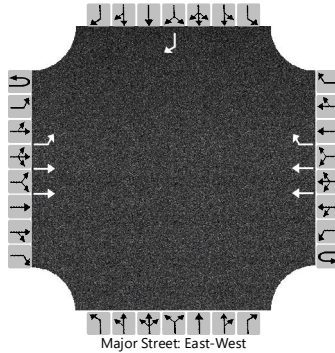
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				24					47					28	
Capacity, c (veh/h)		856				949					181					162	
v/c Ratio		0.02				0.03					0.26					0.18	
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					1.0					0.6	
95% Queue Length, Q ₉₅ (ft)		2.5				2.5					25.2					15.1	
Control Delay (s/veh)		9.3				8.9					31.9					32.0	
Level of Service (LOS)		A				A					D					D	
Approach Delay (s/veh)		0.3				0.3				31.9				32.0			
Approach LOS		A				A				D				D			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	LOPEZ LANE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	121	1851				857	164								170
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)																1
Right Turn Channelized							No									No
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1															6.9
Critical Headway (sec)		4.12															7.02
Base Follow-Up Headway (sec)		2.2															3.3
Follow-Up Headway (sec)		2.21															3.31

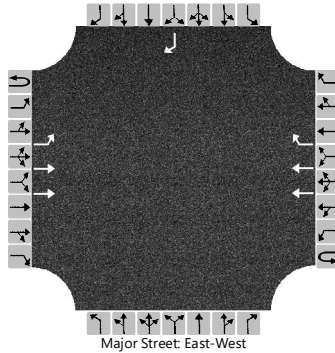
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126															177
Capacity, c (veh/h)		657															555
v/c Ratio		0.19															0.32
95% Queue Length, Q ₉₅ (veh)		0.7															1.4
95% Queue Length, Q ₉₅ (ft)		17.6															35.3
Control Delay (s/veh)		11.8															14.5
Level of Service (LOS)		B															B
Approach Delay (s/veh)		0.7														14.5	
Approach LOS		A														B	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	AIRPORT ROAD / LOPEZ LANE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	AIRPORT ROAD		
Analysis Year	2038			North/South Street	LOPEZ LANE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6								
Priority																
Number of Lanes	0	1	2	0	0	0	2	1					0	0	1	
Configuration		L	T				T	R								R
Volume (veh/h)	14	94	1351				1829	283								245
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													1			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1															6.9
Critical Headway (sec)	6.42	4.12															7.02
Base Follow-Up Headway (sec)	2.5	2.2															3.3
Follow-Up Headway (sec)	2.51	2.21															3.31

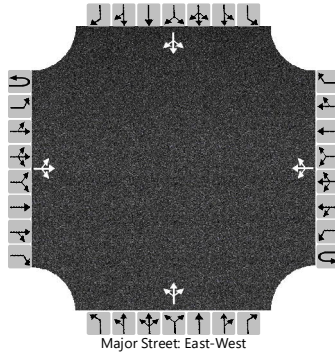
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		110															250
Capacity, c (veh/h)		30															263
v/c Ratio		3.63															0.95
95% Queue Length, Q ₉₅ (veh)		13.1															8.9
95% Queue Length, Q ₉₅ (ft)		330.1															224.3
Control Delay (s/veh)		1450.8															85.3
Level of Service (LOS)		F															F
Approach Delay (s/veh)	107.4												85.3				
Approach LOS	F												F				

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	AM PEAK			Peak Hour Factor	0.84		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	89	85		10	95	22		1	3	8		36	9	23	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
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				7.31	6.71	6.31		7.31	6.71	6.31
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

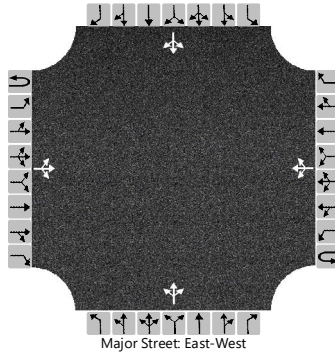
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					14					81
Capacity, c (veh/h)		1448				1368					747					671
v/c Ratio		0.00				0.01					0.02					0.12
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1					0.4
95% Queue Length, Q ₉₅ (ft)		0.0				0.0					2.5					10.1
Control Delay (s/veh)		7.5	0.0	0.0		7.7	0.1	0.1			9.9					11.1
Level of Service (LOS)		A	A	A		A	A	A			A					B
Approach Delay (s/veh)		0.1				0.7				9.9				11.1		
Approach LOS		A				A				A				B		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO / TODOS SANTOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	TODOS SANTOS ST / DRIVEWAY		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		3	76	70		37	120	19		0	15	24		22	10	23	
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1	
Proportion Time Blocked																	
Percent Grade (%)										1				1			
Right Turn Channelized																	
Median Type Storage	Undivided																

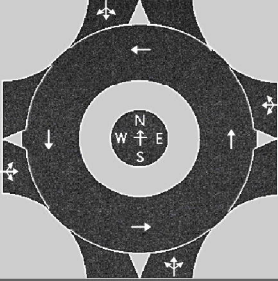
Critical and Follow-up Headways

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				7.31	6.71	6.31		7.31	6.71	6.31
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)		3				42					44					62
Capacity, c (veh/h)		1425				1413					712					621
v/c Ratio		0.00				0.03					0.06					0.10
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.2					0.3
95% Queue Length, Q ₉₅ (ft)		0.0				2.5					5.0					7.6
Control Delay (s/veh)		7.5	0.0	0.0		7.6	0.2	0.2			10.4					11.4
Level of Service (LOS)		A	A	A		A	A	A			B					B
Approach Delay (s/veh)		0.2				1.8				10.4				11.4		
Approach LOS		A				A				B				B		

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2038				Analysis Time Period, hrs	0.25		
Time Analyzed	AM PEAK				Peak Hour Factor	0.91		
Project Description	BUILD				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	69	4	158	0	43	3	24	26	67	160	19	1	5	426	72
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	77	4	175	0	48	3	27	29	74	178	21	1	6	473	80
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

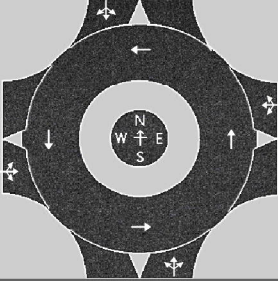
Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		256			78			302			560	
Entry Volume, veh/h		253			77			299			554	
Circulating Flow (v _c), pc/h	557			359			88			154		
Exiting Flow (v _{ex}), pc/h	31			157			283			725		
Capacity (C _{PCE}), pc/h		782			957			1262			1179	
Capacity (c), veh/h		774			947			1249			1168	
v/c Ratio (x)		0.33			0.08			0.24			0.47	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.5			4.5			5.0			8.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.4			0.3			0.9			2.6	
95% Queue Length, Q ₉₅ (ft)		35.3			7.6			22.7			65.5	
Approach Delay, s/veh LOS	8.5		A	4.5		A	5.0		A	8.2		A
Intersection Delay, s/veh LOS	7.2						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	CPC				Intersection	ZAFARANO / IGNACIO		
Agency or Co.	SANTA FE ENGINEERING				E/W Street Name	SAN IGNACIO ROAD		
Date Performed	02/18/2026				N/S Street Name	ZAFARANO DRIVE		
Analysis Year	2038				Analysis Time Period, hrs	0.25		
Time Analyzed	PM PEAK				Peak Hour Factor	0.91		
Project Description	BUILD				Jurisdiction	CITY OF SANTA FE		

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	96	3	99	0	22	3	20	32	125	390	25	2	13	393	70
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (V _{PCE}), pc/h	0	107	3	110	0	24	3	22	36	139	433	28	2	14	436	78
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

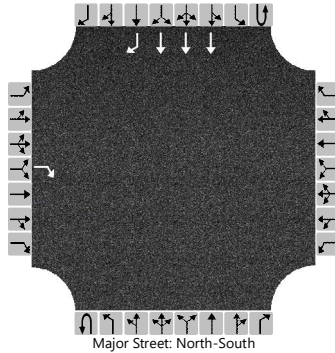
Flow Computations, Capacity and v/c Ratios												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		220			49			636			530	
Entry Volume, veh/h		218			49			630			525	
Circulating Flow (v _c), pc/h	512			717			126			202		
Exiting Flow (v _{ex}), pc/h	45			220			564			606		
Capacity (C _{PCE}), pc/h		819			664			1214			1123	
Capacity (c), veh/h		811			658			1202			1112	
v/c Ratio (x)		0.27			0.07			0.52			0.47	

Delay and Level of Service												
Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.4			6.3			8.9			8.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.1			0.2			3.2			2.6	
95% Queue Length, Q ₉₅ (ft)		27.7			5.0			80.6			65.5	
Approach Delay, s/veh LOS	7.4		A	6.3		A	8.9		A	8.5		A
Intersection Delay, s/veh LOS	8.4						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	CERRILLOS ROAD / PRIVATE ROAD				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	02/18/2026	East/West Street	PRIVATE ROAD				
Analysis Year	2038	North/South Street	CERRILLOS ROAD				
Time Analyzed	AM PEAK	Peak Hour Factor	0.74				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				111											1432	56
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized		No												No		
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

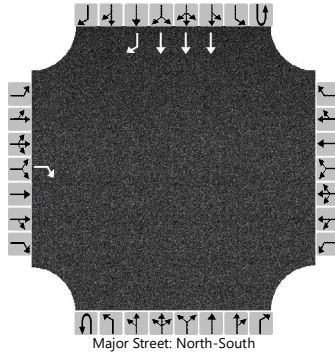
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				150												
Capacity, c (veh/h)				212												
v/c Ratio				0.71												
95% Queue Length, Q ₉₅ (veh)				4.6												
95% Queue Length, Q ₉₅ (ft)				115.9												
Control Delay (s/veh)				54.8												
Level of Service (LOS)				F												
Approach Delay (s/veh)		54.8														
Approach LOS		F														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CERRILLOS ROAD / PRIVATE ROAD		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	02/18/2026			East/West Street	PRIVATE ROAD		
Analysis Year	2038			North/South Street	CERRILLOS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	3	1
Configuration				R											T	R
Volume (veh/h)				119											2283	64
Percent Heavy Vehicles (%)				1												
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.22												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.91												

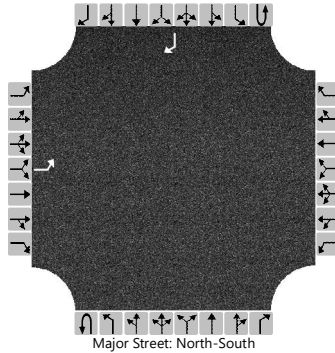
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				125												
Capacity, c (veh/h)				147												
v/c Ratio				0.85												
95% Queue Length, Q ₉₅ (veh)				5.6												
95% Queue Length, Q ₉₅ (ft)				141.1												
Control Delay (s/veh)				98.7												
Level of Service (LOS)				F												
Approach Delay (s/veh)	98.7															
Approach LOS	F															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM SAN ALBERTO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2038			North/South Street	CAMINO SAN ALBERTO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	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		1	0	0		0	0	0	0	0	0	0	0	0	0	1	
Configuration		L														R	
Volume (veh/h)		7														5	
Percent Heavy Vehicles (%)		1															
Proportion Time Blocked																	
Percent Grade (%)		1															
Right Turn Channelized														No			
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

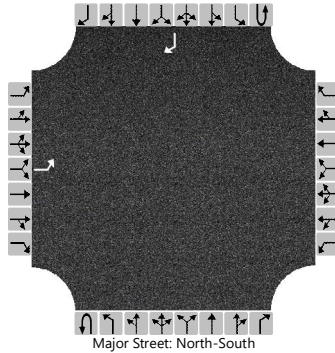
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)		8.8														
Approach LOS		A														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM SAN ALBERTO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2038			North/South Street	CAMINO SAN ALBERTO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	0		0	0	0	0	0	0	0	0	0	0	1
Configuration		L														R
Volume (veh/h)		6														7
Percent Heavy Vehicles (%)		1														
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized												No				
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4														
Critical Headway (sec)		5.92														
Base Follow-Up Headway (sec)		3.8														
Follow-Up Headway (sec)		3.81														

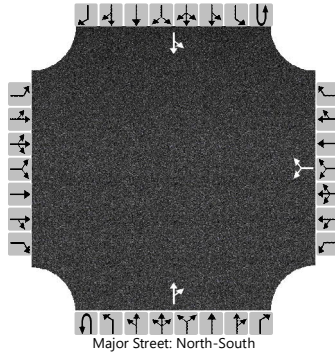
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7														
Capacity, c (veh/h)		945														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		8.8														
Level of Service (LOS)		A														
Approach Delay (s/veh)		8.8														
Approach LOS		A														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM DE JACOBO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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)						20		7			17	24		7	20	
Percent Heavy Vehicles (%)						1		1						1		
Proportion Time Blocked																
Percent Grade (%)							1									
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

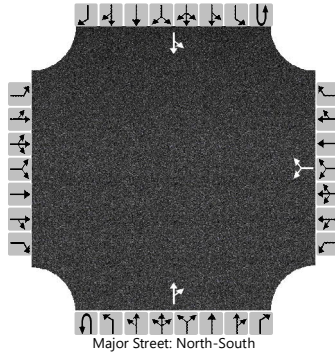
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31								8		
Capacity, c (veh/h)						952								1566		
v/c Ratio						0.03								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						8.9								7.3	0.0	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					8.9								1.9			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	CAM DE JACOBO / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SITE ENTRANCE		
Analysis Year	2038			North/South Street	CAMINO DE JACOBO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
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)						17		6			28	33		10	33		
Percent Heavy Vehicles (%)						1		1						1			
Proportion Time Blocked																	
Percent Grade (%)						1											
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)						6.61		6.31						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

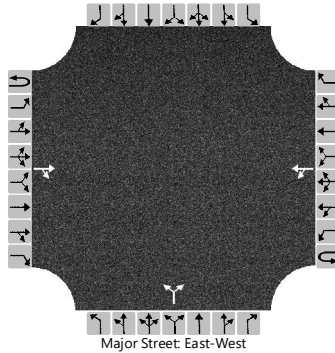
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								11		
Capacity, c (veh/h)						911								1539		
v/c Ratio						0.03								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.5								0.0		
Control Delay (s/veh)						9.1								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.1									1.8	
Approach LOS						A									A	

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	SITE ENTRANCE		
Time Analyzed	AM PEAK			Peak Hour Factor	0.86		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR	LT						LR					
Volume (veh/h)			80	2		10	11			14		20				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

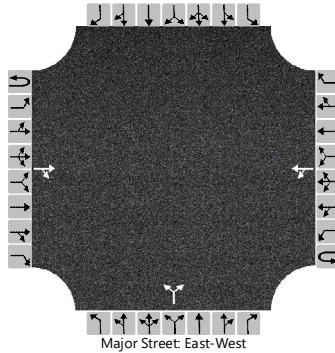
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12				40						
Capacity, c (veh/h)						1505				915						
v/c Ratio						0.01				0.04						
95% Queue Length, Q ₉₅ (veh)						0.0				0.1						
95% Queue Length, Q ₉₅ (ft)						0.0				2.5						
Control Delay (s/veh)						7.4	0.1			9.1						
Level of Service (LOS)						A	A			A						
Approach Delay (s/veh)					3.6				9.1							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / SITE ENTRANCE		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	SITE ENTRANCE		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			59	3		13	12			11		17				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.11					6.61		6.31			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.21					3.51		3.31			

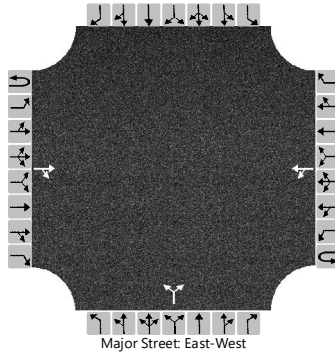
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15						31				
Capacity, c (veh/h)						1538						945				
v/c Ratio						0.01						0.03				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
95% Queue Length, Q ₉₅ (ft)						0.0						2.5				
Control Delay (s/veh)						7.4	0.1					8.9				
Level of Service (LOS)						A	A					A				
Approach Delay (s/veh)					3.9				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	SAN IGNACIO RD / CAM SAN ALBERTO				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	11/18/2025	East/West Street	SAN IGNACIO ROAD				
Analysis Year	2038	North/South Street	CAMINO SAN ALBERTO				
Time Analyzed	AM PEAK	Peak Hour Factor	0.86				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			101	0		5	21			0		7				
Percent Heavy Vehicles (%)						1				1		1				
Proportion Time Blocked																
Percent Grade (%)										1						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.11				6.61		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.21				3.51		3.31				

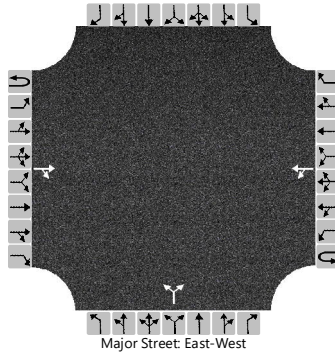
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					6					8						
Capacity, c (veh/h)					1477					934						
v/c Ratio					0.00					0.01						
95% Queue Length, Q ₉₅ (veh)					0.0					0.0						
95% Queue Length, Q ₉₅ (ft)					0.0					0.0						
Control Delay (s/veh)					7.4	0.0				8.9						
Level of Service (LOS)					A	A				A						
Approach Delay (s/veh)					1.5				8.9							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SAN IGNACIO RD / CAM SAN ALBERTO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	11/18/2025			East/West Street	SAN IGNACIO ROAD		
Analysis Year	2038			North/South Street	CAMINO SAN ALBERTO		
Time Analyzed	PM PEAK			Peak Hour Factor	0.89		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	BUILD						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0	
Configuration				TR		LT					LR						
Volume (veh/h)			77	0		7	25			0		6					
Percent Heavy Vehicles (%)						1				1		1					
Proportion Time Blocked																	
Percent Grade (%)										1							
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.11					6.61		6.31			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.21					3.51		3.31			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8						7				
Capacity, c (veh/h)						1516						973				
v/c Ratio						0.01						0.01				
95% Queue Length, Q ₉₅ (veh)						0.0						0.0				
95% Queue Length, Q ₉₅ (ft)						0.0						0.0				
Control Delay (s/veh)						7.4	0.0					8.7				
Level of Service (LOS)						A	A					A				
Approach Delay (s/veh)					1.6				8.7							
Approach LOS					A				A							