Agenda

Regular Meeting of the Public Works and Utilities Committee
April 21, 2025 at 5:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Public Works and Utilities Committee Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Consent Agenda
5. Public Comment
6. Presentations
7. Action Items: Consent Agenda

   a. Request for Approval of the April 7, 2025, Public Works and Utilities Committee Meeting Minutes. (Xavier Vigil, Assistant City Clerk; xivigil@santafenm.gov)

   Committee Review:
   Public Works and Utilities Committee: 04/21/2025

   b. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $119,949 from Wastewater Fund Balance to Repair and Maintenance System Equipment for the Purchase of One JWC Grinder and Two Panels for the Paseo Real Wastewater Treatment Plant. (Leroy Alvarado, WW Management Division Operations Supervisor: lmalvarado@santafenm.gov and Michael Dozier, WW Management Division Director: Mldozier@santafenm.gov)

   Committee Review:
   Public Works and Utilities Committee: 04/21/2025
   Finance Committee: 04/28/2025
   Governing Body: 04/30/2025

   c. Request for Approval of the Purchase of Aqua Guard Ultra Clean Filter Model

Replacement for the Wastewater Treatment Plant for a Total Amount of $320,215 with Parkson Corporation. (Leroy Alvarado, WW Management Division Operations Supervisor: lmalvarado@santafenm.gov and Michael Dozier, WW Management Division Director: mldozier@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $320,215 from the Wastewater Fund Balance to Equipment & Machinery.

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

d. Request for Approval of a Construction Contract with GM Emulsion LLC in the Total Amount of $3,314,913.68 Including NMGRT for the Construction of S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project for a Two-Year Term. (Romella Glorioso-Moss, Complete Streets Capital Projects Manager, rsglorioso-moss@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

e. Request for Approval of Amendment No. 1 to Construction Contract Item #25-0013 with B&D Industries, Inc. to Increase Compensation by $11,363 for a New Total Amount of $488,380 Including NMGRT for Southside Library HVAC Replacement. (Spencer Schwartz, Public Works Project Manager II, smschwartz@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

f. Request for Approval of a Construction Contract with B&D Industries, Inc. in the Total Amount of $5,409,375 Including NMGRT for On-Call Electrical Services through June 30, 2029. (Joshua Bohlman, Public Works Project Manager, jbohlman@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

g. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $255,000 from the Parking Enterprise Fund Balance to Parking WIP

Construction and Operating Budget for Repaving Water Street Parking Lot, Railyard Garage Security Cameras, and an Electric Truck. (Steve Kaspan, Parking Division Director, spkaspan@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

h. Request for Approval of Professional Service Agreement with Intera, Inc. to Provide Regulatory Groundwater Monitoring, Soil Vapor Monitoring and Other Environmental and Engineering Services for Frank Ortiz Park Landfill in the Total Amount of $1,298,250 for a Four-Year Term. (Sandra Gabaldon, Environmental Compliance Specialist: sgabaldon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

i. Request for Approval of a Transportation Project Fund Grant Agreement with the New Mexico Department of Transportation in the Total Amount of $2,300,000 to Construct the Buckman Road Pavement Reconstruction Project Identified as HW2LP50060 through June 30, 2027. (Romella Glorioso-Moss, Complete Streets Capital Projects Manager, rsglorioso-moss@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate Grant Proceeds of $2,185,000 and Local Matching Funds of $115,000 from the Impact Fee Road Fund to FY 2025 Revenue and Expenses for the Construction of the Buckman Road Pavement Reconstruction Project.

Committee Review:
Public Works & Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

j. Request for Approval of a Capital Appropriation Project Agreement C5243321 with the New Mexico Department of Transportation for the St. Michael's Drive Rail Trail Underpass in the Total Amount of $100,000 with a Reversion Date of June 30, 2028. (Romella Glorioso-Moss, Capital Projects Manager, rsglorioso-moss@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate $100,000 from the Capital Appropriation Grant to Complete Streets Revenue with WIP Design for the St. Michael's Drive Rail Trail Underpass Project.

Committee Review:
Public Works & Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

k. Request for Approval of Amendment No. 2 to Professional Services Agreement Item #21-0522 with FCS Group, to Increase the Compensation by $60,000 for a New Total Amount of $696,052 Including NMGRT and to Extend the Term to October 1, 2025, for Rate Model Support On-Call Financial Services. (Sean Moody, Capital Projects Manager; sxmoody@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

l. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $2,925,700 to Increase Various Org and Objects Using FY25 Available Revenue in Excess of Budgeted Expenditures. (James Harris, Airport Director, jcharris@santafenm.gov; Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/29/2025

m. Request for Approval of a Construction Contract with TLC Santa Fe, LLC for the Replacement of Six Air Handlers with Heil/ICP Refrigerated Air Units in the Total Amount of $404,288.03 Including NMGRT for a One-Year Term. (Sebastian Gallegos, Project Administrator; sfgallegos@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

n. Request for Approval of Amendment No. 1 to Item #23-0509 with AECOM Technical Services Inc. to Remove the Fiscal Year Compensation Amount Limits and Increase Compensation by $4,759,625 for a New Total Amount of $8,000,000 for Services Related to Dams and Geotechnical Engineering and General Engineering for the City. (John Del Mar, Engineering Supervisor; jpdelmar@santafenm.gov)

Committee Review:

Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

o. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Jamie Cassutt and Councilor Pilar Faulkner)
A Resolution Authorizing and Directing the Widening of Zia Road to Accommodate a Necessary Deceleration Lane, Using Adjacent, Unimproved Land Comprising Approximately One Percent (1%) of Candelero Park, on its Far Northern Boundary; and Directing the City Manager to Designate an Agent to Apply for a Lot Line Adjustment and Any Other Administrative Steps Required as the Governing Body's Agent. (Rebecca Mnuk-Herrmann, Assistant City Attorney; ramnukherrmann@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Public Works and Utilities Committee: 04/21/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2035

8. Action Items: Discussion Agenda

a. CONSIDERATION OF RESOLUTION NO. 2025-___. (Mayor Alan Webber, Councilor Jamie Cassutt, Councilor Amanda Chavez)
A Resolution Making a Finding of Necessity and Designating an Area Comprised of a Majority of the Midtown Local Innovation Corridor Overlay District as a Metropolitan Redevelopment Area. (Daniel Hernandez, Director of Metropolitan Development Agency; dahernandez@santafenm.gov and Carly Vendetti, Asset Development Manager, Metropolitan Development Agency; cavenditti@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Economic Development Advisory Committee: 04/02/2025
Quality of Life Committee: 04/02/2025
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

9. Executive Session

10. Matters from Staff

11. Matters from the Committee

12. Matters from the Chair

13. Next Meeting: May 5, 2025

14. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

Agenda

Regular Meeting of the Public Works and Utilities Committee
March 31, 2025 at 5:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Public Works and Utilities Committee Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Consent Agenda
5. Public Comment
6. Presentations
7. Action Items: Consent Agenda

   a. Request for Approval of the March 17, 2025, Public Works and Utilities Committee Meeting Minutes. (Xavier Vigil, Assistant City Clerk; xivigil@santafenm.gov)

   Committee Review:
   Public Works and Utilities Committee: 03/31/2025

   b. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $210,000 for the Capital Project SAP 24-I2457-GF Jemez Road Sewer with a Reversion Date of June 30, 2028. (Fred Heerbrandt, PE, Wastewater Engineering Supervisor, pfheerbrandt@santafenm.gov)

   1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services related to Capital Project SAP 24-I2457-GF.

   2. Request for Approval of a Budget Amendment Resolution to Allocate $210,000 from the Capital Appropriation Grant SAP 24-I2457-GF for Jemez Road Sewer to FY25 Wastewater Utility Revenue and WIP Construction.

   Committee Review:

Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

c. Request for Approval of Amendment No.1 to Item #24-0574 with GM Emulsion LLC. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt, P.E., Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Adjustment Resolution (BAR) in the Amount of $1,000,000 from the WWMD Enterprise Fund to Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

d. Request for Approval of Amendment No. 1 to Item #24-0574 with Serrano Trucking, Inc. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt P.E., Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $1,000,000 from the WWMD Enterprise Fund to the Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

e. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $76,000 from the Water Enterprise Cash Fund to Water Engineering Software Over $5,000 for Predictive Water Main Failure Software. (Taylor Jurgens, Engineer: trjurgens@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

f. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $150,000 from Paint and Sign Service Contracts to Streets and Roadways CIP WIP Construction for St. Michael's Drive Intersection Improvements.(Jennifer Morrow, Complete Streets Division Director, jlmorrow@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

g. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $146,402. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $172,240 with $146,402 from the FTA Grant and $25,838 in Required Matching Funds From the Transit Fund Balance to FY25 Transit Grant Revenue and Vehicles.

Committee Review:
Public Works and Utilities Committee:03/31/25
Finance Committee:04/07/25
Governing Body:04/09/25

h. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $166,924. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $205,337 with $166,924 from the FTA Grant and $38,413 Matching Funds From the Transit Fund Balance to FY25 Transit Grant Revenue, WIP Design, and Vehicles.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

i. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $143,017. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $178,772 with $143,017 from the FTA Grant and $35,755 Matching Funds From Transit Fund Balance to FY25 Transit Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body:04/09/2025

j. Request Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 24-I31386 in the Amount of $3,425,000 for Soccer Valley with a Reversion Date of June 30, 2028. (Scott A. Overlie, Parks and Open Space PW Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $3,425,000 into FY25 Municipal Recreation Complex Capital Projects CIP Revenue and WIP Construction.

Committee Schedule:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

k. Request for Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 23-H4259 in the Amount of $100,000 for Phase 2 Improvements at Southwest Activity Node Park (SWAN Park Phase II) with a Reversion Date of June 30, 2025. (Scott A. Overlie, Public Works Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $100,000 into FY25 Parks and Trails CIP Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

l. Request for Approval of Amendment No. 2 to Item #24-0350 with the New Mexico Department of Transportation (NMDOT) Aviation Division Grant #SAF-24-01 to Increase Compensation by $269,180 for a New Total Amount of $6,869,180 and to Extend the Expiration Date to June 30, 2026, for Air Service Terminal Expansion and Infrastructure Improvements. (James Harris, Airport Director, jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $269,180 to Increase WIP Construction Fund Using NMDOT

Funding for Airport Infrastructure and Airport Terminal Project.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

m. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $541,578 to Increase WIP Construction, Vehicles Under 1.5 Tons, and Additional Operating Categories with Funding from Airport Rescue Grant 3-35-0037-057-2021. (James Harris, Airport Manager; jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works & Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

n. Request for Approval of a Budget Amendment Resolution (BAR) In the Total Amount of $1,503,000 to Increase WIP Construction and Equipment Over $5K Using FY25 Airport Revenue in Excess of Budgeted Expenditures for the Purchase of Generators, HVAC, and the Airfield Marking Project that is Required by the FAA. (James Harris, Airport Manager, jcharris@santafenm.gov and Kelly Bynon Administrative Manager; kabynon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

o. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $160,000 for the Capital Project SAP 24-I2458-GF Vereda de Valencia Stormwater with a Reversion Date of June 30, 2028. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services related to Capital Project SAP 24-I2458-GF.

2. Request for Approval of a Budget Amendment Resolution to Allocate $160,000 from the Capital Appropriation Grant SAP 24-I2458-GF for Vereda de Valencia Stormwater to FY25 Stormwater Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

p. CONSIDERATION OF RESOLUTION NO. 2025-____. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2455-GF, to Acquire Land For, and Plan, Design, Construct, Purchase, Repair, Permit, and Improve, a Regional Wastewater Treatment Plant. (Mike Dozier, Wastewater Division Director; mldozier@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

q. CONSIDERATION OF RESOLUTION NO. 2025-___. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2458-GF, to Plan, Design and Construct Wastewater System Improvements, Including Sewer Services and a Stormwater Plan for Vereda de Valencia. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

8. Action Items: Discussion Agenda

9. Executive Session

10. Matters from Staff

11. Matters from the Committee

12. Matters from the Chair

13. Next Meeting: April 21, 2025

14. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

Regular Meeting of the Public Works and Utilities Committee
March 31, 2025 at 5:00 PM
Council Chambers, City Hall
200 Lincoln Avenue
MINUTES

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1. Call to Order

The Regular Meeting of the Public Works and Utilities Committee was called to order by Councilor Romero-Wirth at 5:00 PM, on Monday, March 31, 2025, in the City Council Chambers, CIty Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

MEMBERS PRESENT
Councilor Amanda Chavez (On Zoom)
Councilor Lee Garcia (On Zoom)
Councilor Alma Castro
Councilor Carol Romero-Wirth (acting Chair)

MEMBERS EXCUSED
Councilor Michael Garcia

OTHER PARTICIPANTS ATTENDING
Regina Wheeler, Public Works Director

3. Approval of Agenda

A motion was made by Councilor Amanda Chavez, seconded by Councilor Alma Castro, to approve the Agenda. The motion passed unanimously by Roll Call Vote.

4. Approval of Consent Agenda

A motion was made by Councilor Amanda Chavez, seconded by Councilor Alma Castro, to approve the Consent Agenda. The motion passed unanimously by Roll Call Vote.

5. Public Comment

6. Presentations

7. Action Items: Consent Agenda

   a. Request for Approval of the March 17, 2025, Public Works and Utilities Committee Meeting Minutes. (Xavier Vigil, Assistant City Clerk; xivigil@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025

Approved on Consent.

b. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $210,000 for the Capital Project SAP 24-I2457-GF Jemez Road Sewer with a Reversion Date of June 30, 2028. (Fred Heerbrandt, PE, Wastewater Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services related to Capital Project SAP 24-I2457-GF.

2. Request for Approval of a Budget Amendment Resolution to Allocate $210,000 from the Capital Appropriation Grant SAP 24-I2457-GF for Jemez Road Sewer to FY25 Wastewater Utility Revenue and WIP Construction.

Committee Review:
Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

Approved on Consent.

c. Request for Approval of Amendment No.1 to Item #24-0574 with GM Emulsion LLC. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt, P.E., Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Adjustment Resolution (BAR) in the Amount of $1,000,000 from the WWMD Enterprise Fund to Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

Approved on Consent.

d. Request for Approval of Amendment No. 1 to Item #24-0574 with Serrano Trucking, Inc. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt P.E.,

Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $1,000,000 from the WWMD Enterprise Fund to the Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

e. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $76,000 from the Water Enterprise Cash Fund to Water Engineering Software Over $5,000 for Predictive Water Main Failure Software. (Taylor Jurgens, Engineer: trjurgens@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

f. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $150,000 from Paint and Sign Service Contracts to Streets and Roadways CIP WIP Construction for St. Michael's Drive Intersection Improvements.(Jennifer Morrow, Complete Streets Division Director, jlmorrow@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

g. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $146,402. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $172,240 with $146,402 from the FTA Grant and $25,838 in

Required Matching Funds From the Transit Fund Balance to FY25 Transit Grant Revenue and Vehicles.

Committee Review:
Public Works and Utilities Committee:03/31/25
Finance Committee:04/07/25
Governing Body:04/09/25

Approved on Consent.

h. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $166,924. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

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Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

i. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $143,017. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $178,772 with $143,017 from the FTA Grant and $35,755 Matching Funds From Transit Fund Balance to FY25 Transit Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body:04/09/2025

Approved on Consent.

j. Request Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 24-I31386 in the Amount of $3,425,000 for Soccer Valley with a Reversion Date of June 30,

2028. (Scott A. Overlie, Parks and Open Space PW Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $3,425,000 into FY25 Municipal Recreation Complex Capital Projects CIP Revenue and WIP Construction.

Committee Schedule:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

k. Request for Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 23-H4259 in the Amount of $100,000 for Phase 2 Improvements at Southwest Activity Node Park (SWAN Park Phase II) with a Reversion Date of June 30, 2025. (Scott A. Overlie, Public Works Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $100,000 into FY25 Parks and Trails CIP Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

l. Request for Approval of Amendment No. 2 to Item #24-0350 with the New Mexico Department of Transportation (NMDOT) Aviation Division Grant #SAF-24-01 to Increase Compensation by $269,180 for a New Total Amount of $6,869,180 and to Extend the Expiration Date to June 30, 2026, for Air Service Terminal Expansion and Infrastructure Improvements. (James Harris, Airport Director, jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $269,180 to Increase WIP Construction Fund Using NMDOT Funding for Airport Infrastructure and Airport Terminal Project.

Committee Review:
Public Works and Utilities Committee: 03/31/2025

Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

m. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $541,578 to Increase WIP Construction, Vehicles Under 1.5 Tons, and Additional Operating Categories with Funding from Airport Rescue Grant 3-35-0037-057-2021. (James Harris, Airport Manager; jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works & Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

n. Request for Approval of a Budget Amendment Resolution (BAR) In the Total Amount of $1,503,000 to Increase WIP Construction and Equipment Over $5K Using FY25 Airport Revenue in Excess of Budgeted Expenditures for the Purchase of Generators, HVAC, and the Airfield Marking Project that is Required by the FAA. (James Harris, Airport Manager, jcharris@santafenm.gov and Kelly Bynon Administrative Manager; kabynon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

o. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $160,000 for the Capital Project SAP 24-I2458-GF Vereda de Valencia Stormwater with a Reversion Date of June 30, 2028. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services related to Capital Project SAP 24-I2458-GF.

2. Request for Approval of a Budget Amendment Resolution to Allocate $160,000 from the Capital Appropriation Grant SAP 24-I2458-GF for Vereda

de Valencia Stormwater to FY25 Stormwater Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

p. CONSIDERATION OF RESOLUTION NO. 2025-____. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2455-GF, to Acquire Land For, and Plan, Design, Construct, Purchase, Repair, Permit, and Improve, a Regional Wastewater Treatment Plant. (Mike Dozier, Wastewater Division Director; mldozier@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

q. CONSIDERATION OF RESOLUTION NO. 2025-___. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2458-GF, to Plan, Design and Construct Wastewater System Improvements, Including Sewer Services and a Stormwater Plan for Vereda de Valencia. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

Approved on Consent.

8. Action Items: Discussion Agenda

9. Executive Session

10. Matters from Staff

11. Matters from the Committee

12. Matters from the Chair

13. Next Meeting: April 21, 2025

14. Adjourn

Adjourned at 5:03 p.m.

Xavier Vigil

_____ _____

Liaison Chair

CITY OF SANTA FE

The Purchasing Memo

Date: February 17, 2025

To: Mark Scott, City Manager Mark Scott (Mar 4, 2025 11:39 MST)

From: LeRoy Alvarado, Interim Facility Manager LA

Via: Micheal Dozier, Waste Management Division MD

Subject: JWC Grinders and Controls Replacements (sole source)

Vendor Name: TW Associates dba Misco Water

Munis Vendor Number: 6083

ITEM AND ISSUE:

Wastewater management Division] respectfully requests your review and approval of a Sole Source purchase in the total amount of $119,949 including tax for the installation of 1 JWC Grinder and 2 panels for a term of 3 months with TW Associates dba Misco Water.

Request for Approval of a Budget Adjustment Resolution (BAR) in the Total Amount of $119,949 from Cash Fund 500 to Repair and Maintenance System Equipment.

CONTRACT NUMBER:

n/a

BACKGROUND AND SUMMARY:

TW Associates is the sole representative and provider for JWC Environmental INC equipment. Which is the original Manufacture of the 30004T-1200-DI Muffin Monster Grinder. This equipment grinds up large debris prior to it going into the Anaerobic Digester to prevent debris from hanging up on internal piping and mixing devices inside the chamber. If excessive amounts of debris accumulate the pumping systems have the potential to fail or plug which may require the digester to be shut down and emptied to access the chamber to remove large deposits of debris. Currently the bypass piping is open to keep flow moving to their respective process. Having the bypass open allows large debris to pass through into the pumping systems intakes which collects in front of the intake of the pumps which eventually plug the feed lines. Excessive blockages will ultimately cause permanent damage to the pumping systems, creating additional damage.

PRIOR APPROVA.LS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Enterprise Fund/ 500

Munis Org Name/Number: WW Treatment Plant/5000367

Munis Object Name/Number: Repair and Maintenance System Equip/520150

Budget Officer / Designee: Andy Hopkins **Date:**

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-126, Sole Source

Chief Procurement Officer (CPO) / Designee: _____ **Date:** _____

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ **Yes** | ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ **Yes** | ☐ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ **Yes** | ☐ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ **Yes** | ☒ **No**

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ **Yes** | ☐ **No**

Project Ledger Number: _____

Approval: ~~Josie Bolden, Controller, 03032~~ **Title:** _____ **Date:** _____

Josie Bolden, Controller, 030325 (Mar 3, 2025 12:59 MST)

Comment/Exceptions: _____

ATTACHMENTS:

Horizons declination
CPO Service Determination Email
Procurement document: Sole Source Determination
Vendor's Quote
Certificate of Liability Insurance (COI)

City of Santa Fe, New Mexico

SOLE SOURCE REQUEST AND DETERMINATION FORM

This Sole Source request form must be submitted to the Central Purchasing Division for authorization, determination, and processing by the Chief Procurement Officer (CPO).
Complete this form in its entirety!

Date: 12/24/2024 **Prepared By:** Leroy Alvarado

Email: lmalvarado@santafenm.gov **Phone #:** 505-469-5358

Description of Goods/Service to be Procured (short title):
JWC Environmental INC Grinder replacement

Vendor Name: TW Associates dba Misco Water

Address: 651 Corporate Circle #100

City: Golden **State:** CO **Zip Code:** 80401

Justification (choose from the drop down): Sole Vendor

Type of good/service (choose from the drop down): Tangible Goods

***Estimated Cost:** $119,949 **Term of Contract:** 3 months

*Tax is subject to change.

Quantity of the service:
example: 12 MONTHS, 15 LICENSES, ETC.
1 grinder with 2 control panels and installation

Conversion: To Requisition **Org / Object:** 5000367 - 520150

Place checkmarks to affirm you agree and have included these documents:

☒ **The vendor has affirmed sole source for the services, construction, or items of tangible personal property by providing a letter on company letterhead signed by leadership affirming they are the sole provider of the goods/services outlined in the scope of work, and documentation has been provided that due diligence was conducted to identify other possible vendors/contractors to provide the requested services/goods but proved unsuccessful.**
☒ **Itemized price quote from sole source vendor fully detailing costs for goods/services in scope of work. (Must state whether they are going to charge tax or not.)**
☐ **If contract value exceeds CM Approval Amount, include agenda item to present to 2 Committees and Governing Body.**

Place checkmarks to affirm this request aligns with each of the requirements in NMSA 1978, Section 13-1-126:

☒ There is only one source for the required service, construction, or item of tangible personal property.

☒ The service, construction, or item of tangible personal property is unique, and this uniqueness is substantially related to the intended purpose of the contract.

☒ Other similar services, construction, or items of tangible personal property cannot meet the intended purpose of the contract.

1. **Explain the purpose/need of purchase. Ensure to include a thorough scope of work for the services, construction, or item(s) of tangible personal property (if this is an amendment request to an existing contract, attach current contract).**
   -Please note that specifications cannot be narrowly drafted to preclude competition solely to allow award to a favored vendor.
   The purpose of this purchase is to replace the failed grinder in the Headworks Primary Pumping System and the Waste Activated Sludge (W.A.S.) system. Misco Water is the sole authorized representative and provider for JWC Environmental Inc., the original manufacturer of the 30004T-1200-DI Muffin Monster Grinder. The existing piping system is specifically designed to accommodate the dimensions of this equipment, and modifications to fit alternative grinder would be unfeasible.
   Currently, the bypass piping is open to maintain flow to the respective processes. However, this temporary measure allows large debris to bypass the grinder, leading to significant accumulation at the pump intakes, which blocks lines and risks permanent damage to the pumping systems. Immediate replacement of the grinder is essential to prevent further disruptions and damage to critical infrastructure.

   Scope of Work:
   1. Procure the 30004T-1200-DI Muffin Monster Grinder from Misco Water.
   2. Schedule and coordinate installation with the vendor' s authorized installers.
   3. Complete startup and commissioning of the new unit in collaboration with the vendor.

2. **Provide a detailed explanation of the criteria developed and specified by the department as necessary to perform and/or fulfill the contract.**

The department has determined that the 30004T-1200-DI Muffin Monster Grinder is the only suitable option for this replacement due to its compatibility with the existing infrastructure. This grinder is a replacement in kind, designed to seamlessly integrate into the facility without necessitating extensive modifications to the existing piping. Alternative grinders would require significant reconfiguration.

3. **Provide an explanation of the prospective vendor's unique qualifications, proprietary rights, or capabilities that make them the only source able to meet the intended purpose of the contract. Uniqueness should be fact-based and substantially related to the contract's purpose. Reasons should focus on factual uniqueness rather than statements such as "best" or "least costly" source.**

All grinder units at the facility are from the same manufacturer, ensuring consistency in maintenance and simplifying spare parts inventory management. When the units were initially installed, the deciding factor was

the unique capability of the 30004T-1200-DI Muffin Monster grinder to fit within the facility's tight spatial constraints. Selecting the same model for the replacement unit eliminates the need for significant piping modifications, which would otherwise be required to accommodate a different design. Given the facility's ongoing challenges in maintaining compliance and uninterrupted operations, this approach minimizes disruption and ensures a seamless resolution.

4. Explain why other similar professional services, services, construction, or item(s) of tangible personal property *cannot* meet the intended purpose of the contract.

Due to the specific design constraints of the grinding unit, alternative equipment cannot meet the facility's needs. Competing products are generally larger and designed for horizontal installation, which requires significantly more space. Unfortunately, the available footprint at this location is insufficient to accommodate such units. The unique configuration of the specified equipment is essential to ensure compatibility with the existing infrastructure.

City of Santa Fe, New Mexico

Approvals:
Based on the above facts, the City of Santa Fe Purchasing Officer has made the determination that the justification for a Sole Source procurement is in accordance with NMSA 1978, Section 13-1-126 and shall be posted for a 30-day period prior to award.

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 01/07/2025

Department Approval by:

Jesse Roach, Interim PUD Department Director

Date: 01/07/2025

Pursuant to NMSA 1978, Section 13-1-126 Sole Source Procurement, the 30-day posting period of the Notice of Intent to Award this Sole Source request was met and no objections to the award to the above referenced vendor were received. ***This Sole Source determination will be valid for the term stated on the first page of this document.***

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: Feb 14, 2025

JWC Environmental
2850 S. Red Hill Ave.
Santa Ana, CA 92705
P: 949-833-3888
F: 949-833-8858
E: jwce@jwce.com

December 9, 2024

Leroy Alvarado
City of Santa Fe
Santa Fe, NM

Subject: Sole Source for JWC Environmental Equipment
Federal Tax ID #45-2771126

JWC Environmental is the inventor and owner of the Muffin Monster, Channel Monster, Auger Monster, Screenings Washer Monster, Honey Monster and Monster Screening Systems (Monster Bandscreen, Monster Chain and Rake, Monster Finescreen). We hold numerous patents and trademarks on these products. JWC Environmental is the sole manufacturer of these products and the exclusive source for service parts for this equipment.

JWC Environmental operates the only Service Centers that are factory authorized to perform repairs on Muffin Monster, Channel Monster, Auger Monster, Screenings Washer Monster, Honey Monster and Monster Screening Systems. The authorized distributor for The State of New Mexico is MiscoWater located in Tempe, AZ

Please feel free to contact me at *714-478-6759 or benw@jwce.com* if we can provide any additional information.

Sincerely,

Ben Wall
Regional Sales Manager, Aftermarket, West

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Utilities/Wastewater	8/28/2024

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WW Treatment Plant/Repair and Maintenance Sys Equip	5000367	520150		$ 119,949.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 119,949	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo
To increase Repair and Maintenance Sys Equip for TW Associates in the amount of $119,949 (please see memo for more detail)
Please when posting BAR indentify vendor name…

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(119,949)
TOTAL:	**(119,949)**

Linda Macallister
Linda Macallister (Apr 7, 2025 10:57 MDT)
Prepared By *{print name}* — Apr 7, 2025 Date

Division Director Signature *{optional}* — Apr 7, 2025 Date

Department Director Signature — Apr 8, 2025 Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — Apr 17, 2025 Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

February 24, 2025

LeRoy Alvarado
Operations Supervisor
Wastewater Management Division
City of Santa Fe

Subject: City of Santa Fe Paseo Real WWTF
JWC Grinder and Controls Equipment Replacement

Dear Mr. Alvarado:

MISCO Water is pleased to offer the City of Santa Fe a complete furnish and installation quotation for the replacement of JWC grinder and control equipment at the Paseo Real Wastewater Treatment Facility as outlined in the table below. MISCO Water will remove the existing grinder and control panel in the basement of the DAF #1 and #2 Building and the grinder control panel in the basement of the Headworks Building. These items will be replaced with new JWC equipment as outlined below. MISCO Water's scope of supply includes all labor and materials to disconnect and remove the existing grinder and control panels and to mechanically install the new grinder and control panels, including electrical conduit and connections. The equipment, installation and start-up scope of supply is outlined in further detail in the table below.

Location	Qty	Description
DAF #1 & #2 Building Basement	1	30004T-1200-DI Muffin Monster Grinder - 11T Cam Cutters - 1:1 Stack Hardened Alloy STL - Buna N Elastomers - Cork & Rubber Gaskets - Optimized Cut Control Gearing - Motor Type: Electric - New 3HP TEFC Motor - New 29:1 Reducer - New Spool - New 6" Pipe Dia. Unibody Housing - Paint: Epoxy Green

DAF #1 & #2 Building Basement	1	New PC2200 Motor Controller Panel - Line active indicator lamp - Run indicator lamp - Combination motor - overload/grinder - overload/motor - overtempt lamp - Reversing contactor - Overload output - Run output - Motor overtemp input for explosion-proof motors - Housed in NEMA 4X FRP enclosure
DAF #1 & #2 Building Basement	1	Mechanical and Electrical Removal & Installation - Removal of existing grinder and control panel - Installation of new grinder and control panel - Electrical disconnect and reconnect - Electrical conduit between grinder and control panel
DAF #1 & #2 Building Basement	1	Grinder and control panel start-up
Headworks Building Basement	1	New PC2200 Motor Controller Panel - Line active indicator lamp - Run indicator lamp - Combination motor - overload/grinder - overload/motor - overtempt lamp - Reversing contactor - Overload output - Run output - Motor overtemp input for explosion-proof motors - Housed in NEMA 4X 316 SS Enclosure
Headworks Building Basement	1	Mechanical and Electrical Removal & Installation - Removal of existing control panel - Installation of new control panel - Electrical disconnect and reconnect - Reuse of existing electrical conduit between grinder and control panel assumed
Headworks Building Basement	1	Existing grinder start-up with new control panel
1		Prepaid shipping and handling of equipment to City of Santa Fe Paseo Real WWTF

Additional details on the proposed JWCE 30004T-1200 Muffin Monster grinder and associated PC2200 control panels including product brochure and sample drawings are included in the enclosed appendix.

The lead times and construction schedule for the outlined scope of supply are as follows:

- 6-8 weeks from date of approved order for shipment of equipment
- Installation and Start-Up upon delivery of equipment. Exact timing will be coordinated with Town staff.
- 2 weeks estimated duration for removal of existing grinder and control panels and installation and start-up of new equipment

The complete price for labor and materials outlined in the scope of supply table above and enclosed screen appendix as well as NM Gross Receipts Tax is **$119,949**. This price is valid for 60 days from the bid date. Please see a breakdown of pricing below:

Equipment & Materials: $56,727
Labor: $58,437
NMGRT: $4,785

Payment Terms:

- 75% Upon Delivery of Equipment, net 30 days;
- 20% Upon Mechanical/Electrical Installation of Equipment, net 30 days;
- 5% Upon Start-Up of Equipment, net 30 days

Please note the pricing above only includes the equipment and installation work specifically outlined above. Any additional equipment and associated installation work beyond the scope of supply listed above is excluded and MISCO Water reserves the right to reprice should additional equipment or site work be deemed necessary by the City of Santa Fe. Additionally, a non-exhaustive list of items excluded from MISCO Water' s scope of work is outlined below:

- Replacement or upgrades of existing electrical gear
- SCADA programming
- Bypass Pumping
- Interconnecting Piping
- Coatings
- Permits, Fees, engineered drawings
- Seismic calculations or Seismic Upgrades
- Third party inspection or testing
- Pressure testing
- Hazardous material handling or disposal

- Certified payroll
- Project labor agreement
- Bonds
- Buy America equipment requirements certification
- AIS equipment requirements certification

The quoted scope of work is based on standard wage rates and insurance policies. MISCO Water reserves the right to reprice our scope of work, should additional wage, insurance requirements or bonds be deemed necessary by the City of Santa Fe.

Thank you for your consideration and we look forward to discussing this offering with Town staff in more detail in the future.

Nick Lucas
MISCO Water/TW Associates
720-526-7397
nlucas@miscowater.com

CC: Stefan Oreshkov MISCO Water/TW Associates

MISCO WATER
a UFT Company

STANDARD TERMS AND CONDITIONS *1*

ACCEPTANCE

The following Terms and Conditions are an integral part of the offer to sell the equipment and/or services offered in this proposal. When the BUYER signifies acceptance of this quotation by submission of a Purchase Order or signed SELLER Quotation, it shall become a binding contract when accepted and signed by an authorized signer of the SELLER. Any changes or amendments to this proposal made by the BUYER must have SELLER's approval in writing to become a part of this contract. These Terms and Conditions and the accompanying Purchase Order or signed SELLER Quotation shall comprise the entire agreement between the parties and no course of prior dealings between the parties and no usage of the trade shall be relevant to supplement or explain any terms used in this contract. Unless stated otherwise, the terms and conditions of the manufacturers listed herein will apply to this quotation Any attachments or listed documents are considered a part of this quotation and are made part of the agreement. **Quote is firm for thirty (30) days unless otherwise stated on the face of the attached quotation.**

APPROVAL DRAWINGS

All items listed are based on SELLER S interpretation of the requirements in accordance with the plans and specifications. Any preliminary drawings or literature attached to our quotation are for illustration purposes only to show approximate arrangements. Specific drawings and submittal data will be furnished for approval as required after receipt and acceptance of the BUYER'S order. Any submittal or manuals when provided by SELLER will be in the form of a PDF electronic file only. Any form of media beyond the electronic file would be the responsibility of BUYER. Fabrication of products or equipment ordered will not begin until approval and direction to proceed is received in writing. No warranty is made regarding quantities, materials of construction or type of materials quoted. Operation, installation, and maintenance of materials quoted are the responsibility of the OWNER or CONTRACTOR.

DELIVERY

Any shipment or delivery date recited represents our best estimate, but no liability, direct or indirect, is assumed by SELLER for failure to ship or deliver on such dates. Unless otherwise directed, SELLER shall have the right to make early or partial shipments and invoices covering the same to BUYER shall be due and payable in accordance with payment terms hereof. FOB shall be origin unless stated otherwise on the front of these Terms and Conditions. Delivery schedule(s) will be contingent on supply-chain availability and variability for material components, therefore, lead-times are subject to change without notice. Published weights are careful estimates but are not guaranteed. SELLER will endeavor, insofar, as it is possible, to comply with shipping instructions specified by the Purchaser. However, SELLER reserves the right to ship merchandise by such means of transportation as it may select. The manufacturer will ship the equipment via best way. Demurrage shall be billed to the account of the Purchaser. DAMAGE CLAIMS: Care is taken in packaging all shipments. After BUYER has been given the receipt by the transportation company, all claims for breakage or shortages, whether concealed or obvious, must be made in writing by the BUYER to the carrier and SELLER within seven (7) days after receipt of shipment. When damage or shortages are obvious, written comments on the bill of lading are required before the driver is released.. RETURNED PRODUCTS: In no instance is equipment to be returned without first obtaining SELLERS written approval and returned materials authorization. If shipment is postponed at the request of the purchaser after manufacturing has been commenced, payment will be due on notice from us that the equipment is ready for shipment. Pro rata payments shall be made for partial shipments.

STORAGE

Any item of the product on which shipment is delayed by BUYER may be placed in storage by SELLER at BUYER'S expense and risk. If a delay in shipment is requested by BUYER after an order has been entered and accepted:

a. No charge will be made if the request for delay is made more than six (6) weeks before acknowledged shipping date and the requested delay is for a period not in excess of thirty (30) days.

b. A charge will be made if the requested delay exceeds a period of thirty (30) days or if the request is made within six (6) weeks of the acknowledged shipping date. SELLER will advise BUYER of the charge within ten (10) days of receiving BUYER'S request for delay.

c. If the product is within six (6) weeks of the acknowledged shipping date, then SELLER has the option of completing, invoicing and storing the product and charging one and one-half percent (1.5%) per month, or the maximum percentage permitted by law, whichever is lesser, of the established price for such product, plus storage cost.

PAYMENT

Payment terms, upon credit approval, are of net thirty (30) days from the date of each invoice for material shipped (or when ready for shipment if shipment is deferred by BUYER) **unless stated otherwise on the face of the attached quotation.** Flow down provisions are not accepted and shall not be enforceable against SELLER. Retention is not allowed. In the event any payment becomes past due, a charge of one-half percent (1.5%) will be assessed monthly. These terms are completely independent from, and not contingent upon, when BUYER receives payment from the OWNER. A processing fee of up to four percent (4%) will be added for credit card payments. All merchandise sold is subject to lien laws. Partial or final payment shall constitute acceptance of delivered materials, products, or equipment.

FORCE MAJEURE

Neither Party will be liable for any failure or delay in performing an obligation under these Terms and Conditions that is due to any of the following causes, to the extent beyond its reasonable control: acts of God, accident, riots, war, terrorist act, epidemic, pandemic, quarantine, civil commotion, breakdown of communication facilities, breakdown of web host, breakdown of internet service provider, natural catastrophes, governmental acts or omissions, changes in laws or regulations, national strikes, fire, explosion, generalized lack of availability of raw materials or energy. For the avoidance of doubt, Force Majeure shall not include (a) financial distress nor the inability of either party to make a profit or avoid a financial loss, (b) changes in market prices or conditions, or (c) a party's financial inability to perform its obligations hereunder.

TAXES AND BONDS

Taxes and bonds are **NOT** included in our pricing. Any applicable taxes or bonds will be added to the price and shown separately on each invoice. All prices exclude sales, use, duties, excise, and other taxes in respect to manufacture, sale, or delivery, all of which are to be paid by the buyer unless a proper exemption certificate is furnished. BUYER agrees to reimburse our company for taxes SELLER must pay on BUYER S' behalf.

CLAIMS AND BACKCHARGES

BUYER agrees to examine all materials immediately upon delivery and report to SELLER in writing any defects or shortages noted no later than ten (10) days following the date of receipt. The parties agree that if no such claim is made within said time, it shall be considered acceptable and in good order with respect to any defect or shortage which would have been revealed by such an inspection. In no event will SELLER be responsible for any charge for modification, servicing, adjustment or for any other expense without written authorization from SELLER prior to the performance of any such work. IN NO EVENT SHALL SELLER BE LIABLE TO BUYER OR ANY THIRD PARTY FOR ANY LOSS OF USE, REVENUE OR PROFIT, OR FOR CONSEQUENTIAL, INDIRECT, INCIDENTAL, SPECIAL, EXEMPLARY, OR PUNITIVE DAMAGES, FOR ANY REASON, INCLUDING WITHOUT LIMITATION, DAMAGES ARISING OUT OF A DELAY IN OR FAILURE OF DELIVERY, DEFECTS IN MATERIAL AND WORKMANSHIP AND/OR FAILURE OF GOODS TO PERFORM TO APPLICABLE SPECIFICATIONS,

STANDARD TERMS AND CONDITIONS 2

DRAWINGS, BLUEPRINTS OR SAMPLES AS SET FORTH OR DESCRIBED HEREIN, IF ANY, OF A BREACH BY SELLER OF ANY OTHER TERM OR OBLIGATION OF SELLER UNDER THE CONTRACT. No penalty clauses of any description will be effective unless approved in writing over the signature of a principal of SELLER. Under no circumstances shall SELLER be liable for any consequential, special or incidental damages, including liquidated damages, arising from any breach by it in this transaction, AND ALL SUCH CONSEQUENTIAL, SPECIAL AND INCIDENTAL DAMAGES, INCLUDING LIQUIDATED DAMAGES, ARE EXCLUDED FROM ANY REMEDIES AVAILABLE TO THE BUYER.

SECURITY INTEREST & TITLE

Until all amounts due SELLER have been paid in full, SELLER shall retain a security interest in the product and have all rights of a secured party under the Uniform Commercial Code and applicable law, including the right to repossess the product or equipment without legal process and the right to require the BUYER to assemble the equipment and make it available to SELLER at a place reasonably convenient to both parties.

WARRANTY

Equipment and parts not manufactured by the SELLER carry only the warranty of the manufacturer of said parts. SELLER does not make any express or implied warranty for equipment and/or parts it did not manufacture. Credits for defective material and workmanship in said equipment and/or parts are only in accordance with the underlying company policy of the manufacturer. SELLER makes no warranty whatsoever with respect to any equipment and/or parts as to their merchantability or fitness for a particular purpose. It is further agreed that the SELLER assumes no liability whatsoever for failure of equipment due to normal usage and wear.

INDEMNIFICATION

To the fullest extent permitted by the law in which the project is located, BUYER and SELLER shall indemnify and hold one another and their respective employees and agents harmless from and against all claims, damages, losses, liabilities, actions, causes of action, demands, fines, penalties, judgments, costs, and expenses, including but not limited to attorneys' fees, court costs, expert fees and costs, arising out of or resulting from BUYER's or SELLER's own negligent acts, omissions or misconduct, to the extent such negligence is covered by BUYER's and SELLER's respective insurance policies. In the event any third party asserts against SELLER a claim for patent infringement, royalties or licensing fees with respect to BUYER's use of the products, materials, or equipment provided hereunder, BUYER agrees to indemnity SELLER for all liability damages, costs and expenses in connection therewith.

CANCELLATION

Buyer may cancel this contract only in writing signed by BUYER's duly authorized agent and acknowledged in writing by SELLER's duly authorized agent. Should this order be cancelled, BUYER shall be obligated to pay for the level of work performed and products shipped. Work performed includes any engineering, calculations, preparation of submittals, drawings, and/or travel to job site in relation to this order. In addition to any other remedies provided under these Terms and Conditions, SELLER may terminate this contract with immediate effect by providing signed, written notice to BUYER, if BUYER: (i) fails to pay any amount when due under the contract and such failure continues for 30 days after BUYER's receipt of written notice of nonpayment; (ii) has not otherwise performed or complied with any of these Terms and Conditions; or (iii) becomes insolvent, files a petition for bankruptcy or commences or has commenced against it proceedings in bankruptcy, receivership, reorganization or assignment for the benefit of creditors.

FIELD WORK

Unless specifically stated on our quotation, installation, start-up service, field testing, supervision, operation, and training are not included in our pricing of product. In the event that SELLER or any of its employees or agents do perform work or services on-site at the project's location, BUYER agrees to hold SELLER and its employees or agents harmless for any injuries or damage to property caused by their acts or omission, except to the extent said injuries or property damage arise from gross negligence or intentional misconduct.

MODIFICATIONS

This contract can be modified only in writing which specifically states that it amends these Terms and Conditions and is signed by both parties and their duly authorized agents. It is further agreed that this contract shall not be modified in any respect except in writing signed by the party and their duly authorized agent against whom the modification is sought to be enforced.

AUTHORITY OF SELLER'S AGENTS

No agent, employee or representative of the SELLER has any authority to bind the SELLER to any affirmation, representation or warranty concerning the goods sold under this Contract, and unless an affirmation, representation or warranty made by an agent, employee, or representative is specifically included within this written contract, it shall not be enforceable by the BUYER.

NO THIRD-PARTY BENEFICIARIES

This contract is for the sole benefit of BUYER and SELLER and their respective successors and permitted assigns and nothing herein, express or implied, is intended to or shall confer upon any other person or entity any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of these Terms and Conditions.

GOVERNING LAW

All matters arising of or relating to the contract or the Terms and Conditions shall be governed by and construed in accordance with the laws of the state in which the project is located.

DISPUTE RESOLUTION

In the event of any dispute between BUYER and SELLER arising out of the terms of the contract and these Terms and Conditions, such dispute shall be decided by arbitration administered by the American Arbitration Association in accordance with the then-prevailing Commercial Arbitration Rules and Mediation Procedures of the American Arbitration Association. BUYER and SELLER mutually agree that any dispute involving claims valued at or above $1,000,000.00 shall be heard by a panel of three (3) arbitrators. The venue for all arbitration proceedings shall be the State of California. The foregoing agreement to arbitrate shall be specifically enforceable in any court of competent jurisdiction. The award rendered by the arbitrators shall be final and judgment may be entered upon it in accordance with applicable law in any court of competent jurisdiction.

SEVERABILITY

The partial or complete invalidity of any one or more provisions of these Terms and Conditions shall not affect the validity or continuing force and effect of any other provision. If any provision is invalid, in whole or in part, the provision shall be considered reformed to reflect the intent thereof to the greatest extent possible consistent with applicable law.

ASSIGNMENT – DELEGATION

No right or interest in this Contract shall be assigned by the BUYER without the written permission of the SELLER, and no delegation of any obligation owed, or of the performance of any obligation by the BUYER shall be made without the written permission of the SELLER. Any attempted assignment or delegation shall be wholly void and totally ineffective for all purposes unless made in conformity with this paragraph.

Signature:_____

Date: _____

APPENDIX

MUFFIN MONSTER®
In-line/Open-channel Grinders

Muffin Monster sewage grinders ore designed to protect pumps and other equipment by grinding down the toughest wastewater solids. Applications include: lift stations, sludge lines, septage receiving stations, headworks screenings reduction, prisons and more.

10K Series Muffin Monster®

The 1OK Series Muffin Monster ·s a compact gr'nder, tough on solids in sludge and sewage applications. It fits into areas with lim·ted space requirements while still providing the necessary power for downstream protection. The 1OK Series is an ideal, low-cost solution that goes beyond sludge grinding at resource recovery facil'ties and fits perfectly into office buildings, apartment complexes, resorts, retail centers and package treatment plants.

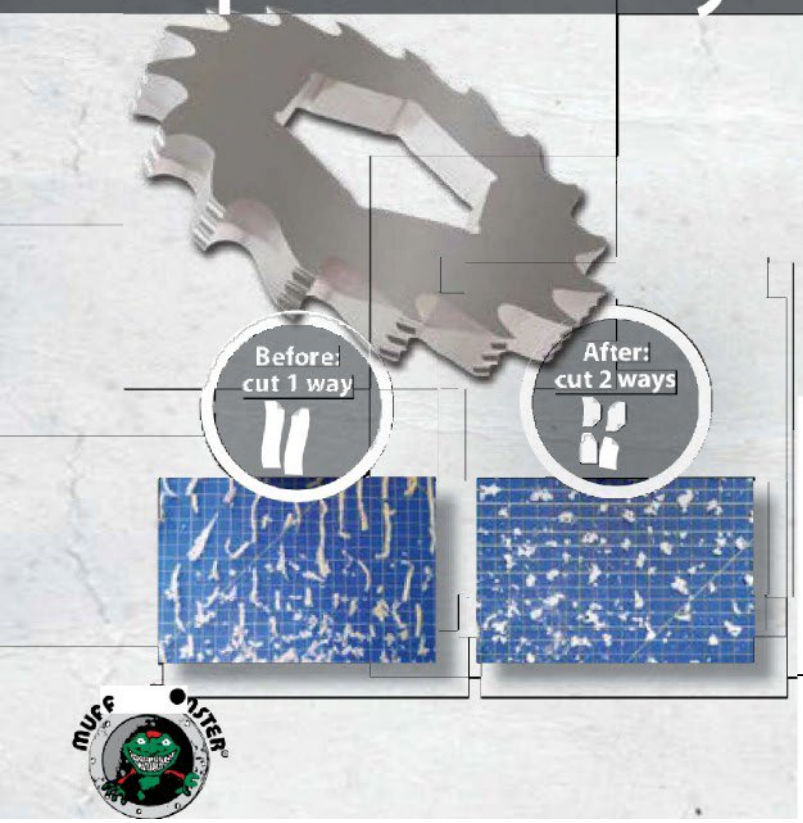
30K Series Muffin Monster®

Troublesome solids are now easier than ever to reduce with the Muffin Monster dual-shafted grinder. Its slow-speed, high-torque design shreds tough solids that typically cause sewer problems. With over 40,000 installations, the Muffin Monster is legendary for providing solutions that meet the increasingly demanding needs of wastewater operations.

40K Series Muffin Monster®

The 4OK Series Muffin Monster excels in wet and dry grinding applications. It's a powerful shredder for large s,udge processing systems. It also serves in many industrial applications including fish and beef processing, petroleum, pulp and paper mills, chemical plants and recycling plants. The 4OK is designed to handle the highest solids loading environments.

Wipes Ready® Technology



Wipes Ready®cutters*

Achieve the desired two-dimensional cutting capabilities to control both the width and length of output, preventing materials from forming long strips and reweaving in the waste stream.

- **Cut wipes in two directions**
- **rnralterp11rttcte--stz-e= Norewe-avim**

'patent pending

Features

Dual-shafted grinder

Slow-speed, high-torque grinders handle rags, rocks, wood, wipes, clothing, plastics and other debris

Capable of grinding a wider variety of solids than single-shafted machines, macerators and chopper pumps

Compact and efficient design

Adapts to pipelines or channels with little or no modification

Custom stainless steel frames allow easy installation in channels, wet wells and pump stations

In-line 30K Muffin Monster incorporates an easy-to-remove cutter cartridge

Automated monitoring and controls

- Load-sensing and reversal mechanism to optimize grinder's performance

Benefits

Equipment protection

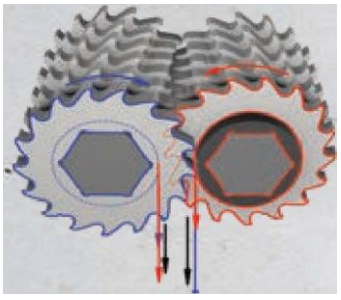
- Protect pumps and other critical equipment from costly clogs and damage from tough solids

Efficient treatment operations

- Grinding separates organic from inorganic materials in the waste stream
- Organics stay in the treatment process and screens are cleaner

Lower Operating Cost

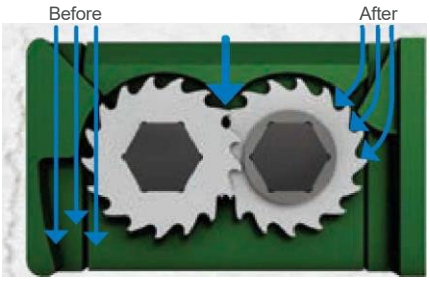
- Clear pipes and pumps means shorter pump run cycles and lower electrical costs



Optimized cut control

Improve cutting by tailoring the speed of the new Wipes Ready cutter rotation with patented optimized cut control.

- **Cutters stay clean**
- **Prevents long strips**



Patented Delta P side rails

Ensure the capture of all items in the waste stream and drive debris into the cutter stack with patented side rail design.

- **Drive debris into cutters**
- **Prevent buildup**
- **Enhance high flow**

'

Materials of construction

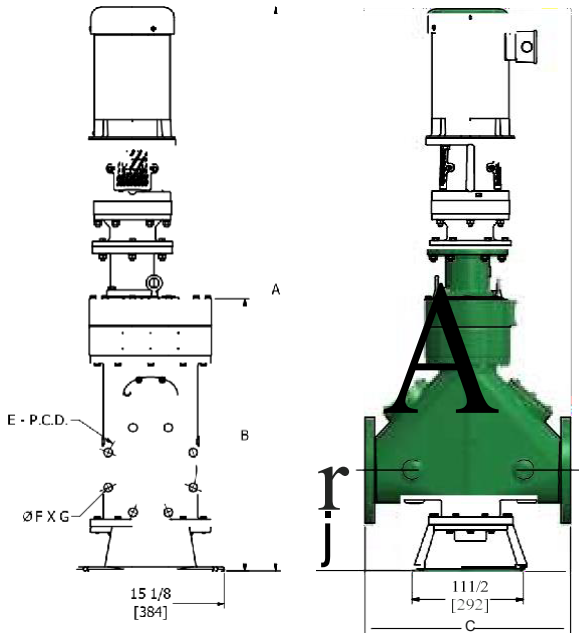
Housings: Ductile iron
Cutters: Hardened alloy steel
Shafts: Hardened alloy steel
Mechanical Seals: Tungsten carbide faces

Specifications

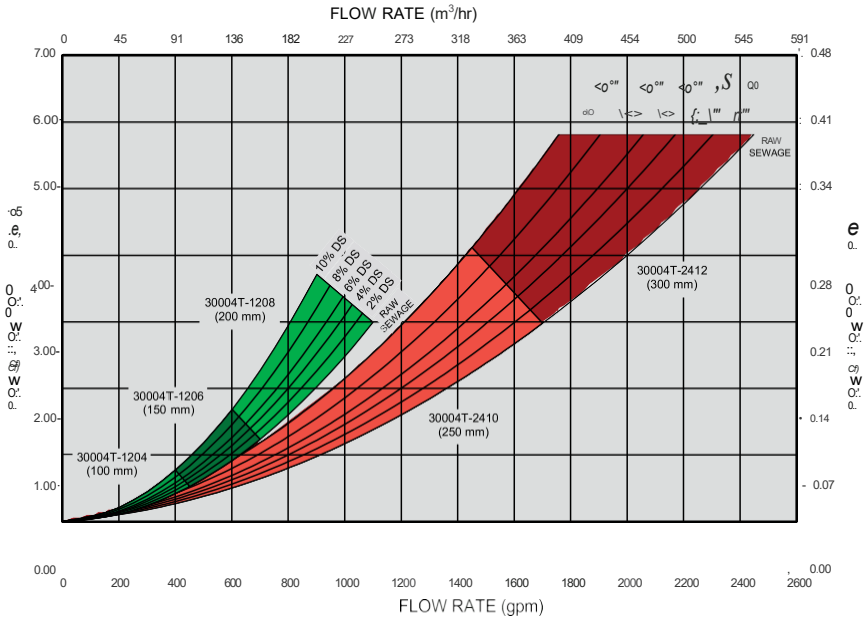
2" (SO mm) hex shafts;
Standard 3 hp (2.2 kW) motor; 29:1 reducer
Cutter Size: 4-3/4" (120 mm) diameter cutters
Seal Max Working Pressure: 90 psi (6 bar)

OPTIONS AVAILABLE

	In-line	Open-channel
5 hp (4 kW) Motor, 29:1 Reducer	■	■
7, 11 and 73-tooth Cutters	■	■
17-tooth Wipes Ready®Cutter	■	■
Monster Metal®Cutter	■	■
Custom Mounting Frames		■
55 & NEMA 7 Control Enclosures	■	■
Stainless Steel Feed Hopper		■
Alternate Voltage & HP Motors	■	■
Explosion-proof Motors	■	■
Immersible Motors	■	■
Hydraulic Power Pack	■	■
Extended Motor Shafts	■	■
ANSI, JIS, JWA, BS & AS Flanges	■	



MODEL 30004T



In-line Model	Flow Rate - gpm (m³/hr)	Pipeline - inches (mm)	Pressure Drop - psi, (bar)	Standard Dimensions - inches (mm) A	B	C	D	Flange Dimension - inches (mm) E	F	G	Approximate Net Weight -lbs (kg)
30004T-1204	450 (102)	4(100)	0.52 (0.04)	60-1/8 (1527)	28-1/4 (718)	19-1/4 (483)	9-3/8 (238)	7-1/2 (191)	3/4(19)	8	562 (255)
30004T-1206	700 (159)	6(150)	1.23 (0.08)	60-1/8 (1527)	28-1/4 (718)	21-1/4 (540)	10-3/8 (264)	9-1/2 (241)	7/8 (22)		559 (254)
30004T-1208	1100 (250)	8(200)	3.00 (0.21)	60-1/8 (1527)	28-1/4 (718)	23-1/4 (591)	11-1/4(286)	11-3/4 (286)	7/8 (22)	8	568 (258)
30004T-2410	1700 (386)	10 (250)	2.97 (0.20)	71-5/8 (1819)	39-3/4 (1010)	27-1/4 (692)	12-5/16 (313)	14-1/4 (362)	1 (25)		789 (358)
30004T-2412	2450 (556)	12 (300)	5.80 (0.40)	71-5/8 (1819)	39-3/4 (1010)	31-1/4(794)	13-1/4 (337)	17 (431)	1 (25)	12	809 (367)

In-line unit typically installed upstream of the pump.• Consult factory for analysis of application.

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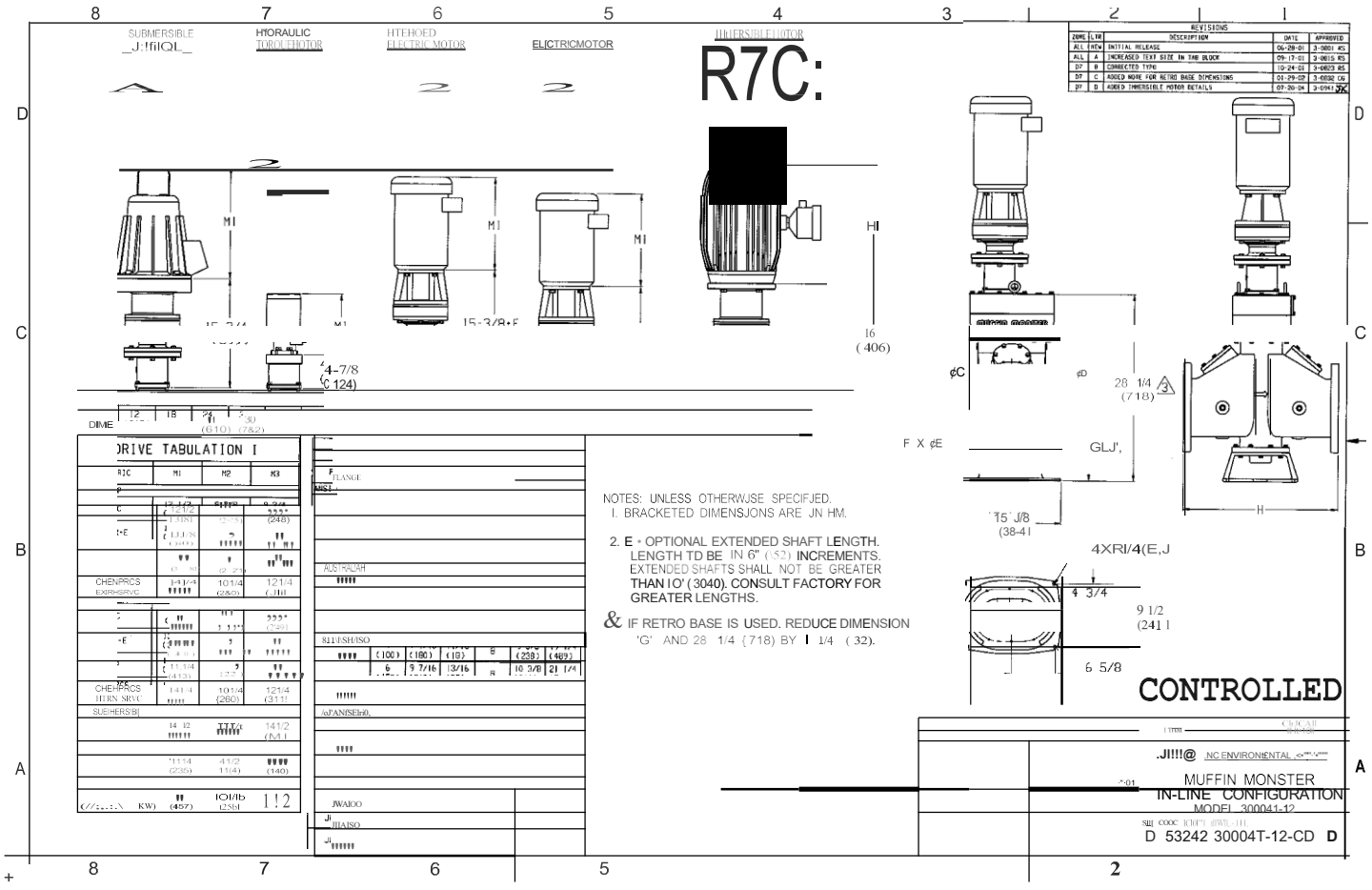

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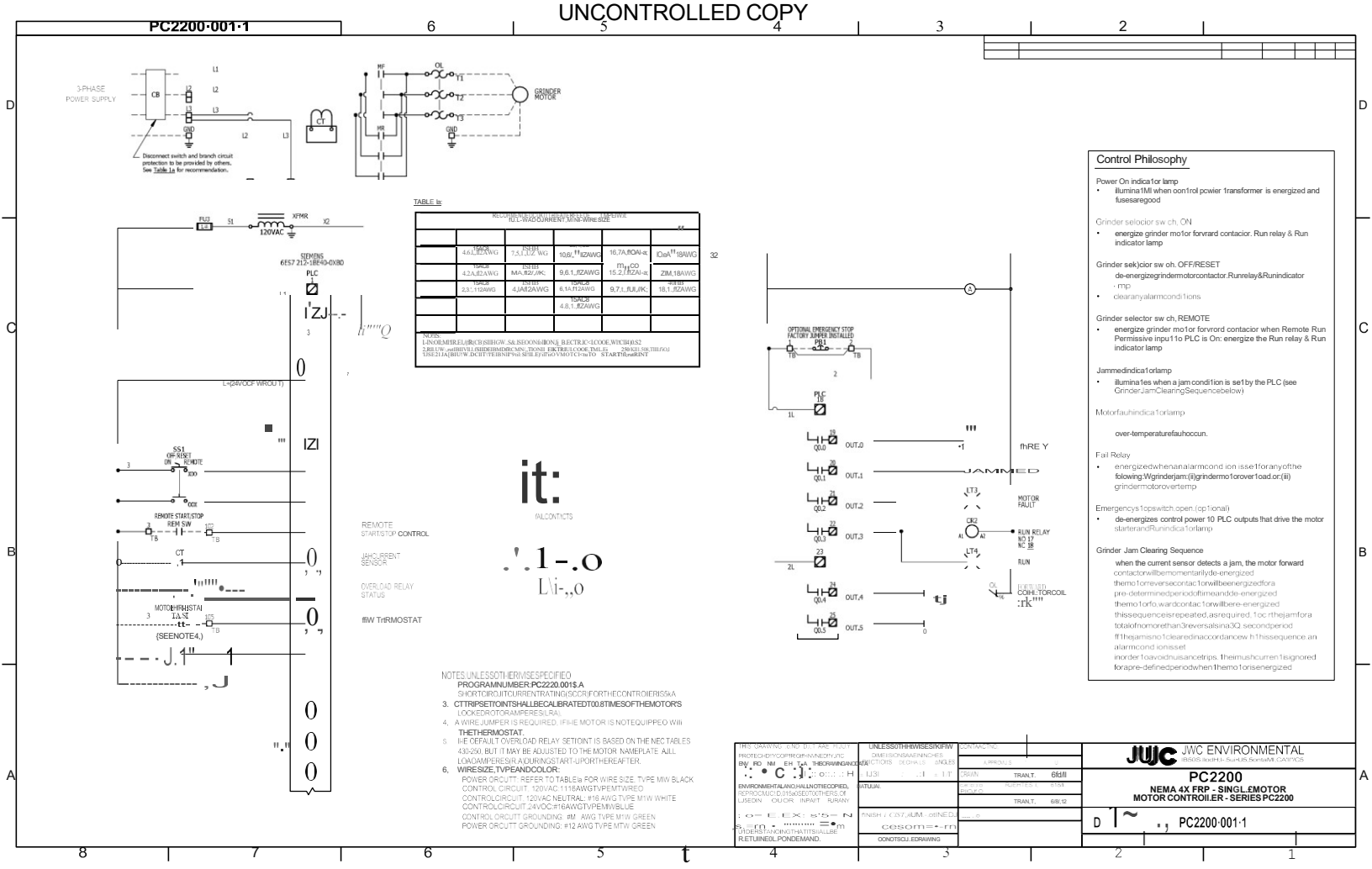

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PC2200·001·4

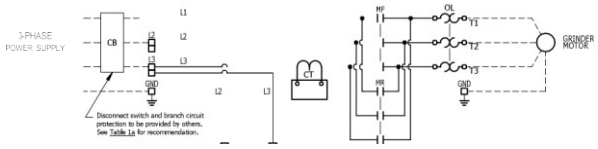
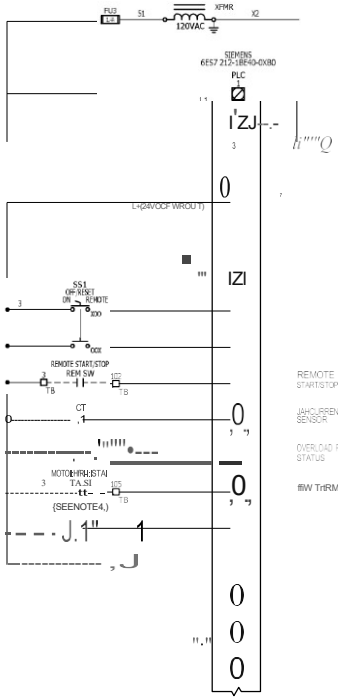
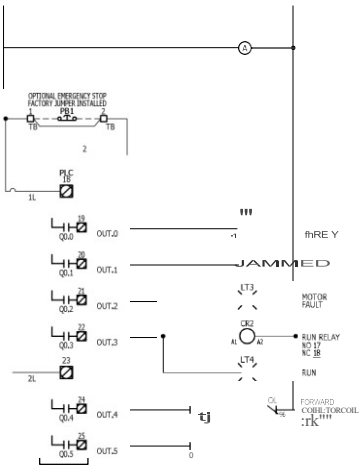


TABLE 1a:

RECOMMENDED OVERCURRENT PROTECTION AND WIRE SIZE (C.L. = MAX CURRENT, MTW WIRE SIZE)					
	TSACB 4.6,IL,IBZAWG	TSHB 7,5,IL,IBZ WG	TSHCB 10,6/,"IBZAWG	16,7A,fBOAI-a; TS 2,I IBZA	IDaA"IBAWG
	TSACB 4.2,AJBZAWG	TSHB MA,IBZI,//K;	9,6.1,,IBZAWG		ZIM,18AWG
	TSACB 2,3',,112AWG	TSHB 4,JA82AWG	TSACB 6,1A,ffI2AWG	9,7,I,,fUI,//K;	18,1,,IBZAWG
			TSACB 8,6,1,,IBZAWG		

NOTES:
1-INOR,MI'IRE1,(fBrCB,)SIBIOW. SiLSSIONSdBON,I, ELECTRIC>1CODE,WICIHRS2
2.IRE1/W:-.mIIIIVE1./SIIDEIBMDRCNIN:,.TIONII. EKTRIE1/CODE.TMLIS 250(XI2L/SII,TIIL/SO)
USE21JA/[BIUFW.DCIIT/TEIBNIP/mI.SIIE.Eyd!isOVMOTCI-/mTO START/IrealRINT





REMOTE START/STOP CONTROL

MAIN CURRENT SENSOR

OVERLOAD RELAY STATUS

flW TrtRMOSTAT

NOTES UNLESSOTHERIVISESPECIFIED
PROGRAMNUMBER:PC2220.001$.A
SHORTCIRCUITCURRENTRATINGOCCRIFORTHECONTROLTRISSkA
J, CTTRIPSETTOINTSHALLBECALIBRATEDT00.8TIMESOFTHEMOTOR'S LOCKEDROTORAMPERES(LRA).
4, A WIRE JUMPER IS REQUIRED. IFIHE MOTOR IS NOTEQUIPPED Will THETHERMOSTAT.
S, I-IE DEFAULT OVERLOAD RELAY SETTOINT IS BASED ON THE NEC TABLES 430-250, BUT IT MAY BE ADJUSTED TO THE MOTOR NAMEPLATE AJLL LOADAMPERES(R A)DURINGSTART-UPORTHEREAFTER.
6, WIRESIZE,TVPEANDCOLOR:
POWER ORCUTT: REFER TO TABLEia FOR WIRE SIZE, TVPE MIW BLACK
CONTROL CIRCUIT: 120VAC: 1116AWGTVPEMTWIRED
CONTROLCIRCUIT, 120VAC NEUTRAL: #16 AWG TVPE M1W WHITE
CONTROLCRCUIT,24VDC:1116AWGTVPEMWBLUE
CONTROL ORCUTT GROUNDING: #M AWG TVPE M1W GREEN
POWER ORCUTT GROUNDING: #12 AWG TVPE MTW GREEN

Control Philosophy

Power On indica1or lamp
- illumina1MI when oon1rol pcwier 1ransformer is energized and fusesaregood

Grinder selocior sw ch, ON
- energize grinder mo1or forvrard contacior. Run relay & Run indicator lamp

Grinder selocior sw oh. OFF/RESET
- de-energizegrindermotorcontactor.Runrelay&Runindicator · mp
- clearanyalarmcondi1ions

Grinder selector sw ch,REMOTE
- energize grinder mo1or forvrord contacior when Remote Run Permissive inpu11o PLC is On: energize the Run relay & Run indicator lamp

Jammedindica1orlamp
- illumina1es when a jam condi1ion is se1 by the PLC (see Grinder.JamClearingSequencebelow)

Motorfauhindica1orlamp
over-temperaturefauhoccun.

Fail Relay
- energizedwhenanalarmcond ion isse1foranyofthe fo1owing:Wgrinderjam:(ii)grindermo1orover1oad.or:(iii) grindermotorovertemp

Emergencys1opswitch.open.(op1ional)
- de-energizes control power 10 PLC outputs that drive the motor starteranoRunindica1orlamp

Grinder Jam Clearing Sequence
when the current sensor detects a jam, the motor forward contactorwillbemomentarilyde-energized thermo1orreversecontac1orwillbeenergizedfora pre-determinedperiodoftimeandde-energized thermo1orfo.wardcontac1orwillbere-energized thissequenceisrepeated,asrequired.1oc rthejamfora totalofnomorethan3reversalsina3Q secondperiod ff1hejamisno1clearedinaccordancew h1hissequence an alarmcond ionisset inorder1oavoidnuisancetrips; 1heimushcurren1isignored forapre-definedperiodwhen1hemo1orisenergized

THIS DRAWING AND DATA ARE PROTECHDPYCOPIRGHI-WNEDIY.ITC	UNLESSOTHIIWISESPITIFIW DIMENSIONSRAIINCHES FRICTIONS DECIMALS ANGLES	CONTACINC.	JWC ENVIRONMENTAL 18950S.IlceHH- Su405.SontaMLCAI'IICS
		APPROVED	
		DRAWN TRAN.T. 6/17/II	PC2200
		CHECKED 1<JEHIES1 6-1/II	NEMA 4X 316 STAINLESS STEEL - SINGLE MOTOR MOTOR CONTROLLER - SERIES PC2200
		PROJECT TRANT 6/17/	D PC2200·001·4 A
			1 2

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TABLE 1: PARTS LIST

TB	2	EI0-003-214	SCREW CENTER JUMPER- 2 POLE	AB	1492-CJS-2
TB	5	EI0-003-210	SCREW CONNECTION TERMINAL BLOCK; 50A	AB	1492-J6
TB	2	E10-003-213	SCREW CONNECTION GROUND TERMINAL BLOCK	AB	1492-JG6
TB	4	E10-003-201	END BARRIER	AB	1492-EBJJ
TB		EI0-00J-205	SCREW CENTER JUMPER- 2 POLE	AB	1492-CJJ6-2
TB		EI0-003-200	SCREW CONNECTION TERMINAL BLOCK; 35A	AB	1492-J4
TB	3	EI0-00J-207	END ANCHOR	AB	1492-EAJJS
SSI-NP	I	E13--043-005	NAMEPLATE "ON-Off/RESET-REMOTE", FOR 22mm PILOT DEVICE	JWCE	EI3-043--09S
SSI	I	E0S-001-410	SELECTOR 9/V - 3 POS MAINT, IP66 NEMA 4/4X/13	AB	800FP-SM32PX20
PIC	I	E19--013-114	; A i 2: : ti ·oc? civA ,c:iw , ': ot	SIEMENS	6ES7212-1BE40-0XB0
LT4-NP	I	EI3-043·004	NAMEPLATE "RUN", FOR 22mm PILOT DEVICE	JWCE	EI3-043--004
LT4	I	E07-001-402	GREEN LED PILOT LIGKT, IP66 NEMA 4/4X/13	AB	800FP-P3PNSG
LT3-NP	I	E13--043-145	NAMEPLATE "MOTORFAULr, FOR 22mm PILOT DEVICE	JWCE	EI3-043-14S
LT3		E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P-P4PNSR
LT2-NP		E13--043-066	NAMEPLATE "JAMMED", FOR 22mm PILOT DEVICE	JWCE	EI3-043--066
LTI	I	E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP·P4PNSR
LTI-NP	I	E13--043-001	NAMEPLATE "POWERON", FOR 22mm PILOT DEVICE	JWCE	EI3-043--001
ITI		E07--001-404	AMBER LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-POPNSA
FU3		E06-130-0140	GENERAL PURPOSE RJSE 7 MIDGET, 1.4A 2SOV TIME DELAY	FERRAZ SHAWMUT	TRMI-4/10
END_CLIP	4	E0S-022·002	DIN RAIL END CLIP	IDEC	BNL·S
ENCL-PNL	I	E0I--050-002	17"d3" BACK PANEL FOR NEMA ENCL 20"·16"	HOFFMAN	A20P16
ENCL	I	E01-4X6-201608	316 STAINLESS STEEL TYPE 4X ENCJOSURE 20"x6"x8"	HOFFMAN	A20HI608SS6LP
CT	I	E0+-007-001	CURRENT SENSING SWITCH, 0-135 AMP INPUT, 30V MAX. SOLID-STATE OUTPUT	VERIS	H-701
CRI, CR2	2	E0S-004-015	RELAY, 6mm RVSH SERIES, 6A SPOT 120V COIL, LED	IDEC	RVSH-LADIO
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

NOTE:
ONE SET Of SPARE RJSES ARE INCLUDED IN QUANTITIES.

TABLE 2: BRANCH CIRCUIT COMPONENT SELECTION

VOLTAGE	TAG	MOTOR HORSE POWER (HP)				
		IHP	ZHP	3HP	SHP	IOHP
208V	XFMR	E03--001-013	EOJ-001-013	E03--001-013	EOJ-001--013	E03-001-013
	RJ1-PU2	E06-110--0100	E06-110-0100	E06-110-0100	E06-110-0100	E06-110-0100
	MF/MR	EOZ-020-101	EOZ--020-101	EOZ-020-101	EOZ-020-101	EOZ-020-103
	OL	E02-020-241A	EOZ-020·242A	E02-020·242A	E02-020·243A	E02-020-245A
230V	XFMR	EOJ--001--010	EOJ-001-010	EOJ--001-010	EOJ-001--010	EOJ--001-010
	RJ1-PU2	E0&-110--0100	E06-110-0100	E0&-110--0100	E06-110-0100	E0&-110--0100
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-103
	OL	E02--020-241A	E02-020·242A	E02--020-242A	E02-020·243A	E02--020-245A
380-415V	XFMR	E03-001-009	E03-001-009	E03--001-009	E03-001-009	E03-001-009
	RJ1-PU2	E0&-110--007S	E06-110-007S	E06-110-007S	E0&-110--007S	E06-110-007S
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020·241A	E02--020-242A	E02-020·242A	E02--020-242A
460V	XFMR	E03--001--010	E03-001--010	E03--001-010	E03-001--010	E03-001·010
	RJ1-PU2	E0&-110--0050	E06-110-0050	E06-110-0050	E06-110-0050	E0&-110-0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
575V	XFMR	E03-001--027	E03-001--027	E03--001-027	E03-001--027	E03--001-027
	RJ1-PU2	E0&-110--00SO	E06-110-0050	E06-110-00SO	E06-110-0050	E06-110-00SO
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-241A	E02-020-242A	E02--020-242A

TABLE 3: PARIS LIST SUPPLEMENT TO TABLE 2

FU2	4	E06-115-0150	FUSE, 15A, 600V, TIME DELAY, CLASS CC	FERRAZ SHAWMUT	ATQRI
FU2	4	E06-115-007S	FUSE, 7.5A,600V, TIME DELAY, CLASS CC	FERRAZ SHAWMUT	ATQR3/4
FU2	4	E06-110-0050	FUSE, 3A,600V, TIME DELAY, CLASS CC	FERRAZ SHAWMUT	ATQRI/2
XFMR	1	E03--001-027	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 600,120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-010	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 208,120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-010	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 240/480,120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-009	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 380/400/415,230/115	AB	1497-C-M4-3-N
OL	I	E02--020-245A	EC.EI PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 9.0-45 AMPS	AB	193-IEFD
OL	I	E02--020-243A	EC.EI PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 5.4-27 AMPS	AB	193-IEFEB
OL	I	E02--020-242A	EC.EI PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 3.2-16 AMPS	AB	193-IEFDS
OL	I	E02--020-241A	EC.EI PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 1.0-5.0 AMPS	AB	193-IEFCB
MF/MR	I	E02--020-101	EC CONTACTOR, AC REVERSING, 23 AMPS	AB	104-C23D22
MF/MR	I	E02--020-103	EC CONTACTOR, AC REVERSING, 37 AMPS	AB	104-C37D22
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

JWC ENVIRONMENTAL
2S505 Rockli-SUK119,Sch111ML CA92705

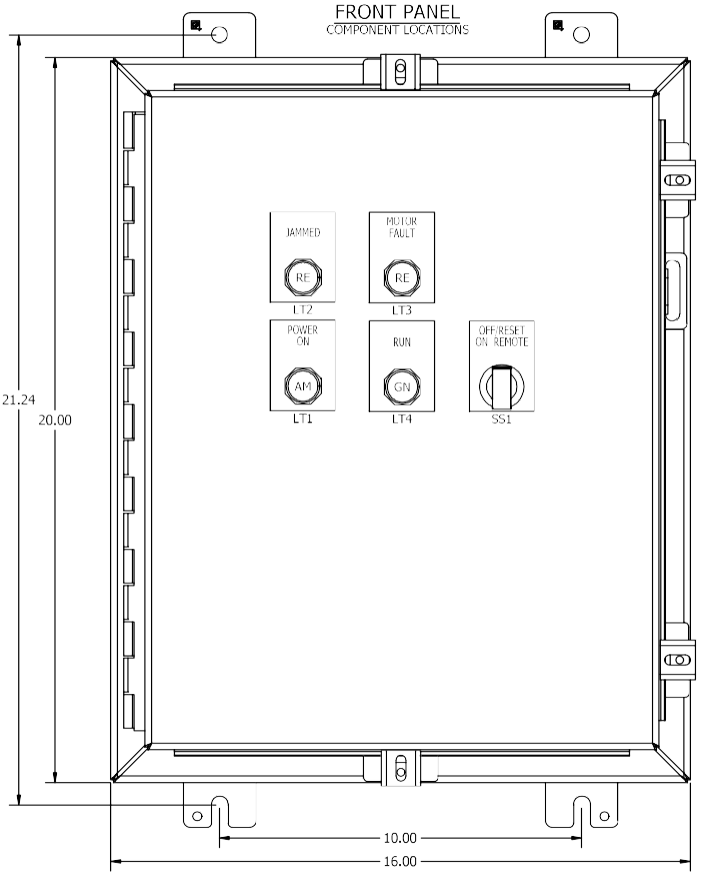
PC2200
NEMA 4X 316 STAINIfSS STEEL- SINGLE MOTOR __MOTOR CONTROLLER· SERIES PC2200

D PC2200-001-4 A

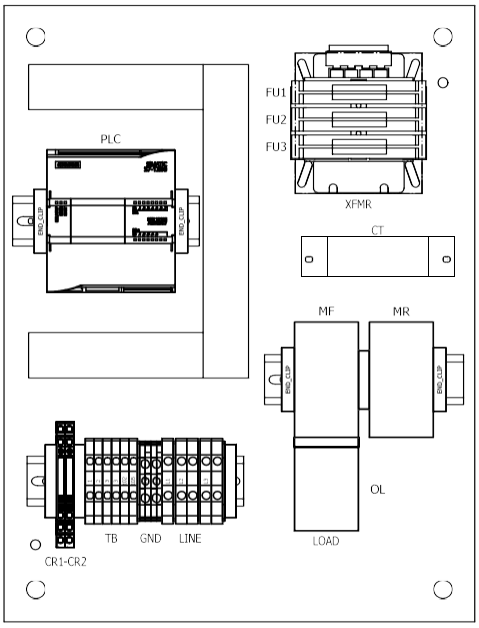
UNCONTROLLED COPY

DRAWING NO. **PC2200-001-4**

FRONT PANEL
COMPONENT LOCATIONS



BACK PANEL
COMPONENT LOCATIONS



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JWC ENVIRONMENTAL
2850 S. Red Hill Ave. Suite 125, Santa Ana, CA 92705

PC2200
NEMA 4X 316 STAINLESS STEEL - SINGLE MOTOR MOTOR CONTROLLER - SERIES PC2200

SIZE	DRAWING NO.	REV
D	PC2200-001-4	A

SCALE: NONE

UNCONTROLLED COPY

TABLE 1: PARTS LIST

TB	2	EI0-003-214	SCREW CENTER JUMPER: 2 POLE	AB	1492-CDS-2
TB	5	EI0-003-210	SCREW CONNECTION TERMINAL BLOCK; 50A	AB	1492-J6
TB	2	E10-003-213	SCREW CONNECTION GROUND TERMINAL BLOCK	AB	1492-JG6
TB	4	E10-003-201	END BARRIER	AB	1492-EBJJ
TB		EI0-00J-205	SCREW CENTER JUMPER: 2 POLE	AB	1492-CJJ6-2
TB		EI0-003-200	SCREW CONNECTION TERMINAL BLOCK; 35A	AB	1492-J4
TB	3	EI0-00J-207	END ANCHOR	AB	1492-EAJJS
SSI-NP	I	E13--043-095	NAMEPLATE "ON-Off/RESET-REMOTE", FOR 22mm PILOT DEVICE	JWCE	EI3-043--09S
SSI	I	EOS-001-410	SELECTOR 9W - 3 POS MAINT, IP66 NEMA 4/4X/13	AB	800FP-SM32PX20
PIC	I	E19--013-114	; A oc? civA ,c:iw , ': of	SIEMENS	6ES7212-1BE40-0XB0
LT4-NP	I	EI3-043-004	NAMEPLATE "RUN", FOR 22mm PILOT DEVICE	JWCE	EI3-043--004
LT4	I	E07--001--402	GREEN LED PILOT LIGKT, IP66 NEMA 4/4X/13	AB	800FP-P3PN5G
LT3-NP	I	E13--043-145	NAMEPLATE "MOTORFAULr, FOR 22mm PILOT DEVICE	JWCE	EI3-043-145
LT3		E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P4PN5R
LT2-NP		E13--043-066	NAMEPLATE "JAMMED", FOR 22mm PILOT DEVICE	JWCE	EI3-043--066
LTI	I	E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P4PN5R
LTI-NP	I	E13--043-001	NAMEPLATE "POWERON", FOR 22mm PILOT DEVICE	JWCE	EI3-043--001
ITI		E07--001-404	AMBER LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-POPN5A
FU3		E06-130-0140	GENERAL PURPOSE RJSE / MIDGET, 1.4A 250V TIME DELAY	FERRAZ SHAWMUT	TRMI-4/10
END_CLIP	4	EOS-022-002	DIN RAIL END CLIP	IDEC	BNL-5
ENCL-PNL	I	E01--044-002/	16"04" BACK PANEL FOR DIAMOND SERIES ENCL	STA.HUN	BP1614AL
		EOI-028-014	MOUNTING FEET FOR DIAMOND SERIES ENO.	STA.HUN	DSMGFTKIT
ENCL	I	EOI-028-010	ENO.NEMA 4X ABERGLASS 16X4X8 CUSTOM, HINGED OPAQUE COVER WITH STAINLESS STEEL PULL LATCHES	STA.HUN	DS161408HPL
CT	I	E04--007-001	CURRENT SENSING SWITCH, 0-135 AMP INPUT, 30V MAX. SOLID-STATE OUTPUT	VERIS	H-701
CRI, CR2	2	EOS-004-015	RELAY, 6mm RVSH SERIES, 6A SPOT 120V COIL, LED	IDEC	RVSH-L-ADIO
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

NOTE:
ONE SET Of SPARE RJSES ARE INCLUDED IN QUANTITIES.

TABLE 2: BRANCH CIRCUIT COMPONENT SELECTION

VOLTAGE	TAG	MOTOR HORSE POWER (HP)				
		IHP	ZHP	3HP	SHP	IOHP
208V	XFMR	E03--001-013	EOJ-001-013	E03--001-013	EOJ-001--013	E03-001-013
	RJ1-PU2	E06-110--0100	E06-110-0100	E06-110-0100	E06-110-0100	E06-110-0100
	MF/MR	EOZ-020-101	EOZ--020-101	EOZ-020-101	EOZ-020-101	EOZ-020-103
	OL	E02-020-241A	EOZ-020-242A	E02-020-242A	E02-020-243A	E02-020-245A
230V	XFMR	EOJ--001--010	EOJ-001-010	EOJ--001-010	EOJ--001--010	EOJ--001-010
	RJ1-PU2	E0&-110--0100	E06-110-0100	E0&-110--0100	E06-110-0100	E0&-110--0100
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-103
	OL	E02--020-241A	E02-020-242A	E02--020-242A	E02-020-243A	E02--020-245A
380-415V	XFMR	E03-001-009	E03-001-009	E03--001-009	E03-001-009	E03-001-009
	RJ1-PU2 MF/MR	E0&-110--0075	E06-110-0075	E06-110-0075	E0&-110--0075	E0&-110-0075
		E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
460V	XFMR	E03--001--010	E03-001--010	E03--001-010	E03-001--010	E03-001-010
	RJ1-PU2	E0&-110--0050	E06-110-0050	E06-110-0050	E06-110-0050	E0&-110-0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
575V	XFMR	E03-001--027	E03-001--027	E03--001-027	E03-001--027	E03--001-027
	RJ1-PU2	E0&-110--0050	E06-110-0050	E0&-110--0050	E06-110-0050	E0&-110--0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-241A	E02-020-242A	E02--020-242A

TABLE 3: PARIS LIST SUPPLEMENT TO TABLE 2

FU2	4	E06-110-0010	FUSE, 10A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI
FU2	4	E06-110-0015	FUSE, 15A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQR3/4
FU2	4	E06--110-0050	FUSE, 5A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI/2
XFMR	1	E03--001-027	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 600-120	AB	1497-CCKSX-3-N
XFMR	1	E03--001-013	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 208-120	AB	1497-C-HXDX-3-N
XFMR	1	E03--001-010	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 240/480-120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-009	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 380/415/480-120/115	AB	1497-C-MH-3-N
OL	I	E02--020-245A	EC E- PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 9.0-45 AMPS	AB	193-IEffD
OL	I	E02--020-243A	EC E- PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 5.4-27 AMPS	AB	193-IEFEB
OL	I	E02--020-242A	EC E- PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 3.2-16 AMPS	AB	193-IEFDS
OL	I	E02--020-241A	EC E- PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 1.0-5.0 AMPS	AB	193-IEFCB
MF/MR	I	E02--020-101	EC CONTACTOR, AC REVERSING, 23 AMPS	AB	104-C23D22
MF/MR	I	E02--020-103	EC CONTACTOR, AC REVERSING, 37 AMPS	AB	104-C37D22
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

JWC ENVIRONMENTAL
25500 Rockfield Blvd Suite 115 Lake Forest, CA 92630

PC2200
NEMA 4X FRP - SINGLE MOTOR
__MOTOR CONTROLLER - SERIES PC2200

D PC2200-001-1 A

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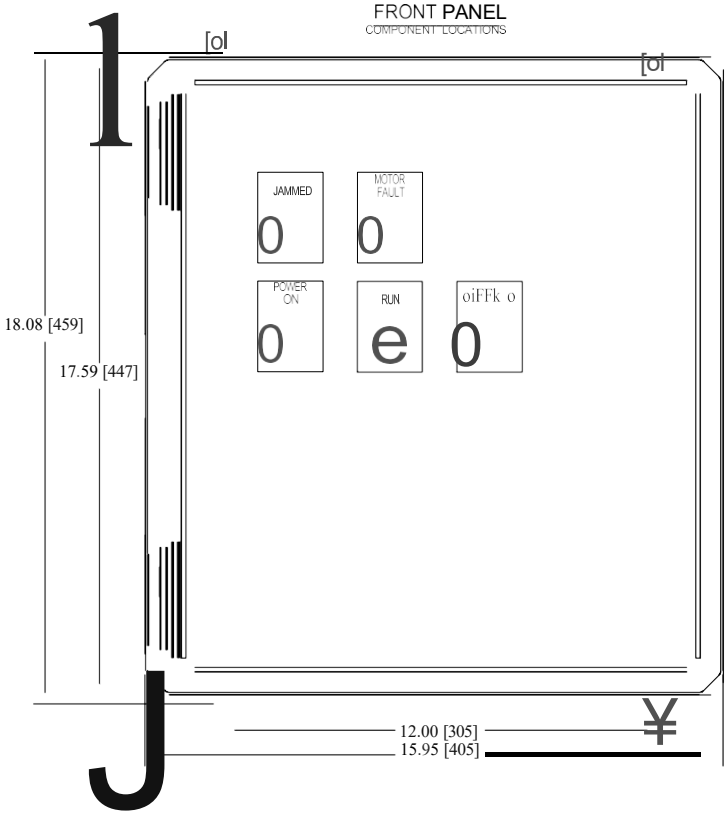
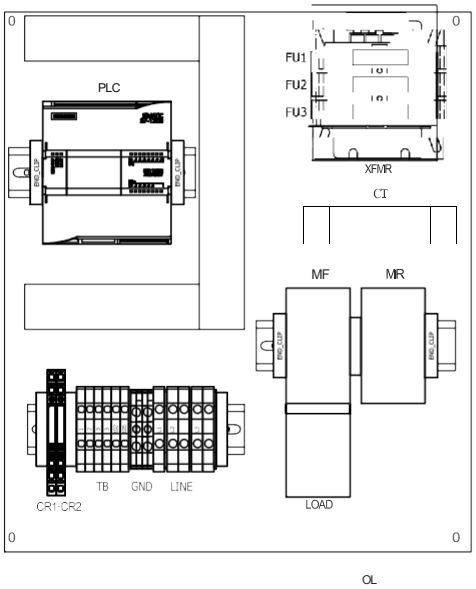
FRONT PANEL
COMPONENT LOCATIONS



BACK PANEL
COMPONENT LOCATIONS



PC2200
NEMA 4X FRP - SINGLE MOTOR
MOTOR CONTROLLER- SERIES PC2200
PC2200-001-1

SOLE_SOURCE_determinatin request form Misco Water NEW FORM 12.24.24 updated

Final Audit Report 2025-01-07

Created:	2025-01-03
By:	Kristy Miera (kamiera@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAdey8qxpgzJ1IdpD2EQFkfblxK2R7xjBe

"SOLE_SOURCE_determinatin request form Misco Water NEW FORM 12.24.24 updated" History

Document created by Kristy Miera (kamiera@santafenm.gov)
2025-01-03 - 11:42:32 PM GMT- IP address: 63.232.20.2

Document emailed to Jesse Roach Udroach@santafenm.gov) for signature
2025-01-03 - 11:47:38 PM GMT

Email viewed by Jesse Roach Udroach@santafenm.gov)
2025-01-07 - 7:57:58 PM GMT- IP address: 63.232.20.2

Document e-signed by Jesse Roach Udroach@santafenm.gov)
Signature Date: 2025-01-07 - 7:58:13 PM GMT -Time Source: server- IP address: 63.232.20.2

Document emailed to Travis Dutton-Leyda (tkduttonleyda@santafenm.gov) for signature
2025-01-07 - 7:58:15 PM GMT

Email viewed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
2025-01-07 - 8:12:27 PM GMT- IP address: 174.218.17.167

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2025-01-07 - 8:13:24 PM GMT-Time Source: server- IP address: 174.218.17.167

Agreement completed.
2025-01-07 - 8:13:24 PM GMT

Powered by Adobe Acrobat Sign

MIERA, KRISTY A.

From: GSD.SPDInfo@state.nm.us
Sent: Saturday, February 8, 2025 12:01 AM
To: MIERA, KRISTY A.
Subject: Sole Source #50-M0087-25-CP010 - 30 Days

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Your Sole Source **#50-M0087-25-CP010** notice of intent to award has been posted for 30 days **without protest.**

The status has been changed from "Pending" to "No Protest."

Passing the 30-day posting period does ***not*** mean your contractor can begin work. It ***only*** means the procurement method has been approved.

GSD/SPD State Purchasing Division

GSD.SPD nfo@state.nm.us

$ASSIGNEDNAME$

$ASSIGNEDEMAIL$

CERTIFICATE OF LIABILITY INSURANCE

3/1/2025

DATE (MM/DD/YYYY)
2/29/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on **this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).**

PRODUCER Lockton Companies Three City Place Drive, Suite 900 St. Louis MO 63141-7081 (314) 432-0500 midwestcertificates@lockton.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
INSURED 1529552 TW Associates, LLC dba MISCOwater 6440 Oak Canyon, Suite 150 Irvine CA 92618	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Illinois Union Insurance Company — 27960 INSURER B : Federal Insurance Company — 20281 INSURER C : Certain Underwriters at Lloyd's, London INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 19882518 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE | X | OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY | PRO-JECT | LOC OTHER:	N	N	APC G47452636 001	3/1/2024	3/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY	N	N	(24) 7362-65-82	3/1/2024	3/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB | CLAIMS-MADE DED CKJ RETENTION$ 10,000	N	N	XOO G47452648 001	3/1/2024	3/1/2025	EACH OCCURRENCE AGGREGATE 	$ 10,000,000 $ 10,000,000 $ XXXXXXX
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N | N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	N	(25) 7175-12-36	3/1/2024	3/1/2025	X E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability	N	N	HPL23-0446	9/30/2023	3/1/2025	Each Claim: $2,000,000 Aggregate: $2,000,000 Retention: $100,000	

DESCRIPTION OF OPERATIONS/ LOCATIONS/ VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

19882518
TW Associates, LLC
dba MISCOwater
6440 Oak Canyon, Suite 150
Irvine CA 92618

CANCELLATION See Attachments

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Policy No. (24) 7362-65-82 **COMMERCIAL AUTOMOBILE**

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTOMOBILE BROAD FORM ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
This endorsement modifies the Business Auto Coverage Form.

1. EXTENDED CANCELLATION CONDITION
Paragraph A.2.b. - CANCELLATION - of the COMMON POLICY CONDITIONS form IL 00 17 is deleted and replaced with the following:
b. 60 days before the effective date of cancellation if we cancel for any other reason.

2. BROAD FORM INSURED

A. Subsidiaries and Newly Acquired or Formed Organizations As Insureds
The Named Insured shown in the Declarations is amended to include:
1. Any legally incorporated subsidiary in which you own more than 50% of the voting stock on the effective date of the Coverage Form. However, the Named Insured does not include any subsidiary that is an "insured" under any other automobile policy or would be an "insured" under such a policy but for its termination or the exhaustion of its Limit of Insurance.
2. Any organization that is acquired or formed by you and over which you maintain majority ownership. However, the Named Insured does not include any newly formed or acquired organization:
(a) That is an "insured" under any other automobile policy;
(b) That has exhausted its Limit of Insurance under any other policy; or
(c) 180 days or more after its acquisition or formation by you, unless you have given us written notice of the acquisition or formation.

Coverage does not apply to "bodily injury" or "property damage" that results from an "accident" that occurred before you formed or acquired the organization.

B. Employees as Insureds
Paragraph A.1. - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
d. Any "employee" of yours while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

C. Lessors as Insureds
Paragraph A.1. - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
e. The lessor of a covered "auto" while the "auto" is leased to you under a written agreement if:
(1) The agreement requires you to provide direct primary insurance for the lessor; and
(2) The "auto" is leased without a driver. Such leased "auto" will be considered a covered "auto" you own and not a covered "auto" you hire.

However, the lessor is an "insured" only for "bodily injury" or "property damage" resulting from the acts or omissions by:
1. You;
2. Any of your "employees" or agents; or
3. Any person, except the lessor or any "employee" or agent of the lessor, operating an "auto" with the permission of any of 1. and/or 2. above.

D. Persons And Organizations As Insureds Under A Written Insured Contract
Paragraph A.1 - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
f. Any person or organization with respect to the operation, maintenance or use of a covered "auto", provided that you and such person or organization have agreed under an express provision in a written "insured contract", written agreement or a written permit issued to you by a governmental or public authority to add such person or organization to this policy as an "insured".

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(1) with respect to the operation, maintenance or use of a covered "auto"; and
(2) for "bodily injury" or "property damage" caused by an "accident" which takes place after:
(d) You executed the "insured contract" or written agreement; or
(e) The permit has been issued to you.

3. **FELLOW EMPLOYEE COVERAGE**
EXCLUSION B.5. - FELLOW EMPLOYEE - of SECTION II - LIABILITY COVERAGE does not apply.

4. **PHYSICAL DAMAGE - ADDITIONAL TEMPORARY TRANSPORTATION EXPENSE COVERAGE**
Paragraph A.4.a. -TRANSPORTATION EXPENSES - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to provide a limit of $50 per day for temporary transportation expense, subject to a maximum limit of $1,000.

5. AUTO LOAN/LEASE GAP COVERAGE
Paragraph A. 4. - COVERAGE EXTENSIONS - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to add the following:
c. **Unpaid Loan or Lease Amounts**
In the event of a total "loss" to a covered "auto", we will pay any unpaid amount due on the loan or lease for a covered "auto" minus:
1. The amount paid under the Physical Damage Coverage Section of the policy; and
2. Any:
a. Overdue loan/lease payments at the time of the "loss";
b. Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage;
c. Security deposits not returned by the lessor:
d. Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and
e. Carry-over balances from previous loans or leases.

We will pay for any unpaid amount due on the loan or lease if caused by:
1. Other than Collision Coverage only if the Declarations indicate that Comprehensive Coverage is provided for any covered "auto";
2. Specified Causes of Loss Coverage only if the Declarations indicate that Specified Causes of Loss Coverage is provided for any covered "auto"; or
3. Collision Coverage only if the Declarations indicate that Collision Coverage is provided for any covered "auto.

6. RENTAL AGENCY EXPENSE
Paragraph A. 4. - COVERAGE EXTENSIONS - of SECTION III - PHYSICAL DAMAGE
d. **Rental Expense**
We will pay the following expenses that you or any of your "employees" are legally obligated to pay because of a written contract or agreement entered into for use of a rental vehicle in the conduct of your business:
MAXIMUM WE WILL PAY FOR ANY ONE **CONTRACT OR AGREEMENT:**
1. $2,500 for loss of income incurred by the rental agency during the period of time that vehicle is out of use because of actual damage to, or "loss" of, that vehicle, including income lost due to absence of that vehicle for use as a replacement;
2. $2,500 for decrease in trade-in value of the rental vehicle because of actual damage to that vehicle arising out of a covered "loss"; and
3. $2,500 for administrative expenses incurred by the rental agency, as stated in the contract or agreement.
4. $7,500 maximum total amount for paragraphs 1., 2. and 3. combined.

7. EXTRA EXPENSE - BROADENED COVERAGE
Paragraph A.4. - COVERAGE EXTENSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE is amended to add the following:
e. **Recovery Expense**
We will pay for the expense of returning a stolen covered "auto" to you.

8. AIRBAG COVERAGE
Paragraph B.3.a. - EXCLUSIONS - of SECTION **III** - PHYSICAL DAMAGE COVERAGE does not apply to the accidental or unintended discharge of an airbag. Coverage is excess over any other collectible insurance or warranty specifically designed to provide this coverage.

9. AUDIO, VISUAL AND DATA ELECTRONIC EQUIPMENT - BROADENED COVERAGE
Paragraph C.1.b. - LIMIT OF INSURANCE - of SECTION III - PHYSICAL DAMAGE is deleted and replaced with the following:
b. $2,000 is the most we will pay for "loss" in any one "accident" to all electronic equipment that reproduces, receives or transmits audio, visual or data signals which, at the time of "loss", is:
(1) Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;
(2) Removable from a permanently installed housing unit as described in Paragraph 2.a. above or is an integral part of that equipment; or
(3) An integral part of such equipment.

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Under Paragraph D. - DEDUCTIBLE- of SECTION III - PHYSICAL DAMAGE COVERAGE the following is added:

No deductible applies to glass damage if the glass is repaired rather than replaced.

11. TWO OR MORE DEDUCTIBLES

Paragraph D.- DEDUCTIBLE - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to add the following:

If this Coverage Form and any other Coverage Form or policy issued to you by us that is not an automobile policy or Coverage Form applies to the same "accident", the following applies:

1. If the deductible under this Business Auto Coverage Form is the smaller (or smallest) deductible, it will be waived; or
2. If the deductible under this Business Auto Coverage Form is not the smaller (or smallest) deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

12. AMENDED DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS Paragraph A.2.a. - DUTIES IN THE EVENT OF AN ACCIDENT, CLAIM, SUIT OR LOSS of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following:

a. In the event of "accident", claim, "suit" or "loss", you must promptly notify us when the "accident" is known to:
   (1) You or your authorized representative, if you are an individual;
   (2) A partner, or any authorized representative, if you are a partnership;
   (3) A member, if you are a limited liability company; or
   (4) An executive officer, insurance manager, or authorized representative, if you are an organization other than a partnership or limited liability company.

   Knowledge of an "accident", claim, "suit" or "loss" by other persons does not imply that the persons listed above have such knowledge. Notice to us should include:
   (1) How, when and where the "accident" or "loss" occurred;
   (2) The "insured's" name and address; and
   (3) To the extent possible, the names and addresses of any injured persons or witnesses.

13. WAIVER OF SUBROGATION

Paragraph A.5. - TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following: 5. We will waive the right of recovery we would otherwise have against another person or organization for "loss" to which this insurance applies, provided the "insured" has waived their rights of recovery against such person or organization under a contract or agreement that is entered into before such "loss".

To the extent that the "insured's" rights to recover damages for all or part of any payment made under this insurance has not been waived, those rights are transferred to us. That person or organization must do everything necessary to secure our rights and must do nothing after "accident" or "loss" to impair them. At our request, the insured will bring suit or transfer those rights to us and help us enforce them.

1. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS

Paragraph 8.2. - CONCEALMENT, MISREPRESENTATION or FRAUD of SECTION IV - BUSINESS AUTO CONDITIONS - is deleted and replaced with the following:

If you unintentionally fail to disclose any hazards existing at the inception date of your policy, we will not void coverage under this Coverage Form because of such failure.

2. AUTOS RENTED BY EMPLOYEES

Paragraph 8.5. - OTHER INSURANCE of SECTION IV - BUSINESS AUTO CONDITIONS - is amended to add the following:

e. Any "auto" hired or rented by your "employee" on your behalf and at your direction will be considered an "auto" you hire. If an "employee's" personal insurance also applies on an excess basis to a covered "auto" hired or rented by your "employee" on your behalf and at your direction, this insurance will be primary to the "employee's" personal insurance.

3. HIRED AUTO - COVERAGE TERRITORY

Paragraph 8.7.b.(5). - POLICY PERIOD, COVERAGE TERRITORY of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following:

(5) A covered "auto" of the private passenger type is leased, hired, rented or borrowed without a driver for a period of 45 days or less; and

17. RESULTANT MENTAL ANGUISH COVERAGE

Paragraph C. of - SECTION V - DEFINITIONS is deleted and replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by any person, including mental anguish or death as a result of the "bodily

"Includes copyrighted material of Insurance Services Office, Inc. with its permission"

POLICY NUMBER: (24) 7362-65-82

COMMERCIAL AUTO
16-02-0316 Ed. 10 14

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NON-CONTRIBUTORY LIABILITY INSURANCE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: UNITED FLOW TECHNOLOGIES HOLDCO, LLC

Endorsement Effective Date: 3/1/2024

SCHEDULE

Name(s) Of Person(s) Or Organization(s):
BLANKET AS REQUIRED BY WRITTEN CONTRACT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Item 5. - "Other Insurance" of Item B. - "General Conditions" under Section IV - "Business Auto Conditions":

e. Regardless of the provisions of Paragraph 5.a. through d. above, for any liability arising out of the ownership, maintenance, use, rental, lease, loan, hire or borrowing by an "insured" of a covered "auto" for which an "insured" is contractually obligated to provide primary insurance coverage to a client, this Coverage Form will be primary and non-contributory with respect to the Persons or Organizations in the schedule, regardless of the availability or existence of other collectible insurance under any other Coverage Form or policy that applies on a primary basis.

WORKERS COMPENSATION AND EMPLOYERS LIABILITY INSURANCE POLICY WC 00 03 13

(Ed. 4-84)

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

Any person or organization against whom you have agreed to waive your right of recovery in a written contract, provided such contract was executed prior to the date of loss.

For policies or exposure in Missouri:

Any person or organization for which the employer has agreed by written contract, executed prior to loss, may execute a waiver of subrogation. However, for purposes of work performed by the employer in Missouri, this waiver of subrogation does not apply to any construction group of classifications as designated by the waiver of right to recover from others (subrogation) rule in our manual.

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.
(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 3/1/2024 Policy No. (25) 7175-12-36 Endorsement No.

Insured UNITED FLOW TECHNOLOGIES HOLDCO, LLC Premium$ Incl.

Insurance Company Federal Insurance Company

Countersigned By _____

WC 00 0313
(Ed. 4-84)

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WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY INSURANCE POLICY

WC 99 06 43 (Ed. 6-11)

NOTICE OF CANCELLATION - SCHEDULED PERSON(S) OR ORGANIZATION(S)

This endorsement effective on 3/1/2024 (DATE) at 12:01 A.M. standard time, forms a part of

Policy No. (25) 7175-12-36 of the Federal Insurance Company (NAME OF INSURANCE COMPANY)

Issued to UNITED FLOW TECHNOLOGIES HOLDCO, LLC

Authorized Representative

Under Part Six - Conditions of the policy, the following is added:

Notice of Cancellation - Scheduled Person(s) or Organization(s)

When we cancel this policy we will notify the person(s) or organization(s) described in the SCHEDULE at least 30 days (10 days in the event of nonpayment of premium) in advance of the cancellation date.

Any failure by us to notify such person(s) or organization(s) will not:

$ Impose any liability or obligation of any kind upon us; or

$ Invalidate such cancellation.

SCHEDULE

IF YOU ARE OBLIGATED, PURSUANT TO A WRITTEN CONTRACT OR AGREEMENT, TO PROVIDE PERSON(S) OR ORGANIZATION(S) WITH NOTICE OF CANCELLATION, THEN WE WILL NOTIFY SUCH PERSON(S) OR ORGANIZATION(S) PROVIDED THAT WITHIN 15 DAYS OF THE DATE WE SEND NOTICE OF CANCELLATION TO THE FIRST NAMED INSURED, THE FIRST NAMED INSURED OR THE PRODUCER OF RECORD PROVIDES US WITH A SPREADSHEET CONTAINING THE NAME, MAILING ADDRESS AND, IF AVAILABLE, E-MAIL ADDRESS OF THE PERSON(S) OR ORGANIZATION(S)

[redacted]

Named Insured			Endorsement Number
United Flow Technologies Holdco, LLC			21
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
APC	**847452636 001**	**3/1/2024** to **3/1/2025**	**3/1/2024**
Issued By (Name of Insurance Company)			
Illinois Union Insurance Company			

[redacted]

[redacted]

Named Insured			Endorsement Number
United Flow Technologies Holdco, LLC			24
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
APC	G47452636 001	3/1/2024 **to** 3/1/2025	3/1/2024
Issued By (Name of Insurance Company)			
Illinois Union Insurance Company			

Insert the policy number. The remainder of the information is to be completed only when this endorsement is issued subsequent to the preparation of the policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

CHUBB GL PLUS™ INSURANCE POLICY
COVERAGES A, B, C AND G

SCHEDULE

Person(s) or Organization(s)	Endorsement Number
Any person or organization that you have agreed to include as an additional insured under a written contract provided such contract was executed prior to the date of loss.	

(If no information is shown in the Schedule above, the Schedule shall read: "All person(s) or organization(s) included as additional insured through an endorsement(s) to this policy with the term "Additional Insured" in its title.)

For person(s) or organization(s) listed in the Schedule above that are also included as an additional insured under an endorsement attached to this policy, the following is added to Condition 7. Other Insurance, Coverage **A** . and **G.** of Section **V** - Conditions:

If other valid and collectible insurance is available to an additional insured listed in the Schedule above for a loss we cover under this policy, this insurance will apply to such loss on a primary basis and we will not seek contribution from the other insurance available to the additional insured provided that you have specifically agreed in a written contract executed prior to the loss that this insurance must be primary and non-contributory with such other insurance issued directly to such additional insured.

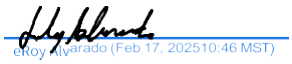
All other terms and conditions of this policy remain unchanged.

Authorized Representative

[redacted]

Named Insured				Endorsement Number
United Flow Technologies Holdco, LLC				20
Policy Symtml	Policy Number	Policy Period		Effective Date of Endorsement
APC	**G47452636 001**	**3/1/2024** to	**3/1/2025**	**3/1/2024**
Issued By (Name of Insurance Company)				
Illinois Union Insurance Company				

[redacted]

Signature: 

Email: lmalvarado@santafenm.gov

Signature:

Email: mldozier@santafenm.gov

CITY OF SANTA FE

The Purchasing Memo

Date: April 7, 2025

To: Governing Body and Public Works & Utilities Committee

From: Micheal Dozier, Wastewater Management Division Director MD

Via: LeRoy Alvarado Wastewater Management Division Operations Supervisor LA

Subject: Aqua Guard Ultra Clean Filter Model Replacement

Vendor Name: Parkson Corporation

Munis Vendor Number: 1484

ITEM AND ISSUE:

Wastewater Management Division Wastewater Treatment Plant respectfully requests your review and approval of a Sole Source in the total amount of $320,215.00 including tax for an Aqua Guard Ultra Clean Filter Model AGUC-NMA with Parkson Corporation.

Request for Approval of a Budget Adjustment Resolution (BAR) in the Total Amount of 320,215 from Cash Fund 500 to Repair and Maintenance System Equipment.

CONTRACT NUMBER:

N/A

BACKGROUND AND SUMMARY:

Parkson Corporation is the sole provider of the Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A. In June 2024 one of the two existing units was replaced with a modern version Parkson screen. This significantly decreased number of debris interring the treatment facility. Removing debris prior to treatment is critical to ensure that pumping systems do not get fouled up by decreasing treatment and pumping capacity. Currently the remaining old unit is deteriorating at an accelerated rate. Plastic pieces of the screening equipment are breaking off and plugging the grit separating system. Large debris are passed through into the pumping systems which eventually plug the lines. Excessive blockages will ultimately cause permeating.

FUNDING SOURCE:

Fund Name/Number: Wastewater Enterprise Fund/500

Munis Org Name/Number: WW Treatment Plant 5000367

Munis Object Name/Number: Equipment & Machinery >$5K 570500

Budget Officer / Designee: Andy Hopkins **Date:** 04/17/2025

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-126, Sole Source

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/17/2025

CPO Comment/Exceptions: The request to GB is to proceed with the purchase of the requested items using NMSA 1978, Section 13-1-126 as the procurement vehicle.

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

CPO Service Determination Email
Procurement document: Sole Source Determination
Vendor's Quote
Certificate of Liability Insurance (COI)
Horizons declination
BAR

City of Santa Fe, New Mexico

SOLE SOURCE REQUEST AND DETERMINATION FORM

This Sole Source request form must be submitted to the Central Purchasing Division for authorization, determination, and processing by the Chief Procurement Officer (CPO).
Complete this form in its entirety!

Date: 12/24/2024 **Prepared By:** LeRoy Alvarado

Email: lmalvarado@santafenm.gov **Phone #:** 505-469-5358

Description of Goods/Service to be Procured (short title):
Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A Replacement

Vendor Name: Parkson Corporation

Address: 562 Bunker Court

City: Vernon Hills **State:** IL **Zip Code:** 60061

Justification (choose from the drop down): Sole Vendor

Type of good/service (choose from the drop down): Tangible Goods

***Estimated Cost:** $319,817.00 **Term of Contract:** n/a

*Tax is subject to change. **Ensure the amount matches the amount to be invoiced. If the vendor must charge tax, they need to state that "tax will be added on the invoice" TAX WILL BE ADDED ON INVOICE**

Quantity of the service:
example: 12 MONTHS, 15 LICENSES, ETC.
5 months

Conversion: To Requisition **Org / Object:** 5000367-520150

Place checkmarks to affirm you agree and have included these documents:

☒ **The vendor has affirmed sole source for the services, construction, or items of tangible personal property by providing a letter on company letterhead signed by leadership affirming they are the sole provider of the goods/services outlined in the scope of work, and documentation has been provided that due diligence was conducted to identify other possible vendors/contractors to provide the requested services/goods but proved unsuccessful.**
☒ **Itemized price quote from sole source vendor fully detailing costs for goods/services in scope of work. (Must state whether they are going to charge tax or not.)**

☐ **If contract value exceeds CM Approval Amount, include agenda item to present to 2 Committees and Governing Body. n/a**

Place checkmarks to affirm this request aligns with each of the requirements in NMSA 1978, Section 13-1-126:

☒ **There is only one source for the required service, construction, or item of tangible personal property.**

☒ **The service, construction, or item of tangible personal property is unique and this uniqueness is substantially related to the intended purpose of the contract.**

☒ **Other similar services, construction, or items of tangible personal property cannot meet the intended purpose of the contract.**

1. **Explain the purpose/need of purchase. Ensure to include a thorough scope of work for the services, construction, or item(s) of tangible personal property (if this is an amendment request to an existing contract, attach current contract).**
-Please note that specifications cannot be narrowly drafted to preclude competition solely to allow award to a favored vendor.
Parkson Corporation is the sole provider of the Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A. in the recent past one of the two existing units was replaced with a modern version Parkson screen. Currently the old unit is deteriorating at an accelerated rate. Plastic pieces of the screen portion of the unit are breaking off and plugging the grit separating system. Large debris are pass through into the pumping systems which eventually plug the lines. Excessive blockages will ultimately cause permeate damage to the pumping systems creating additional damage.
Scope of work: Procure equipment from vendor, Startup units after (installation by others)with vendor.

2. **Provide a detailed explanation of the criteria developed and specified by the department as necessary to perform and/or fulfill the contract.**

The Aqua Guard Ultra Clean Filter Model AGUC-MN-A is a replacement in kind. No other similar screen can be used without making extensive piping and Channel changes.

3. **Provide an explanation of the prospective vendor's unique qualifications, proprietary rights, or capabilities that make them the only source able to meet the intended purpose of the contract. Uniqueness should be fact-based and substantially related to the contract's purpose. Reasons should focus on factual uniqueness rather than statements such as "best" or "least costly" source.**

The screening units need to stay the same model so that maintenance and spare parts inventory is all consistent and simplified. Acquiring the same equipment for the replacement of the existing unit would simplify replacement.

4. Explain why other similar professional services, services, construction, or item(s) of tangible personal property *cannot* meet the intended purpose of the contract.

No other source is available. There are no other quotes that entail savings to purchase the parts provided by a sole vendor who is also, the manufacturer.

Approvals:
Based on the above facts, the City of Santa Fe Purchasing Officer has made the determination that the justification for a Sole Source procurement is in accordance with NMSA 1978, Section 13-1-126 and shall be posted for a 30-day period prior to award.

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 02/25/2025

Department Approval by:

Jesse Roach, Acting Department Director

Date: 02/25/2025

Pursuant to NMSA 1978, Section 13-1-126 Sole Source Procurement, the 30-day posting period of the Notice of Intent to Award this Sole Source request was met and no objections to the award to the above referenced vendor were received. ***This Sole Source determination will be valid for the term stated on the first page of this document.***

Travis Dutton-Leyda

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 03/31/2025

1401 West Cypress Creek Road
Suite 100
Fort Lauderdale FL 33309-1969

Phone 1.888.PARKSON
Fax 954.974.6182

Date: November 26, 2024

City of Santa Fe, NM

Subject: Sole Source Letter

Subject Product: Aquaguard Ultra Clean and AquaWash Press

To Whom it May Concern:

This document is to confirm that Parkson Corporation is the sole source provider for the Aquaguard Ultra Clean (AGUC-MN) and AquaWash Press (AWP) and AFM parts for the subject product. Parkson Corporation is the original manufacturer/supplier of the subject product and is the only source for OEM replacement parts and equipment. In addition, Parkson/FilterOne is the only company that provides certified technicians to perform work on the subject product.

If you have questions regarding this issue, please contact Marty Unger at 954-383-1757.

Sincerely,

Marty Unger (Regional Sales Manager)
Parkson Corporation

Quotation

NUMBER: B020 Rev 1
DATE: November 18, 2024
TO: City of Santa Fe
REF.: Paseo Real WWTP
Screen No. 2 Replacement

Parkson Corporation is pleased to provide a quotation for the following equipment.

ITEM 1 EQUIPMENT

One (1) Aqua Guard® Ultra Clean™ self-cleaning bar/filter screen model AGUC-MN-A

1.A Equipment Description:

1. Unit shall be 4'-0" wide (W) and designed for installation in a channel 4'-0" wide x 6'-6" deep (H). Solids larger than 6 mm nominal screen opening shall be removed from the flow and conveyed to a discharge point approximately 4'-3" above the top of the channel. When installed, the screen shall be inclined 75° from the horizontal and have a total discharge height (H1) of 11'-0" (as measured from the base of the screen to the discharge point). There will be a 3.5" recess required in the bottom of the channel.
2. Unit shall be capable of passing a peak flow of 13 MGD. The head loss across the screen at this flow will not exceed 15" assuming a downstream water level of 2.23'. The head loss calculation is based on assumption of a clean screen, clean water and **steady state flow.**
3. Materials of construction will be as follows:
   Frame: Type 304 stainless steel, 3/16" thick.
   Filter elements: High impact plastic.
   Side plates: High impact plastic.
   Shafts, chain links, guide rails, drive sprocket inserts: Type 304 stainless steel.
   Rollers: 400 series stainless steel (heat treated).
   Chain bushings: 400 series stainless steel (heat treated).
   Side seals: Neoprene rubber, with type 304 stainless steel backing plates.
4. Screen drive with a 3/4 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
5. Manifold lubrication system.
6. Screen washing system consisting of two (2) type 304 stainless steel spray bars with quick release spray nozzles and NEMA 7 brass body solenoid valve with a 1-1/4" NPT connection.
7. Brush assembly of hybrid construction, with a side mounted door to provide access for brush replacement.
8. Brush drive with a 1 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
9. Electrical overload device consisting of SSAC current monitors.
10. Front and rear covers fabricated of 14 gauge type 304 stainless steel, to enclose the portion of the screen above the channel.
11. Discharge chute fabricated of 14 gauge type 304 stainless steel, to direct screenings into the screenings wash press inlet chute.
12. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.

13. Main control panel furnished in a remotely located NEMA 4X type 304 stainless steel enclosure, housing controls for the screen and wash press. To include motor starters, control transformer, main disconnect, programmable relay, float switch level sensor, and all other necessary switches, lights, and pushbuttons.
14. The Aqua Guard® screen shall be factory assembled and tested, and shall be shipped to job site fully assembled.

One (1) Aqua Wash Press® unit model AWP8-3

1.C Equipment Description:

1. The Aqua Wash Press® unit will consist of a spiral, trough, support legs, wash zone, trough flush spray, press zone, drive system and controls.
2. The unit will be designed to receive and wash screenings, then reduce the volume and water content by means of a pressing zone.
3. The press will have an inlet capacity of 35 cu.ft./hour, handling wet screenings with an approximate dry weight of not less than 8% solids.
4. The shafted spiral will be constructed of carbon steel, with an O.D. of 8" and having 0.63 inch thick flights. A brush will be bolted to the spiral in the inlet area to scour the perforated sheet.
5. The trough will be fabricated of type 304 stainless steel, having 0.19 inch diameter perforations, chamfered on the outside. It will receive free liquid from the washed solids and direct the flow to a 4 inch O.D. drain tube.
6. The inlet area, 11 inches wide by 39 inches in length, will receive incoming materials.
7. The wash zone will include a spray wash system to wash organic residue from the screenings.
8. The press will include a spray wash system to flush organic residue trapped in the trough.
9. The unit's drive system will consist of a motor, gear reducer and carbon steel drive shaft. The motor will be 3 HP explosion-proof, 1800 RPM, 230/460 volt, 3 Phase, 60 Hz. The gear reducer is a shaft-mounted worm type gear reducer driven by a direct-coupled motor. The reducer will have a cast iron housing and output speed of 14 RPM and the drive shaft will be direct coupled to the spiral.
10. In addition to the drive motor, the following electrical devices will be furnished:
    a. Two (2) 120 volt, single phase, 60 Hz brass body solenoid valves housed in NEMA 7 enclosures.
    b. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.
11. Inlet chute of 12 gauge type 304 stainless steel construction, to receive screenings from the Aqua Guard screen.
12. Discharge piping consisting of 14 gauge type 304 stainless steel, to direct the screenings to a dumpster.

ITEM 2 SERVICES

2.A Drawings and Installation, Operation and Maintenance (IO&M) Manuals:

1. Approval drawings: 2 prints included
2. Certified drawings: 2 prints included
3. IO&M manuals: 2 included

2.B Start-Up Assistance:

Parkson will furnish a factory representative for a total of two (2) days during one (1) trip to the jobsite to assist in installation inspection, start-up supervision, and operator training. Dates of service to be scheduled upon Purchaser's written request. To include all equipment listed above.

2.C Mechanical Warranty:

Per Section XVI of the Standard Conditions of Sale.

PURCHASE PRICE:

All of the above for ..... $319,817.00 USD
F.O.B. shipping point, freight included, taxes excluded.

OPTIONS FOR ONE SCREEN/COMPACTOR:

NEMA 7 HOA (3-Hole) for screen…….ADD…….$3,500.00 USD

NEMA 7 HOA (2-Hole) for compactor……..ADD…….$3,000.00 USD

VALIDITY:

Purchase Price is valid for sixty (60) days from the quotation date, for shipment of equipment within the timetable stated below.

PAYMENT TERMS:

10% with order, 15% upon approval of submittals, 75% upon shipment of equipment not to exceed 180 days after shipment.

Please refer to our Standard Conditions of Sale regarding additional details about price validity, escalation potential and materials availability.

TIMETABLE GUIDELINE:

Within ten (10) business days of receiving a written Purchase Order in Parkson's office, if necessary, Parkson will submit a written Request for Additional Information requesting items including, but not limited to, full-scale drawings, specification sections, amendments and other documents necessary for Parkson to begin work on this Project. No work can be done on this Project until all Additional Information is received by Parkson, thus beginning the Submittal Phase. If you do not receive such a Request for Additional Information within the stated ten (10) business days, then the Submittal Phase will begin on the eleventh (11^{th}) business day following receipt of the written Purchase Order in Parkson's office. The Shipment Phase is thereafter contingent upon your final approval of all submitted Approval Drawings. Once said final approval is received in Parkson's offices, the Shipment Phase will begin.

Submittal Phase: Approval drawings will be submitted six (6) weeks from receipt of all requested Additional Information if necessary, or if not necessary, from the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's office.

Shipment Phase: Sixteen (16) weeks following receipt of final approval of all submitted Approval Drawings in Parkson's office.

If the Submittal Phase is waived, the Shipment Phase will begin on receipt of all requested Additional Information if necessary, or if not necessary, on the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's offices.

Dates are subject to confirmation upon receipt of written Purchase Order.

TERMS AND CONDITIONS:

This Quotation is governed by and subject to Parkson's Standard Conditions of Sale, which are incorporated by reference and accessible at: http://www.parkson.com/files/documents/Sales-conditions.pdf.

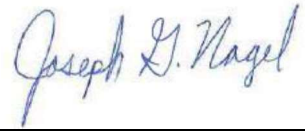
BUYER/OWNER RESPONSIBILITY:

- Removal of existing equipment.
- Anchor bolts.
- Spare parts.
- Concrete modifications.
- Local disconnects or junction boxes.
- Level sensor mounting pipe.
- Control panel supports or mounting.
- Spray wash water connection and piping.
- Heat tracing and power for heat tracing of equipment and spray wash water piping.
- Drain connections and piping.
- Manual shutoff valves, gate valves, check valves, butterfly valves, Y-strainers.
- Pressure gauges.
- Screenings dumpster.
- Lubricants.
- Shop or field painting.
- Unloading, uncrating, installation and installation supervision. Installation will, at minimum, require a forklift and possibly a crane/hoist.
- Readiness of the equipment before requesting start-up service. Non-readiness may incur additional charges.
- Electrical connection and interconnecting wiring (including any of the following: Solenoid valves, level sensor, motors, E-stops, main controls); wiring and conduit from each unit-mounted electrical device to a terminal box or control panel.
- Interconnecting piping.
- Piping connections, platforms, ladders, gratings and railings unless stated otherwise.
- Determining the compatibility of equipment materials of construction and process conditions (air and water) is the responsibility of the owner and/or consulting engineer. Note that even relatively low levels of H2S and/or Chlorides can cause corrosion of 304SS and thus it is important for the owner and/or consulting engineer to pay particular attention to materials suitability for the specific water/wastewater in which the equipment will be operated. Higher grades of stainless steel like 316 are options.
- Any other auxiliary equipment or service not detailed above.

Please return one signed copy of this Quotation, or your Purchase Order, to Parkson Corporation at the address below. Refer to this Quotation, date, and related correspondence.

Issued By:

PARKSON CORPORATION
562 Bunker Court
Vernon Hills, IL 60061



Name: Joseph G. Nagel
Title: Municipal Sales
Date: November 8, 2024

Accepted By: (Herein called the Buyer)

Name
Title:
Date:

SOLE_SOURCE_determinatin request form NEW FORM 12.26.24

Final Audit Report 2025-02-25

Created:	2025-02-25
By:	Kristy Miera (kamiera@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAk9-I8qFI1DLPsVJedwCC_8CNEJseGiu3

"SOLE_SOURCE_determinatin request form NEW FORM 12.26.24" History

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Agreement completed.
2025-02-25 - 4:50:29 PM GMT

MIERA, KRISTY A.

From: GSD.SPDInfo@state.nm.us
Sent: Saturday, March 29, 2025 12:01 AM
To: MIERA, KRISTY A.
Subject: Sole Source #50-M0087-25-CP086 - 30 Days

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Your Sole Source #**50-M0087-25-CP086** notice of intent to award has been posted for 30 days **without protest**.

The status has been changed from "Pending" to "No Protest."

Passing the 30-day posting period does ***not*** mean your contractor can begin work. It ***only*** means the procurement method has been approved.

GSD/SPD State Purchasing Division

GSD.SPDInfo@state.nm.us

$ASSIGNEDNAME$

$ASSIGNEDEMAIL$

Quotation

NUMBER: B020 Rev 2
DATE: March 28, 2025
TO: City of Santa Fe
REF.: Paseo Real WWTP
Screen No. 2 Replacement

Parkson Corporation is pleased to provide a quotation for the following equipment.

ITEM 1 EQUIPMENT

One (1) Aqua Guard® Ultra Clean™ self-cleaning bar/filter screen model AGUC-MN-A

1.A Equipment Description:

1. Unit shall be 4'-0" wide (W) and designed for installation in a channel 4'-0" wide x 6'-6" deep (H). Solids larger than 6 mm nominal screen opening shall be removed from the flow and conveyed to a discharge point approximately 4'-3" above the top of the channel. When installed, the screen shall be inclined 75° from the horizontal and have a total discharge height (H1) of 11'-0" (as measured from the base of the screen to the discharge point). There will be a 3.5" recess required in the bottom of the channel.
2. Unit shall be capable of passing a peak flow of 13 MGD. The head loss across the screen at this flow will not exceed 15" assuming a downstream water level of 2.23'. The head loss calculation is based on assumption of a clean screen, clean water and **steady state flow.**
3. Materials of construction will be as follows:
   Frame: Type 304 stainless steel, 3/16" thick.
   Filter elements: High impact plastic.
   Side plates: High impact plastic.
   Shafts, chain links, guide rails, drive sprocket inserts: Type 304 stainless steel.
   Rollers: 400 series stainless steel (heat treated).
   Chain bushings: 400 series stainless steel (heat treated).
   Side seals: Neoprene rubber, with type 304 stainless steel backing plates.
4. Screen drive with a 3/4 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
5. Manifold lubrication system.
6. Screen washing system consisting of two (2) type 304 stainless steel spray bars with quick release spray nozzles and NEMA 7 brass body solenoid valve with a 1-1/4" NPT connection.
7. Brush assembly of hybrid construction, with a side mounted door to provide access for brush replacement.
8. Brush drive with a 1 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
9. Electrical overload device consisting of SSAC current monitors.
10. Front and rear covers fabricated of 14 gauge type 304 stainless steel, to enclose the portion of the screen above the channel.
11. Discharge chute fabricated of 14 gauge type 304 stainless steel, to direct screenings into the screenings wash press inlet chute.
12. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.

13. Main control panel furnished in a remotely located NEMA 4X type 304 stainless steel enclosure, housing controls for the screen and wash press. To include motor starters, control transformer, main disconnect, programmable relay, float switch level sensor, and all other necessary switches, lights, and pushbuttons.
14. The Aqua Guard® screen shall be factory assembled and tested, and shall be shipped to job site fully assembled.

One (1) Aqua Wash Press® unit model AWP8-3

1.C Equipment Description:

1. The Aqua Wash Press® unit will consist of a spiral, trough, support legs, wash zone, trough flush spray, press zone, drive system and controls.
2. The unit will be designed to receive and wash screenings, then reduce the volume and water content by means of a pressing zone.
3. The press will have an inlet capacity of 35 cu.ft./hour, handling wet screenings with an approximate dry weight of not less than 8% solids.
4. The shafted spiral will be constructed of carbon steel, with an O.D. of 8” and having 0.63 inch thick flights. A brush will be bolted to the spiral in the inlet area to scour the perforated sheet.
5. The trough will be fabricated of type 304 stainless steel, having 0.19 inch diameter perforations, chamfered on the outside. It will receive free liquid from the washed solids and direct the flow to a 4 inch O.D. drain tube.
6. The inlet area, 11 inches wide by 39 inches in length, will receive incoming materials.
7. The wash zone will include a spray wash system to wash organic residue from the screenings.
8. The press will include a spray wash system to flush organic residue trapped in the trough.
9. The unit’s drive system will consist of a motor, gear reducer and carbon steel drive shaft. The motor will be 3 HP explosion-proof, 1800 RPM, 230/460 volt, 3 Phase, 60 Hz. The gear reducer is a shaft-mounted worm type gear reducer driven by a direct-coupled motor. The reducer will have a cast iron housing and output speed of 14 RPM and the drive shaft will be direct coupled to the spiral.
10. In addition to the drive motor, the following electrical devices will be furnished:
    a. Two (2) 120 volt, single phase, 60 Hz brass body solenoid valves housed in NEMA 7 enclosures.
    b. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.
11. Inlet chute of 12 gauge type 304 stainless steel construction, to receive screenings from the Aqua Guard screen.
12. Discharge piping consisting of 14 gauge type 304 stainless steel, to direct the screenings to a dumpster.

ITEM 2 SERVICES

2.A Drawings and Installation, Operation and Maintenance (IO&M) Manuals:

1. Approval drawings: 2 prints included
2. Certified drawings: 2 prints included
3. IO&M manuals: 2 included

2.B Start-Up Assistance:

Parkson will furnish a factory representative for a total of two (2) days during one (1) trip to the jobsite to assist in installation inspection, start-up supervision, and operator training. Dates of service to be scheduled upon Purchaser's written request. To include all equipment listed above.

2.C Mechanical Warranty:

Per Section XVI of the Standard Conditions of Sale.

PURCHASE PRICE:

Equipment ..... $314,957.00 USD
F.O.B. shipping point, freight included
Labor ..... $4,860.00 USD
NM Gross Receipts Tax (8.1875%) ..... $398.00 USD
TOTAL ..... $320,215.00 USD

OPTIONS FOR ONE SCREEN/COMPACTOR:

NEMA 7 HOA (3-Hole) for screen……ADD…….$3,500.00 USD
NEMA 7 HOA (2-Hole) for compactor……..ADD…….$3,000.00 USD

VALIDITY:

Purchase Price is valid for sixty (60) days from the quotation date, for shipment of equipment within the timetable stated below.

PAYMENT TERMS:

10% with order, 15% upon approval of submittals, 75% upon shipment of equipment not to exceed 180 days after shipment.

Please refer to our Standard Conditions of Sale regarding additional details about price validity, escalation potential and materials availability.

TIMETABLE GUIDELINE:

Within ten (10) business days of receiving a written Purchase Order in Parkson's office, if necessary, Parkson will submit a written Request for Additional Information requesting items including, but not limited to, full-scale drawings, specification sections, amendments and other documents necessary for Parkson to begin work on this Project. No work can be done on this Project until all Additional Information is received by Parkson, thus beginning the Submittal Phase. If you do not receive such a Request for Additional Information within the stated ten (10) business days, then the Submittal Phase will begin on the eleventh (11^{th}) business day following receipt of the written Purchase Order in Parkson's office. The Shipment Phase is thereafter contingent upon your final approval of all submitted Approval Drawings. Once said final approval is received in Parkson's offices, the Shipment Phase will begin.

Submittal Phase: Approval drawings will be submitted six (6) weeks from receipt of all requested Additional Information if necessary, or if not necessary, from the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's office.

Shipment Phase: Sixteen (16) weeks following receipt of final approval of all submitted Approval Drawings in Parkson's office.

If the Submittal Phase is waived, the Shipment Phase will begin on receipt of all requested Additional Information if necessary, or if not necessary, on the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's offices.

Dates are subject to confirmation upon receipt of written Purchase Order.

TERMS AND CONDITIONS:

This Quotation is governed by and subject to Parkson's Standard Conditions of Sale, which are incorporated by reference and accessible at: *http://www.parkson.com/files/documents/Sales-conditions.pdf*.

BUYER/OWNER RESPONSIBILITY:

- Removal of existing equipment.
- Anchor bolts.
- Spare parts.
- Concrete modifications.
- Local disconnects or junction boxes.
- Level sensor mounting pipe.
- Control panel supports or mounting.
- Spray wash water connection and piping.
- Heat tracing and power for heat tracing of equipment and spray wash water piping.
- Drain connections and piping.
- Manual shutoff valves, gate valves, check valves, butterfly valves, Y-strainers.
- Pressure gauges.
- Screenings dumpster.
- Lubricants.
- Shop or field painting.
- Unloading, uncrating, installation and installation supervision. Installation will, at minimum, require a forklift and possibly a crane/hoist.
- Readiness of the equipment before requesting start-up service. Non-readiness may incur additional charges.
- Electrical connection and interconnecting wiring (including any of the following: Solenoid valves, level sensor, motors, E-stops, main controls); wiring and conduit from each unit-mounted electrical device to a terminal box or control panel.
- Interconnecting piping.
- Piping connections, platforms, ladders, gratings and railings unless stated otherwise.
- Determining the compatibility of equipment materials of construction and process conditions (air and water) is the responsibility of the owner and/or consulting engineer. Note that even relatively low levels of H2S and/or Chlorides can cause corrosion of 304SS and thus it is important for the owner and/or consulting engineer to pay particular attention to materials suitability for the specific water/wastewater in which the equipment will be operated. Higher grades of stainless steel like 316 are options.
- Any other auxiliary equipment or service not detailed above.

Please return one signed copy of this Quotation, or your Purchase Order, to Parkson Corporation at the address below. Refer to this Quotation, date, and related correspondence.

Issued By:

PARKSON CORPORATION
562 Bunker Court
Vernon Hills, IL 60061

Name: Joseph G. Nagel
Title: Municipal Sales
Date: March 28, 2025

Accepted By: (Herein called the Buyer)

Name
Title:
Date:

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Utilities/Wastewater	8/28/2024

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WW Treatment Plant/Equipment & Machinery	5000367	570500		$ 320,215.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 320,215	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo
To increase Equipment & Machinery for **Parkson** Corporation in the amount of $320,215 (please see memo for more detail)
Please when posting BAR indentify vendor name…

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(320,215)
TOTAL:	**(320,215)**

Linda Macallister
Linda Macallister (Apr 7, 2025 12:09 MDT)
Prepared By *{print name}* — Apr 7, 2025 Date

Division Director Signature *{optional}* — Apr 11, 2025 Date

Department Director Signature — Apr 14, 2025 Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — 04/17/2025 Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
04/16/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Aon Risk Services Northeast, Inc.
Boston MA Office
53 State Street
Suite 2201
Boston MA 02109 USA

CONTACT NAME:
PHONE (A/C. No. Ext): (866) 283-7122 **FAX (A/C. No.):** (800) 363-0105
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A:	Liberty Insurance Corporation	42404
INSURER B:	Liberty Mutual Fire Ins Co	23035
INSURER C:		
INSURER D:		
INSURER E:		
INSURER F:		

INSURED
Parkson Corporation
2 Washington St
Suite 213
Dover NH 03820 USA

COVERAGES **CERTIFICATE NUMBER:** 570112126858 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. **Limits shown are as requested**

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY / PRO-JECT / LOC OTHER:			TB2631510818054 General Liability	07/01/2024	07/01/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$2,000,000 $1,000,000 $10,000 $2,000,000 $4,000,000 $4,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY			AS2-631-510818-044 Automobile Liability	07/01/2024	07/01/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000
A	X UMBRELLA LIAB / OCCUR EXCESS LIAB / X CLAIMS-MADE DED / RETENTION			TH7631510818094	07/02/2024	07/02/2025	EACH OCCURRENCE AGGREGATE	$10,000,000 $10,000,000
B B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WA563D510818014 All Other States WC5631510818034 WI	07/01/2024 07/01/2024	07/01/2025 07/01/2025	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE-EA EMPLOYEE E.L. DISEASE-POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Santa Fe
200 Lincoln Ave
Santa Fe NM 87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Aon Risk Services Northeast, Inc.

Holder Identifier :

Certificate No : 570112126858

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Signature: LeRoy Alvarado
LeRoy Alvarado (Apr 8, 2025 06:04 MDT)

Email: lmalvarado@santafenm.gov

Packet for Parkson Sole Source no contract BAR 2 updated coi

Final Audit Report 2025-04-17

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2025-04-17 - 9:02:22 PM GMT- IP address: 63.232.20.2

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2025-04-17 - 9:07:22 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2025-04-17 - 9:07:22 PM GMT

CITY OF SANTA FE

Date: March 25, 2025

To: Governing Body

Via: Regina Wheeler
Regina Wheeler (Mar 25, 2025 10:48 MDT)
Regina Wheeler, Public Works Department Director

From: Romella Glorioso-Moss, PhD, CPM, AICP

Subject: Construction of Agua Fria-Cottonwood Intersection Improvements Project

Vendor Name: GM Emulsion

Vendor Number: 3882

ACTION:
Approval of a Construction Contract with GM Emulsion, LLC in the Total Amount of $3,314,913.68 Including NMGRT for the Construction of S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project. (Romella Glorioso-Moss, Complete Streets Capital Project Manager; rsglorioso-moss@santafenm.gov)

BACKGROUND AND SUMMARY:
The bid for construction of Agua Fria and Cottonwood Drive Intersection Improvements Project was put out on July 18, 2024 via ITB# 24091. Bid opening was held digitally on September 26, 2024. Three bids were submitted but there were only two responsive bidders, of which GM Emulsion, LLC was the lowest at $3,314,913.68 including NMGRT. Souder Miller and Associates, the project's Engineer of Record recommended to award the contract to GM Emulsion, which was approved by NMDOT on October 18, 2024, as required by the grant funding for the project. Construction of this project is 100% funded by the Federal Highway Safety Improvement Program.

GM Emulsion's Scope of Work consists of, but is not limited to, the construction of a roundabout, reconstruction of concrete curb and gutter, full pavement reconstruction, permanent signing and striping, pedestrian improvements, roundabout lighting and utility relocations/adjustments as described in the Contract Documents. Construction could start as soon as the GM Emulsion's contract is approved and is expected to last for 1.5 years, depending on the weather.

ATTACHMENTS:

Construction Contract
Santa Fe Business License
Certificate of Liability Insurance
Letter of Recommendation to Award
Notice of Award

PROCUREMENT METHOD:
The procurement method is via ITB# 24091.

Chief Procurement Officer Approval: _____ **Date:** 04/04/2025
Comment/Exceptions: _____

Supporting Information:

CONTRACT NUMBER:
The FY25 Munis contract number is TBD.
The FY25 Project ledger number is ST2433002-CONSTRUC-Fees.

$$$$$ SOURCE/REVENUE: ☒Expense ☐Revenue

The funding source is: NM Department of Transportation D19946
Fund Name/Number: Streets/330
Munis Org Name/Number: Streets/3309980
Munis Object Name/Number: WIP Construction/572970

If the project is grant funded? List grant award number: D19946

Grant Manager / Accounting Officer Approval: Erika Lujan
Erika Lujan (Apr 7, 2025 13:45 MDT) **Date:**
Comment/Exceptions: _____

Project Ledger #: ST2433002-CONSTRUC-Fees

Budget Officer Approval: Andy Hopkins **Date:** 04/07/2025
Comment/Exceptions: _____

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000?):

☒Yes | ☐ No

 # (if known): _____

Repair or Replacement of Existing Equipment:

☐Yes | ☒ No
If yes -> ☐Repair | ☐ Replacement

Please explain: _____

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)

☒ **Yes |** ☐ **No**

Project Ledger #: ST2433002-CONSTRUC-Fees

Anticipated length of project: 1.5 years

Asset Manager Approval: Josie Bolden **Date:** 04/07/2025
Comment/Exceptions:

Department Approvals:
IT Components: ☐ **Yes |** ☒ **No**
Vehicles: ☐ **Yes |** ☒ **No**
Facilities, Furniture, Fixtures, Equipment: ☐ **Yes |** ☒ **No**

Approval: **Title:** **Date:**
Approval: **Title:** **Date:**
Comment & Exceptions:

Department Contract Administrator Contact Info:
Amanda Archuleta, ajarchuleta@santafenm.gov, 505-955-6631

Halona Crowe
Reviewed by Halona Crowe

Item #: _____
Munis Contract #: _____
ITB #: 24091

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **GM Emulsion, LLC.,** hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents for S100370 Agua Fria and Cottonwood Drive Intersection Improvements (Bid Number 24091).

The work designated as S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project consists of but is not limited to the construction of a roundabout, reconstruction of concrete curb and gutter, full pavement reconstruction, permanent signing and striping, pedestrian improvements, roundabout lighting and utility relocations/adjustments as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: S100370 Agua Fria and Cottonwood Drive Intersection Improvements

C. City Department: Public Works

D. Distribution:

City	Romella Glorioso-Moss, Complete Streets Capital Projects Manager
Contractor	Gabriel Martinez, GM Emulsion, LLC.

Engineers Carlos Romo, PE, Souder Miller and Associates
Matthew Nighbert, PE, Souder Miller and Associates
Christopher Perea, PE, Wilson and Co., Inc.

2. **Compensation**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed **Three Million Sixty-Four Thousand Forty-Five Dollars** ($3,064,045.00) based upon deliverables for progress payments, such compensation not to exceed ($3,064,045.00), excluding gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$ 3,064,045.00
Gross Receipts Tax (8.1875%)	$ 250,868.68
Base Bid plus NMGRT	$ 3,314,913.68

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed $3,314,913.68. This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. .

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the

sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **two (2) years from date of final signature**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

All terms and conditions of the ITB#24091 Construction of Agua Fria and Cottonwood Drive Intersection Improvements and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City: Regina Wheeler, Public Works Department, City of Santa Fe, P.O. Box 909, Santa Fe, NM 87504-0909, rawheeler@santafenm.gov.

To the Contractor: Gabriel Martinez, GM Emulsion, LLC., 3935 Agua Fria Street, Santa Fe, NM 87507, gabriel@gmemulson.com.

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Liquidated Damages

Should the Contractor neglect, refuse, or otherwise fail to complete the work within the Contract Time for Physical Completion or any extension in the Contract thereof, the Contractor agrees to pay the City the amount specified in section 108.8 Liquidated Damages in the 2014 Edition (NMDOT SSHBC), per consecutive calendar day that passes until Physical Completion and acceptance or until voided pursuant to the provisions of the General Conditions of the Contract, not as a penalty, but as liquidated damages for such breach of the Contract.

31. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

32. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path

Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

33. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:

Gabriel Martinez (Dec 16, 2024 13:25 MST)
GABRIEL MARTINEZ, OWNER

DATE: Dec 16, 2024

NMBTIN#: _____

ATTEST:

_____
ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Dec 16, 2024 15:21 MST)
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster 04/09/2025
EMILY OSTER, FINANCE DIRECTOR

GM_Emulsion_Construction_Contract S100370 Agua Fria-final CAO

Final Audit Report 2024-12-16

Created:	2024-12-16
By:	Amy Cawthon (amcawthon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAHIIAAYRYkXDbBQcPVLfYtmKtRClmWEme

"GM_Emulsion_Construction_Contract S100370 Agua Fria-final CAO" History

Document created by Amy Cawthon (amcawthon@santafenm.gov)
2024-12-16 - 6:30:34 PM GMT- IP address: 63.232.20.2

Document emailed to Gabriel Martinez (gabriel@gmemulsion.com) for signature
2024-12-16 - 6:31:27 PM GMT

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Document e-signed by Gabriel Martinez (gabriel@gmemulsion.com)
Signature Date: 2024-12-16 - 8:25:58 PM GMT - Time Source: server- IP address: 104.28.48.90

Document emailed to klnault@santafenm.gov for signature
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Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
2024-12-16 - 10:21:44 PM GMT- IP address: 63.232.20.2

Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
Signature Date: 2024-12-16 - 10:21:46 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2024-12-16 - 10:21:46 PM GMT

Powered by Adobe Acrobat Sign

NOTICE OF AWARD/WORK ORDER

TO: **DATE:** **11/14/2024**

Gabriel Martinez, Owner
Name

GM Emulsion, LLC
Address

5935 Agua Fria Street, Santa Fe, NM 87507
City

FROM: City of Santa Fe

PROJECT NO.		**CONTRACT NO.**	**D19946**
CONTROL NO.	S100370	**VENDOR NO.**	**3882**

SCOPE OF WORK (Including Routes and Termini): To construct the Agua Fria - Cottonwood Roundabout project.

The OWNER at the recommendation of Carlos Romo, PE of Souder Miller and Associates, the project's Engineer of Record (Exhibit A) and concurred by NMDOT TLPA Region Coordinator Kristina Quintana has considered the BID you submitted for the above project. You are hereby notified that your Bid has been accepted.

You are required to return an acknowledged copy of this NOTICE OF AWARD/WORK ORDER to the owner. *(The following information must be included on all invoicing, PROJECT NO.; CONTRACT NO.; CONTROL NO.; and VENDOR NO.).*

Starting date (on or before): 03/01/2025 Completion date (on or before): TBD as soon as your contract with the City has been approved.

By: Romella Glorioso-Moss Date: 11/14/2024
Name (Print Name)

Romella Glorioso-Moss
Signature

Capital Projects Manager - Complete Streets
Title

ACCEPTANCE OF NOTICE *(Contractor or Road Superintendent)*
Receipt of the above NOTICE OF AWARD/WORK ORDER is hereby acknowledged,

By: _____ Date: _____
GABRIEL MARTINEZ

Title: Owner

October 18, 2024

Romella Glorioso-Moss, PhD, CMP, AICP
Capital Projects Manager
City of Santa Fe – Public Works
Via email: rsglorioso-moss@santafenm.gov

RE: Agua Fria and Cottonwood Drive Intersection Improvements Project
Bid Award Recommendation
NMDOT CN: S100370

Dear Ms. Glorioso-Moss,
The Bid opening for the above referenced project was held on September 26th, 2024, via a virtual meeting.

Three construction bids were received on or before the bid opening deadline on September 24th, 2024. The bid openings were read aloud, and notification was provided that the bids and bid documents would be reviewed and an award recommendation would be provided to the City of Santa Fe. The three bidders were GM Emulsion LLC, Star Paving Company, and Hasse Contracting Company.

Table 1: Project Total Analysis

Bidder	Project Total (Excludes NM Gross Receipts Taxes)
GM Emulsion LLC	$3,064,045.00
Star Paving Company	$2,527,868.35
Hasse Contracting Co., Inc.	$3,252,661.00*

*Mathematical error in bid

Star Paving Company is the low bidder, however, they did not provide the "full and complete Contract Book" as stated on Page 18 of the Contract Book. Souder, Miller and Associates (SMA) is recommending the award of the construction contract to the next lowest bidder, GM Emulsion LLC. They met the criteria for submission (see **Table 2** Bid Opening Checklist) and are the second lowest bidder.

Bid Analysis
All bids were reviewed for mathematical errors and price markups using Microsoft Excel.

To analyze for mathematical errors, the bid quantities and unit prices were multiplied and compared against the contractor's published amount. Hasse Contracting Co. Inc. bid showed errors in Bid Item 55 (Item No. 704719 – Hot Thermoplastic Pavement Marking Thru Arrow) and Bid Item 67 (Item No. 67 – Single Conductor 2) which caused their published bid to be $20.00

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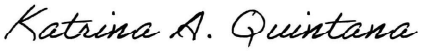
lower than the bid price evaluated in Excel. No errors were found in GM Emulsion LLC or Star Paving Company bids.

The bids were also reviewed for abnormally high unit prices or price markups. Each unit price was evaluated to determine the lowest unit price. Once the lowest unit price from each of the three bidders was determined, it was compared against the contractor's actual unit price. Unit prices greater than 50% of the lowest unit price were given a conditional statement in Excel and highlighted in red. The analysis for each bidder is shown on **Table 4** thru **Table 6**.

GM Emulsions had approximately 27 items greater than 50% of the lowest unit price bid. The majority of the major bid items related to the roadway construction are within an acceptable range when compared to the Engineer's unit price estimate.

Sincerely,
Miller Engineers, Inc. d/b/a SOUDER, MILLER & ASSOCIATES

Carlos D. Romo, P.E.
Project Engineer
Transportation Technical Sector
Attachments: None
cc: Project file (SMA# 7224504)



NMDOT Concurrence
Katrina Quintana
TLPA Region Coordinator
North Region Design

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Table 2: Bid Opening Checklist

	GM Emulsion LLC.	Star Paving Company	Hasse Contracting Co. LLC
Bid Received by Deadline	X	X	X
Full and Complete Contract Book	X		X
Affidavit of Bidder	X	X	X
Bid Form	X	X	X
Bid Guarantee	X	X	X
Bid Schedule	X	X	X
Non-Debarment Certification	X	X	X
Subcontractor Fair Practices Act	X	X	X
DBE Goal Form A-585	X	X	X
Bidders List of Quoters for DBE Program	X	X	X

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Table 3: GM Emulsion LLC Unit Price Bid Comparison vs. Low Bid Unit Price

ITEM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE2	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bid Unit Price
1	201000	CLEARING AND GRUBBING	LS	1	$30,000.00	0%	$30,000.00
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$20.00	0%	$20.00
3	203100	BORROW	C.Y.	25	$25.00	0%	$25.00
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$50.00	67%	$30.00
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$4.50	0%	$4.50
6	303160	BASE COURSE 6"	S.Y.	3500	$24.00	100%	$12.00
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$250.00	92%	$130.00
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$1,500.00	25%	$1,200.00
9	408100	PRIME COAT MATERIAL	TON	7	$1,500.00	25%	$1,200.00
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$60.00	50%	$40.00
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$250.00	25%	$200.00
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$300.00	20%	$250.00
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,250.00	14%	$1,100.00
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$1,760.00	0%	$1,760.00
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$2,250.00	2%	$2,200.00
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.00	0%	$5.00
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$10.00	67%	$6.00
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$120,000.00	9%	$110,000.00
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$10.00	25%	$8.00
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$5,000.00	137%	$2,110.00
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$10.00	0%	$10.00
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$50,000.00	1329%	$3,500.00
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$350.00	15%	$305.00
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$150.00	0%	$150.00
25	608106	DRIVE PAD 6"	S.Y.	163	$165.00	0%	$165.00
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$175.00	3%	$170.00
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$52.00	0%	$52.00
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$52.00	0%	$52.00
29	617000	VIBRATION MONITORING	LS	1	$20,000.00	0%	$20,000.00
30	617003	VIDEO RECORDING	LS	1	$25,000.00	400%	$5,000.00
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$225,000.00	13%	$200,000.00
32	618011	PUBLIC AWARENESS	LS	1	$25,000.00	60%	$15,645.00
33	621000	MOBILIZATION	LS	1	$300,000.00	0%	$300,000.00
34	632000	CLASS A SEEDING	ACRE	0.6	$25,000.00	51%	$16,600.00
35	662400	MANHOLE ADJUSTMENT	EACH	7	$2,500.00	14%	$2,200.00

ITEM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE2	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bid Unit Price
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$50,000.00	14%	$44,000.00
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$5,000.00	0%	$5,000.00
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$2,500.00	150%	$1,000.00
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$5,000.00	400%	$1,000.00
40	701000	PANEL SIGNS	S.F.	240	$85.00	127%	$37.50
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$100.00	285%	$26.00
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$25,000.00	145%	$10,200.00
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$43,500.00	14%	$38,300.00
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$150,000.00	150%	$60,000.00
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$150,000.00	147%	$60,700.00
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$1.00	49%	$0.67
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$10.00	15%	$8.70
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$1.00	233%	$0.30
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$5.00	72%	$2.90
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$110.00	12%	$98.00
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$20.00	16%	$17.25
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$25.00	25%	$20.00
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$400.00	12%	$357.00
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$300.00	16%	$259.00
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$285.00	15%	$247.00
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$495.00	15%	$431.00
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$60.00	14%	$52.50
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$475.00	13%	$420.00
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALLOW	ALLOW	$200,000.00	7280%	$2,710.00
60	706110	SERVICE RISER (LIGHTING)	EACH	1	$6,660.00	113%	$3,122.00
61	706210	METER PEDESTAL (LIGHTING)	EACH	1	$14,550.00	191%	$5,000.00
62	706420	LIGHTING CONTROL CABINET-TWO CIRCUIT	EACH	1	$14,050.00	38%	$10,184.00
63	707530	TYPE V STANDARD, 30'	EACH	11	$7,450.00	7%	$6,958.00
64	709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$32.00	0%	$32.00
65	709030	RIGID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$37.00	0%	$37.00
66	710000	ELECTRICAL PULL BOX (STANDARD)	EACH	7	$1,900.00	20%	$1,580.00
67	711102	SINGLE CONDUCTOR 2	L.F.	2680	$6.00	0%	$6.00
68	711230	SINGLE CONDUCTOR 3/0	L.F.	130	$11.50	0%	$11.50
69	716701	LED ROADWAY LUMINAIRE	EACH	11	$1,190.00	46%	$813.00
70	721000	REMOVAL OF PAVEMENT MARKING	L.F.	300	$2.50	39%	$1.80
71	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1	$50,000.00	36%	$36,640.00
72	802000	POST CONSTRUCTION PLANS	LS	1	$15,000.00	150%	$6,000.00

Table 4: Star Paving Company Unit Price Bid Comparison vs. Low Bid Unit Price

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bi
1	201000	CLEARING AND GRUBBING	LS	1	$40,000.00	25%	$30,000
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$50.00	60%	$20.0
3	203100	BORROW	C.Y.	25	$80.00	69%	$25.0
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$30.00	0%	$30.0
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$8.00	44%	$4.50
6	303160	BASE COURSE 6"	S.Y.	3500	$12.00	0%	$12.0
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$130.00	0%	$130.0
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$1,200.00	0%	$1,200.
9	408100	PRIME COAT MATERIAL	TON	7	$1,200.00	0%	$1,200.
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$40.00	0%	$40.0
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$200.00	0%	$200.0
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$250.00	0%	$250.0
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,100.00	0%	$1,100.
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$4,000.00	56%	$1,760.
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$2,200.00	0%	$2,200.
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.30	6%	$5.00
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$6.00	0%	$6.00
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$110,000.00	0%	$110,000
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$8.00	0%	$8.00
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$3,775.00	44%	$2,110.
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$12.00	17%	$10.0
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$3,500.00	0%	$3,500.
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$315.00	3%	$305.0
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$160.00	6%	$150.0
25	608106	DRIVE PAD 6"	S.Y.	163	$200.00	18%	$165.0
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$180.00	6%	$170.0
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$70.00	26%	$52.0
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$70.00	26%	$52.0
29	617000	VIBRATION MONITORING	LS	1	$100,000.00	80%	$20,000
30	617003	VIDEO RECORDING	LS	1	$5,000.00	0%	$5,000.
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$200,000.00	0%	$200,000
32	618011	PUBLIC AWARENESS	LS	1	$30,000.00	48%	$15,645
33	621000	MOBILIZATION	LS	1	$300,000.00	0%	$300,000
34	632000	CLASS A SEEDING	ACRE	0.6	$16,600.00	0%	$16,600
35	662400	MANHOLE ADJUSTMENT	EACH	7	$2,200.00	0%	$2,200.
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$50,000.00	12%	$44,000

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bi
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$6,000.00	17%	$5,000.
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$1,000.00	0%	$1,000.
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$1,000.00	0%	$1,000.
40	701000	PANEL SIGNS	S.F.	240	$37.50	0%	$37.5
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$26.00	0%	$26.0
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$11,000.00	7%	$10,200
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$38,300.00	0%	$38,300
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$60,000.00	0%	$60,000
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$120,000.00	49%	$60,700
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$0.67	0%	$0.67
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$8.70	0%	$8.70
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$0.30	0%	$0.30
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$2.90	0%	$2.90
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$98.00	0%	$98.0
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$17.25	0%	$17.2
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$20.00	0%	$20.0
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$357.00	0%	$357.0
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$259.00	0%	$259.0
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$247.00	0%	$247.0
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$431.00	0%	$431.0
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$52.50	0%	$52.5
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$420.00	0%	$420.0
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALOW	ALLOW	$20,000.00	86%	$2,710.

Table 5: Hasse Contracting Co. Inc. Unit Price Bid Comparison vs. Low Bid Unit Price

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	UNIT PR LOW BI
1	201000	CLEARING AND GRUBBING	LS	1	$44,235.00	47%	$30,00
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$22.00	10%	$2
3	203100	BORROW	C.Y.	25	$91.00	264%	$2
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$53.00	77%	$3
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$23.00	411%	$
6	303160	BASE COURSE 6"	S.Y.	3500	$23.00	92%	$1
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$890.00	585%	$13
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$4,205.00	250%	$1,20
9	408100	PRIME COAT MATERIAL	TON	7	$1,875.00	56%	$1,20
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$68.00	70%	$4
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$845.00	323%	$20
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$480.00	92%	$25
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,120.00	2%	$1,10
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$5,875.00	234%	$1,76
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$3,465.00	58%	$2,20
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.45	9%	$
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$24.00	300%	$
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$365,550.00	232%	$110,00
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$13.65	71%	$
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$2,110.00	0%	$2,11
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$18.20	82%	$1
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$33,400.00	854%	$3,50
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$305.00	0%	$30
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$173.00	15%	$15
25	608106	DRIVE PAD 6"	S.Y.	163	$300.00	82%	$16
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$170.00	0%	$17
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$63.50	22%	$5
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$56.00	8%	$5
29	617000	VIBRATION MONITORING	LS	1	$23,865.00	19%	$20,00
30	617003	VIDEO RECORDING	LS	1	$36,490.00	630%	$5,00
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$215,925.00	8%	$200,00
32	618011	PUBLIC AWARENESS	LS	1	$15,645.00	0%	$15,64
33	621000	MOBILIZATION	LS	1	$348,000.00	16%	$300,00
34	632000	CLASS A SEEDING	ACRE	0.6	$75,000.00	352%	$16,60
35	662400	MANHOLE ADJUSTMENT	EACH	7	$3,000.00	36%	$2,20
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$44,000.00	0%	$44,00
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$13,215.00	164%	$5,00

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	UNIT PR LOW BI
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$3,000.00	200%	$1,00
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$1,175.00	18%	$1,00
40	701000	PANEL SIGNS	S.F.	240	$40.00	7%	$3
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$27.00	4%	$2
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$10,200.00	0%	$10,20
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$66,750.00	74%	$38,30
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$100,000.00	67%	$60,00
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$60,700.00	0%	$60,70
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$1.65	146%	$
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$9.00	3%	$
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$6.00	1900%	$
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$6.00	107%	$
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$100.00	2%	$9
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$23.00	33%	$1
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$21.00	5%	$2
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$365.00	2%	$35
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$265.00	2%	$25
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$265.00	7%	$24
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$440.00	2%	$43
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$53.00	1%	$5
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$430.00	2%	$42
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALOW	ALLOW	$2,710.00	0%	$2,71
60	706110	SERVICE RISER (LIGHTING)	EACH	1	$3,185.00	2%	$3,12
61	706210	METER PEDESTAL (LIGHTING)	EACH	1	$13,145.00	163%	$5,00
62	706420	LIGHTING CONTROL CABINET-TWO CIRCUIT	EACH	1	$10,400.00	2%	$10,18
63	707530	TYPE V STANDARD, 30'	EACH	11	$8,400.00	21%	$6,95
64	709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$35.00	9%	$3
65	709030	RIGID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$40.00	8%	$3
66	710000	ELECTRICAL PULL BOX (STANDARD)	EACH	7	$1,620.00	3%	$1,58
67	711102	SINGLE CONDUCTOR 2	L.F.	2680	$7.00	17%	$
68	711230	SINGLE CONDUCTOR 3/0	L.F.	130	$12.00	4%	$1
69	716701	LED ROADWAY LUMINAIRE	EACH	11	$830.00	2%	$81
70	721000	REMOVAL OF PAVEMENT MARKING	L.F.	300	$13.50	650%	$
71	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1	$82,200.00	124%	$36,64
72	802000	POST CONSTRUCTION PLANS	LS	1	$6,000.00	0%	$6,00

			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
EARING AND GRUBBING	LS	1	$12,000.00	$12,000.00	$40,000.00	$40,000.00	$30,000.00	$30,000.00
CLASSIFIED EXCAVATION	C.Y.	1915	$55.00	$105,325.00	$50.00	$95,750.00	$20.00	$38,300.00
RROW	C.Y.	25	$100.00	$2,500.00	$80.00	$2,000.00	$25.00	$625.00
STABLE SUBGRADE STABILIZATION	S.Y.	350	$50.00	$17,500.00	$30.00	$10,500.00	$50.00	$17,500.00
BGRADE PREPARATION	S.Y.	3200	$8.00	$25,600.00	$8.00	$25,600.00	$4.50	$14,400.00
SE COURSE 6"	S.Y.	3500	$15.00	$52,500.00	$12.00	$42,000.00	$24.00	$84,000.00
TOUR PAVEMENT CONSTRUCTION	S.Y.	100	$100.00	$10,000.00	$130.00	$13,000.00	$250.00	$25,000.00
PHALT MATERIAL FOR TACK COAT	TON	2	$3,500.00	$7,000.00	$1,200.00	$2,400.00	$1,500.00	$3,000.00
ME COAT MATERIAL	TON	7	$1,500.00	$10,500.00	$1,200.00	$8,400.00	$1,500.00	$10,500.00
OR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$75.00	$247,500.00	$40.00	$132,000.00	$60.00	$198,000.00
NCRETE PAVEMENT-6"	S.Y.	22	$345.00	$7,590.00	$200.00	$4,400.00	$250.00	$5,500.00
NCRETE PAVEMENT-8"	S.Y.	160	$375.00	$60,000.00	$250.00	$40,000.00	$300.00	$48,000.00
LLED SHAFT FOUNDATION 30" METER	L.F.	66	$350.00	$23,100.00	$1,100.00	$72,600.00	$1,250.00	$82,500.00
UCTURAL CONCRETE, CLASS A	C.Y.	0.5	$2,000.00	$1,000.00	$4,000.00	$2,000.00	$1,760.00	$880.00
NF.CONCRETE FOR MINOR UCTURES	C.Y.	4	$1,600.00	$6,400.00	$2,200.00	$8,800.00	$2,250.00	$9,000.00
NFORCING BARS GRADE 60	LB	2150	$4.00	$8,600.00	$5.30	$11,395.00	$5.00	$10,750.00
UCTURAL STEEL FOR MISCELLANEOUS UCTURES	LB	215	$30.00	$6,450.00	$6.00	$1,290.00	$10.00	$2,150.00
MOVAL OF STRUCTURES AND STRUCTIONS	LS	1	$20,000.00	$20,000.00	$110,000.00	$110,000.00	$120,000.00	$120,000.00
MOVAL OF SURFACING	S.Y.	4000	$18.00	$72,000.00	$8.00	$32,000.00	$10.00	$40,000.00
MPORARY SOIL STABILANT	ACRE	0.75	$2,000.00	$1,500.00	$3,775.00	$2,831.25	$5,000.00	$3,750.00
MPOSTED MULCH SOCKS	L.F.	65	$15.00	$975.00	$12.00	$780.00	$10.00	$650.00
PPP PLAN PREPARATION AND NTENANCE	LS	1	$15,000.00	$15,000.00	$3,500.00	$3,500.00	$50,000.00	$50,000.00
DESTRIAN/BICYCLE RAILING	L.F.	50	$220.00	$11,000.00	$315.00	$15,750.00	$350.00	$17,500.00
NCRETE SIDEWALK 4"	S.Y.	962	$200.00	$192,400.00	$160.00	$153,920.00	$150.00	$144,300.00
VE PAD 6"	S.Y.	163	$250.00	$40,750.00	$200.00	$32,600.00	$165.00	$26,895.00
NCRETE MEDIAN PAVEMENT 4" OLORED AND PATTERNED)	S.Y.	660	$150.00	$99,000.00	$180.00	$118,800.00	$175.00	$115,500.00
NCRETE SLOPED CURB AND GUTTER 6" 4"	L.F.	1230	$65.00	$79,950.00	$70.00	$86,100.00	$52.00	$63,960.00
NCRETE VERTICAL CURB AND GUTTER E B6" X 24"	L.F.	2050	$70.00	$143,500.00	$70.00	$143,500.00	$52.00	$106,600.00
RATION MONITORING	LS	1	$8,000.00	$8,000.00	$100,000.00	$100,000.00	$20,000.00	$20,000.00
EO RECORDING	LS	1	$10,000.00	$10,000.00	$5,000.00	$5,000.00	$25,000.00	$25,000.00
FFIC CONTROL MANAGEMENT	LS	1	$25,000.00	$25,000.00	$200,000.00	$200,000.00	$225,000.00	$225,000.00

			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
BLIC AWARENESS	LS	1	$15,000.00	$15,000.00	$30,000.00	$30,000.00	$25,000.00	$25,000.00
BILIZATION	LS	1	$125,000.00	$125,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
SS A SEEDING	ACRE	0.6	$20,000.00	$12,000.00	$16,600.00	$9,960.00	$25,000.00	$15,000.00
NHOLE ADJUSTMENT	EACH	7	$2,500.00	$17,500.00	$2,200.00	$15,400.00	$2,500.00	$17,500.00
CONSTRUCTION UTILITY SURVEY	LS	1	$20,000.00	$20,000.00	$50,000.00	$50,000.00	$50,000.00	$50,000.00
MOVE AND RESET EXISTING FIRE DRANT	EACH	1	$3,000.00	$3,000.00	$6,000.00	$6,000.00	$5,000.00	$5,000.00
UST VALVE BOX TO GRADE	EACH	4	$1,750.00	$7,000.00	$1,000.00	$4,000.00	$2,500.00	$10,000.00
L BOX INSTALLATION-SINGLE	EACH	3	$775.00	$2,325.00	$1,000.00	$3,000.00	$5,000.00	$15,000.00
NEL SIGNS	S.F.	240	$40.00	$9,600.00	$37.50	$9,000.00	$85.00	$20,400.00
EL POST AND BASE POST FOR UMINUM PANEL SIGNS	L.F.	380	$22.00	$8,360.00	$26.00	$9,880.00	$100.00	$38,000.00
RTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$20,000.00	$140,000.00	$11,000.00	$77,000.00	$25,000.00	$175,000.00
BILE TRAFFIC SIGNAL SYSTEM	EACH	1	$65,000.00	$65,000.00	$38,300.00	$38,300.00	$43,500.00	$43,500.00
FFIC CONTROL DEVICES FOR NSTRUCTION	LS	1	$75,000.00	$75,000.00	$60,000.00	$60,000.00	$150,000.00	$150,000.00
FFIC CONTROL DEVICES FOR DESTRIAN AND BICYCLIST	LS	1	$12,500.00	$12,500.00	$120,000.00	$120,000.00	$150,000.00	$150,000.00
RROREFLECTORIZED PAINTED RKINGS 4"	L.F.	10230	$1.50	$15,345.00	$0.67	$6,854.10	$1.00	$10,230.00
RROREFLECTORIZED PAINTED RKINGS 12"	L.F.	380	$5.00	$1,900.00	$8.70	$3,306.00	$10.00	$3,800.00
MPORARY RETROREFLECTORIZED NTED MARKINGS 4"	L.F.	3200	$1.20	$3,840.00	$0.30	$960.00	$1.00	$3,200.00
MOVABLE MARKING TAPE 4"	L.F.	500	$5.00	$2,500.00	$2.90	$1,450.00	$5.00	$2,500.00
MPORARY WORD OR SYMBOL	EACH	4	$120.00	$480.00	$98.00	$392.00	$110.00	$440.00
MOVABLE MARKING TAPE 12"	L.F.	20	$20.00	$400.00	$17.25	$345.00	$20.00	$400.00
T THERMOPLASTIC PAVEMENT MARKING	L.F.	240	$10.00	$2,400.00	$20.00	$4,800.00	$25.00	$6,000.00
T THERMOPLASTIC PAVEMENT MARKING MBINATION (THRU AND LEFT) ARROW	EACH	4	$275.00	$1,100.00	$357.00	$1,428.00	$400.00	$1,600.00
T THERMOPLASTIC PAVEMENT MARKING T ARROW	EACH	2	$200.00	$400.00	$259.00	$518.00	$300.00	$600.00
T THERMOPLASTIC PAVEMENT MARKING RU ARROW	EACH	2	$225.00	$450.00	$247.00	$494.00	$285.00	$570.00
T THERMOPLASTIC PAVEMENT MARKING RD ONLY)	EACH	1	$300.00	$300.00	$431.00	$431.00	$495.00	$495.00
T THERMOPLASTIC PAVEMENT MARKING LD LINE	L.F.	40	$30.00	$1,200.00	$52.50	$2,100.00	$60.00	$2,400.00

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			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
T THERMOPLASTIC PAVEMENT MARKING RD (YIELD)	EACH	3	$350.00	$1,050.00	$420.00	$1,260.00	$475.00	$1,425.00
NAL/LIGHTING SYSTEM START-UP STS	ALOW	ALLOW	$12,000.00	$12,000.00	$20,000.00	$20,000.00	$200,000.00	$200,000.00
VICE RISER (LIGHTING)	EACH	1	$2,750.00	$2,750.00	$3,122.00	$3,122.00	$6,660.00	$6,660.00
TER PEDESTAL (LIGHTING)	EACH	1	$10,000.00	$10,000.00	$5,000.00	$5,000.00	$14,550.00	$14,550.00
HTING CONTROL CABINET-TWO CUIT	EACH	1	$8,000.00	$8,000.00	$10,184.00	$10,184.00	$14,050.00	$14,050.00
E V STANDARD, 30'	EACH	11	$3,500.00	$38,500.00	$6,958.00	$76,538.00	$7,450.00	$81,950.00
ID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$20.00	$30,200.00	$35.00	$52,850.00	$32.00	$48,320.00
ID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$40.00	$1,600.00	$38.40	$1,536.00	$37.00	$1,480.00
CTRICAL PULL BOX (STANDARD)	EACH	7	$1,000.00	$7,000.00	$1,580.00	$11,060.00	$1,900.00	$13,300.00
GLE CONDUCTOR 2	L.F.	2680	$6.00	$16,080.00	$6.30	$16,884.00	$6.00	$16,080.00
GLE CONDUCTOR 3/0	L.F.	130	$15.00	$1,950.00	$12.20	$1,586.00	$11.50	$1,495.00
ROADWAY LUMINAIRE	EACH	11	$1,200.00	$13,200.00	$813.00	$8,943.00	$1,190.00	$13,090.00
MOVAL OF PAVEMENT MARKING	L.F.	300	$8.00	$2,400.00	$1.80	$540.00	$2.50	$750.00
NSTRUCTION STAKING BY THE NTRACTOR	LS	1	$25,000.00	$25,000.00	$36,640.00	$36,640.00	$50,000.00	$50,000.00
ST CONSTRUCTION PLANS	LS	1	$8,000.00	$8,000.00	$9,191.00	$9,191.00	$15,000.00	$15,000.00
TAL EACH BID				$2,042,970.00		$2,527,868.35		$3,064,045.00
GRT (8.3125%)				$169,821.88		$210,129.06		$254,698.74
AND TOTAL OF BID				**$2,212,791.88**		**$2,737,997.41**		**$3,318,743.74**

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 4/11/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 2905 Rodeo Park Drive East Building 6, Suite 100 Santa Fe, NM 87505	CONTACT NAME: Michelle Vialpando PHONE (A/C, No, Ext): (505) 992-1873 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS: michelle.vialpando@hubinternational.com
INSURED GM Emulsion LLC 5935 Agua Fria St. Santa Fe, NM 87507	INSURER A : Selective Insurance Company of America — NAIC # 12572 INSURER B : Builders Trust of New Mexico INSURER C : Evanston Insurance Company — 35378 INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X PD Ded: $1,000 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:			S 2505515	4/12/2024	4/12/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 3,000,000 $ 3,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			S 2505515	4/12/2024	4/12/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 0			S 2505515	4/12/2024	4/12/2025	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		5752	1/1/2024	1/1/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 2,000,000 $ 2,000,000 $ 2,000,000
A	Leased/Rented Eqpt			S 2505515	4/12/2024	4/12/2025	Ded: $1,000 / Limit:	100,000
C	Pollution / Environm			CPLMOL113826	10/28/2022	10/28/2024	1,000,000 /	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Santa Fe
73 Paseo Real
Santa Fe, NM 87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

From: Spencer Schwartz, Public Works Project Manager II Spencer Schwartz

Via: Regina Wheeler, Public Works Department Director RW (Apr 2, 2025 15:29 MDT)
Sam Burnett, Facilities Division Director JOHN BURNETT (Apr 2, 2025 15:25 MDT)

Subject: Southside Library RTU Replacement

Vendor Name: B&D Industries, Inc.

Vendor Number: 3970

ACTION:
Request for Approval of Amendment No. 1 to Construction Contract Item 25-0013 with B&D Industries, Inc. to Increase the Not to Exceed Amount by $11,363 for a New Total of $488,380 Including NMGRT for Southside Library RTU Replacement. (Spencer Schwartz, Public Works Project Manager II, smschwartz@santafenm.gov).

CONTRACT NUMBER:
The FY25 Munis Contract Number is 3250233.

BACKGROUND AND SUMMARY:
The four heating, ventilation, and cooling (HVAC) units on the Southside Library have exceeded their useful life, no longer perform adequately, and are identified within the Facilities Division's asset database as priorities for replacement to prevent an interruption of services at this facility. The replacement of these HVAC units will ensure continued service for patrons, maintain air quality, and reduce the need for emergency repairs. The new units will also improve the building's efficiency by reducing energy consumption.

A quote was submitted by the vendor in September 2024 and the procurement/contracting process was completed in January 2025. An increase in the contract amount is necessary due to material price increases incurred during this four-month period. No changes to the schedule are anticipated.

ATTACHMENTS:
Amendment No. 1
Amendment No. 1 Proposal
Construction Contract Item 25-0013
Certificate of Insurance

PROCUREMENT METHOD:
The procurement method used was NM Statewide Price Agreement (SWPA) 30-00000-23-00084 which expires on July 4, 2025.

Chief Procurement Officer (CPO)/Designee: _____ Date: _____
CPO Comment/Exceptions: _____

FUNDING SOURCE:
FY25 One Time Funding for Deferred Maintenance
Fund Name/Number: FACILITIES/320
Munis Org Name/Number: Facilities CIP/3209980
Munis Object Name/Number: WIP Construction/572970

Budget Officer/Designee: Andy Hopkins Date: 04/07/2025
Budget Officer Comment/Exceptions: -

ASSOCIATED APPROVALS:
Does this purchase require any of the following associated approvals? ☒ Yes | ☐ No
(ITT, Vehicles/Fleet, Facilities, Asset or Grant Review)

IT Components included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Construction, Facilities, Furniture, Fixtures, Equipment included? ☒ Yes | ☐ No
Approval: _____ **Signature:** _____ _____
JOHN BURNETT (Apr 2, 2025 15:25 MDT)
Comment/Exceptions: ___ **Email:** jsburnett@santafenm.gov _____

Capital Asset* or Project? ☒ Yes | ☐ No**
Project Ledger# FMD2532003
(*will this procurement result in a tangible item that costs more than $5,000?)
(**Capital Projects are new and improvement projects that are going to cost $10,000 or more)
Approval: Josie Bolden Date: 04/07/2025
Comment/Exceptions: _____

Is this a Grant Funded Purchase? ☐ Yes | ☒ No
Approval: _____ Title: _____ Date: _____
Comment/Exceptions: _____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane (elkahahane@santafenm.gov)

Item#_____
Munis Contract# 3250233
Original Contract Item# 25-0013
SWPA #: 30-00000-23-00084

CITY OF SANTA FE
AMENDMENT No. 1 TO
Construction Contract
ITEM# 25-0013

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE Construction Contract, dated January 15, 2025, (the "Contract"), between the City of Santa Fe (the "City") and B&D Industries, Inc. (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide the City with services related to the replacement of four heating, ventilation, and air-conditioning units at the Santa Fe Southside Library.

B. Pursuant to Article 14 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. COMPENSATION.

Article 2, paragraph A of the Contract is amended to increase the amount of compensation by a total of $11,362.71 so that Article 2, paragraph A reads in its entirety as follows:

> A. The City shall pay to the Contractor in full payment for services satisfactorily performed and not to exceed four hundred eighty-eight thousand, three-hundred seventy-nine dollars and one cent ($488,379.01), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:
>
> The Unit Bid Contract Total is determined as follows:

Base Bid	$475,652.11
Gross Receipts Tax (8.1875%)	$ 12,726.90
Base Bid plus NMGRT	$488,379.01

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred eighty-eight thousand, three-hundred seventy-nine dollars and one cent ($488,379.01). This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

2. CONTRACT IN FULL FORCE.

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the Contract as of the dates set forth below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE:_____

CONTRACTOR:
B&D INDUSTRIES, INC.

Clinton Beall (Mar 28, 2025 14:53 CDT)
_____
CLINTON BEALL, PRESIDENT

DATE: Mar 28, 2025
NMBTIN# 01-716872-00-4

ATTEST:

_____
ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault

Kevin L. Nault (Apr 2, 2025 10:37 MDT)

ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

EMILY OSTER, FINANCE DIRECTOR

Contract_Amend 1_SSLibrary RTU Replacement_Increase to $488,379.01- Final

Final Audit Report 2025-04-02

Created:	2025-03-27
By:	JULIE KENNY (jckenny@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA1E36Rb3FA-VwaQEAlpk0cCXqlQiKywW0

"Contract_Amend 1_SSLibrary RTU Replacement_Increase to $ 488,379.01- Final" History

Document created by JULIE KENNY (jckenny@santafenm.gov)
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2025-03-27 - 5:21:46 PM GMT

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Signer clinton@banddindustries.com entered name at signing as Clinton Beall
2025-03-28 - 7:53:46 PM GMT- IP address: 164.86.38.111

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Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
2025-04-02 - 4:37:25 PM GMT- IP address: 172.59.0.8

Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
Signature Date: 2025-04-02 - 4:37:27 PM GMT - Time Source: server- IP address: 172.59.0.8

Agreement completed.
2025-04-02 - 4:37:27 PM GMT

NEW MEXICO
9720 Bell Ave SE
Albuquerque, NM 87123
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 298-2114

BRANCH OFFICES

NEW MEXICO
303 Texas Ave.
Eunice, NM 88231
Phone: (575) 394-1182
Fax: (505) 298-2114

2885 Industrial Rd.
Santa Fe, NM 87505
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 559-2589

Warehouse, Prefab and Sheet Metal Fab Shop
3712 Edith Blvd NE
Albuquerque, NM 87107

ARIZONA
3001 South 35th Street #C10
Phoenix, AZ 85034
Phone: (480) 632-4002
24-Hour Service: (480) 901-4880

NEW YORK
65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

February 19th, 2025

Attn: Shaun Montoya
Sbmontoya@santafenm.gov

Contract *30-00000-23-00084*

Re: Change Order #1 – Price Increase for COSF Southside Library RTUs Replacement

Thank you for the opportunity to provide a price for this project.

York RTUs – Pass through	$	7,379.00
Crane Services @ 8%	$	1,960.20
General Conditions @ 10%	$	933.92
Bond Increaser:	$	205.46
Subtotal:	**$**	**10,478.58**
Tax:	$	884.13
Grand Total	**$**	**11,362.71**

If you have any questions or concerns, please feel free to email or call.

Best Regards,

Mikaela Montroy
Project Manager
B&D Industries, Inc.
505-225-6518 (Cell)
mmontroy@banddindustries.com

This cost proposal is valid for 30 days following issuance by B&D Industries, Inc. If the proposal is accepted after 30 days, B&D reserves the right to revise the price in accordance with commodity pricing changes including, but not limited to, copper, conduit and steel materials. If awarded, B&D reserves the right to review all contract documents associated with the project.

CITY OF SANTA FE

Date: November 18, 2024

To: Governing Body

Via: Regina Wheeler, Public Works Department Director RW (Nov 19, 2024 09:35 MST)
Sam Burnett, Facilities Division Director JOHN BURNETT (Nov 18, 2024 20:13 MST)

From: Spencer Schwartz, Project Manager Spencer Schwartz

Subject: Southside Library RTU Replacement

Vendor Name: B&D Industries

Vendor Number: 3970

ACTION:
Request for Approval of a General Services Contract with B&D Industries in the Total Amount of $477,016.30 for Replacement of Heating and Cooling Units at the Southside Library With Term Ending June 30, 2026; (Spencer Schwartz, Public Works Project Manager; smschwartz@santafenm.gov).

BACKGROUND AND SUMMARY:
The four heating, ventilation and cooling (HVAC) units on the Southside Library have exceeded their useful life, no longer perform adequately, and are identified within the Facilities Division's asset database as priorities for replacement to prevent an interruption of services at this facility. The replacement of these HVAC units will ensure continued service for patrons, maintain air quality, and reduce the need for emergency repairs. The new units will also improve the buildings efficiency by reducing energy consumption.

Construction will be coordinated with the Library Division and is estimated to take four weeks. Construction is planned to minimize disruptions and will not impact library operations. Funding for this project was provided in the FY25 one time allocation from fund balances for deferred maintenance to facilities.

PROCUREMENT METHOD:
NM Statewide Price Agreement (SWPA) #30-00000-23-00084 which expires on July 4, 2025.

ATTACHMENTS
General Services Contract
Vendor Proposal
Certificate of Liability Insurance
Statewide Price Agreement (SWPA) #30-00000-23-00084

Chief Procurement Officer Approval: _____ **Date:** Nov 21, 2024
Comment/Exceptions: NMSA 1978, Section 13-1-129

Supporting Information:

CONTRACT NUMBER:
The FY25 Munis contract number is 3250233

$$$$$ SOURCE/REVENUE: ☒ Expense ☐ Revenue

The funding source is:
Fund Name/Number: FACILITIES/320
Munis Org Name/Number: Facilities CIP/3209980
Munis Object Name/Number: WIP Construction/572970

If the project is grant funded? List grant award number: _____

Grant Manager / Accounting Officer Approval: _____ **Date:** _____
Comment/Exceptions: _____

Project Ledger #: _____

Budget Officer Approval: Andy Hopkins **Date:** Nov 21, 2024
Comment/Exceptions: _____

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000?):
☒ Yes | ☐ No

 # (if known): _____

Repair or Replacement of Existing Equipment:
☒ Yes | ☐ No
If yes -> ☐ Repair | ☒ Replacement

Please explain: _____

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)
☒ Yes | ☐ No

Project Ledger #: FMD2532003

Asset Manager Approval: _____ **Date:** _____
Comment/Exceptions: _____

Department Approvals:
IT Components: ☐ **Yes** | ☒ **No**
Vehicles: ☐ **Yes** | ☒ **No**
Facilities, Furniture, Fixtures, Equipment: ☒ **Yes** | ☐ **No**

Approval:_____ **Title:**_____ **Date**:_____
Approval: Sam Burnett **Title:** Facilities Div. Director **Date**: Nov 18, 2024
Comment & Exceptions:_____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane
elkahahane@santafenm.gov
M: (505)795-2439
O: (505) 955-5934

Item #: 25-0013
Munis Contract #: 3250233
SWPA #: 30-00000-23-00084

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **B&D Industries, Inc.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents to replace 4 Roof Top Units serving the City of Santa Fe Southside Library (6599 Jaguar Drive, Santa Fe, NM 87507) with like-for-like replacements, per the proposal (Exhibit A), attached hereto and made a part thereof, and in accordance with all the provisions of the contract with SWPA, as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: Replacement of 4 Roof Top Units serving the Southside Library

C. City Department: Public Works

D. Distribution:

City:
Spencer Schwartz
Project Administrator
City of Santa Fe Public Works
2651 Siringo Road, Building E
PO Box 909

Santa Fe, NM 87504-0909
smschwartz@santafenm.gov
505-955-5929

Contractor:
Kris Trujillo
Area Manager
B & D Industries
9720 Bell Ave. SE
Albuquerque, NM 87123
krist@banddindustries.com
505-379-1760

Engineer Not Applicable
Architect Not Applicable

2. Compensation

A. The City shall pay to the Contractor in full payment for services satisfactorily performed and not to exceed four hundred seventy-seven thousand sixteen dollars and thirty cents ($477,016.30), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$465,173.53
Gross Receipts Tax (8.1875%)	$ 11,842.77
Base Bid plus NMGRT	$477,016.30

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred seventy-seven thousand sixteen dollars and thirty cents (**$477,016.30**). **This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.**

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **June 30, 2026**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5,

"Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor’s representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor’s representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor’s representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City

and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

This Contract is issued against the state or agency Master Agreement, established and maintained by the State of New Mexico General Services Department, Purchasing Division, SWPA 30-00000-23-00084, and through this language hereby incorporates this Contract by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said

policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

C. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Spencer Schwartz
Project Administrator
City of Santa Fe Public Works
2651 Siringo Road, Building E
PO Box 909
Santa Fe, NM 87504-0909
smschwartz@santafenm.gov
505-955-5929

To the Contractor:
Kris Trujillo
Area Manager
B & D Industries
9720 Bell Ave. SE
Albuquerque, NM 87123
krist@banddindustries.com
505-379-1760

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to

one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

Alan Webber (Jan 22, 2025 15:48 MST)

ALAN WEBBER, MAYOR

DATE: Jan 22, 2025

CONTRACTOR:

CLINTON BEALL, PRESIDENT

DATE: 11.01.2024

NMBTIN: 01-716872-00-4

ATTEST:

ANDREA SALAZAR (Jan 22, 2025 16:25 MST)

GERALYN CARDENAS, INTERIM CITY CLERK

GB MTG 01-15-2025

XIV

CITY ATTORNEY'S OFFICE:

Kevin L. Nault

Kevin L. Nault (Nov 6, 2024 10:10 MST)

ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

FINANCE DIRECTOR

B&D Industries, Inc.
Whatever it takes.

PRICE PROPOSAL

NEW MEXICO

9720 Bell Ave SE
Albuquerque, NM 87123
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 298-2114

BRANCH OFFICES

NEW MEXICO

303 Texas Ave.
Eunice, NM 88231
Phone: (575) 394-1182
Fax: (505) 298-2114

2885 Industrial Rd.
Santa Fe, NM 87505
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 559-2589

Warehouse, Prefab and Sheet Metal Fab Shop
3712 Edith Blvd NE
Albuquerque, NM 87107

ARIZONA

3001 South 35th Street #C10
Phoenix, AZ 85034
Phone: (480) 632-4002
24-Hour Service: (480) 901-4880

NEW YORK

65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

9/19/2024 Quote No. 04-24-055

Attn: Shaun Montoya
Sbmontoya@santafenm.gov

Contract *30-00000-23-00084*

Re: COSF Southside Library RTUs *Replacement*

Thank you for the opportunity to provide a price for this project.

Journeyman 432 @ $101.18:	$ 43,709.76
Apprentice 288 @ $79.88	$ 23,005.44
York RTUs – Pass through	$288,425.00
Misc Material - Pass through	$ 7,747.85
Permits – Pass through	$ 812.01
Crane Services @ 8%	$ 31,937.80
ACS Controls @ 8%	$ 9,266.40
EB&I @ 8%	$ 15,089.76
General Conditions @ 10%	$ 41,998.98
Bond:	$ 3,180.53
Subtotal:	**$465,173.53**
Tax:	$ 11,842.77
Grand Total	**$477,016.30**

Base Bid Scope:

- LOTO panels feeding current RTUs to be replaced
- Shut off gas valves feeding RTUs
- Disconnect gas, duct, and power to RTUs
- Disconnect UVC lights, door switches and Rapid Install Kits – to be used in new RTUs
- Remove UVC view ports – to be used in new RTUs
- Utilize a crane to remove RTUs – dispose of off-site
- Utilize a crane install (4) new York RTUs
- Connect (4) RTUs with a curb adapter
- Add new fused disconnect switches to RTUs
- Provide new liquid tight flex conduit and fittings for new disconnect switches
- Re-install UVC RIK kits and lights – test for functionality
- Install UVC viewport
- Connect gas line with new flex to RTUs
- Reconnect power and remove LOTO on panels
- Install new copper condensate lines to nearest roof drain
- **Controls** - B&D to subcontract ACS for connecting controls back to new RTUs
- **Crane** – B&D to utilize Crane services for RTU installations
- **TAB** – Test and Balance static pressure before demolition, and TAB static pressure of new units for proper air distribution throughout facility.

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24-Hour Service: (480) 901-4880

NEW YORK
65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

Inclusions and assumptions:

1. 4 York Sun Select R454B RTUs – *10 Week lead time*
2. Equipment start up per manufacturer recommendations
3. One (1) year warranty
4. RTUs will be taken off 2 at a time to avoid the whole building not having HVAC
5. B&D to give COSF an adequate schedule of any outages well in advance of performing work

Exclusions:

1. Temp power or HVAC
2. New UVC lights
3. Asbestos removal
4. Structural work
5. New roof penetrations
6. Roofing or roof patching
7. Plan review, and utility fees
8. General site conditions
9. Seismic bracing
10. BIM, CAD or 3D modeling
11. Rental of temp. generator
12. Removal of spoils from site due to excavation
13. Coring of concrete, asphalt, etc.
14. Architect design and engineering services
15. Lead paint removal
16. Unforeseen site conditions that are irregular or unusual circumstances and may incur additional cost such as harder than usual digging conditions, hidden items, etc.
17. Repair of existing code violations, or upgrades other than those mentioned here-in
18. Any scope of work not specifically addressed in this narrative or not shown on the bid documents

If you have any questions or concerns, please feel free to email or call.

Best Regards,

Jordan Turpen
M&P Estimator
B&D Industries, Inc.
505-235-3879 (Cell)
jturpen@banddindustries.com

This cost proposal is valid for 30 days following issuance by B&D Industries, Inc. If the proposal is accepted after 30 days, B&D reserves the right to revise the price in accordance with commodity pricing changes including, but not limited to, copper, conduit and steel materials. If awarded, B&D reserves the right to review all contract documents associated with the project.

Signed - Construction_Contract_BandD_SSLibraryRTUs-Final CAO with Exhibit A

Final Audit Report 2024-11-06

Created:	2024-11-06
By:	Amy Cawthon (amcawthon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPyfCXLniU8V8w9_Gvj6aiV7rOp8hYUdL

"Signed - Construction_Contract_BandD_SSLibraryRTUs-Final CAO with Exhibit A" History

Document created by Amy Cawthon (amcawthon@santafenm.gov)
2024-11-06 - 4:37:01 PM GMT- IP address: 63.232.20.2

Document emailed to klnault@santafenm.gov for signature
2024-11-06 - 4:37:38 PM GMT

Email viewed by klnault@santafenm.gov
2024-11-06 - 5:10:23 PM GMT- IP address: 104.47.65.254

Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
2024-11-06 - 5:10:39 PM GMT- IP address: 63.232.20.2

Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
Signature Date: 2024-11-06 - 5:10:41 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2024-11-06 - 5:10:41 PM GMT

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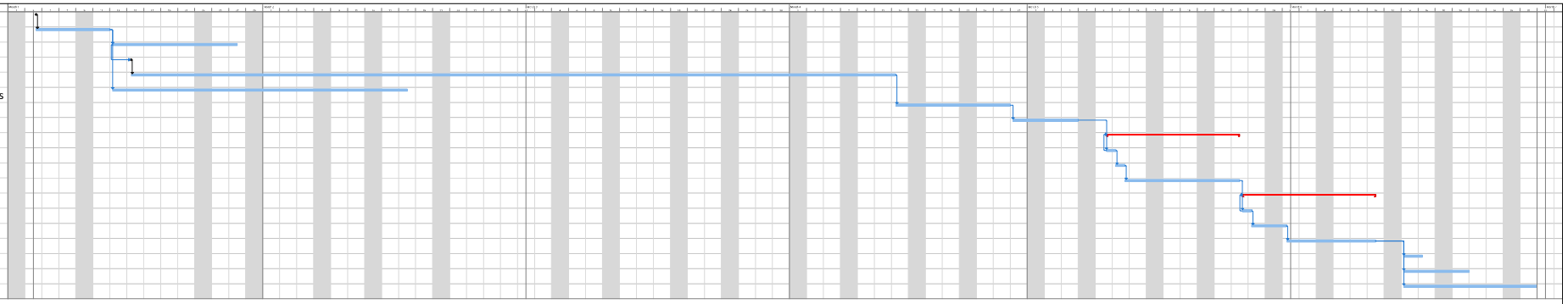
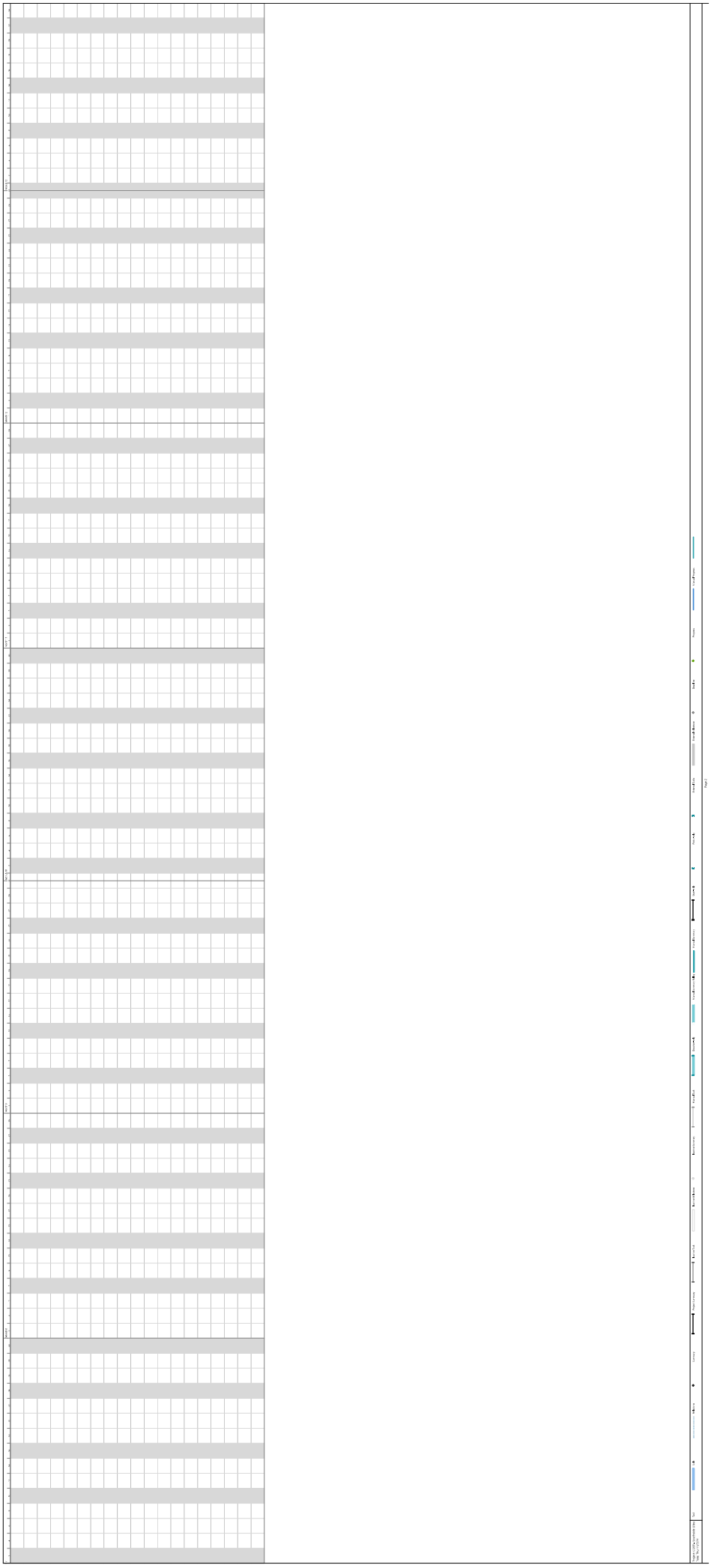
	Task Name	Duration
1	Contract Execution	0 days
2	Contract Initiation	4 days
3	Subcontracting	8 days
4	RTU's Ordered	0 days
5	RTU's Lead Time	10 wks
6	Material Procurement	16 days
7	RTU's Shipping	6 days
8	Mobilization	4 days
9	RTU #1 and #2 HVAC Outage	8 days
10	Disconnect RTU#1 and RTU#2	1 day
11	Crane Pick#1	1 day
12	Reconnect RTU#1 and RTU#2	6 days
13	RTU #3 and #4 HVAC Outage	8 days
14	Disconnect RTU#3 and RTU#4	1 day
15	Crane Pick#2	1 day
16	Reconnect RTU#3 and RTU#4	6 days
17	Demobilization	2 days
18	Punchlist	4 days
19	Closeout	8 days





ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/29/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776
HUB International Insurance Services (SOW)
6565 Americas Parkway Suite 720
Albuquerque, NM 87110

CONTACT NAME: Carrie Butler
PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972
E-MAIL ADDRESS: Carrie.Butler@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Valley Forge Insurance Company	20508
INSURER B : National Fire Insurance Company of Hartford	20478
INSURER C : The Continental Insurance Company	35289
INSURER D : Builders Trust of New Mexico	
INSURER E :	
INSURER F :	

INSURED
B & D Industries, Inc.
9720 Bell Ave SE
Albuquerque, NM 87123

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR	X	X	6016149399	12/31/2023	12/31/2024	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
							MED EXP (Any one person)	$ 15,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO	X	X	6016149371	12/31/2023	12/31/2024	BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
C	X UMBRELLA LIAB X OCCUR						EACH OCCURRENCE	$ 5,000,000
	EXCESS LIAB CLAIMS-MADE	X	X	6016149404	12/31/2023	12/31/2024	AGGREGATE	$
	DED X RETENTION $ 10,000						Aggregate	$ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						X PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH)	N / A	X	WC100-0005672-2024A	1/1/2024	1/1/2025	E.L. EACH ACCIDENT	$ 2,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 2,000,000
							E.L. DISEASE - POLICY LIMIT	$ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

CERTIFICATE HOLDER

City of Santa Fe
200 Lincoln Ave
Santa Fe, NM 87501

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
25 Vendors

Number: **30-00000-23-00084**

Amendment No.: **Three**

Term: **July 5, 2023 - July 4, 2025**

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested

MJ

Procurement Specialist: **Mikayla Trujillo**

Telephone No.: **(505) 469-1092**

Email: **Mikayla.Trujillo@gsd.nm.gov**

Title: **HVAC and Plumbing Services - Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

In accordance with Price Agreement provisions, and by mutual agreement of all parties, this Price Agreement is extended from July 5, 2024 to July 4, 2025 at the same price, terms and conditions, except Vendor (AH) Comfort System USA Southwest, Inc. who chose not to extend.

See attached price increases for Vendor (AF) B & D Industries.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Dorothy Mendonca

Date: 7/8/2024

Dorothy Mendonca
New Mexico State Purchasing Agent

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Vendor (AF) B & D Industries Price Increases

Item	Unit	Description	Current Rate	New Rate
001	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
002	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.13**
		Zone 2	$125.00	**$133.13**
		Zone 3	$125.00	**$133.13**
		Zone 4	$125.00	**$133.13**
		Zone 5	$125.00	**$133.13**
		Zone 6	$125.00	**$133.13**
003	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$70.00	**$74.55**
		Zone 2	$70.00	**$74.55**
		Zone 3	$70.00	**$74.55**
		Zone 4	$70.00	**$74.55**
		Zone 5	$70.00	**$74.55**
		Zone 6	$70.00	**$74.55**
004	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$90.00	**$95.86**
		Zone 2	$90.00	**$95.86**
		Zone 3	$90.00	**$95.86**
		Zone 4	$90.00	**$95.86**
		Zone 5	$90.00	**$95.86**
		Zone 6	$90.00	**$95.86**
005	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
006	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**

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Item	Unit	Description	Current Rate	New Rate
		Projects OVER Sixty Thousand ($60,000.00)		
007	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
008	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.14**
		Zone 2	$125.00	**$133.14**
		Zone 3	$125.00	**$133.14**
		Zone 4	$125.00	**$133.14**
		Zone 5	$125.00	**$133.14**
		Zone 6	$125.00	**$133.14**
009	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$75.00	**$79.88**
		Zone 2	$75.00	**$79.88**
		Zone 3	$75.00	**$79.88**
		Zone 4	$75.00	**$79.88**
		Zone 5	$75.00	**$79.88**
		Zone 6	$75.00	**$79.88**
010	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
011	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
012	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**

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Item	Unit	Description	Current Rate	New Rate
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**
013	Hour	**Diagnosis, project estimates, troubleshooting**	$95.00	**$101.18**
014	%	**Percentage Off Retail For all Parts and Materials**	0%	**No Change**
015	Day	**Daily per diem rate for overnight stay as needed including dinner and breakfast per person**	$150.00	**No Change**
016	Mileage	**One way per mile cost, per vehicle**	$0.62	**No Change**

DocuSign

Certificate Of Completion

Envelope Id: 502ABA9878354E98ABAE7DE071C16230
Status: Completed
Subject: Please DocuSign: 30-00000-23-00084 HVAC and Plumbing Services A003
Source Envelope:
Document Pages: 4
Signatures: 1
Envelope Originator:
Certificate Pages: 5
Initials: 2
Mikayla Trujillo
AutoNav: Enabled
1100 S Saint Francis Dr
EnvelopeId Stamping: Enabled
Santa Fe, NM 87502
Time Zone: (UTC-07:00) Mountain Time (US & Canada)
mikayla.trujillo@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
7/3/2024 2:33:50 PM
Holder: Mikayla Trujillo
mikayla.trujillo@gsd.nm.gov
Location: DocuSign
Security Appliance Status: Connected
Pool: StateLocal
Storage Appliance Status: Connected
Pool: General Services Department
Location: DocuSign

Signer Events	Signature	Timestamp
Tami Concha tami.concha@gsd.nm.gov Const. Supervisor New Mexico General Services, State Purchasing Division Security Level: Email, Account Authentication (None), Login with SSO **Electronic Record and Signature Disclosure:** Accepted: 6/28/2024 7:02:43 AM ID: a9ed2d91-f227-45ce-9f3e-898ece78fea0	 Signature Adoption: Pre-selected Style Using IP Address: 68.84.148.80	Sent: 7/3/2024 2:36:05 PM Viewed: 7/5/2024 10:24:43 AM Signed: 7/5/2024 10:30:36 AM
Mikayla Trujillo mikayla.trujillo@gsd.nm.gov Procurement Specialist II GSD/SPD Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/5/2024 10:30:37 AM Viewed: 7/8/2024 8:07:48 AM Signed: 7/8/2024 8:07:51 AM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/8/2024 8:07:54 AM Viewed: 7/8/2024 9:08:12 AM Signed: 7/8/2024 9:08:16 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/3/2024 2:36:05 PM
Certified Delivered	Security Checked	7/8/2024 9:08:12 AM
Signing Complete	Security Checked	7/8/2024 9:08:16 AM
Completed	Security Checked	7/8/2024 9:08:16 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised

Final Audit Report 2024-11-19

Created:	2024-11-18
By:	Elizabeth Kahahane (elkahahane@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAkO50MoTXAAvnAA0cOSgZhXylusocl6Kr

"Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised" History

Document created by Elizabeth Kahahane (elkahahane@santafenm.gov)
2024-11-18 - 9:02:22 PM GMT- IP address: 63.232.20.2

Document emailed to Spencer Schwartz (smschwartz@santafenm.gov) for signature
2024-11-18 - 9:07:08 PM GMT

Email viewed by Spencer Schwartz (smschwartz@santafenm.gov)
2024-11-18 - 9:22:14 PM GMT- IP address: 104.47.64.254

Document e-signed by Spencer Schwartz (smschwartz@santafenm.gov)
Signature Date: 2024-11-18 - 9:22:56 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to JOHN BURNETT (jsburnett@santafenm.gov) for signature
2024-11-18 - 9:23:00 PM GMT

Email viewed by JOHN BURNETT (jsburnett@santafenm.gov)
2024-11-19 - 3:12:48 AM GMT- IP address: 73.228.3.65

Document e-signed by JOHN BURNETT (jsburnett@santafenm.gov)
Signature Date: 2024-11-19 - 3:13:21 AM GMT - Time Source: server- IP address: 73.228.3.65

Document emailed to rawheeler@santafenm.gov for signature
2024-11-19 - 3:13:23 AM GMT

Email viewed by rawheeler@santafenm.gov
2024-11-19 - 4:33:52 PM GMT- IP address: 104.47.64.254

Signer rawheeler@santafenm.gov entered name at signing as RW
2024-11-19 - 4:35:10 PM GMT- IP address: 174.205.165.38

Powered by Adobe Acrobat Sign

Document e-signed by RW (rawheeler@santafenm.gov)

Signature Date: 2024-11-19 - 4:35:12 PM GMT - Time Source: server- IP address: 174.205.165.38

Agreement completed.

2024-11-19 - 4:35:12 PM GMT

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Acrobat Sign

Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised SIGNED

Final Audit Report 2024-11-26

Created:	2024-11-21
By:	JAMES EDWARDS (jwedwards@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAw_0JTBg8I-FcHLuwwua-eHiVFO4rgScJ

"Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised SIGNED" History

Document created by JAMES EDWARDS (jwedwards@santafenm.gov)
2024-11-21 - 8:19:09 PM GMT- IP address: 97.182.23.177

Document sent to ALEXIS LOTERO (aclotero@santafenm.gov) and ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature. One of them to sign
2024-11-21 - 8:21:07 PM GMT

Email viewed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
2024-11-21 - 9:09:12 PM GMT- IP address: 104.47.64.254

Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
Signature Date: 2024-11-21 - 9:10:23 PM GMT - Time Source: server- IP address: 63.232.20.2

Document sent to JoAnn Lovato (jdlovato@santafenm.gov) and Travis Dutton-Leyda (tkduttonleyda@santafenm.gov) for signature. One of them to sign
2024-11-21 - 9:10:28 PM GMT

Email viewed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
2024-11-21 - 9:16:25 PM GMT- IP address: 174.218.17.153

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2024-11-21 - 9:39:01 PM GMT - Time Source: server- IP address: 216.207.130.218

Document emailed to EMILY OSTER (ekoster@santafenm.gov) for signature
2024-11-21 - 9:39:05 PM GMT

Email viewed by EMILY OSTER (ekoster@santafenm.gov)
2024-11-26 - 5:43:15 PM GMT- IP address: 104.47.64.254

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Document e-signed by EMILY OSTER (ekoster@santafenm.gov)

Signature Date: 2024-11-26 - 5:46:43 PM GMT - Time Source: server- IP address: 73.42.112.179

Agreement completed.

2024-11-26 - 5:46:43 PM GMT

Signature: XAVIER VIGIL
XAVIER VIGIL (Jan 22, 2025 14:55 MST)

Email: xivigil@santafenm.gov

25-0013 B&D Industries, Inc.

Final Audit Report 2025-01-22

Created:	2025-01-22
By:	XAVIER VIGIL (xivigil@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAiVIH6gqtDsTLYyhQoBwSSSyYt5JBsTe8

"25-0013 B&D Industries, Inc." History

Document created by XAVIER VIGIL (xivigil@santafenm.gov)
2025-01-22 - 9:52:02 PM GMT- IP address: 63.232.20.2

Document e-signed by XAVIER VIGIL (xivigil@santafenm.gov)
Signature Date: 2025-01-22 - 9:55:00 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to Alan Webber (amwebber@santafenm.gov) for signature
2025-01-22 - 9:55:03 PM GMT

Email viewed by Alan Webber (amwebber@santafenm.gov)
2025-01-22 - 10:48:44 PM GMT- IP address: 104.28.85.159

Document e-signed by Alan Webber (amwebber@santafenm.gov)
Signature Date: 2025-01-22 - 10:48:53 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to ANDREA SALAZAR (asalazar@santafenm.gov) for signature
2025-01-22 - 10:48:57 PM GMT

Email viewed by ANDREA SALAZAR (asalazar@santafenm.gov)
2025-01-22 - 11:25:17 PM GMT- IP address: 174.240.22.58

Document e-signed by ANDREA SALAZAR (asalazar@santafenm.gov)
Signature Date: 2025-01-22 - 11:25:30 PM GMT - Time Source: server- IP address: 174.240.22.58

Agreement completed.
2025-01-22 - 11:25:30 PM GMT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776
HUB International Insurance Services (SOW)
6565 Americas Parkway Suite 720
Albuquerque, NM 87110

CONTACT NAME: Carrie Butler
PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972
E-MAIL ADDRESS: Carrie.Butler@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Valley Forge Insurance Company	20508
INSURER B : National Fire Insurance Company of Hartford	20478
INSURER C : The Continental Insurance Company	35289
INSURER D : Builders Trust of New Mexico	
INSURER E :	
INSURER F :	

INSURED
B & D Industries, Inc.
9720 Bell Ave SE
Albuquerque, NM 87123

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6016149399	12/31/2024	12/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	6016149371	12/31/2024	12/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	6016149404	12/31/2024	12/31/2025	EACH OCCURRENCE AGGREGATE Aggregate	$ 5,000,000 $ $ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	WC100-0005672-2025A	1/1/2025	1/1/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 2,000,000 $ 2,000,000 $ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

CERTIFICATE HOLDER

City of Santa Fe Public Works
2651 Siringo Rd. Bldg R
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Contract Packet for AMEND#1_BD Industries_SouthsideLibrary_RTUReplace_02 24 2025_SSD4 CG1 ELK4 SB2 RW

Final Audit Report 2025-04-02

Created:	2025-04-02
By:	Elizabeth Kahahane (elkahahane@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAfO98GxrAomP9HCAKLI8vVV7BbkgQbSTz

"Contract Packet for AMEND#1_BD Industries_SouthsideLibrary_RTUReplace_02 24 2025_SSD4 CG1 ELK4 SB2 RW" History

Document created by Elizabeth Kahahane (elkahahane@santafenm.gov)
2025-04-02 - 9:07:06 PM GMT- IP address: 63.232.20.2

Document emailed to Spencer Schwartz (smschwartz@santafenm.gov) for signature
2025-04-02 - 9:11:18 PM GMT

Email viewed by Spencer Schwartz (smschwartz@santafenm.gov)
2025-04-02 - 9:24:20 PM GMT- IP address: 104.47.65.254

Document e-signed by Spencer Schwartz (smschwartz@santafenm.gov)
Signature Date: 2025-04-02 - 9:24:26 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to JOHN BURNETT (jsburnett@santafenm.gov) for signature
2025-04-02 - 9:24:30 PM GMT

Email viewed by JOHN BURNETT (jsburnett@santafenm.gov)
2025-04-02 - 9:24:57 PM GMT- IP address: 63.232.20.2

Document e-signed by JOHN BURNETT (jsburnett@santafenm.gov)
Signature Date: 2025-04-02 - 9:25:11 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to rawheeler@santafenm.gov for signature
2025-04-02 - 9:25:14 PM GMT

Email viewed by rawheeler@santafenm.gov
2025-04-02 - 9:28:41 PM GMT- IP address: 63.232.20.2

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Signer rawheeler@santafenm.gov entered name at signing as RW

2025-04-02 - 9:29:29 PM GMT- IP address: 63.232.20.2

Document e-signed by RW (rawheeler@santafenm.gov)

Signature Date: 2025-04-02 - 9:29:31 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.

2025-04-02 - 9:29:31 PM GMT

CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

From: Joshua Bohlman, Public Works Project Manager Joshua Bohlman

Via: Regina Wheeler, Public Works Department Director RW (Apr 2, 2025 15:30 MDT)
Sam Burnett, Facilities Division Director JOHN BURNETT (Apr 2, 2025 15:21 MDT)

Subject: On-Call Electrical Services

Vendor Name: B&D Industries, Inc.

Vendor Number: 3970

ACTION:
Request for Approval of a Construction Contract with B&D Industries, Inc. in the Total Amount of $5,409,375 Including NMGRT for On-Call Electrical Services Through June 30, 2029. (Joshua Bohlman, Public Works Project Manager, jbohlman@santafenm.gov)

CONTRACT NUMBER:
The FY25 Munis Contract Number is 3250507.

BACKGROUND AND SUMMARY:
The Public Works Department Facilities Division uses on-call services to augment the skills, licensure, and capacity of staff to address facility issues and emergencies in a timely, safe, and compliant manner. The Facilities Division typically maintains on-call contracts for general contracting, mechanical, electrical, plumbing, roofing, remediation, and landscaping services.

In accordance with the Invitation to Bid (ITB# 25078) for On-Call Electrical Services, two vendors were selected for contracts: B&D Industries and Great Western Electrical based on lowest bidder and performance criteria. B&D has provided services throughout the City and has proven to be cost effective, reliable, and capable of consistently providing high quality results.

On-call contracts are not a guarantee of payment. These contracts are only used, and purchase orders issued, as needs arise and funding is available. The $5,409,375 (including 8.1875% NMGRT) maximum for this contract is based on the historical and anticipated needs across the City over the next five years.

ATTACHMENTS:
Construction Contract
Certificate of Insurance
CPO Determination
Horizons Declination

PROCUREMENT METHOD:
The procurement method for this contract is the Invitation to Bid #25078, dated January 6, 2025.

Chief Procurement Officer (CPO)/Designee: _____ Date: 04/07/2025
CPO Comment/Exceptions: NMSA 1978, Section 13-1-102

FUNDING SOURCE:
Funding will be provided on a project-by-project basis.
Fund Name/Number: various
Munis Org Name/Number: various
Munis Object Name/Number: various

Budget Officer/Designee: Andy Hopkins Date: 04/07/2025
Budget Officer Comment/Exceptions: _____

ASSOCIATED APPROVALS:
Does this purchase require any of the following associated approvals? ☒ Yes | ☐ No
(ITT, Vehicles/Fleet, Facilities, Asset or Grant Review)

IT Components included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Vehicles included ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Construction, Facilities, Furniture, Fixtures, Equipment included? ☒ Yes | ☐ No
Approval: JOHN BURNETT (Apr 7, 2025 15:30 MDT) Date: _____
Comment/Exceptions: _____

Capital Asset* or Project? ☐ Yes | ☒ No**
Project Ledger# _____
(*will this procurement result in a tangible item that costs more than $5,000?)
(**Capital Projects are new and improvement projects that are going to cost $10,000 or more)
Approval: _____ Date: _____
Comment/Exceptions: _____

Is this a Grant Funded Purchase? ☐ Yes | ☒ No
Approval: _____ Title: _____ Date: _____
Comment/Exceptions: _____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane (elkahahane@santafenm.gov)

Item #: _____
Munis Contract #: 3250507
ITB #: 25078

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **B&D Industries, Inc.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

Electrical:

The work may include all necessary preparation to properly install new electrical infrastructure or to repair or upgrade existing electrical systems. Work to include, but not be limited to, installation of new or relocation of existing electrical panels, outlets, and switches; installation or upgrading of wiring, conduits, and circuits; installation of new or relocation of lighting fixtures, emergency lighting, and exit signs; installation of new or relocation of power distribution systems and transformers; and other related electrical work.

Work will also include testing and balancing of electrical systems, ensuring compliance with relevant codes and standards. Additionally, the work may involve the installation of concrete pads and surrounding walls for electrical equipment, as well as trenching for underground conduits. Proper weatherproofing and restoration of exterior electrical connections and equipment will be required. Any repair work to existing structures, roofs, sidewalks, or roads necessary to install the electrical systems is included. Any HVAC or plumbing support required to integrate the electrical systems will also be included.

Contractor's employees, contractors, and agents performing work shall have a valid certification or license appropriate to the work being conducted. The Contractor/subcontractor will assume responsibility for all fines or penalties, including those attributable to the Using Agency, if the Contractor/subcontractor is found to be in violation of any codes, regulations, or safety standards. Prior to

beginning any work, the Contractor/subcontractor shall provide a written statement certifying that they will use all required safety and compliance equipment as mandated by applicable electrical codes and standards.

Contractor:

Safety shall be of main concern and enforced by the Contractor on site and will be periodically inspected by the City's qualified safety personnel. The Contractor shall comply with all local, state and federal laws governing safety, health and sanitation. The on-site superintendent shall always have a minimum OSHA 10 and preferably OSHA 30 card with them when on the jobsite. The City shall not in any way be responsible for any fines set forth for such violations of codes, OSHA standards or any other governing agency having jurisdiction at the work site. The Contractor shall provide all needed safeguards, safety devices, protective equipment and take any actions necessary to protect the life and health of employees on the job; the safety of the public and to protect the property of the City in connection with the performance of the work covered by this Contract.

All personnel working on the project and providing these services shall be experienced and certified in all areas related to this work and required Contract. Journeymen level personnel shall have the ability and necessary skills to diagnosis problems and to make the appropriate decisions needed to provide these services.

The Contractor shall follow the Occupational Safety and Health Act (OSHA) 29 CFR 1910.147 Standard pertaining to "Lockout/Tagout" procedures for hazardous energy. Any work involving disconnect or switching of electrical service to a work area shall utilize LOCKOUT/TAGOUT identification practices.

The Contractor shall agree to provide required labor within 24 hours for emergency situations.

Contractor's price shall include labor costs, permits, overhead, profit, insurance, equipment, tools and any other fees required to successfully complete the work requested. The Contractor shall be capable of providing a work force with supervision, adequate to perform work for a forty (40) hour work week during normal working hours with the option of working non normal or overtime hours if required. The Contractor shall be responsible for all permits, fees, and State and/or City inspections associated with their work.

Replacement systems and related equipment shall meet current minimum "Energy Star" energy conservation standards.

Markups for adding subcontractor costs or to cover general conditions (administrative costs and other related expenses) may be negotiated with the City and approved solely by the City's Facilities Director or Director of Public Works on a project-by-project basis. Markups cannot be "cost plus a percentage" and must be "cost plus a bulk fee". The cost of the subcontractor will be added at time of invoicing as a separate item to be paid by the City.

Furnishing of submittal date for any/all new equipment and materials as well as Operations & Maintenance Manuals are required. Training of site personnel for the proper operation of newly installed equipment/systems and its related controls will be required for completion. This also applies to any/all

control systems pertaining to HVAC equipment. This training will be acceptable to either the person in charge of the facility or the City's Project Manager in charge of the project.

The Contractor shall provide all protective coverings necessary to protect existing, adjacent finishes while performing its work. If any damage is encountered during the contractor's work, the contractor will be held responsible for repairing any damage done by its employees, subcontractors and vendors. The Contractor shall restore any damage to existing and/or adjacent finishes damaged while performing work and to make new work inconspicuous with the existing adjacent finishes.

The Contractor and its employees agree to cooperate with and to abide by the rules and requirements of the City to limit interference with the daily operations of the City and to avoid to the extent possible jeopardizing the health, safety or welfare of the employees or general public conducting business with the City.

The Contractor shall be responsible for adherence to the Contract Documents, Construction Documents, Specifications and approved directives. This responsibility shall include, but is not limited to, adherence to Uniform Plumbing Code (UPC), City and state laws, the International Building Code (IBC) and the New Mexico building codes. and other codes, as adopted by the State of New Mexico. The Contractor shall be responsible for all permits associated with this work as required by the governmental Authority Having Jurisdiction (AHJ).

All work shall be in strict compliance with the national and state building mechanical, plumbing and electrical codes including SMACNA, and ASHRAE standards.

Identification and abatement of asbestos containing materials (ACM) may be performed under separate contracts and is outside the scope of the work of this Contract unless this work is specifically requested in the Task Order and subcontracted.

The Contractor shall have the technical staff to perform diagnostic services and provide professionally prepared, stamped drawings, if needed, to obtain installation or construction permits. The Contractor is responsible for obtaining all required licenses, fees and permits required to perform the work. Contractor shall be responsible for any applicable Local, County, State and Federal requirements and permits including, but not limited to, the City of Santa Fe's Stormwater Pollution Prevention Program and Stormwater Best Management Practices.

Contractor shall be capable of providing all new installation or upgrades to the existing electrical service and systems, diagnostic services, perform trouble shooting services for the City, coordinate and supervise electrical services that may include renovations, upgrade and improvement projects and to provide new electrical services. The Contractor shall prepare quotes for all costs and services needed to perform the work required, in compliance with applicable national and state codes. The scope of an individual project may include equipment and fixtures whether attached or not to the building. It can include site and utility work. The utility work can include building geothermal systems. It may also include demolition and abatement projects. It can include security and other low voltage installations with related controls and equipment.

All material shall be new and of the highest quality available for the type of work being performed, unless alternate material is approved in a writing separate from the task order and notice to proceed by the Facilities Director or Director of Public Works.

The City reserves the right to purchase materials directly from existing Statewide Price Agreements and other sources, and to provide these materials to the Contractor. Specialty services provided from Statewide Price Agreements and other sources shall be coordinated by the Contractor. The Contractor shall provide an itemized, quantifiable list of materials required for the project.

"Material Cost" shall be defined as Manufacturer's Suggested Retail Price (MSRP). Contractor may, at its sole discretion, provide the City with a bulk rate discount off the MSRP. Bulk rate markups on materials and sub-contractors may be negotiated with and approved by the City's Facilities Director or Director of Public Works, on a project-by-project basis. Markups cannot be 'cost plus a percentage' and must be 'cost plus a bulk fee'.

If the Contractor is requesting reimbursement for materials used on the work, documentation showing MSRP for the materials must be included when submitting invoices/pay applications.

The City reserves the right to obtain quotes from multiple vendors for each Task Order and award the Task Order to a contractor based on the quotes.

The City reserves the right to provide an escort and/or full-time supervision of the Contractor and its employees during any or all phases of a project, should the Facilities Director or Director of Public Works feel it is in its best interest to provide this extraordinary oversight and assistance.

The City reserves the right to escort any or all employees of the Contractor off its property, for any inappropriate conduct or actions that jeopardize the safety, security or wellbeing of the facility or any individual as determined by the City's Facilities Director. Inappropriate behavior by the Contractor, its employees or subcontractors may be grounds for immediate removal from this Contract. Any employee of the Contractor found in violation of any law, while on the City's property, may be prosecuted.

Clean Up and Storage:

A. The Contractor will provide off-site legal disposal of all waste products, trash, and debris. City's trash receptacles will not be used by the Contractor. Sanitary facilities will not be available at the job site. Contractor shall be responsible for the provision and maintenance of portable toilets.

B. The Contractor, on a daily basis, shall keep the premises and surrounding area free from accumulation of waste materials or rubbish caused by operations under the Agreement. At completion of the Work, the Contractor shall remove the Project waste materials, rubbish, the Contractor's tools, construction equipment, machinery and surplus materials and shall then thoroughly clean the premises and the site to the satisfaction of the City's Project Manager or Director of Public Works.

C. Materials or equipment shall be delivered to the project in the manufacturer's original sealed, labeled containers and shall be adequately protected against moisture, dust, tampering or damage from improper handling or storage. Materials shall not be delivered to the site before they are needed.

D. Storage of materials and construction equipment shall be coordinated with the City. All hazardous and non-hazardous constructions debris shall be removed from the work areas and disposed of at an approved waste disposal site.

Task Order:

The Contractor shall be required to provide On-Call Electrical Services for any number of the activities listed in a Task Order upon the request of the City's Project Manager, City's Facilities Director or Director of Public Works. When a service is identified, the Requesting Division shall provide, at a minimum, a detailed scope of work and/or drawings defining work required. Each project will be individually described in a "Task Order". The Task Order will describe the scope of work, the duration of the project with the date of Substantial Completion and if there are liquidated damages for not meeting the date of substantial completion. The date of Substantial Completion is the date when the space can be occupied or the Work used/operated and is turned over to the User Agency. Final completion is the date when the project is totally complete, the punch list work complete and the Contractor's final pay application/invoice is approved. The terms and conditions of the Contractor's Contract will apply to all Task Orders.

Upon receiving the Task Order, the Contractor shall promptly visit the site and compare the scope of work and/or drawings to the existing conditions and provide all services called for in addition to the requirements set forth in this Contract. The Contractor will be required to provide a written quote based upon the rates submitted in the Bid Form and cost summary to include the work to be performed and the amount of time required for the completion of the project and submit to the Project Manager or Facilities Director at no cost to the City. Project schedules, negotiated price, and completion dates shall be determined on a project-by-project basis and dependent upon the urgency of that task. Failure to respond to Task Orders may be grounds for termination of this Agreement. The Contractor shall not commence work until the City's Project Manager, City's Facilities Director or Director of Public Works provides a Notice to Proceed

If any equipment or building system cannot be economically repaired or has reached the end of its life cycle, the Contractor shall justify with costs and other information the need for replacement. If replacement is recommended, the Contractor will provide written justification for system and/or the model, size and type of unit recommended along with any applicable efficiency data. The City's energy standards will be discussed and taken into consideration when proposing replacement units or systems.

Other Construction Related Terms and Conditions:

Mediation:

Any controversy or claim arising between the parties shall be settled by mediation if the parties cannot reach a mutually agreeable solution. The parties shall endeavor to resolve their disagreement by mediation which, unless the parties mutually agree otherwise, shall be in accordance with the procedures of the New Mexico Public Works Mediation Act (NMSA §13-4C-1 et seq.) except that before any party may select a mediator it must confer in good faith with the other party concerning the selection of a mutually acceptable mediator. Mediation shall proceed in advance of legal or equitable proceedings, which shall be stayed pending mediation for a period of **sixty (60) days** from the date of notice of mediation session, unless stayed for a longer period by agreement of the parties or court order.

Inspection of Work:

If a Task Order is issued for the purchase of services, the following terms shall apply when applicable:

A. Services include services performed, workmanship, and material furnished or utilized in the performance of services.

B. The Contractor shall provide and maintain an inspection system acceptable to the Facilities Director or Project Manager covering the services under the Task Order. Complete records of all inspection work performed by the Contractor shall be maintained and made available to the Facilities Department or other party to the Task Order during the term of performance of the Work and for as long thereafter as required.

C. The City has the right to inspect and test all services contemplated to the extent practicable at all times and places during the term of the Project through City staff or contractor(s). The City shall perform inspections and tests in a manner that will not unduly delay or interfere with Contractor's performance.

D. If the City performs inspections or tests on the premises of the Contractor or a subcontractor, the Contractor shall furnish, and shall require subcontractors to furnish, at no increase in Task Order price, all reasonable facilities and assistance for the safe and convenient performance of such inspections or tests.

E. If any part of the services does not conform with the requirements, the Facilities Director or Director of Public Works may require the Contractor to re-perform the services in conformity with the requirements at no increase in Task Order amount. When the defects in services cannot be corrected by re-performance, the Facilities Director or Director of Public Works may:

(1) require the Contractor to take necessary action(s) to ensure that future performance conforms to the requirements; and

(2) reduce the Task Order price to reflect the reduced value of the services performed.

F. If the Contractor fails to promptly re-perform the services or to take the necessary action(s) to ensure future performance in conformity with the requirements, the Facilities Director or Director of Public Works may:

(1) by Agreement or otherwise, perform the services and charge to the Contractor any cost incurred by the City that is directly related to the performance of such service; or

(2) cancel the Task Order for default.

THE PROVISIONS OF THIS ARTICLE ARE NOT EXCLUSIVE AND DO NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THE TASK ORDER/CONTRACT.

Suspension, Delay or Interruption of Work:

The Facilities Director or Director of Public Works may, without cause, order the Contractor, in writing, to suspend, delay or interrupt the Work in whole or in part for such period as the Facilities Director or Director of Public Works may determine. Upon receipt of such notice, Contractor shall leave the jobsite and any equipment in a safe condition prior to departing. Contractor must assert rights to additional compensation within thirty (30) days after suspension of work is lifted and return to work is authorized.

If at any time there is a delay in the critical path of a Task Order due to postponement by the Contractor or a subcontractor, or an increase in the price, or due to the Contractor's failure to perform work according to the schedule approved in the Task Order and Notice to Proceed, such delay and any Contractor costs resulting from it shall not serve as the basis for the extension of the Time for Completion or Agreement Completion Date or for an increase in the Contract Price.

Permits and Fees:

A. IF APPLICABLE- The Contractor shall secure and pay for the Building Permit and other permits and governmental fees, licenses and inspections and Certificate of Occupancy necessary for proper execution and completion of the Work. Changes or modifications to the Work shall include all requirements of this paragraph.

B. The Contractor shall comply with and give notices required by laws, ordinances, rules, regulations and lawful orders of public authorities applicable to performance of the Work.

C. Any Certificates of Inspection, use and occupancy required under law will be delivered to the Project Manager upon completion of the Work in sufficient time for occupation of the facility in accordance with the approved schedule for the Work. Contractor shall deliver a photocopy of the Building Permit to the Design Professional and Project Manager as soon as it is obtained.

Schedule, Progress Meetings and Reports:

A. The Contractor, promptly upon receiving a Notice to Proceed issued by the Facilities Director or Director of Public Works and before the first payment application, shall prepare and submit for the City's information a Critical Path Construction Schedule for the Work that indicates the intended start and completion of the various construction activities, which shall be implemented and adhered to by the Contractor, Subcontractors, material suppliers and equipment suppliers. At a minimum, the schedule shall be a GANTT type schedule and shall not exceed time limits allowed by the Task Order or Notice to Proceed with no fewer work breakdown events than line items of the Schedule of Values. An updated schedule shall be presented with any change orders.

B. The Contractor shall perform the Work in general accordance with the most recent schedule submitted to the City.

C. Progress meetings shall be scheduled on a regular basis. The purpose will be to review the upcoming activities, any open issues and current progress. The Contractor shall keep any meeting minutes as needed. Progress schedules shall be updated regularly. A three week look-ahead schedule should be presented at every project meeting.

D. The Contractor shall prepare a daily report each day the Contractor, subcontractors or any other entity performs work on the project. The daily reports shall be maintained at the site and be well organized. The Project Manager or Facilities Director may request copies at any time. The reports may include:

1. report date and who prepared the report;
2. weather conditions – low temp, visibility, humidity, wind, wind direction, cloud conditions, precipitation amount, other notes;
3. companies present by name and their number of workers, work location, total man hours that day for each company;
4. equipment – type, source, units of work done, location of work, hour meter reading;
5. material brought to site – description, units, quantity, quality, location, time;
6. visitors to site – name, company, time;
7. safety concerns – company, contact, noticed by, work activity, safety issue, requirement, outcome: and
8. quality assurance and control – company, description of issue, specification section, issued by.

Close-out Requirements:

The Contractor shall submit to the Project Manager a separate and detailed Closeout Schedule indicating the date of Final Completion and all work to be completed before Final Completion including Close-Out requirements. The punch list of incomplete or inadequate work shall also be submitted when the work is substantially complete. Failure to include any item on the punch list does not alter the responsibility of the Contractor to complete all work in accordance with the Contract Documents.

Before final completion can be achieved, all Work must be complete and accepted including the following as applicable:

a. Work associated with Punch List(s);

b. Testing, balance or performance operations complete and in agreement that associated work is in compliance with the Contract Documents;

c. One hard copy and one electronic copy in .pdf format of final approved test, balance or performance report(s) complete with directory of contents submitted to City;

d. As-Built drawings delivered in AutoCAD or electronic format;

e. Written certification of delivery and stocking of extra material, equipment or components required by the Task Order at a location established by the Project Manager;

f. Delivery of all warranties required by the Work;

g. All keys, passes, codes, software or other methods or components of control or security which have been correctly and adequately accounted for and closed-out;

h. Training of staff on all applicable building systems;

i. All Storm Water Pollution Prevention Permits (SWPPP) have been updated or closed;

j. Utility transfer to City;

k. Operations and Maintenance Manuals;

l. A certified statement of Release of Liens (AIA Document G706A or approved form) and Consent of Surety.

Warranty:

The Contractor shall warrant its work for materials and for workmanship furnished and performed under this Contract for a period of one (1) year minimum from the date of Substantial Completion. The Contractor shall warrant its work for repairs or restoration of existing systems, appliances and work for ninety (90) days from the date of Substantial Completion. It is understood that some equipment is far beyond its normal life and a warranty cannot be extended/supplied. Contractor must pass on to the City warranties of equipment offered by the manufacturer.

The award of this Contract is without assurance of quantity or dollar amount of work to be performed.

Minimum Requirements of Qualifications:

No person shall act as a Contractor without a license issued by the Construction Industries Division (CID), classified to cover the type of work to be performed. No bid on a contract shall be submitted unless the Contractor has a valid Contractor's license issued by the CID to bid and to perform the type of work to be undertaken, as set forth in Section 60-13-12, NMSA 1978.

All personnel working on the project and providing services under a Task Order shall be experienced and certified in all areas related to this work and required by this Contract. Journeymen level

personnel shall have the ability and necessary skills to diagnose problems and to make the appropriate decisions needed to provide these services.

2. **Compensation**

A. The total amount payable to the Contractor under this Contract, including gross receipts tax and expenses, shall not exceed five million four hundred nine thousand three hundred seventy-five dollars ($5,409,375) for the term of this Contract.

B. Payment in future fiscal years is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. **Term**

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **June 30, 2029**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. **Termination**

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date

of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of

actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the Facilities Director or Director of Public Works or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1. Deliverable requirements, as outlined in the Scope of Work;
2. Due date of any Deliverable, as outlined in the Scope of Work;
3. Compensation of any Deliverable, as outlined in the Scope of Work;
4. Contract compensation, as outlined in Article 2; or
5. Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1. The Project Manager shall draft a written Change Request for review and approval by the Facilities Director or Director of Public Works to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;

(e) the elements to be altered; and

(f) the impact of the change.

2. When the Project Manager finds that the Change Request is appropriate for the project and complies with the requirements above, the Project Manager will forward the draft to the Contractor. Within five (5) business days, the Contractor will review the Change Request and inform the Project Manager in writing of whether the Change Order will require any changes to the project schedule and/or price due to, e.g., equipment availability or additional materials

3. The Facilities Division Director or Director of Public Works shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of Contractor's approval of the draft Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

All terms and conditions of **ITB # 25078** and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for Violation of Law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers' Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The contractor agrees to indemnify and hold harmless the City, including its officers, employees or agents, against liability, claims, damages, losses or expenses, including attorney fees, only to the extent that the liability, damages, losses or costs are caused by, or arise out of, the acts or omissions of the contractor or its officers, employees or agents.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive

sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Joshua Bohlman
Facilities Project Manager
City of Santa Fe
2651 Siringo Road, Bldg. E/PO Box 909
Santa Fe, NM 87504
jbohlman@santafenm.gov
505-955-5932

To the Contractor:
Clinton Beall
President
B&D Industries, Inc.
9720 Bell Avenue SE
Albuquerque, NM 87123
clinton@banddindustries.com
505-299-4464

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the text of the Contract shall have the meanings designated in those Conditions.

B. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

C. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

D. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

E. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

F. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

G. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

H. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

I. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

J. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

K. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

L. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:
B&D Industries, Inc.

Clinton Beall (Mar 23, 2025 11:45 MDT)

CLINTON BEALL, PRESIDENT

DATE: Mar 23, 2025

NMBTIN: 01-716872-00-4

ATTEST:

ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez

Marcos Martinez (Mar 28, 2025 07:45 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster 04/09/2025

EMILY OSTER, FINANCE DIRECTOR

Constr_Contract_B&D_OnCall_ITB_Electrical - CAO redlines

Final Audit Report 2025-03-28

Created:	2025-03-19
By:	JULIE KENNY (jckenny@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAbiqEXtDCVfAu3yQLyUAs7RJ04FRnJfTT

"Constr_Contract_B&D_OnCall_ITB_Electrical - CAO redlines" History

Document created by JULIE KENNY (jckenny@santafenm.gov)
2025-03-19 - 7:43:40 PM GMT- IP address: 63.232.20.2

Document emailed to clinton@banddindustries.com for signature
2025-03-19 - 7:44:25 PM GMT

Email viewed by clinton@banddindustries.com
2025-03-19 - 7:55:18 PM GMT- IP address: 104.28.91.76

Email viewed by clinton@banddindustries.com
2025-03-22 - 2:52:30 AM GMT- IP address: 172.203.161.82

Signer clinton@banddindustries.com entered name at signing as Clinton Beall
2025-03-23 - 5:45:20 PM GMT- IP address: 174.50.92.103

Document e-signed by Clinton Beall (clinton@banddindustries.com)
Signature Date: 2025-03-23 - 5:45:22 PM GMT - Time Source: server- IP address: 174.50.92.103

Document emailed to Marcos Martinez (mdmartinez@santafenm.gov) for signature
2025-03-23 - 5:45:23 PM GMT

Email viewed by Marcos Martinez (mdmartinez@santafenm.gov)
2025-03-28 - 1:45:27 PM GMT- IP address: 76.127.1.192

Document e-signed by Marcos Martinez (mdmartinez@santafenm.gov)
Signature Date: 2025-03-28 - 1:45:39 PM GMT - Time Source: server- IP address: 76.127.1.192

Agreement completed.
2025-03-28 - 1:45:39 PM GMT

Powered by Adobe Acrobat Sign

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 6565 Americas Parkway Suite 720 Albuquerque, NM 87110	CONTACT NAME: Carrie Butler PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS: Carrie.Butler@hubinternational.com
INSURED B & D Industries, Inc. 9720 Bell Ave SE Albuquerque, NM 87123	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Valley Forge Insurance Company — 20508 INSURER B : National Fire Insurance Company of Hartford — 20478 INSURER C : The Continental Insurance Company — 35289 INSURER D : Builders Trust of New Mexico INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6016149399	12/31/2024	12/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	6016149371	12/31/2024	12/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	6016149404	12/31/2024	12/31/2025	EACH OCCURRENCE AGGREGATE Aggregate	$ 5,000,000 $ $ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	WC100-0005672-2025A	1/1/2025	1/1/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

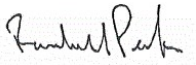
CERTIFICATE HOLDER

City of Santa Fe Public Works
2651 Siringo Rd. Bldg R
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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From: DUTTON-LEYDA, TRAVIS K.
To: GABALDON, RACHEL D.; Purchasing DET
Cc: BURNETT, SAM; CALABAZA, DEALVA X.; BOHLMAN, JOSHUA B.
Subject: RE: SOW Determinations- Electrical Services
Date: Tuesday, July 2, 2024 4:34:04 PM
Attachments: image003.png

Hi, this should be construction.

Thank you.

Regards,

Travis Dutton-Leyda
Chief Procurement Officer
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501
505-629-8351
tkduttonleyda@santafenm.gov

https://santafenm.gov/finance-2/purchasing-1

Internal Link: https://intranet.santafenm.gov/finance_1

CITY OF SANTA FE
FINANCE

From: GABALDON, RACHEL D. <rdgabaldon@santafenm.gov>
Sent: Thursday, June 27, 2024 3:00 PM
To: Purchasing DET <purchasing_det@santafenm.gov>
Cc: BURNETT, SAM <jsburnett@santafenm.gov>; CALABAZA, DEALVA X. <dxcalabaza@santafenm.gov>; BOHLMAN, JOSHUA B. <jbohlman@santafenm.gov>
Subject: SOW Determinations- Electrical Services

Good afternoon,

I am requesting a determination on the following scope of work:
We seek to request bids for electrical services for on-call contracts:
The work may include the repair, replacement, or extension of electrical systems within, attached to or servicing building sites above ground or underground. Work to include, but not be limited to installation of new power and lighting circuits; new power services; new electrical devices, equipment, and lighting fixtures; electrical repairs, rewiring, panel and wiring upgrades, inspections of components, repair or replacement of equipment or fixtures, maintaining control systems, lighting systems, and communication systems. The work shall also include the removal and disposal of existing power circuits, lighting fixtures and equipment, and the termination of associated circuits and services. Any related work

required to accomplish the requested electrical work in included. Low voltage work could be included and any other related electrical work.

Thank you,

R. Denise Gabaldon, CPO
Contracts Administrator | CIP & Facilities Division | Public Works Dept.
Website: www.santafenm.gov
Email: rdgabaldon@santafenm.gov
Mobile: (505) 795-2439
Office: (505) 955-5934

From: Matt Loehman
To: CALABAZA, DEALVA X.
Subject: Re: Horizons Determination - Electrical Services
Date: Friday, August 30, 2024 11:45:20 AM
Attachments: image001.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning De Alva,

Thank you very much for the opportunity, but we will decline this procurement.

Best regards,

Matt

Matt Loehman
Executive Director

Horizons of New Mexico
6121 Indian School Rd. NE, Suite 102
Albuquerque, NM 87110

office phone: (505) 345-1540
email: mloehman@horizonsofnewmexico.org
web: www.horizonsofnewmexico.org

The State Use Act helps people with disabilities become gainfully employed, and it saves you valuable time and resources otherwise used during the procurement process.

On Fri, Aug 30, 2024 at 10:49 AM CALABAZA, DEALVA X. <dxcalabaza@santafenm.gov> wrote:

> Hello Matt,
>
> The City of Santa Fe is seeking a Horizons Determination by requesting bids for electrical services for on-call contracts. The Scope of Work will include the following:
>
> The work may include the repair, replacement, or extension of electrical systems within,

attached to or servicing building sites above ground or underground. Work to include, but

not be limited to installation of new power and lighting circuits; new power services; new

electrical devices, equipment, and lighting fixtures; electrical repairs, rewiring, panel and

wiring upgrades, inspections of components, repair or replacement of equipment or fixtures,

maintaining control systems, lighting systems, and communication systems. The work shall

also include the removal and disposal of existing power circuits, lighting fixtures and

equipment, and the termination of associated circuits and services. Any related work

required to accomplish the requested electrical work in included. Low voltage work could be

included and any other related electrical work.

Please let me know if you have any questions.

Thanks

Kindly,

De Alva Calabaza

Administrative Manager | Facilities Division | Public Works Dept.

Website: www.santafenm.gov

Email: dxcalabaza@santafenm.gov
Mobile: (505) 469-4705

Office: (505) 955-5930

CITY OF SANTA FE
FACILITIES

City of Santa Fe, New Mexico
memo

DATE: April 4, 2025

TO: Governing Body

VIA: Regina Wheeler
Regina Wheeler (Apr 7, 2025 19:36 MDT)
Regina Wheeler, Public Works Department Director
Steve Kaspan, Parking Division Director SK
SK

FROM: Jerome Martinez, Parking Division Administrative Manager

---

ACTION:
Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $255,000 from Parking Enterprise Fund Balance to Parking WIP Construction, Data Processing Equipment, and Vehicles for Repaving Water Street Parking Lot, Railyard Garage Security Cameras, and an Electric Truck. (Steve Kaspan, Parking Division Director, spkaspan@santafenm.gov)

BACKGROUND AND SUMMARY:
The Water Street Parking Lot asphalt needs reconstruction to improve safety and to meet ADA standards. This work includes removal of existing asphalt, regrading the existing base course, application of 3" new hot mix and restriping the entire lot and is planned to be completed in 2025 paving season.

The Railyard Garage is in need of a working security camera system to prevent vandalism and increase constituent sense of safety. The Parking Division and ITT Department recommend and will work together to install a 15 camera system with this funding.

The Parking Division Collections vehicle a 2017 Ford Transit Connect, is past its functional life and does not fulfill current needs. The Division has secured a quote from a State Price Agreement vendor for an electric truck that meets Division needs.

FUNDING SOURCE:
Funding Source: Parking Division Fund Balance
Munis Org Name/Number: Parking/535
Munis Object Name/Number: AP Cash Control/100700
Project ID: PWD 2553557

ATTACHMENTS:
BAR

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works / Parking	2/25/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP Construction - Repave Water Street Lot	5350457	572970	PWD2553557-CONSTRUC	215,000	
Data Processing Equip > $5K	5350457	570800	PWD2553557-DATA PROC	20,000	
Vehicles < 1.5	5350457	570950	PWD2553557-VEHICLES<	20,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
JUSTIFICATION: *(use additional page if needed)* *--Attach supporting documentation/memo*				$ 255,000	$ -

Use of available Parking fund balance to repave the Water Street Parking Lot, purchase security cameras for the Railyard Garage, and purchase an electric truck for the Parking Collections section.

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
535	(255,000)
TOTAL:	**(255,000)**

Halona Crowe — 3/21/2025
Prepared By *{print name}* — Date

Steve Kaspan
Steve Kaspan (Apr 4, 2025 15:32 MDT)
Division Director Signature *{optional}* — Date

Regina Wheeler
Regina Wheeler (Apr 7, 2025 19:36 MDT)
Interim Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

BAR for Parking Division Projects RW

Final Audit Report 2025-04-08

Created:	2025-04-04
By:	JEROME MARTINEZ (jamartinez3@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAArayuLGPQSUZCnw6VVK1oZzEjva7GVDny

"BAR for Parking Division Projects RW" History

Document created by JEROME MARTINEZ (jamartinez3@santafenm.gov)
2025-04-04 - 9:16:53 PM GMT- IP address: 63.232.20.2

Document emailed to spkaspan@santafenm.gov for signature
2025-04-04 - 9:18:39 PM GMT

Email viewed by spkaspan@santafenm.gov
2025-04-04 - 9:29:56 PM GMT- IP address: 174.218.19.139

Signer spkaspan@santafenm.gov entered name at signing as Steve Kaspan
2025-04-04 - 9:32:01 PM GMT- IP address: 174.218.19.139

Document e-signed by Steve Kaspan (spkaspan@santafenm.gov)
Signature Date: 2025-04-04 - 9:32:03 PM GMT - Time Source: server- IP address: 174.218.19.139

Document emailed to rawheeler@santafenm.gov for signature
2025-04-04 - 9:32:05 PM GMT

Email viewed by rawheeler@santafenm.gov
2025-04-07 - 4:49:06 PM GMT- IP address: 104.156.39.164

Signer rawheeler@santafenm.gov entered name at signing as Regina Wheeler
2025-04-08 - 1:36:57 AM GMT- IP address: 76.18.67.54

Document e-signed by Regina Wheeler (rawheeler@santafenm.gov)
Signature Date: 2025-04-08 - 1:36:59 AM GMT - Time Source: server- IP address: 76.18.67.54

Document emailed to ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature
2025-04-08 - 1:37:00 AM GMT

Email viewed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
2025-04-08 - 3:45:35 PM GMT- IP address: 104.47.64.254

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Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)

Signature Date: 2025-04-08 - 3:45:50 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.

2025-04-08 - 3:45:50 PM GMT

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CITY OF SANTA FE

Date: March 24, 2025

To: Mayor Alan Webber and Governing Body April 30, 2025
Finance Committee April 28, 2025
Public Works & Public Utilities April 21, 2025

Via: Debora Trujillo, Environmental Interim Division Director DT
Jesse Roach, Interim Public Utilities Department Director JR

From: Sandra Gabaldon, Environmental Compliance Specialist SG

Subject: RFP 25047 For Closed Landfill Management

Vendor Name: INTERA Inc.

Vendor Number:1038

ITEM AND ISSUE:
The Public Utilities Department respectfully requests your review and approval of a four-year Professional Service Agreement to provide Regulatory Groundwater Monitoring, Soil Vapor Monitoring and other Environmental and Engineering Services for Frank Ortiz Park Landfill in the total additional amount of $1,298,250. (Debora Trujillo, Environmental Interim Division Director (505) 955-2241).

BACKGROUND AND SUMMARY:
On January 24, 2025, the city advertised the request for proposal RFP25047 for Groundwater Monitoring, Soil Vapor Monitoring, and Other Environmental and Engineering Services for Landfill Sites.

The City of Santa Fe owns two closed landfills. The Paseo de Vistas Landfill closed under the federal Resource Conservation and Recovery Act (RCRA) in the 1990's and is overseen by the NMED Solid Waste Bureau (SWB) according to its' Landfill Closure Plan filed by the city. The Frank Ortiz disposal site was closed before the Paseo landfill and is now the Frank Ortiz Dog Park. It is not regulated under RCRA and is overseen by the NMED Ground Water Bureau (GWQB) because closure occurred prior to the implementation of the NMED solid waste regulations for landfill closure. Both locations must comply with the required quarterly and semi-annual monitoring, as specified by their closure plans.

The City of Santa Fe received notice from (NMED), (GWQB), of requirements in accordance with subsection 411.B of the New Mexico Ground and Surface Water Protection Regulations (20.6.2), and are requiring a modification to the current State 1 Abatement Plan, to include ascertain of potential vapor pathways exist, expansion of up-gradient well monitoring, expand on dioxane tested, and installation of one additional ground water well down gradient, to include both water and gases.

PROCUREMENT METHOD:

The procurement method was Request for proposal, RFP25047

CONTRACT NUMBER:
The FY25 Munis contract number is 3250469

Fund Name/Number: Environmental Services Enterprise Fund 510
Munis Org Name/Number: Admin/Operations 5100331
Munis Object Name/Number: Professional Contracts /510300

Budget Officer Approval: Andy Hopkins Date: 04/10/2025
Comment/Exceptions: -

Chief Procurement Officer Approval: [signature] Date: 04/10/2025
Comment/Exceptions: 13-1-111

Grant ☐Yes | ☒ No

Grant #*: N/A*

Grant Manager/Accounting Officer Approval: N/A Date:
Comment/Exceptions:

Project ☐Yes | ☒ No

Project Ledger #: N/A

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000
☐Yes | ☒ No

Asset # (if known): N/a

Repair or Replacement of Existing Equipment:

☐Yes | ☒ No
~If yes -> ☐Repair | ☐ Replacement

Please explain: N/A

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)
☐ Yes | ☒ No

Anticipated length of project: N/A

Asset Manager Approval: N/A Date:
Comment/Exceptions:

Was this service deemed construction: ☐ Yes | ☒ No

~If yes, does this expenditure exceed $25,000? ☐ Yes | ☐ No

~If yes, did you obtain the appropriate bond? ☐ Yes | ☐ No

~Performance and Payment & Labor - NMSA 1978, Section 13-4-18

Department Approvals:

IT Components: ☐ **Yes |** ☒ **No**

Vehicles: ☐ **Yes |** ☒ **No**

Facilities, Furniture, Fixtures, Equipment: ☐ **Yes |** ☒ **No**

Approval: N/A **Title:** **Date**:

Approval: N/A **Title:** **Date**:

Comment & Exceptions:

Department Contract Administrator Contact Info: Linda MacAllister

ATTACHMENTS:

Quote

Certificate of Liability Insurance

Prof Serv Contract

Horizon

Determination from travis

Item #: _____
Munis Contract #: 3250469_____
Request for Proposal #:25047_____

CITY OF SANTA FE

PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and INTERA Incorporated hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the Chief Procurement Officer of the City has made the determination that this Agreement is in accordance with the provisions of the New Mexico Procurement Code (NMSA 1978, 13-1-28 et seq.) pursuant to **NMSA 1978, Section 13-1-111, RFP**

and

WHEREAS the Contractor is one of such requisite and qualifications and is willing to engage with the City for professional services, in accordance with the terms and conditions hereinafter set out, and the Contractor understanding and consenting to the foregoing is willing to render such professional services as outlined in the Agreement; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

The Contractor shall provide the following services-for the City:

A. DESCRIPTION

Environmental and engineering services, and quarterly inspections for the purposes of landfill inspection, as provided in the city landfill Closure Plan or mandated by the regulators, and investigation and monitoring at the former Ortiz Disposal Site and the Paseo de Vista Landfill. It is important to note that the Former Frank Ortiz Landfill is regulated under a Stage 1 Abatement Plan that is administered by the New Mexico Environment Department Ground Water Quality Bureau. The Paseo De Vista Landfill is regulated under NMED Solid Waste Bureau Solid Waste Management Regulations. The described work plans will guide but are not limited to the following activities. The regulators may reduce requirements or add additional requirements for managing both closed landfills.

B. FRANK ORTIZ LANDFILL

1. Continued Stage 1 Abatement Plan Investigation – Ortiz Disposal Site

The contractor will implement the amended work plan approved by the New Mexico Environment Department, as included in the Sampling and Analysis and Quality Assurance Project Plan Waste and Vadose Zone Characterization Revision 3.0 dated November 6, 2019, and Stage 1 Abatement Plan Modification Surface Emissions Monitoring Activities dated September 23, 2021 (both attached). These work plans will guide, but are not limited to, the following activities:

2. Installation of one groundwater monitoring well (Ortiz Park-5) upgradient of the Former Frank Ortiz Landfill (LF) Site in the northeastern portion of the current Ortiz LF Dog Park. The proposed well location is shown in Figure 1. This monitoring well will be completed as a 4-inch nominal polyvinyl chloride (PVC) permanent groundwater monitoring well with approximately 30 feet (ft) of saturated screen (10 ft below the interpreted water table and 20 ft above).

3. Complete a groundwater gauging event in which depth to water is gauged at the five Ortiz LF groundwater monitoring wells, and Conduct an initial groundwater monitoring event collecting groundwater samples from all groundwater monitoring wells (5 total groundwater monitoring wells) and analyzing for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), NMED-designated metals (i.e., arsenic, barium, cadmium, chromium, lead, selenium, silver, uranium, copper, iron, manganese, zinc, aluminum, boron, cobalt, molybdenum, and nickel), PCBs, and nitrate/nitrite; and (it is anticipated this initial groundwater monitoring event will be conducted concurrently with the semi-annual groundwater monitoring event and the groundwater data will be included as part of this semi-annual report deliverable).

4. Submit a schedule to complete all proposed field activities at Ortiz LF. The installation of a single groundwater monitoring well shall be conducted in Year 1 of the proposed schedule. The Additional Site Investigation Report, to be completed following the installation of the groundwater monitoring well shall also be completed in Year 1 of the proposed schedule. The ongoing long-term monitoring activities shall also be completed in Year 1, Year 2, Year 3, and Year 4.

5. Submit to the City of Santa Fe and NMED after the completion of the installation of monitoring well Ortiz Park-5. A summary report will be submitted upon completion of the monitoring well installation and development. The report will summarize field activities, include monitoring well construction diagrams, field measurements, and laboratory analytical results (if determined necessary during boring advancement) associated with the installation of a new groundwater monitoring well at the Site.

6. The Additional Site Investigation report will be used to update the existing Stage 1 Abatement Plan(S1AP). The S1AP will be updated to include the contractor completed environmental investigation information, as well as include the rationale and approach for long-term groundwater and soil vapor monitoring activities required by NMED to be conducted at the Site.

7. Provide an editable electronic version of draft reports level notification and monitoring report three weeks prior to the deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data.

8. Provide four hard copies and an electronic version of each report, distribution as follows:

   a) 2 copies, City of Santa Fe, Environmental Services Division Director
   b) NMED SWB, Attention Erica Gordan
   c) NMED GWQB, Attention Kate Herrell

C. PASEO DE VISTA LANDFILL:

1. Implement the approved Methane Remediation Plan, Paseo de Vista Closed Landfill, Santa

Fe, Santa Fe County, New Mexico dated August 13, 2018 (updated 9/2018, 6/2018, and 9/2020), as approved by the NMED Solid Waste Bureau (attached). The Remediation Plan includes, but is not limited to, the following activities:

2. Conduct two ground water monitoring events per year (semi-annual) at Paseo de Vista ground water monitoring wells, including MW-2, MW-6, MW-7, MW-8, MW 3 and provide water depth only in Ortiz Park Well #1;

3. Conduct two ground water sampling events per year (semi-annual) at Paseo De Vista groundwater monitoring wells MW-2, MW-6, MW-7, and MW-8 according to regulations and one sampling event every five years for Table 1 parameters as referred to subsections A and C (Next event in 2026).

4. Provide power source capable of powering ½ and ¾ Horsepower Motor control boxes. The city will provide all control boxes.

5. Provide a water level reading on each of the wells.

In addition, the Remediation Plan requires routine quarterly methane monitoring of the landfill gas (LFG) wells located at the Paseo de Vista landfill. There are 20 SP wells (20) and 4 GV wells with one probe each (4) (24 total) and nine groundwater monitoring wells at the Paseo de Vista landfill.

D. HEALTH CHECK MAINTENANCE OF METEORLOGIC STATION

Provide periodic maintenance /health checks of the Buckman Road Transfer Station meteorologic station to include stabilization, repair and maintenance due to storm or extreme weather events.

E. MONITORING REQUIREMENT FOR BOTH LANDFILLS:

1. Long Term Monitoring – Both Landfills Methane/landfill gas monitoring activities, soil vapor monitoring, surface emissions and ground water monitoring activities will be conducted at both the Former Frank Ortiz Landfill and the Paseo De Vista Landfill simultaneously. Landfill gas/methane monitoring will be conducted quarterly, and ground water monitoring will be conducted on a semi-annual basis.

2. Methane monitoring will consist of collecting readings from all soil vapor probes at both the Paseo De Vista Landfill (24 locations) and the Former Frank Ortiz Landfill (8 locations), as well as within and around the buildings which comprise the Buckman Road Recycling & Transfer Station complex (16 points). The methane monitoring events will also include the collection of concentrations (in % by volume in air) of carbon dioxide, oxygen, and the remaining "balance" of gases, together with methane accounting for the landfill gas composition at these sites. Also, six additional methane monitoring events will be performed after precipitation events greater than or equal to 1.0-inch of precipitation as measured at the Buckman Road Transfer Station meteorologic station, located immediately northwest of the Paseo de Vista Landfill (installed in 2019). Methane monitoring will occur two to four weeks after 1.0-inch or greater precipitation. If two or more 1.0 inch or greater precipitation events occur in a two-week period, monitoring is to be performed two to four weeks after the last precipitation event. The 1.0-inch trigger value is on the low end of "typical" storms on record during the rainy months in the Santa Fe region and has been approved by NMED Solid Waste Bureau as a trigger event rainfall amount.
The six additional monitoring events described here will be in addition to the routine compliance (i.e. quarterly) methane monitoring performed at the Landfill unless a routine methane monitoring event, typically conducted in March, June, September, and December, falls within the two to four weeks from 1.0-inch or greater precipitation timeframe, as described above.

3. Ground Water Monitoring pursuant to Solid Waste Management Regulations (SWMR) requirements for landfill closure, five groundwater monitoring wells were completed around the Paseo De Vista landfill. Monitoring wells 1-3 (MW-1, MW-2 and MW-3) were completed in 1993. Due to an apparent change in water table gradient, monitoring wells 4 and 5 (MW-4 and MW-5) were installed in 1998 to improve monitoring well network coverage around the landfill. Additional downgradient monitoring wells 6-8 (MW-6, MW-7 and MW-8) were installed southeast of the Paseo De Vista Landfill in June 2004 in response to an NMED-SWB request for additional downgradient monitoring well coverage for the Paseo De Vista Landfill. The Contractor will be required to provide semi-annual monitoring (including water-level measurements) and sampling of groundwater water wells at the Paseo de Vista Landfill and the former Ortiz Landfill (Ortiz Park-1, Ortiz Park-2, Ortiz Park-3, Ortiz Park-4, and Ortiz Park-5 [to be installed in Year 1]), as required by NMED-SWB under their closure requirements for this landfill. The contractor will be required to sample wells according to the requirements of the SWMR. In accordance with the closure plan, the Contractor will provide these general services to the City of Santa Fe.

4. Monitor and sample all groundwater wells once every six months. Analyses of all water samples for the NMED SWB regulatory required parameters to include VOCs, primary mineral ions, metals, and radiological parameters.

5. Ground water sampling according to EPA Methods for applicable testing parameters. A trip blank will be tested for each sampling event. Ground water monitoring wells with monitoring plan requirements for samples. collection and analysis are equipped with operable pumps. These wells include MW-2, MW-6, MW-7, and MW-8 at the Paseo de Vista Landfill and Ortiz Park-1 at the former Ortiz Landfill. Three existing ground water monitoring wells (Ortiz Park-2, Ortiz Park-3, and Ortiz Park-4) and one proposed ground water monitoring well (Ortiz Park-5) with monitoring plan requirements for sample collection and analysis require bailing via a dedicated, disposable bailer.

6. Be responsible for analytical laboratory testing of samples, according to regulations (Currently the testing
parameters have been reduced to 20 NMAC 9.1.804.A&B), with a full A&C test required every five years, last A&C test for the Paseo de Vista Landfill was completed on 05/27/2021.

7. Conduct settlement benchmark installation and initial survey have been completed and will need to be resurveyed on an annual basis and an annual survey will be submitted to the City and NMED (beginning in calendar year 2024). A brief settlement benchmark survey report will be prepared by the contractor within four weeks of receipt of each annual event's survey data are received and will be submitted to NMED. The report will include a brief discussion of survey activities, the latest survey data for each of the 80 benchmarks, and a table of relative elevation change from the previous, and initial, survey for each benchmark. Annual surveying of the settlement benchmarks and associated reporting will be performed for a period of 5 years. Upon completion of the five-year surveying period, a final report will be prepared and submitted to NMED summarizing the findings of the settlement evaluation. Appropriate recommendations for landfill cover improvements or maintenance, if necessary, will be included in the final report.

8. Methane Monitoring Report, the results of each of 16 routine quarterly landfill gas/methane monitoring events will be summarized in letter reports and submitted to NMED. Generate a landfill gas/methane monitoring report including the following information:

1. Executive Summary:

a) Introduction
b) Monitoring Methods and Procedures
c) Landfill Gas/Methane Monitoring Results
d) Laboratory Analysis (if applicable)
e) Assessment monitoring levels
f) Conclusion and references.

2. For each vapor monitoring well in the network, the contractor shall include the following information:

a) Cumulative monitoring data per well per event
b) Laboratory Analytical data (if applicable)
c) Figures including:
d) Map of the Landfill(s)
e) Methane concentration map
f) Appendices including:
g) Laboratory reports and chain of custody documents
h) Methane monitoring field notes
i) Ground Water Monitoring Report Requirements

3. For each of the eight semiannual groundwater monitoring events, the contractor will generate a groundwater monitoring report including the following information:

a) Introduction
b) Geo-hydrologic conditions
c) Current investigation
d) Water level, gradient and trend
e) Groundwater flow velocity estimate
f) Groundwater sampling and analysis
g) Summary of groundwater quality data
h) Organic constituents
i) Metal constituents
j) Other inorganic constituents
k) Proposed background and assessment monitoring level concentrations
l) Assessment monitoring levels
m) Conclusion and references.

4. Provide the following information for each monitoring well in the network, the contractor shall include the following information:

a) Cumulative water level data
b) Organic water quality data
c) Inorganic water quality data
d) Calculated groundwater flow velocity
e) Figures including:
f) Map of the Landfill(s)
g) Water table map
h) Groundwater quality summary map

i) Nitrate concentrations.
j) Appendices including:
k) Water level hydrographs on all monitoring wells
l) Laboratory reports for water quality analyses
m) Groundwater sampling field notes and chain of custody documents.

5. The contractor shall provide required notification to NMED SWB of site-specific assessments level exceedance (Exceedance levels have been established based on cumulative data from prior monitoring events and assessments).

6. Report Delivery and Submission

The contractor must provide an editable electronic version of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data.

The contractor must provide four hard copies and electronic version of each groundwater monitoring report, distribution as follows:

Environmental Service Director (two copies) currently Shirlene Sitton
NMED SWB – Attention: currently Erica Gordan
NMED GWQB – Attention: currently Justin Ball

2. <u>Standard of Performance; Licenses</u>

A. The Contractor does hereby accept its designation as a professional service, rendering services related to engineering, monitoring and reporting for the City, as set forth in this Agreement. The Contractor represents that Contractor possesses the personnel, experience, and knowledge necessary to perform the services described under this Contract.

B. The Contractor agrees to obtain and maintain throughout the term of this Contract, all applicable professional and business licenses required by law, for itself, its employees, agents, representatives, and subcontractors.

3. <u>Compensation</u>

A. The City shall pay to the Contractor in full payment for services satisfactorily performed based upon deliverables, such compensation not to exceed one million two hundred thousand dollars ($1,200,000), excluding gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract total ninety-eight thousand two hundred and fifty dollars ($98,250). The total amount of one million two hundred ninety-eight thousand two hundred fifty dollars ($1,298,250) shall be paid by the City to the Contractor. **The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed one million two hundred ninety-eight thousand two hundred fifty dollars ($1,298,250). This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total**

compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Payment in future fiscal years is subject to the availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

D. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor with a letter of exception explaining the defect or objection to the services and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

E. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay the improperly completed invoice until it is resubmitted as complete.

4. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Contract shall terminate four (4) years from date of final signature unless terminated pursuant to paragraph 5 (Termination), or paragraph 6 (Appropriations).

5. Termination

A. Grounds. The City may terminate this Agreement for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Agreement based upon the City's uncured, material breach of this Agreement.

B. Notice; City Opportunity to Cure.

1) The City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Agreement upon which the termination is based and (ii) state what the City must do to cure

such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Agreement, the Contractor is suspended or debarred by the City; or (iii) the Agreement is terminated pursuant to Paragraph 6, "Appropriations", of this Agreement.

C. Liability. Except as otherwise expressly allowed or provided under this Agreement, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

6. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

7. Status of Contractor

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of City ship by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Entire Agreement.

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

16. Merger

This Contract incorporates all the Agreements, covenants and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written contract. All terms and conditions of the RFP # 25/32/P (Groundwater Monitoring, Soil Vapor Monitoring, and Other Environmental and Engineering Services for Landfill Sites) and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities, and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Professional Liability Insurance

Contractor shall maintain professional liability insurance throughout the term of this Contract providing a minimum coverage in the amount required under the New Mexico Tort Claims Act. The Contractor shall furnish

the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Contract.

22. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

23. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments.

24. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. If any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

25. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

26. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

27. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

28. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City: Environmental Services Division Director
1142 Siler Road
Santa Fe, NM 87507

To the Contractor: Joseph J. Tracy
Senior Vice President
INTERA Incorporated
200 Louisiana Blvd NE Suite 700
Albuquerque, NM 87110
jtracy@intera.com

29. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter a binding contract.

30. Non-Collusion

In signing this Agreement, the Contractor certifies the Contractor has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the City's Chief Procurement Officer.

31. Default/Breach

In case of Default and/or Breach by the Contractor, for any reason whatsoever, the City may procure the goods or services from another source and hold the Contractor responsible for any resulting excess costs and/or damages, including but not limited to, direct damages, indirect damages, consequential damages, special damages, and the City may also seek all other remedies under the terms of this Agreement and under law or equity.

32. Equitable Remedies

The Contractor acknowledges that its failure to comply with any provision of this Agreement will cause the City irrevocable harm and that a remedy at law for such a failure would be an inadequate remedy for the City, and the Contractor consents to the City 's obtaining from a court of competent jurisdiction, specific performance, or injunction, or any other equitable relief in order to enforce such compliance. The City's rights to obtain equitable relief pursuant to this Agreement shall be in addition to, and not in lieu of, any other remedy that the City may have under applicable law, including, but not limited to, monetary damages.

33. Default and Force Majeure

The City reserves the right to cancel all, or any part of any orders placed under this Agreement without cost to the City, if the Contractor fails to meet the provisions of this Agreement and, except as otherwise provided herein, to hold the Contractor liable for any excess cost occasioned by the City due to the Contractor's default. The Contractor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Contractor; such causes include, but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of subcontractors due to any of the above, unless the City shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery scheduled. The rights and remedies of the City provided in this Clause shall not be exclusive and are in addition to any other rights now being provided by law or under this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
Alan Webber, CITY MAYOR

CONTRACTOR:

Joseph Tracy
_____
Joseph Tracy, Senior Vice President

DATE: Mar 19, 2025

DATE: _____
CRS: 74-3110639

Registration: 257829

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Mar 20, 2025 09:26 MDT)
_____
SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
_____ 04/10/2025
FINANCE DIRECTOR

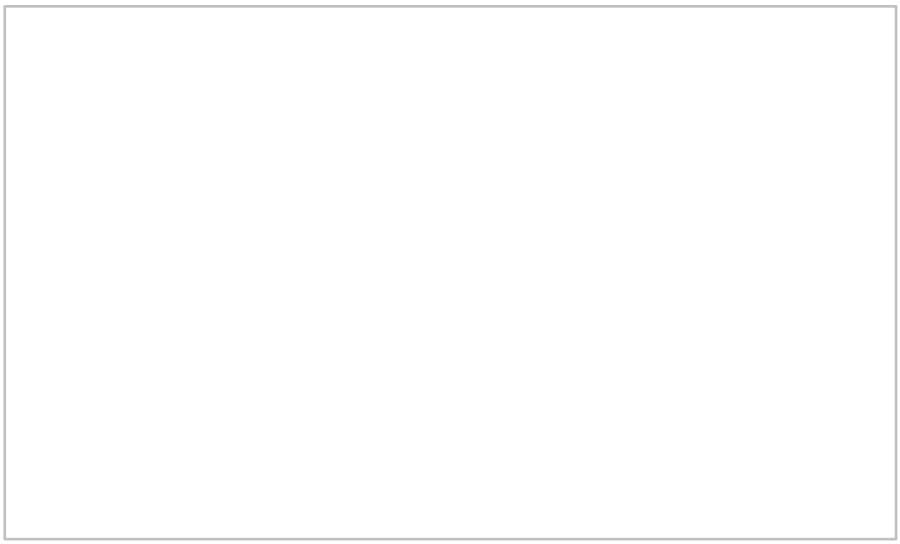
From:	DUTTON-LEYDA, TRAVIS K.
To:	GARCIA, LAWRENCE M.
Cc:	DUTTON-LEYDA, TRAVIS K.; GUNTER, RAYMOND S.; LOVATO, JOANN D.; SANCHEZ, KATHY S.
Subject:	RE: Request for determination of the following scope of work - 24-35-P - Landfill Investigation and Monitoring
Date:	Monday, September 25, 2023 11:23:37 AM
Attachments:	image001.png image002.png image003.gif

Greetings,

Per CoSF Procurement Manual, VII. and NMSA 1978, Section 13-1-95.2, the CPO must provide determinations for all purchases for services.

The scope of work as written would be Professional Services. Please note this determination relates only to that question and is no comment on whether the scope of work or procurement method meet all legal standards. I reserve the right to change this determination if the scope of work differs from the scope of work submitted for the original determination. This procurement must be conducted using the processes and procedures set forth by the City of Santa Fe, Central Purchasing, and the Procurement Manual.

1. While this scope of work has been determined to be Professional Services, please check with WorkQuest dba Horizons of New Mexico (mloehman@horizonsofnewmexico.org). The scope of work must be offered to WorkQuest dba Horizons of New Mexico for their right of first refusal.
2. Please ensure that the appropriate templates and forms are used https://intranet.santafenm.gov/finance_1 and documented procedures/laws/rules are followed https://nmonesource.com/nmos/nmsa/en/item/4378/index.do#!fragment//BQCwhgziBcwMYgK4DsDWszIQewE4BUBTADwBdoByCgSgBpltTCIBFRQ3AT0otokLC4EbDtyp8BQkAGU8pAELcASgFEAMioBqAQQByAYRW1SYAEbRS2ONWpA
3. When processing this procurement, please ensure that this number (**24-35-P**) and the procurement name are used in the appropriate documents and the subject of emails.
4. If you are processing a procurement where the forecasted amount is =/> $60k, per NMSA 1978, Section 13-1-102, if you aren't using a cooperative or existing contract, you must process an RFP.
5. < $20k per year, one quote is acceptable.
6. From $20k to $60k per year, if you aren't using a cooperative or existing contract, you'll need to provide 3 quotes in your req.
7. Please keep this as part of the procurement file for future reference.
8. Figure out your funding source and **inform Purchasing**. To ensure that the proper documents and language are used, it is important to identify the funding source for the subsequent agreement. For instance, if federal funds are involved, the procurement request and subsequent contract must include the necessary federal language. Therefore, it is crucial to determine the funding source beforehand.



9. Please review the pages linked below to determine whether any of the existing agreements are applicable to this request. You might be able to use an existing agreement to save time and money.

- https://www.generalservices.state.nm.us/state-purchasing/statewide-price-agreements/ (if you choose to use a Statewide, you do not need to ask Horizons if they can do the work. State Purchasing must offer the SOW to Horizons prior to placing the award on their website.)
- https://naspovaluepoint.org/categories/
- https://www.omniapartners.com/publicsector/contracts
- https://www.buyboard.com/home.aspx
- https://www.h-gac.com/Home
- https://www.gsaelibrary.gsa.gov/
- https://www.sourcewell-mn.gov/contract-search
- https://eprocurement.ces.org/public/bluebook.html#

10. ##UPDATED## Submit or send your request to the appropriate channel or email address:

- RFP requests to https://teams.microsoft.com/l/channel/19%3ad63b9c8b586d424fa5eed34177146ac5%40thread.tacv2/RFP%2520Requests?groupId=a367d8c2-992f-4c74-8e7d-0ccb6950c9a1&tenantId=77b69f5a-55ed-4363-8616-4867b0bc707f
- ITB requests to https://teams.microsoft.com/l/channel/19%3a48e1e4588c0440a09cfbd9b907ed42d4%40thread.tacv2/ITB%2520Requests?groupId=a367d8c2-992f-4c74-8e7d-0ccb6950c9a1&tenantId=77b69f5a-55ed-4363-8616-4867b0bc707f
- Determination requests to purchasing_det@santafenm.gov
- And all other requests to purchasing@santafenm.gov

Thank you for submitting this scope of work for my review.

Regards,

Travis Dutton-Leyda
Chief Procurement Officer
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

505-629-8351
tkduttonleyda@santafenm.gov

https://santafenm.gov/finance-2/purchasing-1

PS:

City of Santa Fe, New Mexico

memo

Date: **September 25, 2023**

To: **Travis Dutton-Leyda, Chief Procurement Officer**

From: Lawrence Garcia, ESD Fleet Manager

Subject: **Determination Request, 13-13-76**

Public Utilities Department respectfully request determination by the City's Chief Procurement Officer (CPO), Travis Dutton-Leyda, for the following scope of work (SOW):

Scope of Work.

The Contractor shall perform Environmental and Engineering services, for the purposes of landfill investigation and monitoring at the former Ortiz Landfill and the Paseo de Vista Landfill. It is important to note that the Former Frank Ortiz Landfill is regulated under a Stage 1 Abatement Plan that is administered by the New Mexico Environment Department Ground Water Quality Bureau. The Paseo De Vista Landfill is regulated under NMED Solid Waste Bureau Solid Waste Management Regulations. The described work plans will guide but are not limited to the following activities. The regulators may reduce requirements or add additional requirements for managing both closed Landfills.

FRAN ORTIZ LANDFILL

A. Continued Stage 1 Abatement Plan Investigation – Ortiz LF

The contractor will implement the amended work plan approved by the New Mexico Environment Department, as included in the Sampling and Analysis and Quality Assurance Project Plan Waste and Vadose Zone Characterization Revision 3.0 dated November 6, 2019, and Stage 1 Abatement Plan Modification Surface Emissions Monitoring Activities dated September 23, 2021 (both attached). These work plans will guide, but are not limited to, the following activities:

1. Installation of one groundwater monitoring well (Ortiz Park-5) upgradient of the Former Frank Ortiz Landfill Site in the northeastern portion of the current Ortiz LF Dog Park. The proposed well location is shown on Figure 1. This monitoring well will be completed as a 4-inch nominal polyvinyl chloride (PVC) permanent groundwater monitoring well with approximately 30 feet (ft) of saturated screen (10 ft below the interpreted water table and 20 ft above),
2. Complete a groundwater gauging event in which depth to water is gauged at the five Ortiz LF groundwater monitoring wells, and
3. Conduct an initial groundwater monitoring event collecting groundwater samples from all Site groundwater monitoring wells (5 total groundwater monitoring wells) and analyzing for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), NMED-designated metals (i.e., arsenic, barium, cadmium, chromium, lead, selenium, silver, uranium, copper, iron, manganese, zinc, aluminum, boron, cobalt, molybdenum, and nickel), PCBs, and nitrate/nitrite; and (it is anticipated this initial groundwater monitoring event will be conducted concurrently with the semi-annual groundwater monitoring event and the groundwater data will be included as part of this semi-annual report deliverable).

B. Schedule

The contractor shall submit a schedule to complete all proposed field activities at the Ortiz LF. The installation of a single groundwater monitoring well shall be conducted in Year 1 of the proposed schedule. The Additional Site Investigation Report, to be completed following the installation of the groundwater monitoring well shall also be completed in Year 1 of the proposed schedule. The ongoing long-term monitoring activities shall also be completed in Year 1, Year 2, Year 3, and Year 4.

C. Report Requirements

A report deliverable will be submitted to the City of Santa Fe and NMED after the completion of the installation of monitoring well Ortiz Park-5. A summary report will be submitted upon completion of the monitoring well installation and development. The report will summarize field activities, include monitoring well construction diagrams, field measurements, and laboratory analytical results (if determined necessary during boring advancement) associated with the installation of a new groundwater monitoring well at the Site.

The Additional Site Investigation report will be used to update the existing S1AP. The S1AP will be updated to include the contractor completed environmental investigation information, as well as include the rationale and approach for long-term groundwater and soil vapor

monitoring activities required by NMED to be conducted at the Site.

D. Report Delivery and Submission

The contractor must provide editable electronic versions of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data. The contractor must provide four hard copies and electronic version of each report, distribution as follows:

1. 2 copies, City of Santa Fe, Environmental Services Division Director
2. NMED SWB, Attention Erica Gordan
3. NMED GWQB, Attention Kate Herrell

PASEO DE VISTA LANDFILL

A. Required Contractor Services

The contractor will be responsible for the implementation of the approved *Methane Remediation Plan, Paseo de Vista Closed Landfill, Santa Fe, Santa Fe County, New Mexico* dated August 13, 2018 (updated 9/2018, 6/2018, and 9/2020), as approved by the NMED Solid Waste Bureau *(attached).* The Remediation Plan includes, but is not limited to, the following activities:

1. Conduct two ground water monitoring events per year (semi-annual) at Paseo de Vista ground water monitoring wells, including MW-2, MW-6, MW-7, MW-8, MW 3 and provide water depth only in Ortiz Park Well #1;

2. Conduct two ground water sampling events per year (semi-annual) at Paseo De Vista groundwater monitoring wells MW-2, MW-6, MW-7, and MW-8 according to regulations and one sampling event every five years for Table 1 parameters as referred to subsections A and C (Next event in 2026).

3. The Contractor must provide power source capable of powering ½ and ¾ Horse Power Motor control boxes. The city will provide all control boxes.

4. For each sampling event, the contractor will provide a water level reading on each, of the wells.

5. In addition, the Remediation Plan requires routine quarterly methane monitoring of the landfill gas (LFG) wells located at the Paseo de Vista landfill. There are 20 SP wells (20) and 4 GV wells with one probe each (4) (24 total) and nine groundwater monitoring wells at the Paseo de Vista landfill.

6. Periodic Maintenance /health checks of the Buckman Road Transfer Station meteorologic station to include stabilization, recovery from damage due to wind events.

Required contractor services associated with the groundwater monitoring and landfill gas locations is provide below in Section 4. The following sub sections 3.3 through provide contractor required services specific for Paseo de Vista Landfill.

B. Long Term Monitoring – Both Landfills

1. Methane/landfill gas monitoring activities, soil vapor monitoring, surface emissions and ground water monitoring activities will be conducted at both the Former Frank Ortiz Landfill and the Paseo De Vista Landfill simultaneously. Landfill gas/methane monitoring will be conducted quarterly, and ground water monitoring will be conducted on a semi-annual basis.

C. Methane Monitoring

1. Methane monitoring events have been conducted quarterly at the Paseo De Vista Landfill for several years. Future methane monitoring events will consist of collecting readings from all soil vapor probes at both the Paseo De Vista Landfill (24 locations) and the Former Frank Ortiz Landfill (8 locations), as well as within and around the buildings which comprise the Buckman Road Recycling & Transfer Station complex (16 points). The methane monitoring events will also include the collection of concentrations (in % by volume in air) of carbon dioxide, oxygen, and the remaining "balance" of gases, together with methane accounting for the landfill gas composition at these sites. Also, six additional methane monitoring events will be performed after precipitation events greater than or equal to 1.0-inch of precipitation as measured at the Buckman Road Transfer Station meteorologic station, located immediately northwest of the Paseo de Vista Landfill (installed in 2019). Methane monitoring will occur two to four weeks after 1.0-inch or greater precipitation. If two or more 1.0 inch or greater precipitation events occur in a two-week period, monitoring is to be performed two to four weeks after the last precipitation event. The 1.0-inch trigger value is on the low end of "typical" storms on record during the rainy months in the Santa Fe region and has been approved by NMED Solid Waste Bureau as a trigger event rainfall amount.

The six additional monitoring events described here will be in addition to the routine compliance (i.e. quarterly) methane monitoring performed at the Landfill unless a routine methane monitoring event, typically conducted in March, June, September, and December, falls within the two to four weeks from 1.0-inch or greater precipitation timeframe, as described above.

D. Ground Water Monitoring

Pursuant to SWMR requirements for landfill closure, five groundwater monitoring wells were completed around the Paseo De Vista landfill. Monitoring wells 1-3 (MW-1, MW-2 and MW-3)

were completed in 1993. Due to an apparent change in water table gradient, monitoring wells 4 and 5 (MW-4 and MW-5) were installed in 1998 to improve monitoring well network coverage around the landfill. Additional downgradient monitoring wells 6-8 (MW-6, MW-7 and MW-8) were installed southeast of the Paseo De Vista Landfill in June 2004 in response to an NMED-SWB request for additional downgradient monitoring well coverage for the Paseo De Vista Landfill. The Contractor will be required to provide semi-annual monitoring (including water-level measurements) and sampling of groundwater water wells at the Paseo de Vista Landfill and the former Ortiz Landfill (Ortiz Park-1, Ortiz Park-2, Ortiz Park-3, Ortiz Park-4, and Ortiz Park-5 [to be installed in Year 1]), as required by NMED-SWB under their closure requirements for this landfill. The contractor will be required to sample wells according to requirements of the SWMR.

In accordance with the closure plan, the Contractor will provide these general services to the City of Santa Fe.

1. The contractor shall monitor and sample all groundwater wells once every six months. Analyses of all water samples for the NMED SWB regulatory required parameters to includes VOCs, primary mineral ions, metals, and radiological parameters.

2. Ground water sampling will be completed according to EPA Methods for applicable testing parameters.

3. A trip blank will be tested for each sampling event.

4. Ground water monitoring wells with monitoring plan requirements for sample collection and analysis are equipped with operable pumps. These wells include MW-2, MW-6, MW-7, and MW-8 at the Paseo de Vista Landfill and Ortiz Park-1 at the former Ortiz Landfill.

5. Three existing ground water monitoring wells (Ortiz Park-2, Ortiz Park-3, and Ortiz Park-4) and one proposed ground water monitoring well (Ortiz Park-5) with monitoring plan requirements for sample collection and analysis require bailing via a dedicated, disposable bailer.

6. Contractor shall be responsible for analytical laboratory testing of samples, according to regulations (Currently the testing parameters have been reduced to 20 NMAC 9.1.804.A&B), with a full A&C test required every five years, last A&C test for the Paseo de Vista Landfill was completed on 05/27/2021.

E. Annual Settlement Benchmark Survey

1. Settlement benchmark installation and initial survey have been completed and will be resurveyed on an annual basis and an annual survey will be submitted to the City and NMED (beginning in calendar year 2024). A brief settlement benchmark survey report will be prepared

by the contractor within four weeks of receipt of each annual event's survey data are received and will be submitted to NMED. The report will include a brief discussion of survey activities, the latest survey data for each of the 80 benchmarks, and a table of relative elevation change from the previous, and initial, survey for each benchmark. Annual surveying of the settlement benchmarks and associated reporting will be performed for a period of 5 years. Upon completion of the five-year surveying period, a final report will be prepared and submitted to NMED summarizing the findings of the settlement evaluation. Appropriate recommendations for landfill cover improvements or maintenance, if necessary, will be included in the final report.

F. Methane Monitoring Report Requirements

The results of each of 16 routine quarterly landfill gas/methane monitoring events will be summarized in letter reports and submitted to NMED.
The contractor will generate a landfill gas/methane monitoring report including the following information:

1. Executive Summary:
   a. Introduction
   b. Monitoring Methods and Procedures
   c. Landfill Gas/Methane Monitoring Results
   d. Laboratory Analysis (if applicable)
   e. Assessment monitoring levels
   f. Conclusion and references.
2. For each vapor monitoring well in the network, the contractor shall include the following information:
   a. Tables that include:
      i. Cumulative monitoring data per well per event
      ii. Laboratory Analytical data (if applicable)
   b. Figures including:
      i. Map of the Landfill(s)
      ii. Methane concentration map
   c. Appendices including:
      i. Laboratory reports and chain of custody documents
      ii. Methane monitoring field notes

G. Ground Water Monitoring Report Requirements

For each of the eight semiannual groundwater monitoring events, the contractor will generate a groundwater monitoring report including the following information:

1. Executive Summary:

   a.

Introduction

b. Geo-hydrologic conditions
c. Current investigation
d. Water level, gradient and trend
e. Groundwater flow velocity estimate
f. Groundwater sampling and analysis
g. Summary of groundwater quality data
    i. Organic constituents
    ii. Metal constituents
    iii. Other inorganic constituents
    iv. Proposed background and assessment monitoring level concentrations
h. Assessment monitoring levels
    i. Conclusion and references.

2. For each monitoring well in the network, the contractor shall include the following information:

a. Tables that include:
    i. Cumulative water level data
    ii. Organic water quality data
    iii. Inorganic water quality data
b. Calculated groundwater flow velocity
c. Figures including:
    i. Map of the Landfill(s)
    ii. Water table map
    iii. Groundwater quality summary map
    iv. Nitrate concentrations.
d. Appendices including:
    i. Water level hydrographs on all monitoring wells
    ii. Laboratory reports for water quality analyses
    iii. Groundwater sampling field notes and chain of custody documents.

The contractor shall provide required notification to NMED SWB of site-specific assessments level exceedance (Exceedance levels have been established based on cumulative data from prior monitoring events and assessments).

H. Report Delivery and Submission

The contractor must provide editable electronic version of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data. The contractor must provide four hard copies and electronic version of each groundwater

monitoring report, distribution as follows:

a. Shirlene Sitton, 2 copies, City Environmental Services Director
b. NMED SWB – Attention: Erica Gordan
c. NMED GWQB – Attention: Justin Ball

City of Santa Fe follows the New Mexico State Procurement Code (NMPC) & City of Santa Fe Procurement Manual (COSPM).

NMPC, NMSA, 1978 13-1-98 & COSPM, Item VI. Exemptions from the Procurement Code.

(letter) NMPC/ (number) COSPM

Determination

_____ Professional

_____ General Service

_____
Travis Dutton-Leyda, Chief Procurement Officer

From: GARCIA, LAWRENCE M. <lmgarcia@santafenm.gov>
Sent: Monday, September 25, 2023 9:16 AM
To: Purchasing DET <purchasing_det@santafenm.gov>
Cc: LOVATO, JOANN D. <jdlovato@santafenm.gov>
Subject: Request for determination of the following scope of work

Travis/Joann

Public Utilities/Environmental Services Division needs to initiate a request for proposal for monitoring and engineering services for two closed landfills as described within the scope.

Thank you,
Lawrence Garcia
ESD Maintenance Manager
Office 505-955-2241
Cell 505-470-7201
Service issues: esd@santafenm.gov
https://www.santafenm.gov/esd

From: Matt Loehman
To: GARCIA, LAWRENCE M.
Cc: DUTTON-LEYDA, TRAVIS K.
Subject: Re: FW: Offered to WorkQuest DBA Horizons of New Mexico
Date: Monday, September 25, 2023 1:52:15 PM
Attachments: image001.jpg
image001.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you very much for the opportunity, but we will decline this procurement.

Best regards,

Matt

Matt Loehman
Executive Director

Horizons of New Mexico
6121 Indian School Rd. NE, Suite 102
Albuquerque, NM 87110

office phone: (505) 345-1540
email: mloehman@horizonsofnewmexico.org
web: www.horizonsofnewmexico.org

The State Use Act helps people with disabilities become gainfully employed, and it saves you valuable time and resources otherwise used during the procurement process.

On Mon, Sep 25, 2023 at 12:37 PM GARCIA, LAWRENCE M. <lmgarcia@santafenm.gov> wrote:

> Matt –
>
> The City of Santa Fe owns two closed landfills, the Paseo de Vistas Landfill closed under the Federal Resource Conservation and Recovery Act (RCRA) in the 1990's and is overseen by the New Mexico Environment Department (NMED), Solid Waste Bureau (SWB), according to its' Landfill Closure Plan filed by the city. The Frank Ortiz disposal site was closed before the Paseo landfill and is now the Frank Ortiz Dog Park. It is not regulated

under RCRA and is overseen by the NMED Ground Water Bureau (GWB) because closure occurred prior to the implementation of the NMED solid waste regulations for landfill closure. Both sites must comply with required quarterly and semi-annual monitoring, as specified by the closure plans. The City of Santa Fe is offering this work to Work Quest dba Horizons of New Mexico, Please respond if you are interested in this scope of work.

The City of Santa Fe is Requiring Professional Services to provide four quarters of regulatory NMED, GWB, for the Stage 1 Abatement Plan, to include monitoring and reporting for the Frank Ortiz Landfill, and four quarters of regulatory NMED, SWB monitoring and reporting for Paseo de Vistal Landfill, both owned by the City of Santa Fe, and located within City of Santa Fe, within Santa Fe County.

Respectfully,

Lawrence Garcia

ESD Maintenance Manager

Office 505-955-2241

Cell 505-470-7201

Service issues: **esd@santafenm.gov**

https://www.santafenm.gov/esd

Client#: 914933 INTERINC22

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 6/03/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Danelle Touchstone
USI Insurance Services LLC -CL 4630 North Loop 1604 West Suite 410 San Antonio, TX 78249	PHONE (A/C, No, Ext): 210 524-2094 FAX (A/C, No): 610-537-1904 E-MAIL ADDRESS: danelle.touchstone@usi.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Lloyd's of London	SURPLU
INSURER B : Hartford - WC Multiple Issuing Cos	00914
INSURER C : Sentinel Insurance Company Ltd.	11000
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
INTERA Incorporated
9600 Great Hills Trl
Suite 300W
Austin, TX 78759

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Pollution Liability X BI/PD DED $10,000 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:			ENVP000025424	06/01/2024	06/01/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$1,000,000 $300,000 $25,000 $1,000,000 $2,000,000 $2,000,000 $
C	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			65UECZR3402	06/01/2024	06/01/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$1,000,000 $ $ $ $
A	UMBRELLA LIAB X OCCUR X EXCESS LIAB CLAIMS-MADE DED RETENTION $			ENVX000020624	06/01/2024	06/01/2025	EACH OCCURRENCE AGGREGATE 	$6,000,000 $6,000,000 $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		65WBOL6H7Y	06/01/2024	06/01/2025	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000
A	Professional Liab			ENVP000025424 Retroactive Date	06/01/2024 01/10/2002	06/01/2025	$2,000,000 Aggregate $1,000,000 Per Claim $100,000 Deductible	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Contract ID SHR000022790 RFB-2022-322-DSW-CG
The Excess Policy sits over the General Liability, Automobile Liability and Professional Liability limits.
Professional Liability is on a claims-made basis.
The General Liability and Automobile Liability policies include a blanket Additional Insured endorsement that provides Additional Insured status to City of Santa Fe when there is a written contract that requires
(See Attached Descriptions)

CERTIFICATE HOLDER

City of Santa Fe
801 W. San Mateo
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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DESCRIPTIONS (Continued from Page 1)

such status and only with regard to work performed on behalf of the named insured.
A thirty (30) days prior written notice of cancellation to certificate holder applies when required by written contract. The General Liability and Automobile Liability policies contain a special endorsement with Primary and Noncontributory wording when required by written contract.

Signature: Sandra Gabaldón

Email: sgabaldon@santafenm.gov

Signature: DEBORA TRUJILLO (Mar 26, 2025 09:48 MDT)

Email: dctrujillo@santafenm.gov

Signature:

Email: jdroach@santafenm.gov

CITY OF SANTA FE

Date: April 8, 2025

To: Governing Body

Via: Regina Wheeler, Public Works Department Director Regina Wheeler
Regina Wheeler (Apr 8, 2025 09:30 MDT)

From: Romella Glorioso-Moss, PhD, CPM, Complete Streets Capital Projects Manager RGM

ITEM AND ISSUE:

Request for Approval of a Transportation Project Fund Grant Agreement with the New Mexico Department of Transportation (NMDOT) in the Total Amount of $2.3M to Construct the Buckman Road Pavement Reconstruction Project Identified as HW2LP50060 Through June 30, 2027; (Romella Glorioso-Moss, Complete Streets Capital Projects Manager, rsglorioso-moss@santafenm.gov).

1. Request Approval of a Budget Amendment Resolution (BAR) to Allocate Grant Proceeds of $2,185,000 and Local Matching Funds of $115,000 from Impact Fee Road Fund to FY 2025 Revenue and Expenses for the Construction of the Buckman Road Pavement Reconstruction Project.

BACKGROUND AND SUMMARY:

The Bicycling and Pedestrian Advisory Committee (BPAC) has requested the repavement of Buckman Road since 2020, and has been a priority project included in BPAC's Strategic Plan FY2023-2033 since its inception. Design funding was secured in 2022 via the Local Government Road Fund – a State funded program. Subsequently, construction funding for $2.3M was requested and obtained via FY2024/2025 Transportation Project Fund Program. Please see attached grant agreement.

The project will reconstruct Buckman Road pavement for approximately 1.1 miles and mill and overlay for 0.6 miles. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.

The engineering design was reviewed and accepted by City Staff, Santa Fe Metropolitan Planning Organization and BPAC last November. Construction could start as soon as the funding becomes available.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE: NM Department of Transportation HW2LP50060

Fund Name/Number: CIP Streets - 330

Munis Org Name/Number: CIP - 3309980

Munis Object Name/Number: WIP Construction – 572970

Munis Revenue Object Name / Number: NMDOT – 490150

Project Ledger Number: PWD2533036

Budget Officer / Designee: Andy Hopkins **Date:** 04/09/2025

Budget Officer Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☒ Yes | ☐ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: PWD2533036

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Department Contract Administrator Contact Info: Amanda Archuleta, ajarchuleta@santafenm.gov

ATTACHMENTS:

NMDOT Grant Agreement HW2LP50060
BAR
Project Ledger Request

Contract No. _____
Vendor No. 0000054360
Control No. HW2LP50060

TRANSPORTATION PROJECT FUND
GRANT AGREEMENT

This Agreement is between the **New Mexico Department of Transportation** (Department) and **City of Santa Fe** (Public Entity). This Agreement is effective as of the date of the last party to sign it on the signature page below.

Pursuant to NMSA 1978, Sections 67-3-28 and 67-3-78 and 18.27.6 NMAC, the parties agree as follows:

1. Purpose.
The purpose of this Agreement is to provide Transportation Project Funds (TPF) to the Public Entity for the following project scope **Buckman Road Reconstruction-Pavement reconstruction of Buckman Road for approximately 1.1 miles and mill and overlay for 0.6 miles. The road will be brought up to current standards. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.** (Project or CN LP50060). This Agreement specifies and delineates the rights and duties of the parties.

2. Project Funding.
a. The estimated total cost for the Project is Two Million Three Hundred Thousand Dollars and No Cents **($2,300,000.00)** to be funded in proportional share by the parties as follows:

Project Funding	Department Share	Public Entity Share	Total Cost
Funding Source 1	**95%**	**5%**	
FY 2025 Transportation Project Fund **For the purpose stated above in Section 1.**	**$2,185,000.00**	**$115,000.00**	**$2,300,000.00**
Total Transportation Project Funds			**$2,300,000.00**

b. The Public Entity is responsible for all costs that exceed Project funding.
c. All allocated funds must be spent by **June 30, 2027**.
d. The Public Entity represents that no federal funds will be used to finance the Project.
e. The Public Entity must repay Project funding to the Department if:
   1. The Project is cancelled or partially performed.

2. A final audit conducted by the Department at Project completion determines the following: an overpayment, unexpended monies or ineligible expenses.

3. The Department:

a. Shall distribute the funds, identified in Section 2a1, in a lump sum to the Public Entity after:
   1. The Department has received this Agreement fully executed with a Resolution of Sponsorship attached as Exhibit B.
   2. Receipt of a letter requesting funds, which includes the following Project documents: Notice of Award/Work Order and Notice to Proceed for the Project.
   3. If a Department's or another entity's right-of-way is involved, a permit or letter of approval/authorization, from the entity with jurisdiction over the Project right-of-way.

b. Will not:
   1. Perform any detailed technical reviews of Project scope, cost, budget, schedule, design or other related documents;
   2. Have any involvement in the construction phase;
   3. Be involved in permit preparation or the review or coordination with regulatory agencies.
   4. Conduct periodic assurance inspections or comparison material testing.
   5. Participate in resolving bidding and contract disputes between the Public Entity and contractors.

c. May perform Project monitoring that might consist of the following:
   1. Review of Project status to ensure that project goals, objectives, performance requirements, timelines, milestone completion budgets and other guidelines are being met.
   2. Request written Project status reports.
   3. Conduct a review of the Local Entity's performance and administration of the Project funds identified in Section 2a.

d. Reserves the right, upon receipt of the Public Entity's Certification of Completion, Exhibit A, to request additional documents that demonstrate Project completion.

e. If required, the District Engineer or designee, will conduct a Project review to determine if permit is required from the Department. If there is a determination that a permit is not required, a letter of approval and authorization will be forwarded to the Public Entity.

4. The Public Entity Shall:

a. Act in the capacity of lead agency for the purpose as described in Section 1.

b. Procure and award any contract in accordance with applicable procurement law, rules, regulations and ordinances.

c. Be responsible for all design activities necessary to advance the Project to construction and coordinate construction.

d. Unless otherwise specified in a letter of authorization or permit, design and construct the Project in accordance with the Public Entity's established design standards.

e. Have sole responsibility and control of all project phases and resulting quality of the completed work.

f. If the Project is in full or on a portion of a state highway, on a Department right of way or a National Highway System route:

1. Obtain from the Department a permit in accordance with 18.31.6.14 NMAC, State Highway Access Management Requirements or a letter of authorization; and
2. Design and construct the Project in accordance with standards established by the Department.

g. Adopt a written resolution of Project support that includes a commitment to funding, ownership, liability and maintenance. The resolution is attached to this Agreement as Exhibit B.
h. Consider placing pedestrian, bicycle and equestrian facilities in the Project design in accordance with NMSA 1978, Section 67-3-62.
i. Comply with any and all state, local and federal regulations including the Americans with Disabilities Act (ADA) and laws regarding noise ordinances, air quality, surface water quality, ground water quality, threatened and endangered species, hazardous materials, historic and cultural properties, and cultural resources.
j. Be responsible for all permit preparation, review and coordination with regulatory agencies.
k. Cause all designs, plans, specifications and estimates to be performed under the direct supervision of a Registered New Mexico Professional Engineer, in accordance with NMSA 1978 Section 61-23-26.
l. Allow the Department to perform a final inspection of the Project and all related documentation to determine if the Project was constructed in accordance with the provisions of this Agreement. At the Department's request, provide additional documentation to demonstrate completion of the required terms and conditions.
m. Meet with the Department, as needed, or provide Project status reports within thirty (30) days of request.
n. Within 60 days after Project completion, provide the Certification of Completion, which is attached as Exhibit A, that it has complied with the requirements of 18.27.6 NMAC and this Agreement.
o. Upon completion, maintain all the Public Entity's facilities constructed or reconstructed under this Agreement.

5. Both Parties Agree:

a. Upon termination of this Agreement any remaining property, materials, or equipment belonging to the Department will be accounted for and disposed of by the Public Entity as directed by the Department.
b. Unless otherwise indicated in a letter of authorization, the Project will not be incorporated into the State Highway System and the Department is not assuming maintenance responsibility or liability.
c. Pursuant to NMSA 1978, Section 67-3-78, Transportation Project Funds granted under this provision cannot be used by the Public Entity to meet a required match under any other program.
d. The requirements of 18.27.6 NMAC are incorporated by reference.
e. The inability to properly complete and administer the Project may result in the Public Entity being denied future grant funding.

6. Term.

This Agreement becomes effective upon signature of all parties. The effective date is the date when the last party signed the Agreement on the signature page below. This Agreement terminates on the earliest of the following dates: (a) Department receipt of the Certification of Completion or (b) **June 30, 2027**. In the event an extension to the term is needed, the Public Entity shall provide written notice along with detailed justification to the Department sixty (60) days prior to the expiration date to ensure timely processing of an Amendment. Neither party shall have any obligation after said date except as stated in Sections 2e, 4l, 4n and 7.

7. Termination.
If the Public Entity fails to comply with any provision of this Agreement, the Department may terminate this Agreement by providing thirty (30) days written notice. This Agreement may also be terminated pursuant to Section 15. Neither party has any obligation after termination, except as stated in Sections 2e, 4l, 4n and 7.

8. Third Party Beneficiary.
It is not intended by any of the provisions of any part of this Agreement to create in the public or any member of the public a third party beneficiary or to authorize anyone not a party to the Agreement to maintain a suit(s) for wrongful death(s), bodily and/or personal injury(ies) to person(s), damage(s) to property(ies), and/or any other claim(s) whatsoever pursuant to the provisions of this Agreement.

9. New Mexico Tort Claims Act.
As between the Department and Public Entity, neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this Agreement. Any liability incurred in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, NMSA 1978, Section 41-4-1, *et seq*.

10. Contractors Insurance Requirements.
The Public Entity shall require contractors and subcontractors hired for the Project to have a general liability insurance policy, with limits of liability of at least $1,000,000 per occurrence. The Department is to be named as an additional insured on the contractors and subcontractor's policy and a certificate of insurance must be provided to the Department and it must state that coverage provided under the policy is primary over any other valid insurance.

To the fullest extent permitted by law, the Public Entity shall require the contractor and subcontractors to defend, indemnify and hold harmless the Department from and against any liability, claims, damages, losses or expenses (including but not limited to attorney's fees, court costs, and the cost of appellate proceedings) arising out of or resulting from the negligence, act, error, or omission of the contractor and subcontractor in the performance of the Project, or anyone directly or indirectly employed by the contractor or anyone for whose acts they are liable in the performance of the Project.

11. Scope of Agreement.
This Agreement incorporates all the agreements, covenants, and understandings between the parties concerning the subject matter. All such covenants, agreements, and understandings have been merged into this written Agreement. No prior Agreement or understandings, verbal or

otherwise, of the parties or their agents will be valid or enforceable unless embodied in this Agreement.

12. Terms of this Agreement.
The terms of this Agreement are lawful; performance of all duties and obligations must conform with and not contravene any state, local, or federal statutes, regulations, rules, or ordinances.

13. Legal Compliance.
The Public Entity shall comply with all applicable federal, state, local, and Department laws, regulations and policies in the performance of this Agreement, including, but not limited to laws governing civil right, equal opportunity compliance, environmental issue, workplace safety, employer-employee relations and all other laws governing operations of the workplace. The Public Entity shall include the requirements of this Section 13 in each contract and subcontract at all tiers.

14. Equal Opportunity Compliance.
The parties agree to abide by all federal and state laws and rules and regulations, and executive orders of the Governor of the State of New Mexico, pertaining to equal employment opportunity. In accordance with all such laws and rules and regulations, and executive orders of the Governor of the State of New Mexico, the parties agree to assure that no person in the United States will, on the grounds of race, color, national origin, ancestry, sex, sexual preference, age or handicap, be excluded from employment with, or participation in, any program or activity performed under this Agreement. If the parties are found to not be in compliance with these requirements during the term of this Agreement, the parties agree to take appropriate steps to correct these deficiencies.

15. Appropriations and Authorizations.
The terms of this Agreement are contingent upon sufficient appropriations and authorizations being made by the governing board of the Public Entity, the Legislature of New Mexico for performance of the Agreement. If sufficient appropriations and authorizations are not made by the Public Entity and the Legislature this Agreement will terminate upon written notice being given by one party to the other. The Department and Public Entity are expressly not committed to expenditure of any funds until such time as they are programmed, budgeted, encumbered, and approved for expenditure.

16. Accountability of Receipts and Disbursements.
There shall be strict accountability for all receipts and disbursements relating to this Agreement. The Public Entity shall maintain all records and documents relative to the Project for a minimum of five (5) years after completion of the Project. The Public Entity shall furnish the Department and State Auditor, upon demand, any and all such records relevant to this Agreement. If an audit finding determines that specific funding was inappropriate or not related to the Project, the Public Entity shall reimburse that portion to the Department within thirty (30) days of written notification. If documentation is insufficient to support an audit by customarily accepted accounting practices, the expense supported by such insufficient documentation must be reimbursed to the Department within thirty (30) days.

17. Severability.
In the event that any portion of this Agreement is determined to be void, unconstitutional or otherwise unenforceable, the remainder of this Agreement will remain in full force and effect.

18. Applicable Law.
The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue is proper in a New Mexico Court of competent jurisdiction in accordance with NMSA 1978, Section 38-3-1(G).

19. Amendment.
This Agreement may be amended by an instrument in writing executed by the parties.

The remainder of this page is intentionally left blank.

In witness whereof, each party is signing this Agreement on the date stated opposite that party's signature.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

By:_____ Date: _____
Cabinet Secretary or Designee

Approved as to form and legal sufficiency by the New Mexico Department of Transportation's Office of General Counsel

By:_____ Date: _____
Assistant General Counsel

City of Santa Fe

By:_____ Date: _____
Alan Webber, City Mayor

Attest

By:_____ Date: _____
Geralyn Cardenas, Interim City Clerk

Approved as to form and legal sufficiency

By: Marcos Martinez Date: Oct 10, 2024
Marcos Martinez (Oct 10, 2024 11:16 MDT)
Marcos Martinez, Senior Assistant City Attorney

Approved for finances

By: Emily K. Oster Date: 04/10/2025
Emily Oster, Finance Director

EXHIBIT A

CERTIFICATION OF PROJECT COMPLETION

Public Entity:

Control No. LP50060

I, _____, in my capacity as _____ of _____ certify in regard to Control No. **LP50060**:

1. That the Public Entity has complied with the terms and conditions of the requirements under this Agreement and 18.27.6 NMAC.
2. That all work in was performed in accordance with the Agreement.
3. That the total Project cost of _____, with New Mexico Department of Transportation 95% share of _____ and the Public Entity share of _____ is accurate, legitimate, and appropriate for the Project.
4. That the Project was completed on _____ of _____, 20_____

In Witness Whereof, _____ in his/her capacity as_____ of _____ certify that the matters stated above are true to his/her knowledge and belief.

City of Santa Fe

By:_____ Date: _____

Title: _____ Date: _____

ATTEST:

By:_____ Date: _____

Public Entity Clerk

When completed, send Certification of Project Completion to the District Coordinator, New Mexico Department of Transportation.

EXHIBIT B

RESOLUTION

City of Santa Fe

PARTICIPATION IN TRANSPORTATION PROJECT FUND PROGRAM ADMINISTERED BY NEW MEXICO DEPARTMENT OF TRANSPORTATION

WHEREAS, the **City of Santa Fe** and the New Mexico Department of Transportation have entered into a grant agreement under the Transportation Fund Program for a local road project.

WHEREAS, the total cost of the project will be $2,300,000 to be funded in proportional share by the parties hereto as follows:

a. New Mexico Department of Transportation's share shall be 95% or $2,185,000.00

and

b. **City of Santa Fe**'s proportional matching share shall be 5% or $115,000.00

TOTAL PROJECT COST IS $2,300,000.00

The **City of Santa Fe** shall pay all costs, which exceed the total amount of $2,300,000.00**.**

Now therefore, be it resolved in official session that **City of Santa Fe** determines, resolves, and orders as follows:

That the project for this Cooperative agreement is adopted and has a priority standing.

The agreement terminates on June 30, 2027 and the **City of Santa Fe** incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into the written agreement.

Now therefore, be it resolved by the **City of Santa Fe** to enter into Cooperative Agreement for Project Control Number **LP50060** with the New Mexico Department of Transportation for the TPF Program for year 2025 for Buckman Road Reconstruction-Pavement reconstruction of Buckman Road for approximately 1.1 miles and mill and overlay for 0.6 miles. The road will be brought up to current standards. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.- within the control of the **City of Santa Fe** in New Mexico.

(Appropriate Signatures below (Council, Commission, School Board, Tribe, Pueblo, Nation, etc.)

_____ _____

(PRINTED NAME, POSITION) DATE

_____ _____

(PRINTED NAME, POSITION) DATE

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works Department / Streets/Roadways CIP	4/3/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP CONSTRUCTION - BUCKMAN RD	3309980	572970	PWD2533036	2,300,000	
CAPITAL TRANSFER TO 330 (STREETS/ROADWAY CIP)	2320471	760330		115,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM DOT - BUCKMAN RD LP50060	3309980	490150	PWD2533036	(2,185,000)	
CAPITAL TRANSFER IN FROM ROAD IMPACT FEES	3309980	660232	PWD2533036	(115,000)	
				$ 115,000	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

ALLOCATE NM DOT FUNDING FOR BUCKMAN ROAD PAVEMENT RECONSTRUCTION IN THE AMOUNT OF $2,185,000

AND A LOCAL MATCH FROM ROAD IMPACT FEES IN THE AMOUNT OF $115,000 (RESOLUTION TABLE 80 IFICIP)

(EXPIRES JUNE 30, 2027)

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
232	(115,000)
TOTAL:	

De Alva Calabaza 4/3/2025
Prepared By *{print name}* Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer: Andy J. Hopkins Date

Division Director Signature *{optional}* Date

Regina Wheeler
Regina Wheeler (Apr 8, 2025 09:30 MDT)
Department Director Signature: Regina A. Wheeler Date

Finance Director *{≤ $5,000}* Date

City Manager *{≤ $60,000}* Date

CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

Via: Regina Wheeler
Regina Wheeler (Apr 3, 2025 10:35 MDT)
Regina Wheeler, Public Works Department Director

From: Romella Glorioso-Moss, PhD, CPM, Complete Streets Capital Projects Manager

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ACTION:

Request for Approval of the Capital Appropriation Project Agreement C5243321 with the Department of Transportation for the St. Michael's Drive Rail Trail Underpass in the Total Amount of $100,000 with a Reversion Date of June 30, 2028. (Romella Glorioso-Moss, Capital Projects Manager, rsglorioso-moss@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Allocate $100,000 from the Capital Appropriation Grant to Complete Streets Revenue and WIP Design for the St. Michael's Drive Rail Trail Underpass Project.

BACKGROUND AND SUMMARY:

The City is receiving a capital appropriation for the St. Michael's Drive Underpass which was the City Council District 2 priority capital request to the 2024 legislative session.

This project was the result of two Road Safety Audits in 2014 and 2015 in response to two pedestrian fatalities at the project site. Of the six alternatives presented to address the safety concerns at this intersection, a grade separated pedestrian underpass which separates pedestrians and bicyclists from vehicular traffic was selected.

The engineering design of this project is funded via federal Congestion Mitigation Air Quality (CMAQ) grant of $1,069,437 with no local match. This $100,000 capital grant will be used to pay for the additional design fees requested by the Rio Metro Regional Transit District which operates the New Mexico Rail Runner. The engineering design is 50% complete. The City is anticipating completing the engineering design in 2026.

FUNDING SOURCE:

Fund Name/Number: NMDOT Legislative Capital Grant Control No. C5243321
Munis Org Name/Number: Streets Roadways / 3309980
Munis Object Name/Number: WIP Design/ 572960
Project ID/String: PWD2533016

ATTACHMENTS:

NMDOT Capital Appropriation Project Agreement C5243321
BAR
Project Ledger Form
2025-8 Resolution

Contract Number: _____
Vendor Number: 0000054360
Control Number: C5243321

STATE OF NEW MEXICO
DEPARTMENT OF TRANSPORTATION
FUND 93100 CAPITAL APPROPRIATION PROJECT

THIS AGREEMENT is between the Department of Transportation, hereinafter called the "Department" or abbreviation such as "NMDOT", and City of Santa Fe, hereinafter called the "Grantee". This Agreement is effective as of the date of the last party to sign it on the signature page below.

RECITALS

WHEREAS, in the Laws of 2024, SB 275, Chapter 66, Section 33, Subsection 91, the Legislature made an appropriation to the Department, funds from which the Department is making available to the Grantee pursuant to this Agreement; and

WHEREAS, the Department is granting to Grantee, and the Grantee is accepting the grant of, funds from this appropriation, in accordance with the terms and conditions of this Agreement; and

WHEREAS, pursuant to the NMSA 1978, Section 67-3-28, as amended, and State Highway Commission Policy No. 44, the Department has the authority to enter into this Grant Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and obligations contained herein, the parties hereby mutually agree as follows:

ARTICLE I. PROJECT DESCRIPTION, AMOUNT OF GRANT AND REVERSION DATE

A. The project that is the subject of this Agreement is described as follows:

DFA Appropriation ID I3321 NMDOT Control Number C5243321 **$100,000**
APPROPRIATION REVERSION DATE: 6/30/2028
Laws of 2024, Chapter 66, Section 33, Subsection 91, One Hundred Thousand Dollars and No Cents ($100,000), to acquire rights of way for and to plan, design and construct a pedestrian underpass at the intersection of Saint Michael's drive, a New Mexico rail runner express railroad crossing and a Santa Fe rail trail crossing in Santa Fe in Santa Fe county.

The Grantee's total reimbursements shall not exceed One Hundred Thousand Dollars and No Cents $100,000 (the "Appropriation Amount") minus the allocation for Art in Public Places ("AIPP amount")[1], if applicable, (), which equals () (the "Adjusted Appropriation Amount").

In the event of a conflict among the Appropriation Amount, the Reversion Date, as defined herein and/or the purpose of the Project, as set forth in this Agreement, and the corresponding appropriation language in the laws cited above in this Article I(A), the language of the laws cited herein shall control.

This project is referred to throughout the remainder of this Agreement as the "Project"; the information contained in Article I(A) is referred to collectively throughout the remainder of this Agreement as the "Project Description." Optional Attachment A sets forth additional or more stringent requirements and conditions, which are incorporated by this reference as if set forth fully herein. If Optional Attachment A imposes more stringent requirements than any requirement set forth in this Agreement, the more stringent requirements of Attachment A shall prevail, in the event of irreconcilable conflict. The Grantee shall reference the Project's number in all correspondence with and submissions to the Department concerning the Project, including, but not limited to, Requests for Payment and reports.

ARTICLE II. LIMITATION ON DEPARTMENT'S OBLIGATION TO MAKE GRANT DISBURSEMENT TO GRANTEE

A. Upon the Effective Date of this Agreement, for permissible purposes within the scope of the Project Description, the Grantee shall only be reimbursed monies for which the Department has issued and the Grantee has received a Notice of Department's Obligation to Reimburse[2] Grantee (hereinafter referred to as "Notice of Obligation"). This Grant Agreement and the disbursement of any and all amounts of the above referenced Adjusted Appropriation Amount are expressly conditioned upon the following:

(i) Irrespective of any Notice of Obligation, the Grantee's expenditures shall be made on or before the Reversion Date and, if applicable, an Early Termination Date (i.e., the goods have been delivered and accepted or the title to the goods has been transferred to the Grantee and/or the services have been rendered for the Grantee); and

(ii) The total amount received by the Grantee shall not exceed the lesser of: (a) the Adjusted Appropriation Amount identified in Article I(A) herein or (b) the total of all amounts stated in the Notice(s) of Obligation evidencing that the Department has received and accepted the Grantee's Third Party Obligation(s), as defined in subparagraph iii of this Article II(A); and

(iii) The Grantee's expenditures were made pursuant to the State Procurement Code and execution of binding written obligations or purchase orders with third party contractors or vendors for the provision of services, including professional services, or the purchase of tangible personal property and real property for the Project, hereinafter referred to as "Third Party Obligations"; and

(iv) The Grantee's submittal of timely Requests for Payment in accordance with the procedures set forth in Article IX of this Agreement; and

[1] The AIPP amount is "an amount of money equal to one percent or two hundred thousand dollars ($200,000), whichever is less, of the amount of money appropriated for new construction or any major renovation exceeding one hundred thousand dollars ($100,000)." Section 13-4A-4 NMSA 1978.

[2] "Reimburse" as used throughout this Agreement includes Department payments to the Grantee for invoices received, but not yet paid, by the Grantee from a third party contractor or vendor, if the invoices comply with the provisions of this Agreement and are a valid liability of the Grantee.

(v) In the event that capital assets acquired with Project funds are to be sold, leased, or licensed to or operated by a private entity, the sale, lease, license, or operating agreement:

a. must be approved by the applicable oversight entity (if any) in accordance with law; or
b. if no oversight entity is required to approve the transaction, the Department must approve the transaction as complying with law.

Prior to the sale, lease, license, or operating agreement being approved pursuant to Articles II(A)(v)(a) and II(A)(v)(b) herein, the Department may, in its sole and absolute discretion and unless inconsistent with State Board of Finance imposed conditions, reimburse the Grantee for necessary expenditures incurred to develop the Project sufficiently to make the sale, lease, license, or operating agreement commercially feasible, such as plan and design expenditures; and

(vi) The Grantee's submission of documentation of all Third Party Obligations and amendments thereto (including terminations) to the Department and the Department's issuance and the Grantee's receiving of a Notice of Obligation for a particular amount in accordance with the terms of this Agreement shall be governed by the following:

a. The Grantee shall submit to the Department one copy of all Third Party Obligations and amendments thereto (including terminations) as soon as possible after execution by the Third Party **but prior to execution by the Grantee.**
b. Grantee acknowledges and agrees that if it chooses to enter into a Third Party Obligation prior to receiving a Notice of Obligation that covers the expenditure, it is solely responsible for such obligations.
c. The Department may, in its sole and absolute discretion, issue to Grantee a Notice of Obligation for the particular amount of that Third Party Obligation that only obligates the Department to reimburse Grantee's expenditures made on or before the Reversion Date or an Early Termination Date. The current Notice of Obligation form is attached to this Agreement as Exhibit 2.
d. The date the Department signs the Notice of Obligation is the date that the Department's Notice of Obligation is effective. After that date, the Grantee is authorized to budget the particular amount set forth in the Notice of Obligation, execute the Third Party Obligation and request the Third Party to begin work. Payment for any work performed or goods received prior to the effective date of the Notice of Obligation is wholly and solely the obligation of the Grantee.

B. The Grantee shall implement, in all respects, the Project. The Grantee shall provide all necessary qualified personnel, material, and facilities to implement the Project. The Grantee shall finance its share (if any) of the costs of the Project, including all Project overruns.

C. Project funds shall not be used for purposes other than those specified in the Project Description.

D. Unless specifically allowed by law, Project funds cannot be used to reimburse Grantee for indirect Project costs.

ARTICLE III. NOTICE PROVISIONS AND GRANTEE AND DEPARTMENT DESIGNATED REPRESENTATIVES

Whenever written notices, including written decisions, are to be given or received, related to this Agreement, the following provisions shall apply.

The Grantee designates the person(s) listed below, or their successor, as their official representative(s) concerning all matters related to this Agreement:

Grantee: City of Santa Fe
Name: David Chapman
Title: Grants Administrator
Address: P.O. Box 909, Santa Fe, New Mexico 87504
Email: dachapman@ci.santa-fe.nm.us
Telephone: 505-955-2012

The Grantee designates the person(s) listed below, or their successor, as their Fiscal Officer or Fiscal Agent concerning all matters related to this Agreement:

Grantee: _____
Name: _____
Title: _____
Address: _____
Email: _____
Telephone: _____

The Department designates the persons listed below, or their successors, as the Points of Contact for matters related to this Agreement.

Department: Department of Transportation District 5 Office
Name: Amanda Nino
Title: Capital Outlay District Coordinator
Address: P.O. Box 4127, Santa Fe, NM 87502
Email: Amanda.Nino@dot.nm.gov
Telephone: 505-660-6357

The Grantee and the Department agree that either party shall send all notices, including written decisions, related to this Agreement to the above named persons by email or regular mail. In the case of mailings, notices shall be deemed to have been given and received upon the date of the receiving party's actual receipt or five calendar days after mailing, whichever shall first occur. In the case of email transmissions, the notice shall be deemed to have been given and received on the date reflected on the delivery receipt of email.

ARTICLE IV. REVERSION DATE, TERM, DEADLINE TO EXPEND FUNDS

A. As referenced in Article I(A), the applicable law establishes a date by which Project funds must be expended by Grantee, which is referred to throughout the remainder of this Agreement as the "Reversion Date." Upon being duly executed by both parties, this Agreement shall be effective as of the date of execution by the Department. It shall terminate on 6/30/2028 the Reversion Date unless Terminated Before Reversion Date ("Early Termination") pursuant to Article V herein.

B. The Project's funds must be expended on or before the Reversion Date and, if applicable, Early Termination Date of this Agreement. For purposes of this Agreement, it is not sufficient for the Grantee to encumber the Project funds on its books on or before the Project's Reversion Date or Early Termination Date. Funds are expended and an expenditure has occurred as of the date that a particular quantity of goods are delivered to and received by the Grantee or title to the goods is transferred to the Grantee and/or as of the date particular services are rendered for the Grantee. Funds are ***not*** expended and an expenditure has ***not*** occurred as of the date they are encumbered by the Grantee pursuant to a contract or purchase order with a third party.

ARTICLE V. EARLY TERMINATION

A. **Early Termination Before Reversion Date Due to Completion of the Project or Complete Expenditure of the Adjusted Appropriation or Violation of this Agreement**

Early Termination includes:

(i) Termination due to completion of the Project before the Reversion Date; or

(ii) Termination due to complete expenditure of the Adjusted Appropriation Amount before the Reversion Date; or

(iii) Termination for violation of the terms of this Agreement; or

(iv) Termination for suspected mishandling of public funds, including but not limited to, fraud, waste, abuse, and conflicts of interest.

Either the Department or the Grantee may early terminate this Agreement prior to the Reversion Date by providing the other party with a minimum of fifteen (15) days' advance, written notice of early termination. Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department pursuant to Article V(A).

B. **Early Termination Before Reversion Date Due to Non-appropriation**

The terms of this Agreement are expressly made contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. Throughout this Agreement the term "non-appropriate" or "non-appropriation" includes the following actions by the New Mexico Legislature: deauthorization, reauthorization or revocation of a prior authorization. The Legislature may choose to non-appropriate the Appropriation referred to in Article I and, if that occurs, the Department shall early terminate this Agreement for non-appropriation by giving the Grantee written notice of such termination, and such termination shall be effective as of the effective date of the law making the non-appropriation. The Department's decision as to whether sufficient appropriations or authorizations are available shall be accepted by the Grantee and shall be final. Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department pursuant to Article V(B).

C. **Limitation on Department's Obligation to Make Grant Disbursements to Grantee in the Event of Early Termination**

In the event of Early Termination of this Agreement by either party, the Department's sole and absolute obligation to reimburse the Grantee is expressly conditioned upon the limitations set forth Article II.

ARTICLE VI. SUSPENSION OF NEW OR FURTHER OBLIGATIONS

A. The Department may choose, in its sole and absolute discretion, to provide written notice to the Grantee to suspend entering into new and further obligations. Upon the receipt of such written notice by the Grantee:

(i) The Grantee shall immediately suspend entering into new or further written obligations with third parties; and

(ii) The Department will suspend the issuance of any new or further Notice of Obligation under this Agreement; and

(iii) The Department may direct the Grantee to implement a corrective action plan in accordance with Article VI(D) herein.

B. In the event of Suspension of this Agreement, the Department's sole and absolute obligation to reimburse the Grantee is expressly conditioned upon the limitations set forth in Article II herein.

C. A suspension of new or further obligations under this Agreement shall remain in effect unless or until the date the Grantee receives written notice given by the Department informing the Grantee that the Suspension has been lifted or that the Agreement has been Early Terminated in accordance with Article V herein. If the Suspension is lifted, the Department will consider further requests for Notice of Obligation.

D. Corrective Action Plan in the Event of Suspension

In the event that the Department chooses, in its sole and absolute discretion to direct the Grantee to suspend entering into new or further written obligations with third parties pursuant to Article VI(A), the Department may, but is not obligated to, require the Grantee to develop and implement a written corrective action plan to remedy the grounds for the Suspension. Such corrective action plan must be approved by the Department and be signed by the Grantee. Failure to sign a corrective action plan or meet the terms and deadlines set forth in the signed corrective action plan, is hereby deemed a violation of the terms of this Agreement for purposes of Early Termination, Article V(A)(iii). The corrective action plan is in addition to, and not in lieu of, any other equitable or legal remedy, including but not limited to Early Termination.

ARTICLE VII. AMENDMENT

This Agreement shall not be altered, changed, or amended except by instrument in writing duly executed by both the parties hereto.

ARTICLE VIII. REPORTS

A. Database Reporting

The Grantee shall report quarterly Project activity by entering such Project information as the Department and the Department of Finance and Administration may require, such information entered directly into a database maintained by the Department of Finance and Administration (http://cpms.dfa.state.nm.us). Additionally, the Grantee shall certify on the Request for Payment form (Exhibit 1) that updates have been maintained and are current in the database. The Grantee hereby acknowledges that failure to perform and/or certify updates into the database will delay or potentially jeopardize the reimbursement of funds. The Department shall give Grantee a minimum of thirty (30) days' advance written notice of any changes to the information the Grantee is required to report.

Quarterly reports shall be due on the last day of the month that is 30 days prior to the end of the quarter following execution of this Agreement by the Department and ending during the quarter of the submission of the final request for reimbursement for the Project, or the following quarter.

B. Requests for Additional Information/Project Inspection

During the term of this Agreement and during the period of time during which the Grantee must maintain records pursuant to Article VIII, the Department may:

(i) request such additional information regarding the Project as it deems necessary; and

(ii) conduct, at reasonable times and upon reasonable notice, onsite inspections of the Project.

Grantee shall respond to such requests for additional information within a reasonable period of time, as established by the Department.

ARTICLE IX. REQUEST FOR PAYMENT PROCEDURES AND DEADLINES

A. The Grantee shall request payment by submitting a Request for Payment, in the form attached hereto as Exhibit 1. Payment requests are subject to the following procedures:

(i) The Grantee must submit a Request for Payment; and

(ii) Each Request for Payment must contain proof of payment by the Grantee or liabilities incurred by the Grantee showing that the expenditures are valid or are liabilities incurred by the Grantee in the form of actual unpaid invoices received by the Grantee for services rendered by a third party or items of tangible personal property received by the Grantee for the implementation of the Project; provided, however, that the Grantee may be reimbursed for unpaid liabilities only if the Department, in its sole and absolute discretion, agrees to do so and in accordance with any special conditions imposed by the Department.

(iii) In cases where the Grantee is submitting a Request for Payment to the Department based upon invoices received, but not yet paid, by the Grantee from a third party contractor or vendor, if the invoices comply with the provisions of this Agreement and are a valid liability of the Grantee, the Grantee shall make payment to those contractors or vendors within five (5) business days from the date of receiving reimbursement from the Department or such shorter period of time as the Department may prescribe in writing. The Grantee is required to certify to the Department proof of payment to the third party contractor or vendor within ten (10) business days from the date of receiving reimbursement from the Department.

B. The Grantee must obligate 5% of the Adjusted Appropriation Amount within six months of acceptance of the grant agreement and must have expended no less than 85% of the Adjusted Appropriation Amount six months prior to the reversion date.

C. **Deadlines**

Requests for Payments shall be submitted by Grantee to the Department on the earlier of:

(i) Immediately as they are received by the Grantee but at a minimum thirty (30) days from when the expenditure was incurred or liability of the Grantee was ~~a~~approved as evidenced by an unpaid invoice received by the Grantee from a third party contractor or vendor; or

(ii) Twenty (20) days from date of Early Termination; or

(iii) Twenty (20) days from the Reversion Date.

D. The Grantee's failure to abide by the requirements set forth in Article II and Article IX herein will result in the denial of its Request for Payment or will delay the processing of Requests for Payment. The Department has the right to reject a payment request for the Project unless and until it is satisfied that the expenditures in the Request for Payment are for permissible purposes within the meaning of the Project Description and that the expenditures and the Grantee are otherwise in compliance with this Agreement, including but not limited to, compliance with the reporting requirements and the requirements set forth in Article II herein to provide Third Party Obligations and the Deadlines set forth in Article IX herein. The Department's ability to reject any Request for Payment is in addition to, and not in lieu of, any other legal or equitable remedy available to the Department due to Grantee's violation of this Agreement.

ARTICLE X. PROJECT CONDITIONS AND RESTRICTIONS; REPRESENTATIONS AND WARRANTIES

A. The following general conditions and restrictions are applicable to the Project:

(i) The Project's funds must be spent in accordance with all applicable state laws, regulations, policies, and guidelines, including, but not limited to, the State Procurement Code (or local procurement ordinance, where applicable).

(ii) The Project must be implemented in accordance with the New Mexico Public Works Minimum Wage Act, Section 13-4-10 through 13-4-17 NMSA 1978, as applicable. Every contract or project in excess of sixty thousand dollars ($60,000) that the Grantee is a party to for construction, alteration, demolition or repair or any combination of these, including painting and decorating, of public buildings, public works or public roads and that requires or involves the employment of mechanics, laborers or both shall contain a provision stating the minimum wages and fringe benefits to be paid to various classes of laborers and mechanics, shall be based upon the wages and benefits that will be determined by the New Mexico Department of Workforce Solutions to be prevailing for the corresponding classes of laborers and mechanics employed on contract work of a similar nature in the locality. Further, every contract or project shall contain a stipulation that the contractor, subcontractor, employer or a person acting as a contractor shall pay all mechanics and laborers employed on the site of the project, unconditionally and not less often than once a week and without subsequent unlawful deduction or rebate on any account, the full amounts accrued at time of payment computed at wage rates and fringe benefit rates not less than those determined pursuant to Section 13-4-11 (B) NMSA 1978 to be the prevailing wage rates and prevailing fringe benefit rates issued for the project.

(iii) The Project may only benefit private entities in accordance with applicable law, including, but not limited to, Article IX, Section 14 of the Constitution of the State of New Mexico, the "Anti-Donation Clause."

(iv) The Grantee shall not for a period of 10 years from the date of this agreement convert any property acquired, built, renovated, repaired, designed or developed with the Project's funds to uses other than those specified in the Project Description without the Department's and the Board of Finance's express, advance, written approval, which may include a requirement to reimburse the State for the cost of the project, transfer proceeds from the disposition of property to the State, or otherwise provide consideration to the State.

(v) The Grantee shall comply with all federal and state laws, rules and regulations pertaining to equal employment opportunity. In accordance with all such laws, rules and regulations the Grantee agrees to assure that no person shall, on the grounds of race, color, national origin, sex, sexual preference, age or handicap, be excluded from employment with Grantee, be excluded

from participation in the Project, be denied benefits or otherwise be subject to discrimination under, any activity performed under this Agreement. If Grantee is found to be not in compliance with these requirements during the life of this Agreement, Grantee agrees to take appropriate steps to correct any deficiencies. The Grantee's failure to implement such appropriate steps within a reasonable time constitutes grounds for terminating this Agreement.

B. The Grantee hereby represents and warrants the following:

(i) The Grantee has the legal authority to receive and expend the Project's funds.

(ii) This Agreement has been duly authorized by the Grantee, the person executing this Agreement has authority to do so, and, once executed by the Grantee, this Agreement shall constitute a binding obligation of the Grantee, enforceable according to its terms.

(iii) This Agreement and the Grantee's obligations hereunder do not conflict with any law or ordinance or resolution applicable to the Grantee, the Grantee's charter (if applicable), or any judgment or decree to which the Grantee is subject.

(iv) The Grantee has independently confirmed that the Project Description, including, but not limited to, the amount and Reversion Date, is consistent with the underlying appropriation in law.

(v) The Grantee's governing body has duly adopted or passed as an official act a resolution, motion, or similar action authorizing the person identified as the official representative of the Grantee to sign the Agreement and to sign Requests for Payment.

(vi) The Grantee shall abide by New Mexico laws regarding conflicts of interest, governmental conduct and whistleblower protection. The Grantee specifically agrees that no officer or employee of the local jurisdiction or its designees or agents, no member of the governing body, and no other public official of the locality who exercises any function or responsibility with respect to this Grant, during their tenure or for one year thereafter, shall have any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof, for work to be performed or goods to be received, pursuant to this Grant. Further, Grantee shall require all of its contractors to incorporate in all subcontracts the language set forth in this paragraph prohibiting conflicts of interest.

(vii) No funds have been paid or will be paid, by or on behalf of the Grantee, to any person for influencing or attempting to influence an officer or employee of this or any agency or body in connection with the awarding of any Third Party Obligation and that the Grantee shall require certifying language prohibiting lobbying to be included in the award documents for all subawards, including subcontracts, loans and cooperative agreements. All subrecipients shall be required to certify accordingly.

ARTICLE XI. STRICT ACCOUNTABILITY OF RECEIPTS AND DISBURSEMENTS; PROJECT RECORDS

A. The Grantee shall be strictly accountable for receipts and disbursements relating to the Project's funds. The Grantee shall follow generally accepted accounting principles, and, if feasible, maintain a separate bank account or fund with a separate organizational code, for the funds to assure separate budgeting and accounting of the funds.

B. For a period of six (6) years following the Project's completion, the Grantee shall maintain all Project related records, including, but not limited to, all financial records, requests for proposals, invitations to bid, selection and award criteria, contracts and subcontracts, advertisements, minutes of pertinent meetings, as well

as records sufficient to fully account for the amount and disposition of the total funds from all sources budgeted for the Project, the purpose for which such funds were used, and such other records as the Department shall prescribe.

C. The Grantee shall make all Project records available to the Department, the Department of Finance and Administration, and the New Mexico State Auditor upon request. With respect to the funds that are the subject of this Agreement, if the State Auditor or the Department of Finance and Administration finds that any or all of these funds were improperly expended, the Grantee may be required to reimburse to the State of New Mexico, to the originating fund, any and all amounts found to be improperly expended.

ARTICLE XII. IMPROPERLY REIMBURSED FUNDS

If the Department determines that part or all of the Appropriation Amount was improperly reimbursed to Grantee, including but not limited to, Project funds reimbursed to Grantee based upon fraud, mismanagement, misrepresentation, misuse, violation of law by the Grantee, or violation of this Agreement, the Grantee shall return such funds to the Department for disposition in accordance with law.

ARTICLE XIII. LIABILITY

Neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this Agreement. Any liability incurred in connection with this Agreement is subject to immunities and limitations of the New Mexico Tort Claims Act.

ARTICLE XIV. SCOPE OF AGREEMENT

This Agreement constitutes the entire and exclusive agreement between the Grantee and Department concerning the subject matter hereof. The Agreement supersedes any and all prior or contemporaneous agreements, understandings, discussions, communications, and representations, written or verbal.

ARTICLE XV. REQUIRED NON-APPROPRIATIONS CLAUSE IN CONTRACTS FUNDED IN WHOLE OR PART BY FUNDS MADE AVAILABLE UNDER THIS AGREEMENT

The Grantee acknowledges, warrants, and agrees that Grantee shall include a “non-appropriations” clause in all contracts between it and other parties that are (i) funded in whole or part by funds made available under this Agreement and (ii) entered into after the effective date of this Agreement that states:

“The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. If sufficient appropriations and authorization are not made by the Legislature, the City of Santa Fe may immediately terminate this Agreement by giving Contractor written notice of such termination. The City of Santa Fe’s decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. Contractor hereby waives any rights to assert an impairment of contract claim against the City of Santa Fe or the Department of Transportation or the State of New Mexico in the event of immediate or Early Termination of this Agreement by the City of Santa Fe or the Department”

ARTICLE XVI. REQUIRED TERMINATION CLAUSE IN CONTRACTS FUNDED IN WHOLE OR PART BY FUNDS MADE AVAILABLE UNDER THIS AGREEMENT

Grantee acknowledges, warrants, and agrees that Grantee shall include the following termination clause in all contracts that are (i) funded in whole or part by funds made available under this Agreement and (ii) entered into after the effective date of this Agreement:

"This contract is funded in whole or in part by funds made available under a Department of Transportation Grant Agreement. Should the Department of Transportation early terminate the grant agreement, the City of Santa Fe may early terminate this contract by providing Contractor written notice of such termination. In the event of termination pursuant to this paragraph, the City of Santa Fe only liability shall be to pay Contractor for acceptable goods delivered and services rendered before the termination date."

Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department.

XVII. COMPLIANCE WITH UNIFORM FUNDING CRITERIA.

A. Throughout the term of this Agreement, Grantee shall:

1. submit all reports of annual audits and agreed upon procedures required by Section 12-6-3(A)-(B) NMSA 1978 by the due dates established in 2.2.2 NMAC, reports of which must be a public record pursuant to Section 12-6-5(A) NMSA 1978 within forty-five days of delivery to the State Auditor;
2. have a duly adopted budget for the current fiscal year approved by its budgetary oversight agency (if any);
3. timely submit all required financial reports to its budgetary oversight agency (if any); and
4. have adequate accounting methods and procedures to expend grant funds in accordance with applicable law and account for and safeguard grant funds and assets acquired by grant funds.

B. In the event Grantee fails to comply with the requirements of Paragraph A of this Article XVII, the Department may take one or more of the following actions:

1. suspend new or further obligations pursuant to Article VI(A) of this Agreement;
2. require the Grantee to develop and implement a written corrective action plan pursuant to Article VI(D) of this Agreement to remedy the non-compliance;
3. impose special grant conditions to address the non-compliance by giving the Grantee notice of such special conditions in accordance with Article III of this Agreement; the special conditions shall be binding and effective on the date that notice is deemed to have been given pursuant to Article III; or
4. terminate this Agreement pursuant to Article V(A) of this Agreement.

ARTICLE XVIII. SEVERANCE TAX BOND AND GENERAL OBLIGATION BOND PROJECT CLAUSES

A. Grantee acknowledges and agrees that the underlying appropriation for the Project is a severance tax bond or general obligation bond appropriation, and that the associated bond proceeds are administered by the New Mexico State Board of Finance (SBOF), an entity separate and distinct from the Department. Grantee acknowledges and agrees that (i) it is Grantee's sole and absolute responsibility to determine through SBOF staff what (if any) conditions are currently imposed on the Project; (ii) the Department's failure to inform Grantee of a SBOF imposed condition does not affect the validity or enforceability of the condition; (iii) the

SBOF may in the future impose further or different conditions upon the Project; (iv) all SBOF conditions are effective without amendment of this Agreement; (v) all applicable SBOF conditions must be satisfied before the SBOF will release to the Department funds subject to the condition(s); and (vi) the Department's obligation to reimburse Grantee from the Project is contingent upon the then current SBOF conditions being satisfied.

B. Grantee acknowledges and agrees that the SBOF may in its sole and absolute discretion remove a project's assigned bond proceeds if the project doesn't proceed sufficiently. Entities must comply with the requirement to encumber five percent (5%) of Project funds within six months of bond issuance as certified by the grantee in the Bond Questionnaire and Certification documents submitted to the SBOF. Failure to comply may result in the bond proceeds reassignment to a new ready project. If this should occur this grant agreement will be suspended until the entity has demonstrated readiness as determined by the SBOF and the Department.

C. Grantee acknowledges and agrees that this Agreement is subject to the SBOF's Bond Project Disbursements rule, NMAC 2.61.6, as may be amended or re-codified. The rule provides definitions and interpretations of grant language for the purpose of determining whether a particular activity is allowable under the authorizing language of the agreement.

[THIS SPACE LEFT BLANK INTENTIONALLY]

IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the date of execution by the Department.

GRANTEE

_____
Signature of Official with Authority to Bind Grantee

_____
Entity Name

By: _____
(Type or Print Name)

Its: _____
(Type or Print Title)

_____
Date

DEPARTMENT OF TRANSPORTATION

_____
By:

Its: Cabinet Secretary or Designee

_____
Date

REVIEWED AND APPROVED AS TO FORM AND LEGAL SUFFICIENCY BY THE DEPARTMENT'S OFFICE OF GENERAL COUNSEL

_____
By: Aaron Frankland or Designee

Its: Deputy General Counsel

_____
Date

CITY OF SANTA FE:

SEE PAGE 13 OF AGREEMENT

_____

ALAN WEBBER, MAYOR

DATE:_____

ATTEST:

_____

GERALYN CARDENAS, INTERIM CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez

Marcos Martinez (Nov 5, 2024 13:35 MST)

_____

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

_____

EMILY OSTER, FINANCE DIRECTOR

STATE OF NEW MEXICO
CAPITAL GRANT PROJECT
Request for Payment Form
Exhibit 1

I.	**Grantee Information**	**II.**	**Payment Computation**
	(Make sure information is complete & accurate)	A.	Payment Request No.
A.	Grantee:	B.	Grant Amount:
B.	Address:	C.	AIPP Amount *(If Applicable)*:
	(Complete Mailing, including Suite, if applicable)	D.	Funds Requested to Date:
		E.	Amount Requested this Payment:
		F.	Reversion Amount (*If Applicable*):
	City State Zip	G.	Grant Balance:
C.	Phone No:	H.	☐ GF ☐ GOB ☐ STB (*attach wire if first draw*)
D.	Grant No:	I.	☐ Final Request for Payment (*if Applicable*)
E.	Project Title:		
F.	Grant Expiration Date:		

III. **Fiscal Year :** _____

(The State of NM Fiscal Year is July 1, 20XX through June 30, 20XX of the following year)

IV. ☐ **Reporting Certification:** I hereby certify to the best of my knowledge and belief, that database reporting is up to date; to include the accuracy of expenditures and grant balance, project status, project phase, achievements and milestones; and in compliance with Article VIII of the Capital Outlay Grant Agreement.

V. ☐ **Compliance Certification:** Under penalty of law, I hereby certify to the best of my knowledge and belief, the above information is correct; expenditures are properly documented, and are valid expenditures or actual receipts; and that the grant activity is in full compliance with Article IX, Sec. 14 of the New Mexico Constitution known as the "anti donation" clause.

Grantee Fiscal Officer or **Fiscal Agent** (*if applicable*)	**Grantee Representative**
Printed Name	Printed Name
Date:	Date:

(State Agency Use Only)

Vendor Code: _____ **Fund No.:** _____ **Loc No.:** _____

I certify that the State Agency financial and vendor file information agree with the above submitted information.

Division Fiscal Officer	Date	Division Project Manager	Date

NOTICE OF OBLIGATION TO REIMBURSE GRANTEE
EXHIBIT 2

Notice of Obligation to Reimburse Grantee [# 1]

DATE: [_____]

TO: Department Representative: [_____,_____]
FROM: Grantee: [_____]
Grantee Official Representative: [_____]

SUBJECT: Notice of Obligation to Reimburse Grantee
Grant Number: [_____]
Grant Termination Date: [_____]

As the designated representative of the Department for Grant Agreement number [_____] entered into between Grantee and the Department, I certify that the Grantee has submitted to the Department the following third party obligation executed, in writing, by the third party's authorized representative:

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

I certify that the State is issuing this Notice of Obligation to Reimburse Grantee for permissible purposes within the scope of the project description, subject to all the terms and conditions of the above referenced Grant Agreement.

Grant Amount (Minus AIPP if applicable): [_____]
The Amount of this Notice of Obligation: [_____]
The Total Amount of all Previously Issued Notices of Obligation: [_____]
The Total Amount of all Notices of Obligation to Date: [_____]
Note: Contract amounts may exceed the total grant amount, but the invoices paid by the grant will not exceed the grant amount.

Department Rep. Approver: [_____]
Title: [_____]
Signature: [_____]
Date: [_____]

1 Administrative and/or Indirect Cost – generally, the legislation authorizing the issuance of bonds prohibits the use of its proceeds for indirect expenses (e.g. penalty fees or damages other than pay for work performed, attorney fees, and administrative fees). Such use of bond proceeds shall not be allowed unless specifically authorized by statute.

NMDOT ATTACHMENT A

The City of Santa Fe shall agree to comply with the following Provisions:

1. Assume the lead role for the Project.
2. Be responsible for all applicable design, environmental and archaeological clearances, and right-of-way acquisition, in accordance with current local, state, federal laws, Uniform Relocation Act, and current design practices and specifications.
3. Be responsible for project development, project construction, construction management, and testing.
4. Utilize the Project Control Number in all correspondence and submittals to the Department.
5. Adopt a written resolution of support for the Project, including as applicable an assumption of ownership, liability, and maintenance responsibility for the scope, or related amenities and required funding to support the Project.
6. Complete the Project using current American Public Works Association (APWA) specifications, implemented Grantee's design standards and specifications, or Department specifications.
7. Use Rental Rate Blue Book rates, if not provided in the Department established equipment rates, in the implementation of this Project. Any equipment rates not found in the Department established rates shall be reimbursed at the Blue Book rates.

The City of Santa Fe shall agree to comply with the following Lighting and Signal Provisions as applicable:

1. After subject signal system(s) has/have been constructed, make provisions for and provide, at its own expense, all electrical energy, routine maintenance such as lamp replacement, emergency shutdown in case of accidental damage or equipment failure and make any repairs necessary due to accidental damage to, or equipment failure of, the signal head and poles.
2. In the event that accidental damage or equipment failure should occur, provide for equipment shut down/or emergency traffic control as needed. In addition, should the accidental damage or equipment failure involve the Controller (and cabinet) or the loop detection system, promptly notify the Traffic Technical Support Bureau of the Department.
3. In the event that the traffic signal should be rendered completely inoperable as a result of accidental damage, secure the intersection with stop signs at all approach legs until such time as the traffic signal is made operable.
4. Make ample future provisions in its budget each year for the cost of maintaining and providing energy to the traffic signals and telephone service to the signal system and intersection lighting.
5. At its own expense, maintain the signal controller and control equipment (the "Controller") including and maintenance of the machine vision vehicle detection system with cameras and emergency vehicle pre-empt system and repair or replace the Controller in the event the Controller and/or cabinet is damaged or there is an equipment failure.
6. After the installation of the roadway lighting system, if any, provide any and all utilities, maintenance, and such other items as may be necessary of continued satisfactory operation of said subject lighting system.
7. Make all timing adjustments to the Signal Control equipment and review the Signal System(s) for efficient and satisfactory operation.
8. Obtain approval from the Department for all signal equipment prior to installation.
9. Require the construction contractor to name the Department and the Grantee as an additional insured in the construction contractor's general liability policy.
10. Enter into a Signalization and Lighting Agreement with the Department's Traffic Technical Support Bureau as required.

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works/Engineering Division	3/31/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP Design	3309980	572960	PWD2533016	100,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NMDOT - C5243321: St Mike's Rail Trail Ped Underpass	3309980	490150	PWD2533016	(100,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

Capital Appropriation Project Agreement with NM DOT via DFA for planning, design & construction of St. Michael's Dr Rail Trail Underpass Project (I3321/C5243321 expires 06/30/2028)

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
TOTAL:	0

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

De Alva Calabaza — 3/31/2025
Prepared By *{print name}* — Date

Division Director Signature — Date

Regina Wheeler
Regina Wheeler (Apr 3, 2025 10:35 MDT)
Department Director Signature — Date

Andy Hopkins
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 08/13/2024

Project Title: St. Michael's Rail Trail Ped Underpass Xing

Project Type: ☑ CIP ☑ Grant ☐ Internal Tracking

Project ID: PWD2533016
Grant ID: S2514
Approved By: MB 08/15/24
Entered By: SS 8/14 (Finance Use Only)

Department: Public Works Project Manager: Romella Glorioso-Moss Ext: 505-629-7846

Project Date Range: 08/13/2024 to 6/30/2028 ☑ Create Fixed Asset

---

☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NM DOT C5243321 via DFA I3321 % of Funding: 100

MUNIS ORG: 3309980 MUNIS OBJ: 490150 Awarded Amount: $100,000

Funding Source: _____ % of Funding: _____

MUNIS ORG: _____ MUNIS OBJ: _____ Awarded Amount: _____

Expense String Phase:

A project must have at least one phase identified, this can be used as an additional level of tracking, for example, CIP - Design, Construction, etc. For Grants can be used as reimbursable types, such as transportation, salaries.

(You can create more than one phase and you can default MUNIS ORGs and OBJs, optional)

Phase: WIP Land MUNIS ORG: 3309980 MUNIS OBJ: 572940

Phase: WIP Design MUNIS ORG: 3309980 MUNIS OBJ: 572960

Phase: WIP Construction MUNIS ORG: 3309980 MUNIS OBJ: 572970

Contract number: _____ Comments/Other: _____

GRANTS ONLY:

Grantor Name: NMDOT CAP C5243321 Awarded Amount: 100,000.00

AR Charge Code: 3309980.490150 ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 70000 Federal CFDA (if applicable): N/A

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

CITY OF SANTA FE

DATE: April 11, 2025

TO: Governing Body

FROM: Sean Moody, Capital Projects Manager

VIA: Regina Wheeler, Public Works Department Director

RW (Apr 11, 2025 14:46 MDT)

SUBJECT: Professional Services Contract Amendment No. 2

VENDOR NAME: FCS Group

VENDOR NUMBER: 7771

ITEM AND ISSUE:
Request for Approval of Amendment No. 2 to a Professional Services Contract with FCS Group for Rate Evaluation & Financial Services, to Increase the Not to Exceed Amount by $60,000 to $696,052.51 and to Extend the Contract Term to Expire on October 1, 2025.

CONTRACT NUMBER:
The original FY 2022 Munis contract number is 3203062.

BACKGROUND AND SUMMARY:
This amendment is necessary to enable the public works department to obtain on-call services described in the scope of work, as required for timely impact fee rate analysis required by law.

The original contract item no. 21-0522 dated October 2, 2021 was procured through RFP #22/02/P. Amendment No. 1 item no. 25-0093 dated March 17, 2025 eliminated the maximum expenditure within each fiscal year. Amendment No. 2 will increase the compensation amount to $696,052.51 and extend the term to October 1, 2025. There is no change in the scope. Work order(s) will be issued for on-call services as needed.

Execution of this contract amendment does not constitute a promise to purchase any amount of work. Funding will be identified and budgeted as needed for any work order or purchase order issued for on-call services which may be requested.

ATTACHMENTS:
Agreement Item 21-0522
Amendment No. 1 Item 25-0093
Amendment No. 2 for approval
Certificate of Insurance

FUNDING SOURCE:

Fund Name/Number: Impact Fee Fund / 232
Munis Org Name/Number: Impact Fee Administration / 2324501
Munis Object Name/Number: Professional Contracts / 510300

Budget Officer / Designee: Andy Hopkins **Date:** 04/11/2025

Budget Officer Comment/Exceptions: -

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-111, RFP #22/02/P

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/14/2025

CPO Comment/Exceptions: Increase comp & extend term not to exceed 4 yrs

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☐ Yes | ☒ No

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Item# 21-0522
Munis Contract# 3202940

CITY OF SANTA FE

PROFESSIONAL SERVICES CONTRACT

THIS AGREEMENT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **Financial Consulting Solutions Group, Inc. (dba FCS GROUP),** hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

IT IS AGREED BETWEEN THE PARTIES:

1. Scope of Work.

The Contractor shall provide the following services for the City:
The basic tasks that the Contractor will be expected to accomplish for the project are listed, but not limited to, the following items:

A. COMPREHENSIVE WATER DIVISION, WASTEWATER DIVISION AND ENVIRONMENTAL SERVICES DIVISION (SOLID WASTE) FINANCIAL PLANS
Evaluate and update as necessary the current Financial Plans comparing starting cash balances, projected revenues and revenue requirements over the forecast period. Analyze each division's operating and capital plan needs. Present update to the Public Utilities Committee and City Council.

B. DOCUMENTATION AND REPORTING

The Contractor shall provide the City with thorough documentation in support of the analysis, City Council study sessions and shall present the study findings to the City Council upon substantial completion of the scope of work. The City shall be provided with a reasonable number of copies of the written report, and all presentation materials upon request.

C. MEETINGS

The Contractor will need to meet with staff on several occasions during the course of work. In addition to the staff meetings, the Contractor shall attend the following meetings for each of the (3) three divisions and shall indicate exactly who on the Contractor's project team will attend these meetings:

C.1 Financial Update Kickoff meeting

C.2 Current Financial Plan update meeting with Wastewater, Environmental Services and Water Divisions.

C.3 Cost of Service update meeting with Wastewater, Environmental Services and Water Divisions.

C.4 Public Utilities Committee meeting and Finance Committee meeting.

C.5 City Council Presentation

D. RATE MODEL SUPPORT FINANCIAL ON-CALL CONTRACT

The Contractor shall provide rate model updates, rate financial forecasts and rate model maintenance as requested by the City using generally accepted utility ratemaking methodologies and applicable New Mexico and Federal law. Work shall be initiated by a City work order and shall be based on hourly rates and required Contractor time to complete the tasks identified in the City work order.

D.1 *Rate Model Work Orders* – The Contractor shall perform work identified in individually approved City work orders including, but not limited to: Annual revenue forecast support and rate model maintenance based on updated assumptions and governing body directives.

D.2 *Collection of needed information* – The Contractor shall provide the City with a data request that will outline information needed to evaluate the City work order.

D.3 *Evaluate effects of City work order* – The Contractor shall use information available from the utility billing system and the existing financial plan to evaluate the effects of the scope of work identified in the City work order.

D.4 *Calculate the revenue impacts* – The Contractor shall use information available from the existing financial plan to determine the revenue impacts.

D.5 *Document results* – The Contractor shall document the results of the analysis in a memorandum that shall be provided to the City along with all work papers, computer model outputs or other supporting information. Work orders may require presentation at City Committees or City Council.

E. UTILITY COST-OF-SERVICE STUDY (Water, Wastewater and Environmental Services- Solid Waste)

The Contractor shall collect the necessary data/information and make the necessary efforts to calculate and update the utility user charges (i.e. rates) for the City using generally accepted utility ratemaking methodologies as described by the American Water Works Association, Manual M1 (Manual M1 describes the methods for developing water rates and charges).

E.1 *Collection of needed information* - The Contractor shall provide the City with data requests outlining information needed to calculate the utility user charges.

E.2 *Calculate the revenue requirements* – The Contractor shall use information available from the existing financial plan to determine the revenue requirements.

E.3 *Allocate revenue requirements in a cost-of-service study* – The Contractor shall allocate revenue requirements to the City's various customer classes using generally accepted cost-of-service allocation techniques.

E.4 *Develop recommendations for updating existing utility* rates – The Contractor shall work with the City to update the existing rates based on the findings of the cost-of-service allocation described above.

F. ON CALL FINANCIAL SERVICES (Water, Wastewater and Environmental Services – Solid Waste)

The Contractor shall provide On Call Financial Services as requested for the City. Work shall be initiated by a City work order and shall be based on hourly rates and the tasks identified in the City work order.

2. Compensation.

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred thirty six thousand fifty two dollars and fifty one cents ($636,052.51) for the term of this Agreement, as described in Exhibit A attached hereto.

1) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred forty one thousand five hundred and ten dollars ($141,510) in (FY2022). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand two hundred and fifty two dollars and thirty nine cents ($7,252.39) shall be paid by the City to the Contractor.

2) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty seven thousand six hundred fifty four dollars ($157,654) in (FY2023). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling eight thousand seventy nine dollars and seventy seven cents ($8,079.77) shall be paid by the City to the Contractor.

3) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty one thousand two hundred thirty seven dollars ($151,237) in (FY2024). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand seven

hundred fifty dollars and ninety cents ($7,750.90) shall be paid by the City to the Contractor.

4) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty four thousand six hundred forty three dollars ($154,643) in (FY2025). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand nine hundred twenty five dollars and forty five cents ($7,925.45) shall be paid by the City to the Contractor.

B. Payment in future fiscal years is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, a,260nd outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. However, the City shall not incur late charges, interest, or penalties for failure to make payment within the time specified herein.

3. Term.

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on **June 30, 2025** unless terminated pursuant to paragraph 4 (Termination). or paragraph 5 (Appropriations). In accordance with Section 13-1-150 NMSA 1978, no contract term for a professional services contract, including extensions and renewals, shall exceed four years, except as set forth in Section 13-1-150 NMSA 1978.

4. Termination.

A. Termination. This Agreement may be terminated by either of the parties hereto upon written notice delivered to the other party at least thirty (30) days prior to the intended date of termination. Except as otherwise allowed or provided under this Agreement, the City's sole liability upon such termination shall be to pay for acceptable work performed prior to the Contractor's receipt of the notice of termination, if the City is the terminating party, or the Contractor's sending of the notice of termination, if the Contractor is the terminating party; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor if the Contractor becomes unable to perform the services contracted for, as determined by the City or if, during the term of this Agreement, the Contractor

or any of its officers, employees or agents is indicted for fraud, embezzlement or other crime due to misuse of City funds or due to the Appropriations paragraph herein. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE City's OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

B. Termination Management. Immediately upon receipt by either the City or the Contractor of notice of termination of this Agreement, the Contractor shall: 1) not incur any further obligations for salaries, services or any other expenditure of funds under this Agreement without written approval of the City; 2) comply with all directives issued by the City in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the City shall direct for the protection, preservation, retention or transfer of all property titled to the City and records generated under this Agreement. Any non-expendable personal property or equipment provided to or purchased by the Contractor with contract funds shall become property of the City upon termination and shall be submitted to the City as soon as practicable.

5. Appropriations.

The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorization are not made by the City Council, this Agreement shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor.

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Agreement. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Assignment.

The Contractor shall not assign or transfer any interest in this Agreement or assign any claims for money due or to become due under this Agreement without the prior written approval of the City.

8. Subcontracting.

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Agreement, nor shall any subcontract obligate direct payment from the City.

9. Release.

Final payment of the amounts due under this Agreement shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Agreement.

10. Confidentiality.

Any confidential information provided to or developed by the Contractor in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

11. Product of Service -- Copyright.

All materials developed or acquired by the Contractor under this Agreement shall become the property of the City and shall be delivered to the City no later than the termination date of this Agreement. Nothing developed or produced, in whole or in part, by the Contractor under this Agreement shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

12. Conflict of Interest; Governmental Conduct Act.

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Agreement, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Agreement.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Agreement, will continue to comply with, and that this Agreement complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Agreement was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Agreement, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Agreement to the contrary, the City may immediately terminate the Agreement.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

13. Amendment.

A. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

14. Entire Agreement.

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

15. Penalties for violation of law.

The Procurement Code, Sections 13-1-28 through 13-1-199, NMSA 1978, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

16. Equal Opportunity Compliance.

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

17. Applicable Law.

The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with Section 38-3-1 (G) NMSA 1978. By execution of this Agreement, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

18. Workers Compensation.

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the City.

19. Professional Liability Insurance.

Contractor shall maintain professional liability insurance throughout the term of this Agreement providing a minimum coverage in the amount required under the New Mexico Tort

Claims Act. The Contractor shall furnish the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Agreement.

20. Other Insurance

If the services contemplated under this Agreement will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Agreement, the following insurance coverage(s), naming the City as additional insured.

A. Commercial General Liability insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. Business Automobile Liability insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. Broader Coverage and Limits. The insurance requirements under this Agreement shall be the greater of (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Agreement are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Agreement and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

21. Records and Financial Audit.

The Contractor shall maintain detailed time and expenditure records that indicate the date, time, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the City to recover excessive or illegal payments

22. Indemnification.

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Agreement, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors

or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Agreement. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Agreement is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

23. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies or waives any provision of the New Mexico Tort Claims Act.

24. Invalid Term or Condition.

If any term or condition of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected and shall be valid and enforceable.

25. Enforcement of Agreement.

A party's failure to require strict performance of any provision of this Agreement shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Agreement shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

26. Notices.

Any notice required to be given to either party by this Agreement shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Water Division Director
801 W. San Mateo
Santa Fe, NM 87505

To the Contractor:

Jason Mumm
Financial Consulting Solutions Group, Inc. (dba FCS GROUP)
7525 166th Ave. NE, Ste. D-215,
Redmond, WA 98052

27. **Authority.**

If Contractor is other than a natural person, the individual(s) signing this Agreement on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: Oct 2, 2021

CONTRACTOR:
FCS GROUP

Angel S Vivanco
NAME

Vice President
TITLE

DATE: 8/25/2021
CRS# 03-420605-00-1
Registration # 223967

ATTEST:

Kristine Mihelcic (Oct 3, 2021 11:59 MDT)

KRISTINE BUSTOS MIHELCIC, CITY CLERK
GB MTG 09/29/2021

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Aug 26, 2021 13:27 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

MARY MCCOY, FINANCE DIRECTOR

Org. Name/Org#.
5050381.510300
5100331.510300
5000361.510300

AJH
AJH

Item# 25-0093
Munis Contract# 3203062
Original Contract Item# 21-0522
SWPA/GSA/Coop/RFP/ITB RFP 22/04/P

CITY OF SANTA FE
AMENDMENT No. 1 TO
PROFESSIONAL SERVICES Contract
ITEM# 21-0522

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE PROFESSIONAL CONTRACT, dated October 2, 2021 (the "Contract"), between the City of Santa Fe (the "City") and Financial Consulting Solutions Group, Inc. (dba FCS Group) (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide Utility Rate and Financial Services.

B. Pursuant to Article 13 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. **COMPENSATION**

Article 2, paragraph A, subparagraphs 1 through 4 of the Contract are removed completely to eliminate the per Fiscal Year Cap, so that Article 2, paragraph A reads in its entirety as follows:

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred thirty-six thousand fifty-two dollars fifty one cents ($636,052.51) for the term of this Agreement.

3. **CONTRACT IN FULL FORCE.**

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the City of Santa Fe Price Agreement, Contract Number 3203062 as of the dates set forth below.

CITY OF SANTA FE:

Alan Webber (Mar 17, 2025 10:39 MDT)

Alan Webber, Mayor

DATE: Mar 17, 2025

CONTRACTOR:
Financial Consulting Solutions Group, Inc

Jason Mumm (Jan 31, 2025 13:49 MST)

Jason Mumm, Principal

DATE: Jan 31, 2025

NMBTIN _____

ATTEST:

ANDREA SALAZAR (Mar 18, 2025 10:52 MDT)

ANDRÉA SALAZAR, CITY CLERK XIV

GB MTG 03/12/2025

CITY ATTORNEY'S OFFICE:

Marcos Martinez (Jan 31, 2025 13:52 MST)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

EMILY OSTER, FINANCE DIRECTOR

Item #_____
Original Contract Item # 21-0522
Munis Contract # 3203062
Original RFP # 22-04-P

CITY OF SANTA FE
AMENDMENT NO. 2 TO
PROFESSIONAL SERVICES CONTRACT
ITEM #21-0522

This AMENDMENT No. 2 (the "Amendment") amends CITY OF SANTA FE PROFESSIONAL SERVICES CONTRACT dated OCTOBER 2, 2021 (the "Contract"), between the City of Santa Fe (the "City") and FINANCIAL CONSULTING SERVICES GROUP, INC. (dba FCS GROUP), (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS

WHEREAS, under the terms of the Contract, the Contractor has agreed to provide services described in section D of Article 1 of the Contract, which include rate model support financial on-call services which shall be initiated by a City-issued work order and shall be based on hourly rates and required contract time to complete the tasks identified in the City-issued work order; and

WHEREAS, the City has identified the need for rate model support financial on-call services for an additional $60,000 above the existing Not to Exceed Amount of six hundred thirty-six thousand fifty-two dollars and fifty-one cents ($636,052.51); and

. **WHEREAS**, pursuant to Article 13 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. Compensation

Article 2 of the Contract is amended to increase the amount of compensation by a total of $60,000 so that Article 2 reads in its entirety as follows:

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred ninety-six thousand fifty-two dollars and fifty-one cents ($696,052.51) for the term of this Agreement.

2. Term

Article 3 of the Contract is hereby deleted in its entirety and substitute the following Article 3 in its place:

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on **October 1, 2025** unless terminated pursuant to paragraph 4, (Termination), or paragraph 5 (Appropriations). In accordance with Section 13-1-150 NMSA 1978, no contract term for a professional services contract, including extensions and renewals, shall exceed four years, except as set forth in Section 13-1-150 NMSA 1978.

3. CONTRACT IN FULL FORCE

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 2 as of the dates set forth below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:

Jason Mumm
Jason Mumm (Mar 27, 2025 11:49 MDT)

JASON MUMM, PRINCIPAL

DATE: Mar 27, 2025

CRS # 03-420605-00-1

Registration # 223967

ATTEST:

ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Mar 27, 2025 13:58 MDT)

ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

EMILY K. OSTER, FINANCE DIRECTOR

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/6/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Klein Agency P.O. Box 219 Timonium MD 21094	**CONTACT NAME:** Certificates **PHONE (A/C, No, Ext):** 410-832-7600 **FAX (A/C, No):** (410) 832-1849 **E-MAIL ADDRESS:** certs@kleinagencyllc.com
INSURED BOWMCON-03 FCS, A Bowman Company FCS Group; Bowman Consulting Group, LTD 12355 Sunrise Valley Drive, Suite 520 Reston VA 20191	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** The Charter Oak Fire Insurance Company — 25615 **INSURER B :** The Travelers Indemnity Company of Connecticut — 25682 **INSURER C :** Travelers Property Casualty Company of America — 25674 **INSURER D :** Berkshire Hathaway Specialty Insurance Company — 22276 **INSURER E :** Beazley Insurance Company, Inc. — 37540 **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 363666181 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC OTHER:			630-A3238719-COF-24	8/31/2024	8/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			810-5880B353-TCT-24	8/31/2024	8/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE DED [ ] RETENTION $			CUP6J395074	8/31/2024	8/31/2025	EACH OCCURRENCE AGGREGATE	$ 25,000,000 $ 25,000,000
C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		UB6J317115	8/31/2024	8/31/2025	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
D E	Primary Professional & Poll Liab Excess Professional & Poll Liab			47-EPP-330666-02 V3349C240301	8/31/2024 8/31/2024	8/31/2025 8/31/2025	Each Claim/Aggregate Excess Each Claim/Agg	$5,000,000 $5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

If required by an insured written contract, executed prior to any loss, The City of Santa Fe is an Additional Insured on a primary and non-contributory basis under the General and Auto Liability Policies. If required by an insured written contract, executed prior to any loss, Waiver of Subrogation is provided for General, Auto, and Workers Compensation Policies. Umbrella Policy follows form over General, Auto, and Employer's Liability Policies. 30 day notice of cancellation, 10 day for non-payment.

CERTIFICATE HOLDER

The City of Santa Fe
801 W. San Mateo
Santa Fe NM 87504

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Signature:

Email: sxmoody@santafenm.gov

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

DATE: **April 15, 2025**

TO: **Finance Committee, Public Works and Utilities, and Governing Body**

FROM: **James Harris, Airport Director** JH

VIA: **Kelly Bynon, Administrative Manager** Kelly Bynon

ITEM AND ISSUE:

Request for Approval of a Budget Amendment Resolution (BAR) In the amount of $2,925,700 to Increase the Following Orgs and Objects including Vehicles > 5K, Equipment > 5K, Vehicle Outfitting, Repairs & Maintenance, WIP Design, WIP Construction, and Operating Supplies using FY25 Available Revenue in Excess of Budgeted Expenditures

(James Harris, Airport Manager, jcharris@santafenm.gov; Kelly Bynon Administrative Manager; kabynon@santafenm.gov)

BACKGROUND AND SUMMARY:

The Santa Fe Regional Airport is requesting to have monies moved from the 545 fund into the various orgs and object listed above for construction projects, necessary equipment purchases, and operating supplies items.

The total amount of the three items listed about is $2,925,700.

ACTION:

Approval of a Budget Amendment Resolution (BAR) In the amount of $2,925,700 to Increase the Following Orgs and Objects including Vehicles > 5K, Equipment > 5K, Vehicle Outfitting, Repairs & Maintenance, WIP Design, WIP Construction, and Operating Supplies using FY25 Available Revenue in Excess of Budgeted Expenditures

COMMITTEE REVIEW:

Public Works & Utilities: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/29/2025

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Airport	4/15/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Vehicles > 1.5 Tons	5456050	571000		463,000	
Equipment > 5K	5456050	570500		1,190,500	
Vehicle Outfitting	5456050	570575		219,000	
Repairs and Maintenance - Vehicles	5456050	520500		400,000	
WIP Design	5450407	572960	AIR2554519	400,000	
Operation Supplies	5456050	530200		59,200	
WIP Construction	5450407	572970	AIR2554516	140,000	
WIP Construction	5450407	572970	AIR2454506	54,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 2,925,700	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

Use of FY25 Available budgeted revenue in excess pf budgeted expenditures to be used for grooving of the runway at the Santa Fe Airport.

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
545	(2,925,700)
TOTAL:	**(2,925,700)**

Kelly Bynon — Prepared By *{print name}* — 4/15/2025 Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

Agenda Item #:

Andy Hopkins — Budget Officer — Apr 15, 2025 Date

Division Director Signature *{optional}* — Date

Finance Director *{≤ $5,000}* — Date

James Harris (Apr 15, 2025 16:46 MDT) — Apr 15, 2025

Department Director Signature — Date

City Manager *{≤ $60,000}* — Date

Memo_545 Fund_$2,925,700

Final Audit Report 2025-04-15

Created:	2025-04-15
By:	Kelly Bynon (kabynon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAeavXyRG-JyAgXRtKAY6pUcBWcgIafsom

"Memo_545 Fund_$2,925,700" History

Document created by Kelly Bynon (kabynon@santafenm.gov)
2025-04-15 - 10:44:36 PM GMT- IP address: 63.232.20.2

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Signature Date: 2025-04-15 - 10:46:34 PM GMT - Time Source: server- IP address: 174.56.33.188

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Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
Signature Date: 2025-04-15 - 11:27:44 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2025-04-15 - 11:27:44 PM GMT

Powered by Adobe Acrobat Sign

CITY OF SANTA FE

The Purchasing Memo

Date: March 26, 2025

To: Governing Body, Finance Committee, and Public Works & Utilities Committee

From: Sebastian Gallegos, Project Administrator SFG

Via: James Harris, Airport Director JH

Subject: Santa Fe Regional Airport's Swamp Cooler Conversion to Refrigerated Air

Vendor Name: TLC Santa Fe LLC.

Munis Vendor Number: 10954

ITEM AND ISSUE:

The Santa Fe Regional Airport respectfully requests your review and approval of a construction contract in the total amount of $404,288.03 not to exceed for replacement of six (6) existing air handlers with Heil/ICP refrigerated air units for a term of six (6) Months with TLC Santa Fe LLC.

CONTRACT NUMBER:

The FY25 Munis contract number is 3250480

BACKGROUND AND SUMMARY:

The Santa Fe Regional Airport is completing a Terminal expansion project. Last summer/fall the existing Heating, Ventilating, and Air Conditioning (HVAC) unit failed to control the temperature in the building. The Evaporated air coolers not only could not manage the temperature they also added a large amount of humidity to the building, this led to a mass amount of complaints by workers and customers. The existing HVAC system will need to be converted to refrigerated air-cooling units, TLC Company Inc. will be providing and installing a range of ICP/Heil units that complies with the Environmental Protection Agency (EPA) refrigerant specifications for commercial units. This project will be paid for utilizing funds from Airport Operations.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Airport CIP

Munis Org Name/Number: 5450407

Munis Object Name/Number: 572970

Budget Officer / Designee:_____ **Date:**_____

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-129, Statewide Price Agreement SWPA 30-00000-23-00084 expires on 7/4/25.

Chief Procurement Officer (CPO) / Designee:_____ **Date:**_____

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:**_____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☒ Yes | ☐ No

Approval: _____ **Title:** _____ **Date:**_____

Comment/Exceptions: _____

Is this an externally funded purchase? ☒ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions:_____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: AIR2554518

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

Procurement document: Statewide Price Agreement
Vendor's Quote
Certificate of Liability Insurance (COI)
ConstructIon Contract
Performance Bond

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
25 Vendors

Number: **30-00000-23-00084**

Amendment No.: **Three**

Term: **July 5, 2023 - July 4, 2025**

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested

MJ

Procurement Specialist: **Mikayla Trujillo**

Telephone No.: **(505) 469-1092**

Email: **Mikayla.Trujillo@gsd.nm.gov**

Title: **HVAC and Plumbing Services - Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

In accordance with Price Agreement provisions, and by mutual agreement of all parties, this Price Agreement is extended from July 5, 2024 to July 4, 2025 at the same price, terms and conditions, except Vendor (AH) Comfort System USA Southwest, Inc. who chose not to extend.

See attached price increases for Vendor (AF) B & D Industries.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Dorothy Mendonca

Date: 7/8/2024

Dorothy Mendonca
New Mexico State Purchasing Agent

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Vendor (AF) B & D Industries Price Increases

Item	Unit	Description	Current Rate	New Rate
001	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
002	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.13**
		Zone 2	$125.00	**$133.13**
		Zone 3	$125.00	**$133.13**
		Zone 4	$125.00	**$133.13**
		Zone 5	$125.00	**$133.13**
		Zone 6	$125.00	**$133.13**
003	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$70.00	**$74.55**
		Zone 2	$70.00	**$74.55**
		Zone 3	$70.00	**$74.55**
		Zone 4	$70.00	**$74.55**
		Zone 5	$70.00	**$74.55**
		Zone 6	$70.00	**$74.55**
004	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$90.00	**$95.86**
		Zone 2	$90.00	**$95.86**
		Zone 3	$90.00	**$95.86**
		Zone 4	$90.00	**$95.86**
		Zone 5	$90.00	**$95.86**
		Zone 6	$90.00	**$95.86**
005	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
006	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Item	Unit	Description	Current Rate	New Rate
		Projects OVER Sixty Thousand ($60,000.00)		
007	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
008	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.14**
		Zone 2	$125.00	**$133.14**
		Zone 3	$125.00	**$133.14**
		Zone 4	$125.00	**$133.14**
		Zone 5	$125.00	**$133.14**
		Zone 6	$125.00	**$133.14**
009	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$75.00	**$79.88**
		Zone 2	$75.00	**$79.88**
		Zone 3	$75.00	**$79.88**
		Zone 4	$75.00	**$79.88**
		Zone 5	$75.00	**$79.88**
		Zone 6	$75.00	**$79.88**
010	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
011	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
012	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**

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Item	Unit	Description	Current Rate	New Rate
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**
013	Hour	**Diagnosis, project estimates, troubleshooting**	$95.00	**$101.18**
014	%	**Percentage Off Retail For all Parts and Materials**	0%	**No Change**
015	Day	**Daily per diem rate for overnight stay as needed including dinner and breakfast per person**	$150.00	**No Change**
016	Mileage	**One way per mile cost, per vehicle**	$0.62	**No Change**

DocuSign

Certificate Of Completion

Envelope Id: 502ABA9878354E98ABAE7DE071C16230
Status: Completed
Subject: Please DocuSign: 30-00000-23-00084 HVAC and Plumbing Services A003
Source Envelope:
Document Pages: 4
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
Mikayla Trujillo
1100 S Saint Francis Dr
Santa Fe, NM 87502
mikayla.trujillo@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

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mikayla.trujillo@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: General Services Department
Location: DocuSign

Signer Events	Signature	Timestamp
Tami Concha tami.concha@gsd.nm.gov Const. Supervisor New Mexico General Services, State Purchasing Division Security Level: Email, Account Authentication (None), Login with SSO **Electronic Record and Signature Disclosure:** Accepted: 6/28/2024 7:02:43 AM ID: a9ed2d91-f227-45ce-9f3e-898ece78fea0	 Signature Adoption: Pre-selected Style Using IP Address: 68.84.148.80	Sent: 7/3/2024 2:36:05 PM Viewed: 7/5/2024 10:24:43 AM Signed: 7/5/2024 10:30:36 AM
Mikayla Trujillo mikayla.trujillo@gsd.nm.gov Procurement Specialist II GSD/SPD Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/5/2024 10:30:37 AM Viewed: 7/8/2024 8:07:48 AM Signed: 7/8/2024 8:07:51 AM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/8/2024 8:07:54 AM Viewed: 7/8/2024 9:08:12 AM Signed: 7/8/2024 9:08:16 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/3/2024 2:36:05 PM
Certified Delivered	Security Checked	7/8/2024 9:08:12 AM
Signing Complete	Security Checked	7/8/2024 9:08:16 AM
Completed	Security Checked	7/8/2024 9:08:16 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 219483E9-30F2-4A0E-A46B-19CFFEAF7AB0

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
(BA) 0000050920
TLC Company, Inc.
dba: TLC Plumbing and Utility
5000 Edith Blvd. NE
Albuquerque NM 87107-4125

Email: jblaschke@tlcplumbing.com
Telephone No. 505-761-9696

Number**: 30-00000-23-00084**

Amendment No.**: Two**

Term**: July 5, 2023 thru July 4, 2024**

JO

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law

Invoice: As requested

Procurement Specialist**: James Ortega**

Telephone No.**: (505) 795-2516**

Email: **james.ortega@gsd.nm.gov**

Title**: HVAC and Plumbing Services-Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

The information for Vendor (AU) TLC Plumbing & Utility is updated as shown below:

Update Vendor Information

From:	**To:**
(AU) 0000116994	(BA) 0000050920
TLC Plumbing & Utility	TLC Company, Inc.
dba TLC Plumbing & Utility	DBA:TLC Plumbing and Utility
5000 Edith Blvd. NE	5000 Edith BLVD NE
Albuquerque, NM 87107	Albuquerque, NM 87107-4125
Email: jblaschke@tlcplumbing.com	Email: jblaschke@tlcplumbing.com
Phone: (505) 761-9696	Phone: (505) 761-9696

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Valerie Paulk

Date: 9/7/2023

Dorothy Mendonca, New Mexico State Purchasing Agent

Purchasing Division: 1100 St. Francis Drive, Room 2016, Santa Fe, 87505; PO Box 6850, Santa Fe, NM 87502 (505) 827-0472

x **This Agreement was signed on behalf of the State Purchasing Agent**

MM

DocuSign

Certificate Of Completion

Envelope Id: 219483E930F24A0EA46B19CFFEAF7AB0
Status: Completed
Subject: Please DocuSign: SPD SPA
Source Envelope:
Document Pages: 1
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
James Ortega
1100 S Saint Francis Dr
Santa Fe, NM 87502
james.ortega@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
9/7/2023 3:15:00 PM
Holder: James Ortega
james.ortega@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: GSD
Location: DocuSign

Signer Events	Signature	Timestamp
Natalie Martinez Natalie.Martinez1@gsd.nm.gov New Mexico General Services Security Level: Email, Account Authentication (None)	NM Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 9/7/2023 3:18:03 PM Viewed: 9/7/2023 3:18:39 PM Signed: 9/7/2023 3:18:48 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
James Ortega james.ortega@gsd.nm.gov Security Level: Email, Account Authentication (None)	JO Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 9/7/2023 3:18:49 PM Viewed: 9/7/2023 3:19:14 PM Signed: 9/7/2023 3:19:21 PM
Electronic Record and Signature Disclosure: Accepted: 10/24/2022 4:00:52 PM ID: b93eca54-15f4-4d91-9a9f-2dee3ce43c35		
Valerie Paulk valerie.paulk@gsd.nm.gov Signed of Behalf of State Purchasing Agent New Mexico General Services Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None)	Valerie Paulk Signature Adoption: Pre-selected Style Using IP Address: 67.0.212.236 Signed using mobile	Sent: 9/7/2023 3:19:22 PM Viewed: 9/7/2023 3:22:24 PM Signed: 9/7/2023 3:22:47 PM
Electronic Record and Signature Disclosure: Accepted: 5/29/2020 9:40:59 AM ID: f12ca6d0-7cba-4de4-b58f-8180244887ff		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	9/7/2023 3:18:03 PM
Certified Delivered	Security Checked	9/7/2023 3:22:24 PM
Signing Complete	Security Checked	9/7/2023 3:22:47 PM
Completed	Security Checked	9/7/2023 3:22:47 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

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G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

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(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

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https://support.docusign.com/guides/signer-guide-signing-system-requirements

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- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 63EE4EAF-2100-47CE-B4B2-270FAA86F6E1

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
26 Vendors – See Page 6

Number: **30-00000-23-00084**

Amendment No.: **One**

Term: **July 5, 2023 thru July 4, 2024**

JO

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:

Procurement Specialist: **James Ortega**

Telephone No.: **(505) 795-2516**

Email: **James.Ortega@gsd.nm.gov**

Title: **HVAC and Plumbing Services-Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

This amendment is issued to reflect the following effective immediately: The SHARE vendor numbers for the following vendors have been activated:
(AB) 0000163658 Scott Singletary dba Air Care New Mexico, LLC.,
(AM) 0000174680, Valerie Grubbs, dba Integrity Heating and Cooling LLC.
(AO) 0000046321 JB Henderson Construction Company
(AP) 0000166933 Kenneth McDowell, dba McDowell Mechanical, LLC
(AR) 0000137241 Mosark, LLC
(AY) 0000091459 Yei Rogers dba Wizer Electric LLC.

The SHARE ID number for vendor (AZ-1) 0000046206 Yearout Mechanical Inc. dba Welch's Boiler Service, LLC has been corrected.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Valerie Paulk

Date: 8/9/2023

Dorothy Mendonca
New Mexico State Purchasing Agent

x **This Agreement was signed on behalf of the State Purchasing Agent**

DocuSign Envelope ID: 63EE4EAF-2100-47CE-B4B2-270FAA86F6E1

(AB) 0000163658
Scott Singletary
Air Care New Mexico, LLC
dba Air Care New Mexico
5445 Edith Blvd NE Suite E
Albuquerque, NM 87107
505-595-2273
kayla@aircarenm.com

(AM) 0000174680
Valerie Grubbs
Integrity Heating and Cooling LLC
2060 Main St. NE Ste D
Los Lunas, NM 87031
505-61-2209
admin@integrity-heatingandcooling.com

(AO) 0000046321
JB Henderson Construction Company, Inc.
PO Box 53176
Albuquerque, NM 87153-3176
505-975-1465
jeichhorst@jbhenderson.com

(AP) 0000166933
Kenneth McDowell
McDowell Mechanical, LLC
PO Box 6771
Santa Fe NM 87502
505-204-9855
mcdowellmechanicalsf@gmail.com

(AR) 0000137241
Mosark, LLC
35257 Hwy 87
Raton, NM 87740
575-447-1709
mosarkllc@outlook.com

(AY) 0000091459
Yei Rogers
Wizer Electric LLC
6017 Del Carmen Rd NE
Rio Rancho, NM 87144
505-304-7752
sam@wizerelectric.com

(AZ-1) 0000046206
Yearout Mechanical Inc.
dba Welch's Boiler Service, LLC
8501 Washington St. NE
Albuquerque, NM 87113
505-314-8226
rrodriguez@yearout.com

DocuSign

Certificate Of Completion

Envelope Id: 63EE4EAF210047CEB4B2270FAA86F6E1
Status: Completed
Subject: Please DocuSign: SPD SPA
Source Envelope:
Document Pages: 2
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
James Ortega
1100 S Saint Francis Dr
Santa Fe, NM 87502
james.ortega@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
8/9/2023 2:20:48 PM
Holder: James Ortega
james.ortega@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: GSD
Location: DocuSign

Signer Events	Signature	Timestamp
Michael Saavedra Michael.Saavedra@gsd.nm.gov New Mexico General Services Security Level: Email, Account Authentication (None)	MS Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 8/9/2023 2:22:52 PM Viewed: 8/9/2023 2:30:01 PM Signed: 8/9/2023 2:30:24 PM
Electronic Record and Signature Disclosure: Accepted: 6/4/2020 11:04:51 AM ID: 9cac1b3e-4279-4c8f-b2b4-c607ea9821d8		
James Ortega james.ortega@gsd.nm.gov Security Level: Email, Account Authentication (None)	JO Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 8/9/2023 2:30:25 PM Viewed: 8/9/2023 3:06:37 PM Signed: 8/9/2023 3:06:41 PM
Electronic Record and Signature Disclosure: Accepted: 10/24/2022 4:00:52 PM ID: b93eca54-15f4-4d91-9a9f-2dee3ce43c35		
Valerie Paulk valerie.paulk@gsd.nm.gov Signed of Behalf of State Purchasing Agent New Mexico General Services Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None)	Valerie Paulk Signature Adoption: Pre-selected Style Using IP Address: 174.231.16.32 Signed using mobile	Sent: 8/9/2023 3:06:42 PM Viewed: 8/9/2023 3:25:36 PM Signed: 8/9/2023 3:25:57 PM
Electronic Record and Signature Disclosure: Accepted: 5/29/2020 9:40:59 AM ID: f12ca6d0-7cba-4de4-b58f-8180244887ff		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/9/2023 2:22:52 PM
Certified Delivered	Security Checked	8/9/2023 3:25:36 PM
Signing Complete	Security Checked	8/9/2023 3:25:57 PM
Completed	Security Checked	8/9/2023 3:25:57 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

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E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

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G. To advise SPD of your new email address

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H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

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To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

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- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 86BB2A52-EADA-4096-97C8-3BEF0D8A6B40

State of New Mexico
General Services Department

Statewide Price Agreement

Awarded Vendor:
26 Vendors – See Page 6

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested at Time of Order

Price Agreement Number**:** **30-00000-23-00084**

Payment Terms**:** **See Page 6**

F.O.B.**:** **Destination**

Delivery**:** **See Page 6**

JO

Procurement Specialist**:** **James Ortega**

Telephone No.**:** **(505) 795-2516**

Email: **James.Ortega@gsd.nm.gov**

Title**:** **HVAC and Plumbing Services-Statewide**

Term**:** **July 5, 2023 thru July 4, 2024**

This Statewide Price Agreement is made subject to the "terms and conditions" as indicated on subsequent pages.

Accepted for the State of New Mexico

Valerie Paulk

Date: 7/5/2023

Dorothy Mendonca
New Mexico State Purchasing Agent

x **This Agreement was signed on behalf of the State Purchasing Agent**

Terms and Conditions

(Unless otherwise specified)

1. **General:** When the State Purchasing Agent or his/her designee issues a purchase document in response to the Vendor's bid, a binding contract is created.

2. **Variation in Quantity:** No variation in the quantity of any item called for by this order will be accepted unless such variation has been caused by conditions of loading, shipping, packing or allowances in manufacturing process and then only to the extent, if any, specified in this order.

3. **Assignment:**

a. Neither the order, nor any interest therein, nor any claim thereunder, shall be assigned or transferred by the Vendor, except as set forth in Subparagraph 3b or as expressly authorized in writing by the State Purchasing Agent or his/her designee. No such assignment or transfer shall relieve the Vendor from the obligations and liabilities under this order.

b. Vendor agrees that any and all claims for overcharge resulting from antitrust violations which are borne by the State as to goods, services, and materials purchased in connection with this bid are hereby assigned to the State.

4. **State Furnished Property:** State furnished property shall be returned to the State upon request in the same condition as received except for ordinary wear, tear and modifications ordered hereunder.

5. **Discounts:** Prompt payment discounts will not be considered in computing the low bid.

6. **Inspection:** Final inspection and acceptance will be made at the destination. Supplies rejected at the destination for nonconformance with specifications shall be removed at the Vendor's risk and expense, promptly after notice of rejection.

7. **Inspection of Plant:** The State Purchasing Agent or his/her designee may inspect, at any reasonable time, the part of the Contractor's, or any subcontractor's plant or place of business, which is related to the performance of this contract.

8. **Commercial Warranty:** The Vendor agrees that the supplies or services furnished under this order shall be covered by the most favorable commercial warranties the Vendor gives for such to any customer for such supplies or services. The rights and remedies provided herein shall extend to the State and are in addition to and do not limit any rights afforded to the State by any other clause of this order. **Vendor agrees not to disclaim warranties of fitness for a particular purpose of merchantability.**

9. **Taxes:** The unit price shall exclude all state taxes.

10. **Packing, Shipping and Invoicing:**

a. The State's purchasing document number and the Vendor's name, user's name and location shall be shown on each packing and delivery ticket, package, bill of lading and other correspondence in connection with the shipments. The user's count will be accepted by the Vendor as final and conclusive on all shipments not accompanied by a packing ticket.

b. The Vendor's invoice shall be submitted duly certified and shall contain the following information: order number, description of supplies or services, quantities, unit price and extended totals. Separate invoices shall be rendered for each and every complete shipment.

c. Invoices must be submitted to the using agency and NOT the State Purchasing Agent.

11. **Default:** The State reserves the right to cancel all or any part of this order without cost to the State, if the Vendor fails to meet the provisions of this order and, except as otherwise provided herein, to hold the Vendor liable for any excess cost occasioned by the State due to the Vendor's default. The Vendor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Vendor, such causes include but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of

subcontractors due to any of the above, unless the State shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Vendor to meet the required delivery scheduled. The rights of the State provided in this paragraph shall not be exclusive and are in addition to any other rights now being provided by law or under this order.

12. **Non-Collusion:** In signing this bid the Vendor certifies he/she has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the State Purchasing Agent or his/her designee.

13. **Nondiscrimination:** Vendor doing business with the State of New Mexico must be in compliance with the Federal Civil Rights Act of 1964 and Title VII of the Act (Rev. 1979) and the Americans with Disabilities Act of 1990 (Public Law 101-336).

14. **The Procurement Code:** Sections 13-1-28 through 13-1-199 NMSA 1978, imposes civil and criminal penalties for its violation. In addition the New Mexico criminal statutes impose felony penalties for bribes, gratuities and kickbacks.

15. **Items:** All bid items are to be NEW and of most current production, unless otherwise specified.

16. **Payment for Purchases:** Except as otherwise agreed to: late payment charges may be assessed against the user state agency in the amount and under the conditions set forth in Section 13-1-158 NMSA 1978.

17. **Workers' Compensation:** The Contractor agrees to comply with state laws and rules pertaining to Workers' Compensation benefits for its employees. If the Contractor fails to comply with Workers' Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the contracting agency.

18. **Submission of Bid:** Bids must be submitted in a sealed envelope with the bid number and opening date clearly indicated on the bottom left hand side of the front of the envelope. Failure to label bid envelope will necessitate the premature opening of the bid in order to identify the bid number.

19. **Contractor Personnel**: Personnel proposed in the Contractor's written bid to the Procuring Agency are considered material to any work performed under this Price Agreement. Once a Purchase Order or contract has been executed, no changes of personnel will be made by the Contractor without prior written consent of the Procuring Agency. Replacement of any Contractor personnel, if approved, shall be with personnel of equal ability, experience, and qualifications. The Contractor will be responsible for any expenses incurred in familiarizing the replacement personnel to insure their being productive to the project immediately upon receiving assignments. Approval of replacement personnel shall not be unreasonably withheld. The Procuring Agency shall retain the right to request the removal of any of the Contractor's personnel at any time.

20. **Subcontracting:** The Contractor shall not subcontract any portion of the Price Agreement without the prior written approval of the Procuring Agency. No such subcontracting shall relieve the Contractor from its obligations and liabilities under this Price Agreement, nor shall any subcontracting obligate payment from the Agency.

21. **Records and Audit:** The Contractor shall maintain detailed time and expenditure records that indicate the date, time, nature, and cost of services rendered during this Price Agreement's term and effect, and retain them for a period of three (3) years from the date of final payment under this Price Agreement. The records shall be subject to inspection by the Agency, State Purchasing Division, Department of Finance and Administration, and for Information Technology contracts, State Chief Information Officer. The Agency shall have the right to audit billings, both before and after payment. Payment for services under this Price Agreement shall not foreclose the right of the Agency to recover excessive or illegal payments.

22. **Subcontracts:** The foregoing requirements for Contractor Personnel, Subcontracting, and Audit shall be inserted into all subcontracts from the prime contractor to the subcontractor.

New Mexico Employees Health Coverage

A. If Contractor has, or grows to, six (6) or more employees who work, or who are expected to work, an average

of at least 20 hours per week over a six (6) month period during the term of the contract, Contractor certifies, by signing this agreement, to have in place, and agrees to maintain for the term of the contract, health insurance for its New Mexico Employees and offer that health insurance to its New Mexico Employees if the expected annual value in the aggregate of any and all contracts between Contractor and the State exceeds $250,000 dollars.

B. Contractor agrees to maintain a record of the number of its New Mexico Employees who have (a) accepted health insurance; (b) declined health insurance due to other health insurance coverage already in place; or (c) declined health insurance for other reasons. These records are subject to review and audit by a representative of the state.

C. Contractor agrees to advise all of its New Mexico Employees of the availability of State publicly financed health care coverage programs by providing each of its New Mexico Employees with, as a minimum, the following web site link to additional information: https://bewellnm.com.

D. For purposes of this Paragraph, the following terms have the following meanings:

(1) "New Mexico Employee" means any resident of the State of New Mexico employed by Contractor who performs the majority of the employee's work for Contractor within the State of New Mexico, regardless of the location of Contractor's office or offices; and

(2) "offer" means to make available, without unreasonable restriction, enrollment in one or more health coverage plans and to actively seek and encourage participation in order to achieve the goals of Executive Order 2007-049. This could include State publicly financed public health coverage programs such as *Insure New Mexico!*

Statewide Price Agreement

Article I – Statement of Work
Under the terms and conditions of this Price Agreement all State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law may issue orders for items and/or services described herein. The terms and conditions of this Price Agreement shall form a part of each order issued hereunder.

The items and/or services to be ordered shall be as listed under Article IX - Price Schedule. All orders issued hereunder will bear both an order number and this Price Agreement number. It is understood that no guarantee or warranty is made or implied by the New Mexico State Purchasing Agent, his/her designee or the user that any order for any definite quantity will be issued under this Price Agreement. The Contractor is required to accept the order and furnish the items and/or services in accordance with the articles contained hereunder for the quantity of each order.

Article II – Term
The term of this Price Agreement, for issuance of orders, shall be as indicated in the specifications.

Article III – Specifications
Items and/or services furnished hereunder shall conform to the requirements of specifications and/or drawings applicable to items listed under Article IX-Price Schedule. Orders issued against this schedule will show the applicable Price Agreement item(s), number(s), and price(s); however they may not describe the item(s) fully.

Article IV – Shipping and Billing Instructions
Contractor shall ship in accordance with the following instructions: Shipment shall be made only against specific orders which the user may place with the Contractor during the term; The Contractor shall enclose a packing list with each shipment listing the order number, price agreement number and the commercial parts number (if any) for each item; Delivery shall be made as indicated on page1. If vendor is unable to meet stated delivery the State Purchasing Agent or his/her designee must be notified.

Article V – Termination
The Agency may terminate this Agreement for convenience or cause. The Contractor may only terminate this Agreement based upon the Agency's uncured, material breach of this Agreement. Contractor shall give Agency written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the Agency's material breaches of this Agreement upon which the termination is based and (ii) state what the Agency must do to cure such

material breaches. Contractor's notice of termination shall only be effective (i) if the Agency does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the Agency does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach. Termination of this Contract, however, shall not affect any outstanding orders. This provision is not exclusive and shall not waive other rights and remedies afforded either party in the event of breach of contract or default. In such instances the contract may be cancelled effective immediately.

Article VI – Amendment
This Price Agreement may be amended by mutual agreement of the New Mexico State Purchasing Agent or his/her designee and the Contractor upon written notice by either party to the other. An amendment to this Price Agreement shall not affect any outstanding orders issued prior to the effective date of the amendment as mutually agreed upon, and as published by the New Mexico State Purchasing Agent or his/her designee. Amendments affecting price adjustments and/or the extension of a price agreement expiration date are not allowed unless specifically provided in the bid and price agreement specifications.

Article VII – Indemnity Clause
Contractor shall indemnify and hold harmless the State, its officers and employees, against liability, claims, damages, losses or expenses arising out of bodily injury to persons or damage to properties caused by, or resulting from Contractor's, and/or its employees, own negligent act or omission while Contractor, and/or its employees, perform or fails to perform its obligations and duties under the Terms and Conditions of this agreement. This save harmless and indemnification clause is subject to the immunities, provisions, and limitations of the Tort Claims Act (Section 41-4-1, et seq., N.M.S.A. 1978 comp. and Section 57-7-1 N.M.S.A. 1878 comp. and any amendments thereto.

It is specifically agreed between the parties executing this agreement that it is not intended by any of the provisions of any part of the agreement to create in the public or any member thereof a third party beneficiary or to authorize anyone not a party to the agreement to maintain a suit(s) for wrongful death(s), bodily and/ or personal injury(s) to person(s), damage(s) to property(ies) and/or any other claim(s) whatsoever pursuant to the provisions of this agreement.
Vendor shall provide all insurance necessary to employees on the work site, including but not limited to Worker's Compensation.

Article VIII – Issuance or Orders
Only written signed orders are valid under this Price Agreement.

Article IX – Packing (if applicable)
Packing shall be in conformance with standard commercial practices.

Article X – Price Schedule
Prices as listed in the price schedule hereto attached are firm.

Awarded Vendors:

(AA) 0000051142
A-Plus Plumbing & Heating Inc.
PO Box 9717
Santa Fe, NM 87504
505-470-6162
aplusespanola@yahoo.com

Payment Term: 30 Days

Delivery: 502 Calle Ben Vigil, Espanola, NM 87532

(AB) Not in SHARE
Air Care New Mexico, LLC
dba Air Care New Mexico
5445 Edith Blvd NE Suite E
Albuquerque, NM 87107
505-595-2273
kayla@aircarenm.com

Payment Term: Net 30

Delivery: As requested, as often as we can meet the demand

(AC) 0000054601
Anchorbuilt, Inc
PO Box 27688
Albuquerque, NM 87125
505-342-2452
ray.zamora@anchorbuilt.com

Payment Term: Net 30

Delivery: As Requested

(AD) 0000138545
Aria, Inc.
dba Cartwright's Plumbing and HVAC
PO Box 16371
Santa Fe, NM 87592
505-982-2511
rr.cartwright@rrsc.com

Payment Term: Net 30

Delivery: 1360 Vegas Verdes Ste B
Santa Fe NM 87507

(AE) 0000046656
Automated Control Systems, Inc.
5801-B McLeod NE
Albuquerque, NM 87109
505-881-7070
bel@acsionline.com
bjf@acsionline.com

Payment Term: Net 30

Delivery: As Requested

(AF) 0000046277
B & D Industries Inc.
9720 Bell Avenue SE
Albuquerque, NM 87123
505-299-4464
newwojob@banddindustries.com

Payment Term: Net 30

Delivery: F.O.B. Destination

(AG) 0000049957
CAC, Inc.
610 Industrial Ave. NE
Albuquerque, NM 87107
505-343-6100
trevorb@cacinc.net
service@cacinc.net

Payment Term: Net 30

Delivery: F.O.B. Destination

(AH) 0000108425
Comfort Systems USA Southwest, Inc.
6875 W Galveston St
Chandler, AZ 85226
(505) 856-9250
steve.adams@comfortsystemsusa.com
brian.ruffner@comfortsystemsusa.com
CAMAZ@comfortsystemsusa.com

Payment Term: Net 30

Delivery: FOB Destination

(AI) 0000046874
Conti Energy Control
6417 Center Drive
Sterling Heights, MI 48312
505-890-2888
nmpo@conticorporation.com
scott.stevens@conticorporation.com
nmservice@conticorporation.com

Payment Term: Net 30

Delivery: As Requested

(AJ) 0000046669
Donner Plumbing & Heating, Inc.
107 Candelaria Rd NW
Albuquerque, NM 87107
505-884-1017
jgarner@donnerplumbing.com
aknight@donnerplumbing.com
kdonner@donnerplumbing.com
rlobb@donnerplumbing.com

Payment Term: Net 30

Delivery: As requested, FOB Destination

(AK) 0000086357
Four Winds Mechanical HTC/AC
8915 Adams St NE
Albuquerque, NM 87113
505-908-0090
lynn@4windsmechanical.com

Payment Term: Net 30

Delivery: Destination as requested, FOB Destination

(AL) 0000098448
Hausermann Mechanical LLC
3100 Richmond Dr NE
Albuquerque, NM 87107
505-200-0650
jhausermann@comcast.com

Payment Term: Net 30

Delivery: Destination as requested

(AM) Not in SHARE
Integrity Heating and Cooling LLC
2060 Main St. NE Ste D
Los Lunas, NM 87031
505-61-2209
admin@integrity-heatingandcooling.com

Payment Term: Net 30

Delivery: As Requested

(AN) 0000051254
J.D. Zentz Inc.
4020 Peggy Rd Se Ste M1
Rio Rancho, NM 87124
505-891-0551
jdzentz@aol.com
lorriedodge1@aol.com

Payment Term: net 30

Delivery: As Requested

(AO) Not in SHARE
JB Henderson Construction Company, Inc.
PO Box 53176
Albuquerque, NM 87153-3176
505-975-1465
jeichhorst@jbhenderson.com

Payment Term: Net 30

Delivery: As Requested

(AP) Not in SHARE
McDowell Mechanical, LLC
PO Box 6771
Santa Fe NM 87502
505-204-9855
mcdowellmechanicalsf@gmail.com

Payment Term: Net 30

Delivery: As Requested

(AQ) 0000054038
Mechanical Systems, Inc.
420 Martinez Lane NE
Albuquerque, NM 87107
505-345-0947
msinc34@msincnm.com

Payment Term: Net 30

Delivery: Normal service is usually 2-3 business days. Overtime service requests start same day from 5pm-8pm or when a technician finishes their. normal service schedule and becomes available Normal service is usually 2-3 business days.

(AR) Not in SHARE
Mosark, LLC
35257 Hwy 87
Raton, NM 87740
575-447-1709
mosarkllc@outlook.com

Payment Term: Net 30

Delivery: AS REQUESTED

(AS) 0000009419
ORCOM, a Division of Ortega Companies, Inc.
PO Box 605
Peralta, NM 87042
505-865-7401 ext 403
505-480-5852
billy@orcominc.com
rosanna@orcominc.com
del@orcominc.com

Payment Term: Net 30

Delivery: As Requested

(AT) 0000043952
PC Automated Controls, Inc.
4239 Balloon Park
Albuquerque, NM 87109
505-895-9040
blinzey@pcautomatedcontrols.com

Payment Term: Net 30

Delivery: As requested and depending on manufacturer lead times.

(AU) 0000116994
TLC Plumbing & Utility
dba TLC Plumbing & Utility
5000 Edith Blvd. NE
Albuquerque, NM 87107
505-761-9696
jblaschke@tlcplumbing.com

Payment Term: Net 30

Delivery: As requested

(AV) 0000011132

Trane US Inc.
PO Box 98167
Chicago, IL 60693
505-681-1899
msfafard@trane.com

Payment Term: Net 30

Delivery: 5501 San Diego Ave NE Albuquerque, NM

(AW) 0000051414
WWRC, Inc.
1716 W. 7th
Clovis, NM 88101
575-769-2618
wwrc@wwrcinc.com

Payment Term: Net 30

Delivery: As Requested

(AX) 0000052947
Western Mechanical Co.
dba Western Mechanicl HVAC & Plumbing
3301 Girard Blvd NE
Albuquerque, NM 87107
505-341-4458
mike.westernmechanical@gmail.com

Payment Term: 30 days

Delivery: email through portal

(AY) Not in SHARE
Wizer Electric LLC
6017 Del Carmen Rd NE
Rio Rancho, NM 87144
505-304-7752
sam@wizerelectric.com

Payment Term: Net 30

Delivery: As Requested

(AZ) 0000086970
Yearout Mechanical Inc.
dba Welch's Boiler Service, LLC
8501 Washington St. NE
Albuquerque, NM 87113
505-314-8226
rrodriguez@yearout.com

Payment Term: Net 30

Delivery: F.O. B. Destination (as requested)

QUOTE

#Q60954-2

City of Santa Fe
PO Box 909
Santa Fe, NM 87501

Tuesday
Apr 01, 2025

Quote Details | **121 Aviation Dr. Santa Fe, NM 87505**

Quote Details

Description of Work:

Contract price for TLC to perform replacement of six (6) existing air handlers with Heil/ICP refrigerated air units

- Existing air handlers will be fully decommissioned, uninstalled and removed, boiler lines capped inside ceiling
- Six new Heil units will be craned and installed as follows;
  - AHU-6 will be replaced with a 15 ton package unit- will require a 100 amp, 208/230v 3 ph circuit
  - AHU-9 will be replaced with a 12.5 ton unit- will require a 80 amp, 208/230v 3 ph circuit
  - AHU-3 will be replaced with a 25 ton unit- requires a 150 amp 208/230v 3ph service
  - AHU-1 will be replaced with a 17.5 unit - requires a 100 amp 208/230v 3ph service
  - AHU-5 will be replaced with a 10 ton package unit- requires 60 amp service 208/230v 3ph
  - AHU-8 will be replaced with a 10 ton package unit- requires 60 amp service 208/230v 3ph
- All six units will be installed with economizers and hail guards
- Condensate piping will be installed with running traps and terminated properly
- Curb adapters and ducting will be fully manufactured, installed, sealed. Proper duct transitions will be fabbed and installed
- Low voltage wiring will be installed to return stat or wireless as necessary.
- Once installation is complete, full start up and set up will be performed, units will be entirely commissioned
- Manufacturer will provide a full 2 year parts, 10 year compressor and heat exchanger warranty
- TLC will provide a full 1 year warranty on all work performed, and lifetime proper worksmanship guarantee
- This quote does not include electrical or gas piping

Subtotal	**$373,692.00**
Tax	**$30,596.03**
Total	**$404,288.03**

EXPIRES ON Apr 06, 2025 | **Issued By:** E. Antonio A

Terms & Conditions:

Payment Due:
Upon Completion

Exclusions:

- All state and local sales taxes
- All work beyond the scope of this proposal
- All existing systems, including roofing, ducting, electrical, water, and gas systems

*** NOTE 1: This proposal may be withdrawn by TLC Plumbing & Utility if not accepted within 30 days of original date quoted. NOTE 2: FINANCE CHARGE 1.5% PER MONTH (18% per annum) service charge on past due accounts (Defined as accounts 90 Days past date on invoice). NOTE 3: Work to be performed on a contract bid price will not be converted to a Time and Material basis, and will not be broken down thereby after the work has been performed. NOTE 4: The price quoted herein includes all discounts.***

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
7/17/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 6565 Americas Parkway Suite 720 Albuquerque, NM 87110	CONTACT NAME: PHONE (A/C, No, Ext): (505) 828-4000 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS:
INSURED TLC Santa Fe, LLC 2532 Camino Entrada Santa Fe, NM 87507	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : The Phoenix Insurance Company — 25623 INSURER B : Travelers Property Casualty Company of America — 25674 INSURER C : Associated Builders & Contractors of NM Merit Shop Workers Com INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	DT-CO-7W41389A-PHX-23	7/1/2024	7/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 500,000 $ 0 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	810-6W400914-24-26	7/1/2024	7/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000			CUP-6W550351-23-26	7/1/2024	7/1/2025	EACH OCCURRENCE AGGREGATE	$ 9,000,000 $ 9,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	EWC008469	12/31/2023	12/31/2024	PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
B	Install Floater/BR			QT-630-6W945490-TIL-23	7/1/2024	7/1/2025	Builders Risk	6,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

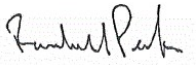
CERTIFICATE HOLDER

Santa Fe Regional Airport
121 Aviation Dr
87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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Item #: _____
Munis Contract #: 3250480
SWPA #: 30-00000-23-00084

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **TLC Santa Fe LLC.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents for Santa Fe Regional Airports swamp cooler conversion project, Contract # 3250480.

The work designated in the attached quote marked as "Exhibit A" consists of but it not limited to, replacement of six (6) existing air handlers with Heil/ICP refrigerated air units as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: Santa Fe Regional Airport's swamp cooler conversion

C. City Department: Airport

D. Distribution:

City James Harris - Airport Manager, Santa Fe Regional Airport
121 Aviation Drive
Santa Fe, NM 87507

Contractor Richard Baker, HVAC Manager
TLC Santa Fe LLC.
2532 CAMINO ENTRADA, SANTA FE NM 87507
505-362-7465
rbaker@tlcplumbing.com

2. **Compensation**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed, such compensation not to exceed four hundred and four thousand, two hundred and eighty-eight dollars and three cents ($404,288.03), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$373,692.00
Gross Receipts Tax (8.1875%	$30,596.03
Base Bid plus NMGRT	$404,288.03

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred and four thousand, two hundred and eighty-eight dollars and three cents ($404,288.03), This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty (30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. .

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate one (1) **year from date of final signature**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH*

OF THIS CONTRACT.

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract

without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment,

have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

This Contract is issued against the state or agency Master Agreement, established and maintained by the State of New Mexico, SWPA 30-00000-23-00084, HVAC and Plumbing Services - Statewide, and through this language hereby incorporates this Contract by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the

minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered

in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Sebastian Gallegos, Project Administror
City of Santa Fe
Santa Fe Regional Airport
121 Aviation Drive, Santa Fe, NM 87507
505-695-3538
sfgallegos@santafenm.gov

To the Contractor:
Richard Baker, HVAC Manager
TLC Santa Fe LLC.
2532 CAMINO ENTRADA, SANTA FE NM 87507
505-362-7465
rbaker@tlcplumbing.com

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety,

Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
ALLAN WEBBER, CITY MAYOR

DATE: _____

CONTRACTOR:

Richard Baker (Apr 3, 2025 10:44 MDT)
RICHARD BAKER, HVAC MANAGER

DATE: Apr 3, 2025

NMBTIN#: 47-2353876

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Apr 3, 2025 11:09 MDT)
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
FINANCE DIRECTOR

THE AMERICAN INSTITUTE OF ARCHITECTS

Executed One (1) Original bond

Bond No. 7901244696

AIA Document A312

Performance Bond

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

CONTRACTOR (Name and Address):

TLC Santa Fe, LLC
2532 Camino Entrada
Santa Fe, NM 87507

SURETY (Name and Principal Place of Business):

Nationwide Mutual Insurance Company
One West Nationwide Blvd., 1-14-301
Columbus, OH 43215-2220

OWNER (Name and Address):

City of Santa Fe
PO Box 909
Santa Fe, NM 87504-0909

CONSTRUCTION CONTRACT

Date:
Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100
Description (Name and Location): Replacement of six (6) existing air handlers with Heil/ICP refrigerated air units, Quote #Q60954-2; Santa Fe, NM.

BOND

Date (Not earlier than Construction Contract Date): March 31, 2025
Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100
Modifications to this Bond: ☒ None ☐ See Page 3

CONTRACTOR AS PRINCIPAL
Company: (Corporate Seal)
TLC Santa Fe, LLC
Signature: Stacey Habedank
Name and Title:
Stacey Habedank Office Manager
(Any additional signatures appear on page 3)

SURETY
Company: (Corporate Seal)
Nationwide Mutual Insurance Company
Signature:
Name and Title: David C. Mitchie
Attorney-in-Fact

SEAL

(FOR INFORMATION ONLY—Name, Address and Telephone)

AGENT or BROKER:
HUB International Insurance Services, Inc
P.O. Box 3135
Albuquerque, NM 87190-3135
505-828-4000

OWNER'S REPRESENTATIVE (Architect, Engineer or other party):

1 The Contractor and the Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner for the performance of the Construction Contract, which is incorporated herein by reference.

2 If the Contractor performs the Construction Contract, the Surety and the Contractor shall have no obligation under this Bond, except to participate in conferences as provided in Subparagraph 3.1.

3 If there is no Owner Default, the Surety's obligation under this Bond shall arise after:

3.1 The Owner has notified the Contractor and the Surety at its address described in Paragraph 10 below that the Owner is considering declaring a Contractor Default and has requested and attempted to arrange a conference with the Contractor and the Surety to be held not later than fifteen days after receipt of such notice to discuss methods of performing the Construction Contract. If the Owner, the Contractor and the Surety agree, the Contractor shall be allowed a reasonable time to perform the Construction Contract, but such an agreement shall not waive the Owner's right, if any, subsequently to declare a Contractor Default; and

3.2 The Owner has declared a Contractor Default and formally terminated the Contractor's right to complete the contract. Such Contractor Default shall not be declared earlier than twenty days after the Contractor and the Surety have received notice as provided in Subparagraph 3.1; and

3.3 The Owner has agreed to pay the Balance of the Contract Price to the Surety in accordance with the terms of the Construction Contract or to a contractor selected to perform the Construction Contract in accordance with the terms of the contract with the Owner.

4 When the Owner has satisfied the conditions of Paragraph 3, the Surety shall promptly and at the Surety's expense take one of the following actions:

4.1 Arrange for the Contractor, with consent of the Owner, to perform and complete the Construction Contract; or

4.2 Undertake to perform and complete the Construction Contract itself, through its agents or through independent contractors; or

4.3 Obtain bids or negotiated proposals from qualified contractors acceptable to the Owner for a contract for performance and completion of the Construction Contract, arrange for a contract to be prepared for execution by the Owner and the contractor selected with the Owner's concurrence, to be secured with performance and payment bonds executed by a qualified surety equivalent to the bonds issued on the Construction Contract, and pay to the Owner the amount of damages as described in Paragraph 6 in excess of the Balance of the Contract Price incurred by the Owner resulting from the Contractor's default; or

4.4 Waive its right to perform and complete, arrange for completion, or obtain a new contractor and with reasonable promptness under the circumstances:

.1 After investigation, determine the amount for which it may be liable to the Owner and, as soon as practicable after the amount is determined, tender payment therefor to the Owner; or

.2 Deny liability in whole or in part and notify the Owner citing reasons therefor.

5 If the Surety does not proceed as provided in Paragraph 4 with reasonable promptness, the Surety shall be deemed to be in default on this Bond fifteen days after receipt of an additional written notice from the Owner to the Surety demanding that the Surety perform its obligations under this Bond, and the Owner shall be entitled to enforce any remedy available to the Owner. If the Surety proceeds as provided in Subparagraph 4.4, and the Owner refuses the payment tendered or the Surety has denied liability, in whole or in part, without further notice the Owner shall be entitled to enforce any remedy available to the Owner.

6 After the Owner has terminated the Contractor's right to complete the Construction Contract, and if the Surety elects to act under Subparagraph 4.1, 4.2, or 4.3 above, then the responsibilities of the Surety to the Owner shall not be greater than those of the Contractor under the Construction Contract, and the responsibilities of the Owner to the Surety shall not be greater than those of the Owner under the Construction Contract. To the limit of the amount of this Bond, but subject to commitment by the Owner of the Balance of the Contract Price to mitigation of costs and damages on the Construction Contract, the Surety is obligated without duplication for:

6.1 The responsibilities of the Contractor for correction of defective work and completion of the Construction Contract;

6.2 Additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 4; and

6.3 Liquidated damages, or if no liquidated damages are specified in the Construction Contract, actual damages caused by delayed performance or non-performance of the Contractor.

7 The Surety shall not be liable to the Owner or others for obligations of the Contractor that are unrelated to the Construction Contract, and the Balance of the Contract Price shall not be reduced or set off on account of any such unrelated obligations. No right of action shall accrue on this Bond to any person or entity other than the Owner or its heirs, executors, administrators or successors.

8 The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

9 Any proceeding, legal or equitable, under this Bond may be instituted in any court of competent jurisdiction in the location in which the work or part of the work is located and shall be instituted within two years after Contractor Default or within two years after the Contractor ceased working or within two years after the Surety refuses or fails to perform its obligations under this Bond, whichever occurs first. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation avail-

able to sureties as a defense in the jurisdiction of the suit shall be applicable.

10 Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the signature page.

11 When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. The intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

12 DEFINITIONS

12.1 Balance of the Contract Price: The total amount payable by the Owner to the Contractor under the Construction Contract after all proper adjustments have been made, including allowance to the Contractor of any amounts received or to be received by the Owner in settlement of insurance or other claims for damages to which the Contractor is entitled, reduced by all valid and proper payments made to or on behalf of the Contractor under the Construction Contract.

12.2 Construction Contract: The agreement between the Owner and the Contractor identified on the signature page, including all Contract Documents and changes thereto.

12.3 Contractor Default: Failure of the Contractor, which has neither been remedied nor waived, to perform or otherwise to comply with the terms of the Construction Contract.

12.4 Owner Default: Failure of the Owner, which has neither been remedied nor waived, to pay the Contractor as required by the Construction Contract or to perform and complete or comply with the other terms thereof.

MODIFICATIONS TO THIS BOND ARE AS FOLLOWS:

(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)

CONTRACTOR AS PRINCIPAL		SURETY	
Company:	(Corporate Seal)	Company:	(Corporate Seal)
Signature: _____		Signature: _____	
Name and Title:		Name and Title:	
Address:		Address:	

THE AMERICAN INSTITUTE OF ARCHITECTS

Executed One (1) Original bond

Bond No. 7901244696

AIA Document A312

Payment Bond

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

CONTRACTOR (Name and Address):

TLC Santa Fe, LLC
2532 Camino Entrada
Santa Fe, NM 87507

SURETY (Name and Principal Place of Business):

Nationwide Mutual Insurance Company
One West Nationwide Blvd., 1-14-301
Columbus, OH 43215-2220

OWNER (Name and Address):

City of Santa Fe
PO Box 909
Santa Fe, NM 87504-0909

CONSTRUCTION CONTRACT

Date:

Amount: ($397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100

Description (Name and Location): Replacement of six (6) existing air handlers with Heil/ICP refrigerated air units, Quote #Q60954-2; Santa Fe, NM.

BOND

Date (Not earlier than Construction Contract Date): March 31, 2025

Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100

Modifications to this Bond: ☒ None ☐ See Page 6

CONTRACTOR AS PRINCIPAL

Company: (Corporate Seal)

TLC Santa Fe, LLC

Signature: Stacey Habedank

Name and Title: Stacey Habedank Office Manager

(Any additional signatures appear on page 6)

SURETY

Company: (Corporate Seal)

Nationwide Mutual Insurance Company

Signature:

Name and Title: David C. Mitchie
Attorney-in-Fact

(FOR INFORMATION ONLY—Name, Address and Telephone)

AGENT or BROKER:

HUB International Insurance Services, Inc
P.O. Box 3135
Albuquerque, NM 87190-3135
505-828-4000

OWNER'S REPRESENTATIVE (Architect, Engineer or other party):

1 The Contractor and the Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner to pay for labor, materials and equipment furnished for use in the performance of the Construction Contract, which is incorporated herein by reference.

2 With respect to the Owner, this obligation shall be null and void if the Contractor:

2.1 Promptly makes payment, directly or indirectly, for all sums due Claimants, and

2.2 Defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity whose claim, demand, lien or suit is for the payment for labor, materials or equipment furnished for use in the performance of the Construction Contract, provided the Owner has promptly notified the Contractor and the Surety (at the address described in Paragraph 12) of any claims, demands, liens or suits and tendered defense of such claims, demands, liens or suits to the Contractor and the Surety, and provided there is no Owner Default.

3 With respect to Claimants, this obligation shall be null and void if the Contractor promptly makes payment, directly or indirectly, for all sums due.

4 The Surety shall have no obligation to Claimants under this Bond until:

4.1 Claimants who are employed by or have a direct contract with the Contractor have given notice to the Surety (at the address described in Paragraph 12) and sent a copy, or notice thereof, to the Owner, stating that a claim is being made under this Bond and, with substantial accuracy, the amount of the claim.

4.2 Claimants who do not have a direct contract with the Contractor:

.1 Have furnished written notice to the Contractor and sent a copy, or notice thereof, to the Owner, within 90 days after having last performed labor or last furnished materials or equipment included in the claim stating, with substantial accuracy, the amount of the claim and the name of the party to whom the materials were furnished or supplied or for whom the labor was done or performed; and

.2 Have either received a rejection in whole or in part from the Contractor, or not received within 30 days of furnishing the above notice any communication from the Contractor by which the Contractor has indicated the claim will be paid directly or indirectly; and

.3 Not having been paid within the above 30 days, have sent a written notice to the Surety (at the address described in Paragraph 12) and sent a copy, or notice thereof, to the Owner, stating that a claim is being made under this Bond and enclosing a copy of the previous written notice furnished to the Contractor.

5 If a notice required by Paragraph 4 is given by the Owner to the Contractor or to the Surety, that is sufficient compliance.

6 When the Claimant has satisfied the conditions of Paragraph 4, the Surety shall promptly and at the Surety's expense take the following actions:

6.1 Send an answer to the Claimant, with a copy to the Owner, within 45 days after receipt of the claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed.

6.2 Pay or arrange for payment of any undisputed amounts.

7 The Surety's total obligation shall not exceed the amount of this Bond, and the amount of this Bond shall be credited for any payments made in good faith by the Surety.

8 Amounts owed by the Owner to the Contractor under the Construction Contract shall be used for the performance of the Construction Contract and to satisfy claims, if any, under any Construction Performance Bond. By the Contractor furnishing and the Owner accepting this Bond, they agree that all funds earned by the Contractor in the performance of the Construction Contract are dedicated to satisfy obligations of the Contractor and the Surety under this Bond, subject to the Owner's priority to use the funds for the completion of the work.

9 The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Construction Contract. The Owner shall not be liable for payment of any costs or expenses of any Claimant under this Bond, and shall have under this Bond no obligations to make payments to, give notices on behalf of, or otherwise have obligations to Claimants under this Bond.

10 The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

11 No suit or action shall be commenced by a Claimant under this Bond other than in a court of competent jurisdiction in the location in which the work or part of the work is located or after the expiration of one year from the date (1) on which the Claimant gave the notice required by Subparagraph 4.1 or Clause 4.2.3, or (2) on which the last labor or service was performed by anyone or the last materials or equipment were furnished by anyone under the Construction Contract, whichever of (1) or (2) first occurs. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation available to sureties as a defense in the jurisdiction of the suit shall be applicable.

12 Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the signature page. Actual receipt of notice by Surety, the Owner or the Contractor, however accomplished, shall be sufficient compliance as of the date received at the address shown on the signature page.

13 When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. The intent is that this

Bond shall be construed as a statutory bond and not as a common law bond.

14 Upon request by any person or entity appearing to be a potential beneficiary of this Bond, the Contractor shall promptly furnish a copy of this Bond or shall permit a copy to be made.

15 DEFINITIONS

15.1 Claimant: An individual or entity having a direct contract with the Contractor or with a subcontractor of the Contractor to furnish labor, materials or equipment for use in the performance of the Contract. The intent of this Bond shall be to include without limitation in the terms "labor, materials or equipment" that part of water, gas, power, light, heat, oil, gasoline, telephone service or rental equipment used in the Construction Contract, architectural and engineering services required for performance of the work of the Contractor and the Contractor's subcontractors, and all other items for which a mechanic's lien may be asserted in the jurisdiction where the labor, materials or equipment were furnished.

15.2 Construction Contract: The agreement between the Owner and the Contractor identified on the signature page, including all Contract Documents and changes thereto.

15.3 Owner Default: Failure of the Owner, which has neither been remedied nor waived, to pay the Contractor as required by the Construction Contract or to perform and complete or comply with the other terms thereof.

MODIFICATIONS TO THIS BOND ARE AS FOLLOWS:

(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)

CONTRACTOR AS PRINCIPAL		SURETY	
Company:	(Corporate Seal)	Company:	(Corporate Seal)
Signature:		Signature:	
Name and Title:		Name and Title:	
Address:		Address:	

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

hereinafter referred to severally as the "Company" and collectively as "the Companies" does hereby make, constitute and appoint:

David C. Mitchie

each in their individual capacity, its true and lawful attorney-in-fact, with full power and authority to sign, seal, and execute on its behalf on the date thereof any and all: (i)bonds and undertakings; (ii) Proposal Bonds; (ii) Letters of Surety; (iv) Consent of Surety; and (v) other obligatory instruments of similar nature, in penalties not exceeding the sum of

UNLIMITED

Surety Bond Number: 7901244696
Principal: TLC Santa Fe, LLC
Obligee: City of Santa Fe

and to bind the Company thereby, as fully and to the same extent as if such instruments were signed by the duly authorized officers of the Company; and all acts of said Attorney pursuant to the authority given are hereby ratified and confirmed.

This power of attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the board of directors of the Company:

"RESOLVED, that the president, or any vice president be, and each hereby is, authorized and empowered to appoint attorneys-in-fact of the Company, and to authorize them to execute and deliver on behalf of the Company any and all bonds, forms, applications, memorandums, undertakings, recognizances, transfers, contracts of indemnity, policies, contracts guaranteeing the fidelity of persons holding positions of public or private trust, and other writings obligatory in nature that the business of the Company may require; and to modify or revoke, with or without cause, any such appointment or authority; provided, however, that the authority granted hereby shall in no way limit the authority of other duly authorized agents to sign and countersign any of said documents on behalf of the Company."

"RESOLVED FURTHER, that such attorneys-in-fact shall have full power and authority to execute and deliver any and all such documents and to bind the Company subject to the terms and limitations of the power of attorney issued to them, and to affix the seal of the Company thereto; provided, however, that said seal shall not be necessary for the validity of any such documents."

This power of attorney is signed and sealed under and by the following bylaws duly adopted by the board of directors of the Company.

Execution of Instruments. Any vice president, any assistant secretary or any assistant treasurer shall have the power and authority to sign or attest all approved documents, instruments, contracts, or other papers in connection with the operation of the business of the company in addition to the chairman of the board, the chief executive officer, president, treasurer or secretary; provided, however, the signature of any of them may be printed, engraved, or stamped on any approved document, contract, instrument, or other papers of the Company.

IN WITNESS WHEREOF, the Company has caused this instrument to be sealed and duly attested by the signature of its officer the 1st day of April, 2024.

Antonio C. Albanese, **Vice President** of Nationwide Mutual Insurance Company

ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF KINGS: ss
On this 1st day of April, 2024, before me came the above-named officer for the Company aforesaid, to me personally known to be the officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposes and says, that he is the officer of the Company aforesaid, that the seal affixed hereto is the corporate seal of said Company, and the said corporate seal and his signature were duly affixed and subscribed to said instrument by the authority and direction of said Company.

Sharon Laburda
Notary Public, State of New York
No. 01LA6427697
Qualified in Kings County
Commission Expires January 3, 2026

Notary Public
My Commission Expires
January 3, 2026

CERTIFICATE

I, Lezlie F. Chimienti, Assistant Secretary of the Company, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney issued by the Company; that the resolution included therein is a true and correct transcript from the minutes of the meetings of the boards of directors and the same has not been revoked or amended in any manner; that said Antonio C. Albanese was on the date of the execution of the foregoing power of attorney the duly elected officer of the Company, and the corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority of said board of directors; and the foregoing power of attorney is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 31st day of March, 2025.

Assistant Secretary

BDJ 1(04-24)00

CITY OF SANTA FE

The Purchasing Memo

Date: April 16, 2025

To: Governing Body, Finance Committee, and Public Works & Utilities Committee

From: John Del Mar, Engineering Supervisor

Via: Jesse Roach, Public Utilities Department Director

Subject: Amendment to AECOM Professional Services Contract to Remove Fiscal Year Compensation Amount Limit

Vendor Name: AECOM

Munis Vendor Number: 3350

ITEM AND ISSUE:

The Public Utilities Department respectfully requests your review and approval of Amendment 1 to Contract Number 3204146 with AECOM for Professional Services. Amendment 1 removes fiscal year compensation amount limits and changes the total contract amount, not to exceed eight million dollars ($8,000,000.00) including NMGRT.

CONTRACT NUMBER:

The FY24 Munis contract number is 3204146.

BACKGROUND AND SUMMARY:

The Water Division requires contract flexibility regarding the amount needed to compensate our on-call contract vendors for their services in a given fiscal year.

The on-call services nature of the contract necessitates the city's ability to compensate the vendor without fiscal year amount limits. Necessary on-call professional services for various CIP projects vary each fiscal year. With the contract providing the same limit amount of compensation for each fiscal year over the four-year contract term, the amount may either exceed that which is needed or fall short of that needed to compensate on-call vendors for services.

The original contract date was August 14, 2023. The City Clerk's Item number is 23-0509.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Water Cash Fund / 505

Munis Org Name/Number: WTR Cap Proj / 505395

Munis Object Name/Number: WIP Design / 572960

Budget Officer / Designee: Andy Hopkins **Date:** 04/16/2025

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-111, RFP.

RFP #23/51/P On-call Engineering Services for Water Dams and Geotechnical Expertise

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/16/2025

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: The vendor is on-call to work on various projects and will note the project ledger number on invoices specific to their work.

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

1. Amendment 1
2. Original Contract Packet
3. Certificate of Liability Insurance

Item #: _____
Munis Contract #: 3204146
Original Contract Item #: 23-0509
RFP #: 23/51/P

CITY OF SANTA FE
AMENDMENT No. 1 TO
Professional Services Contract
ITEM # 23-0509

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE PROFESSIONAL SERVICES CONTRACT, dated August 14, 2023 the ("Contract"), between the City of Santa Fe (the "City") and AECOM Technical Services Inc., (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide professional engineering services.

B. Pursuant to Article 14 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. COMPENSATION.

Article 3, paragraph A of the Contract is amended to provide for payment of services based on available budget so that Article 3, paragraph A reads in its entirety as follows:

that Article 3, paragraph A reads in its entirety as follows:

A. The City shall pay to the Contractor in full payment for services satisfactorily performed BASED UPON DELIVERABLES, MILESTONES, BUDGET, ETC., such compensation based on available budget and not to exceed eight million dollars ($8,000,000.00) including New Mexico Gross Receipts Tax (NMGRT) throughout the four-year term of this contract.

Article 3 paragraph B subparagraph 1 of the Contract is removed in its entirety.

2. CONTRACT IN FULL FORCE.

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the Contract as of the dates set forth below.

CITY OF SANTA FE:

_____
MAYOR ALAN WEBBER

DATE:_____

CONTRACTOR: AECOM Technical Services

_____
NAME: John Sikora, P.E., D.WRE, CFM

_____
TITLE: AECOM Principal Water Resources Engineer

DATE: Mar 21, 2025

CRS # 02-450666-00-4
Registration # 229607

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Mar 21, 2025 08:58 MDT)
_____
MARCOS MARTINEZ,
SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
_____
FINANCE DIRECTOR

Item #23-0509

Munis Contract# 3204146

CITY OF SANTA FE
PROFESSIONAL SERVICES CONTRACT

THIS AGREEMENT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **AECOM**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the Chief Procurement Officer of the City has made the determination that this Agreement is in accordance with the provisions of the New Mexico Procurement Code (NMSA 1978, 13-1-28 et seq.) pursuant to NMSA 1978, § 13-1-95.2. E; and NMSA 1978, § 13-1-111;

WHEREAS, the Contractor is one of such requisite and qualifications and is willing to engage with the City for professional services, in accordance with the terms and conditions hereinafter set out, and the Contractor understanding and consenting to the foregoing is willing to render such professional services as outlined in the Agreement; and

WHEREAS, the Contractor does hereby accept its designation as an engineering firm rendering services related to Dams and Geotechnical engineering and general engineering for the City, as set forth in this Agreement; and

WHEREAS, it is agreed by the parties that the performance of the professional services is for a period of four (4) years, as directed by the City.

NOW, THEREFORE, the parties hereby agree as follows:

1. **Scope of Work.**

A. The Contractor shall provide the following professional services-for the City:

1) Professional Services

The Contractor shall perform professional engineering services on an as-needed basis as directed by the City's representative. The Contractor shall have demonstrated specific expertise and experience in the areas of dam safety, design and construction, geotechnical and structural analysis; repair and rehabilitation and related infrastructure assessments; pipeline design and construction; field reconnaissance and surveys; water distribution and storage; water distribution and storage; water quality; wastewater; and water system improvements. Other required engineering services will include planning; water supply; water resource management; hydraulic and other modeling; well field operations; and construction management and or inspection services for a variety projects and utility work assignments to include Water and Sanitary Sewer Lines and Water Systems Facilities including dams and Wastewater Facilities. Engineering services shall meet the applicable requirements of the City and accepted industry standards and

practices. The scope of work for any one project may involve some or all phases of project development and implementation which may include, the following.

- Engineering services for design and construction
  - Dam safety, design and construction
  - Geotechnical and structural analysis
  - Field reconnaissance and surveys
  - Collecting field and other related data
  - Engineering design support and preparation of design documents and other technical specifications
  - Pipeline design and construction
  - Development of detailed construction cost estimates
- General engineering services for
  - Capital Improvements
  - Repair and rehabilitation related assessments
  - Upgrades and improvements
  - Third party design review
  - Procurement support for Capital Improvement Plan (CIP)
  - Bid phase support
- Water and wastewater treatment processes and engineering.
- Water resources studies for
  - Supply and demand management
  - Wellfield sustainability analyses
  - Water budget and geohydrologic modeling analyses
  - Permitting
- Permit related activities, compliance and litigation support
- Water utility management support for
  - Asset management
  - Water loss audit
  - Federal and State funding applications
- Construction Management including:
  - Project coordination during construction
  - Construction meetings and Site visits
  - Requests for information
  - Submittal reviews
  - change orders and Change directives
  - Record drawings
  - Render interpretations of design documents as necessary
  - Review Contractor's Submittals including record drawings for conformance with design documents
  - Respond to Requests for Information (RFI) related to the design submitted by the Contractor
  - Deliverables

2) Engineering Services for Design and Construction

The types of services anticipated under this category shall include, at a minimum, the following:

- Dam safety analyses
- Geotechnical and water infrastructure structural analyses
- Field reconnaissance and surveys
- Collecting field and other related data
- Prepare engineering details and calculations as needed for water supply, water transmission and water storage improvement projects
- Prepare preliminary drawings, and estimates of probable cost, including capital costs, annual operation and maintenance cost, lifecycle cost for any range of system improvement alternative(s). Present alternatives and cost structure and provide recommendations and analyses of each alternative
- Prepare engineering designs, calculations, plans, specifications, cost estimates and contract bidding documents. Engineering plans and construction documents will include preliminary engineering, sixty percent (60%), ninety percent (90%), and final engineering, or as specified by a given task order
- Evaluate the design concept for constructability and practicality for construction phase and maintenance of water system improvements
- Develop a design and construction schedule
- Manage construction-phase projects assuring adherence to related deliverables timeline and regulatory requirements
- Geographic information system (GIS) support, field surveying and mapping, graphical illustrations and reporting support

3) General Engineering

The types of services anticipated under this category shall include, at a minimum, the following:

- Development of engineering design drawings and specifications for capital improvement projects, and/or rehabilitation and replacement projects
- Perform necessary field investigations and coordinate with regulatory agencies and other stakeholders to verify design and construction assumptions and constraints
- Address right of way and easement issues
- Updates and revisions to the water distribution and storage master plan, as needed
- Improvements to distribution system network, pressure zone management, well systems, booster pump station, piping valves, junctures and storage tank improvements
- Water system design and operations, water demand analyses, system utilization, operation and reliability
- Bid phase Support including written responses to questions from plan holders on design drawings and specifications

4) Water and Wastewater Treatment Processes and Engineering

The types of services anticipated under this category shall include, at a minimum, the following:

- Perform water quantity and water quality evaluations related to water supply operations related to source water derived from reservoirs and production wells, recycled wastewater reuse, aquifer storage and recovery, and water treatment processes
- Perform technical and system optimization studies for various water system operations related to sustainable water production, well field management, water distribution and storage, dams, energy usage, surface and groundwater interaction, water budgets and related geohydrologic analyses
- Production well design, construction, testing and sustainable operations
- Water quality and treatment, blending and distribution
- Perform feasibility studies for new and/or alternative water sources, aquifer storage and recovery, wastewater reuse, water treatment systems and engineering services in support of capital improvement projects including process technical evaluations; site layouts; design and process requirements; distribution and storage, booster pumps, energy efficiency; and capital and Operating & Maintenance (O&M) costs

5) Water Resources Studies

The types of services anticipated under this category shall include, at a minimum, the following:

- Hydrologic and hydrogeological services as they pertain to water resource management; source protection; water resource management; permit compliance; and water system production, distribution and storage improvements
- Water budget analyses; water level monitoring; stream gaging and seepage studies; surface and groundwater interaction; and evapotranspiration calculations in support of water resource management studies
- Long range water supply plan (LRWSP) updates; drought management; new source of supply evaluations, system resiliency; supply and demand forecasting using decision analysis tool (WaterMAPS); 5-, 10- and 20-year long range supply and demand forecasts and integrates result with LRWSP, T&D Master Plan, WaterMAPS decision tool; and wastewater reuse, treatment and conservation plans
- Groundwater modeling in support of aquifer sustainability and safe yield estimates, groundwater pumping offset calculations, aquifer characteristic evaluations, and supply optimization evaluations; Predictive simulation of groundwater flow, model development and calibration and model validation.
- Well design; well efficiency; well permitting; specific capacity and aquifer testing; sustainable well yield assessment; well redevelopment; well construction and repair; well permitting; and well siting
- Water supply prioritization; economics; availability and resiliency; and water supply infrastructure

6) Permit Related Activities, Compliance and Litigation Support

The types of services anticipated under this category shall include, at a minimum, the following:

- Surface and groundwater water right permitting and applications
- Inter-state compact compliance, permitting and accounting
- Appropriation of surface water, groundwater administration, active water resource administration, and general water rights
- Return flow credits, aquifer storage and recovery, reclaimed water reuse, discharge permitting and water quality compliance

7) Water Utility Management

The types of services anticipated under this category shall include, at a minimum, the following:

- Asset management plan support including financial planning, life cycle evaluation, water accounting, capital improvements, risk assessments, asset inventory and data management
- Water loss control program support to support water audit evaluations, conduct water audit intervention processes, and implement performance indicator evaluations
- Support City pursuit of federal and state grant funding applications

8) Construction Management

The types of services anticipated under this category shall include, at a minimum, the following:

- Project coordination during construction
- Construction meetings and Site visits
- Requests for information
- Submittal reviews
- Change orders and change directives
- Record drawings
- Render interpretations of design documents as necessary
- Review Contractor's Submittals including record drawings for conformance with design documents
- Respond to Requests for Information (RFI) related to the design submitted by the Contractor
- Deliverables

9) Project Management

The Contractor shall provide project management throughout the duration of a given project with regular communication and coordination with the City. Project management tasks shall include:

- Maintaining a project work plan, schedule, and budget
- Project description and summary of deliverables
- Project meetings to establish work plan including project team members and responsibilities, quality and document control process, and communication protocols
- Monthly progress/status reports
- Regularly scheduled status meetings with the City

- Regular engagement with project stakeholders
- Monthly invoicing
- Delivery of work products that have been thoroughly reviewed with an established QA/QC process

Meetings will be held in City offices or remotely (as circumstances dictate) as requested by the City.

The City may request the Contractor provide a proposal to complete a scope of work for select engineering projects as defined by the City. The scope of work will be defined as an Assigned Task Order that will establish the individual project scope, schedule, deliverables and cost. Task Orders will be negotiated and approved by the City Project Manager and Water Division Director.

- Project Task Orders: (1) Lump Sum Fee negotiated individually based on the contract rates, for each project and issued as a separate Purchase Order; or (2) Hourly Rate when the scope of services preclude reasonable estimates of time to complete. Contractor shall be required to submit detailed time records, documentation for other expenses, and such other evidence.
- The City will request a lump sum fee or hourly rate proposal for each project (Project Task Order). At its own expense, the Contractor shall visit the site and prepare a detailed lump sum or hourly rate (as applicable) proposal, based on the Contractor's contract rates, for accomplishing the work. Each proposal prepared by the Contractor shall include an acceptable description of the nature, extent and character of the work required, as well as performance criteria and delivery schedules. All proposals for Task Orders under this Agreement must reference the Agreement/Contract number on the proposal to confirm that the current contract rates were used in the preparation of the proposal. Proposals that include the Contractor's Terms and Conditions rather than those negotiated as part of the contract will not be accepted.
- Each Project Task Order will be reviewed and approved in writing by the City representative prior to Contractor initiating any work. The Contractor shall be responsible for conveying the information of Project Task Order to its employees, agents or subcontractors or sub-consultants. The Contractor shall be responsible for any work not expressly set out in any Project Order, but which may be reasonably implied for proper completion of the Project Order. The Project Task Order will clearly define the project schedule, meeting and reporting requirements.
- The Contractor shall not commence any work that has not been authorized by a written purchase order (or change order) executed by the Procurement Division and without a written Notice to Proceed from the City's representative (Project Manager). The Contractor assumes all risk and financial liability for any services rendered without such proper authorization.
- Should additional services be requested beyond the scope of any executed Purchase Order, adjustments to the contract amounts shall be negotiated and a change order issued authorizing the additional work.

- The Contractor's services shall be considered complete upon satisfactory completion and acceptance by the Owner's Representative of the services outlined in the Project Order.
- The successful Contractor shall be responsible for the professional quality, technical accuracy, timely completion, and the coordination of all planning, design, drawings, specifications, reports and other services furnished by the Contractor or any employee, agent, or subcontractor of the Contractor under this Agreement. The Contractor shall without additional compensation, correct or revise any errors, omissions, or other deficiencies in his or his employee's, agent's or subcontractor's designs, drawings, specifications, reports and other services.
- The Contractor must acknowledge that approval by the City of drawings, specifications, reports and incidental engineering work or materials furnished under the scope of work shall not in any way relieve the Contractor of their responsibility for the technical accuracy and adequacy of the work. The Contractor shall be and remain liable in accordance with applicable law for all damages to the City caused by the Contractor.
- All work must be done by or under the direct supervision of engineers and surveyors registered to practice in New Mexico.

The City is under no obligation to expend any amount of this funding and expenditures will be incurred on an as-needed basis to complete projects on the City's direction.

Specific deliverables, milestones, tasks, time sensitive reporting, data, plans, designs and or any other professional services request generated will made a part of specific Task Orders the City may assign the Contractor upon after execution of this Professional Services Agreement.

2. **Standard of Performance; Licenses.**

A. The Contractor represents that Contractor possesses the personnel, experience and knowledge necessary to perform the services described under this Agreement.

B. The Contractor agrees to obtain and maintain throughout the term of this Agreement, all applicable professional and business licenses required by law, for itself, its employees, agents, representatives and subcontractors.

3. **Compensation.**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed at the rates indicated in the attached Fee Schedule determined based on the personnel conducting specific Scope Of Work services and the hours indicated, and BASED UPON DELIVERABLES, MILESTONES, BUDGET, ETC., such compensation not to exceed three million dollars ($3,000,000.00) during the four-year contract term, excluding gross receipts tax. The New Mexico gross receipts tax 8.3125% levied on the amounts payable under this Agreement totaling two hundred forty-nine thousand three hundred seventy-five dollars ($249,375.00), shall be paid by the City to the Contractor.

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed three million two hundred forty-nine thousand three hundred seventy-five dollars ($3,249,375.00). This amount is a

maximum and not a guarantee that the work assigned to be performed by Contractor under this Agreement shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Agreement reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Agreement being amended in writing prior to those services in excess of the total compensation amount being provided.

1) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the at the rates indicated in the attached Fee Schedule based on the personnel conducting the services and the hours indicated, seven hundred fifty-thousand dollars ($750,000.00) per year for FY24, FY25, FY26 and FY27, based on the work performed. The New Mexico gross receipts tax levied on the amounts payable per year under this Agreement totaling sixty-two-thousand, three hundred forty-three dollars and seventy-five cents ($62,343.75) shall be paid by the City to the Contractor.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty (30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. However, the City shall not incur late charges, interest, or penalties for failure to make payment within the time specified herein.

4. **Term.**

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on June 30, 2027 unless terminated pursuant to paragraph 4 (Termination), or paragraph 5 (Appropriations). The City reserves the right to renew the contract on an annual basis by mutual Agreement not exceed a total of four (4) years in accordance with NMSA 1978, §§ 13-1-150 through 152.

5. **Termination.**

A. Termination. This Agreement may be terminated by either of the parties hereto upon written notice delivered to the other party at least thirty (30) days prior to the intended date of termination. Except as otherwise allowed or provided under this Agreement, the City's sole

liability upon such termination shall be to pay for acceptable work performed prior to the Contractor's receipt of the notice of termination, if the City is the terminating party, or the Contractor's sending of the notice of termination, if the Contractor is the terminating party; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor if the Contractor becomes unable to perform the services contracted for, as determined by the City or if, during the term of this Agreement, the Contractor or any of its officers, employees or agents is indicted for fraud, embezzlement or other crime due to misuse of City funds or due to the Appropriations paragraph herein. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE City's OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

B. Termination Management. Immediately upon receipt by either the City or the Contractor of notice of termination of this Agreement, the Contractor shall: 1) not incur any further obligations for salaries, services or any other expenditure of funds under this Agreement without written approval of the City; 2) comply with all directives issued by the City in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the City shall direct for the protection, preservation, retention or transfer of all property titled to the City and records generated under this Agreement. Any non-expendable personal property or equipment provided to or purchased by the Contractor with contract funds shall become property of the City upon termination and shall be submitted to the City as soon as practicable.

6. Appropriations.

The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorization are not made by the City Council, this Agreement shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

7. Status of Contractor.

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Agreement. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

8. Assignment.

The Contractor shall not assign or transfer any interest in this Agreement or assign any

claims for money due or to become due under this Agreement without the prior written approval of the City.

9. **Subcontracting.**

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Agreement, nor shall any subcontract obligate direct payment from the City.

10. **Release.**

Final payment of the amounts due under this Agreement shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Agreement.

11. **Confidentiality.**

Any confidential information provided to or developed by the Contractor in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. **Product of Service -- Copyright.**

All materials developed or acquired by the Contractor under this Agreement shall become the property of the City and shall be delivered to the City no later than the termination date of this Agreement. Nothing developed or produced, in whole or in part, by the Contractor under this Agreement shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. **Conflict of Interest; Governmental Conduct Act.**

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Agreement, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Agreement.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Agreement, will continue to comply with, and that this Agreement complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Agreement was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Agreement, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Agreement to the contrary, the City may immediately terminate the Agreement.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. **Amendment.**

A. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. **Entire Agreement.**

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

16. **Penalties for violation of law.**

The Procurement Code, Sections 13-1-28 through 13-1-199, NMSA 1978, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

17. **Equal Opportunity Compliance.**

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

18. **Applicable Law.**

The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, sec. 38-3-2. By execution of this Agreement, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

19. **Workers Compensation.**

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the City.

20. **Professional Liability Insurance.**

Contractor shall maintain professional liability insurance throughout the term of this Agreement providing a minimum coverage in the amount required under the New Mexico Tort Claims Act. The Contractor shall furnish the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Agreement.

21. **Other Insurance**

If the services contemplated under this Agreement will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Agreement, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits of $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to include the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. Contractor shall procure and maintain all insurance required by applicable laws and shall provide the coverages and limits referenced herein. The insurance listed herein shall be considered a minimum requirement and is not intended to limit Contractor's indemnification obligations under this Agreement.

D. Contractor shall maintain the above insurance for the term of this Agreement and include the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. **Records and Financial Audit.**

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the City to recover excessive or illegal payments.

23. **Indemnification.**

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Agreement, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Agreement. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Agreement is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. **New Mexico Tort Claims Act**

Any liability incurred by the City of Santa Fe in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies or waives any provision of the New Mexico Tort Claims Act.

25. **Invalid Term or Condition.**

If any term or condition of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected and shall be valid and enforceable.

26. **Enforcement of Agreement.**

A party's failure to require strict performance of any provision of this Agreement shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Agreement shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. **Notices.**

Any notice required to be given to either party by this Agreement shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Jonna Leigh Stack
City of Santa Fe Water Division
801 W. San Mateo
Santa Fe, NM 87515

To the Contractor:

John Sikora, P.E., D.WRE, CFM
Principal Water Resources Engineer
DCS US West Water Business Unit
804 Colorado Ave, Suite 201
Glenwood Springs, CO 81601
john.sikora@aecom.com

28. Authority.

If Contractor is other than a natural person, the individual(s) signing this Agreement on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Merger.

This Agreement incorporates all the Agreements, covenants and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, Agreements and understandings have been merged into this written Agreement. No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Agreement.

30. Non-Collusion.

In signing this Agreement, the Contractor certifies the Contractor has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the City's Chief Procurement Officer.

31. Default/Breach.

In case of Default and/or Breach by the Contractor, for any reason whatsoever, the City may procure the goods or services from another source and hold the Contractor responsible for any resulting excess costs and/or damages, including but not limited to, direct damages, indirect damages, consequential damages, special damages and the City may also seek all other remedies under the terms of this Agreement and under law or equity.

32. Equitable Remedies.

The Contractor acknowledges that its failure to comply with any provision of this Agreement will cause the City irrevocable harm and that a remedy at law for such a failure would be an inadequate remedy for the City, and the Contractor consents to the City 's obtaining from a court of competent jurisdiction, specific performance, or injunction, or any other equitable relief in order to enforce such compliance. The City's rights to obtain equitable relief pursuant to this Agreement shall be in addition to, and not in lieu of, any other remedy that the City may have under applicable law, including, but not limited to, monetary damages.

33. **Default and Force Majeure.**

The City reserves the right to cancel all or any part of any orders placed under this Agreement without cost to the City, if the Contractor fails to meet the provisions of this Agreement and, except as otherwise provided herein, to hold the Contractor liable for any excess cost occasioned by the City due to the Contractor's default. The Contractor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Contractor; such causes include, but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of subcontractors due to any of the above, unless the City shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery scheduled. The rights and remedies of the City provided in this Clause shall not be exclusive and are in addition to any other rights now being provided by law or under this Agreement.

34. **City Data/Information.**

City shall furnish information and technical data in City's possession or under its control reasonably required for Contractor's proper performance of the engineering services, which are the subject of this Agreement prior to Contractor's commencement of the work or at such other times as City and Contractor mutually agree. Contractor is entitled and will rely upon the accuracy, completeness, currency and non-infringement of information and data provided by Client or obtained from generally accepted sources within the industry, except to the extent such verification by Contractor may be expressly required as a defined part of the services. Contractor will not be responsible for defects in its services attributable to its reliance upon or use of such information and data.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: Aug 14, 2023

CONTRACTOR:

NAME: John Sikora, P.E., D.WRE, CFM

TITLE: AECOM Principal Water Resources Engineer

CRS# 02450666004

Registration # 229607

DATE: 6/15/23

ATTEST:

KRISTINE BUSTOS MIHELCIC, CITY CLERK

GB MTG 08/09/2023 XIV

CITY ATTORNEY'S OFFICE

Marcos Martinez

Marcos Martinez (Jun 7, 2023 15:43 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

Emily K. Oster (Aug 14, 2023 18:03 MDT)

EMILY OSTER, FINANCE DIRECTOR

Org. Name/Org#.

City of Santa Fe, New Mexico
Memorandum

DATE: June 23, 2023

TO: Governing Body
Finance Committee
Public Works and Utilities Committee

VIA: John Dupuis, Public Utilities Department Director JD
Jesse Roach, Santa Fe Water Division Director JR

FROM: Jonna Leigh Stack, Project Administrator JLS

ITEM AND ISSUE:

Santa Fe Water Division Request for Approval of the four-year on-call engineering services Professional Services Agreement with AECOM Technical Services Inc. for Capital Improvements Program (CIP) projects in the amount of $3,249,375; Request for Approval of a BAR/Increase from the Water Enterprise Fund Cash Balance in the amount of $3,249,375. Jonna Leigh Stack, jlstack@santafenm.gov, 505-955-4206

BACKGROUND AND SUMMARY:

The Santa Fe Water Division (WD) solicited proposals through a competitive bid process for an engineering firm to assist the WD with dam engineering and safety, geotechnical engineering, and with other engineering expertise to assist the WD in meeting CIP goals. The WD reviewed AECOM's proposal in response to the posted Request for Proposals and determined AECOM met all of the WD's needs. AECOM was the only engineering firm to provide a proposal for consideration and the WD finds it unnecessary to repost a solicitation as our experience with AECOM, and the proposal, both show this engineering firm provides exceptional work.

The WD has over $100 million worth of CIP projects planned over the next five years. This level of expenditure is considerably higher than previous five-year periods due to several large projects including rehabilitation of our two watershed reservoir dams, and design and construction of the San Juan Chama Return Project Pipeline. Support from on-call engineering firms has been critical to the success of the WD, and will be especially critical over the proposed contract term. On-call engineering firms provide important expertise and support including the following.

- engineering design and critical third party review throughout CIP project lifecycles
- water and wastewater treatment process analysis and engineering
- water resource management and studies
- support in permitting, compliance, and litigation
- general utility management and engineering support
- construction and project management.

AECOM will perform professional engineering services on an as-needed, task-order driven basis as directed and managed by a City Utility Department representative.

PROCUREMENT METHOD:

RFP 23/51/P, On-call Engineering Services for Water Dams and Geotechnical Expertise

CONTRACT NUMBER:

Munis contract number is 3204146

FUNDING SOURCE: On call engineering PL# WTR1950501

Fund Name/Number: Water Enterprise Fund/500
Munis Org Name/Number: 5050395
Munis Object Name/Number: 572960

ACTION REQUESTED:

The Public Utilities Department respectfully requests your review and approval of the PSA with AECOM for on-call engineering technical services in the amount of $3,249,375 and approval of a BAR/Increase from the Water Enterprise Fund Cash Balance in the amount of $3,249,375.

City of Santa Fe

Summary of Contract, Agreement, Amendment & Lease

All applicable fields to be completed by department (complete 1.b only if you are processing an amendment):

1.a Munis Contract: _____ Procurement # (RFP/ITB# If any): 23/51/P

Contractor: AECOM Technical Services Inc.

Procurement Method: *Small Purchase* ☐ *RFP* ☑ *ITB* ☐ *Sole Source* ☐ *GSA* ☐ *Cooperative* ☐ Exempt ☐

Description/Title: The City's Wastewater Division is looking to procure professional services for the design and construction phases for the Nichols and McClure Reservoirs and Dams.

Contract: ☒ Agreement: ☐ Lease/Rent: ☐ Amendment: ☐

Term Start Date: July 1, 2023 Term End Date: June 30, 2028 Total Contract Amount: $3,249,375

☐ Approved by Council *(If over the City Manager's approval threshold, you must go through GB)* _____

Contract / Lease:

1.b Amendment #: _____ to the Original Contract/Lease # _____

Increase/(Decrease) Amount $: _____

Extend Expiration Date to: _____

☐ Approved by Council *(If the original went through GB, all amendments must go through GB regardless of the amendment reason)* Date: _____

Amendment is for:

2. HISTORY of Contract, Amendments & Lease / Rent - Please Elaborate (option: attach spreadsheet if multiple amendments)

3. Procurement History: _____

JoAnn Lovato Montaño
JoAnn Lovato Montaño (Jul 10, 2023 08:59 MDT)

Jul 10, 2023

Purchasing Officer Review: Date:

Comment & Exceptions: awarded via RFP

4. Funding Source: water enterprise fund 500 **Org / Object:** 5050395,572970

Andy Hopkins
Andy Hopkins (Jul 7, 2023 14:53 MDT)

Jul 7, 2023

Budget Officer Approval: Date:

Comment & Exceptions: _____

5. Grant History (if applicable): _____

Grants Administrator Approval: _____ **Date** _____

Staff Contact who Completed This Form: Jessica Chavez Phone #: 505.819.8411

To be recorded by City Clerk:
Clerk # _____
Date of Execution: _____

Email: jjchavez@santafenm.gov

ITT Representative (attesting that all information is reviewed) Title Date

CITY OF SANTA FE PROCUREMENT CHECKLIST

Contractor Name: AECOM Technical Services Inc

Procurement Title: RFP 23/51/P

Procurement Method: State Price Agreement ☐ Cooperative ☐ Sole Source ☐ Other ☐

Exempt ☐ Request For Proposal (RFP) ☒ Invitation To Bid (ITB) ☐ Contract under 60K ☐ Contract over 60K ☐

Department Requesting WasteWater Division Staff Name John Del Mar

Procurement Requirements:

A procurement file shall be maintained for all contracts, regardless of the method of procurement. The procurement file shall contain the basis on which the award is made, all submitted bids, all evaluation materials, score sheets, quotations and all other documentation related to or prepared in conjunction with evaluation, negotiation, and the award process. The procurement shall contain a written determination from the Requesting Department, signed by the purchasing officer, setting forth the reasoning for the contract award decision before submitting to the Committees.

REQUIRED DOCUMENTS FOR APPROVAL BY PURCHASING*

YES	N/A	
☑	☐	Approved Procurement Checklist (by Purchasing)
☑	☐	Memo addressed to City Manager (under 60K) Committees/City Council (over 60K)
☐	☑	State Price Agreement
☑	☐	RFP
☑	☐	Evaluation Committee Report
☐	☑	ITB
☐	☑	Bib Tab
☐	☑	Quotes (3 valid current quotes)
☐	☑	Cooperative Agreement
☐	☑	Sole Source Request and Determination Form
☐	☑	Contractors Exempt Letter
☐	☑	Purchasing Officers approval for exempt procurement
☐	☑	BAR
☐	☑	FIR
☑	☐	Executed Contract, Agreement or Amendment
☑	☐	Current Business Registration and CRS numbers on contract or agreement
☑	☐	Summary of Contracts and Agreements form
☑	☐	Certificate of Insurance
☑	☐	All documentation presented to Committees
☐	☐	Other:

John Del Mar Engineer 06/15/2023

Department Rep Printed Name (attesting that all information included) Title Date

JoAnn Lovato Montaño (Jul 10, 2023 08:59 MDT)

Contracts Supervisor Jul 10, 2023

Purchasing Officer (attesting that all information is reviewed) Title Date

ITT Representative (attesting that all information is reviewed) Title Date

Include all other substantive documents and records of communication that pertain to the procurement and contract.

Log # *{Finance use only}*:	
Batch # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
PUD/Water/CIP	6/23/2023

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Professional Services	5050395	572960	WTR190501	3,249,375	
Cash Balance for FY 25					
				3,249,375	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
JUSTIFICATION: *(use additional page if needed)* --Attach supporting documentation/memo				$ 3,249,375	$ -

On Call engineering services for Water Dams and Geotechnical Expertise

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(3,249,375)
TOTAL:	**(3,249,375)**

Jessica Chavez — 4/6/2023
Prepared By *{print name}* — Date

Division Director Signature *{optional}* — Date

John Dennis (Jun 29, 2023 23:18 MDT)
Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #.

Andy Hopkins — Jul 7, 2023
Andy Hopkins (Jul 7, 2023 14:53 MDT)
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/09/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh Risk & Insurance Services CA License #0437153 633 W. Fifth Street, Suite 1200 Los Angeles, CA 90071 Attn: LosAngeles.CertRequest@Marsh.Com CN101348564-STND-GAUE-23-24 04 2024	CONTACT NAME: Marsh | U.S. Operations PHONE (A/C, No, Ext): 866-986-4564 FAX (A/C, No): 212-948-0633 E-MAIL ADDRESS: LosAngeles.CertRequest@marsh.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : ACE American Insurance Company	22667
INSURER B : N/A	N/A
INSURER C : Illinois Union Insurance Co	27960
INSURER D : SEE ACORD 101	
INSURER E :	
INSURER F :	

INSURED
AECOM
AECOM Technical Services, Inc.
7595 East Technology Way
Denver, CO 80237

COVERAGES **CERTIFICATE NUMBER:** LOS-002694814-01 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS		
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER [X] POLICY [ ] PRO-JECT [ ] LOC OTHER			HDO G47334275	04/01/2023	04/01/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ $ $ $ $ $	2,000,000 2,000,000 5,000 2,000,000 2,000,000 2,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			ISA H10735531	04/01/2023	04/01/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $	1,000,000
	UMBRELLA LIAB [ ] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DED [ ] RETENTION $						EACH OCCURRENCE AGGREGATE	$ $	
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N [N] N / A If yes, describe under DESCRIPTION OF OPERATIONS below			SEE ACORD 101	04/01/2023	04/01/2024	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $	2,000,000 2,000,000 2,000,000
C	ARCHITECTS & ENG. PROFESSIONAL LIAB.			EON G21654863 005 "CLAIMS MADE"	04/01/2023	04/01/2024	Per Claim/Agg Defense Included		2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: AECOM Project # On Call 60703093; City of Santa Fe Water On Call RFP 23-59-P; For RFP/RFQ Purposes.

City of Santa Fe their officials, officers, employees, and agents are named as additional insured for GL & AL coverages, but only as respects work performed by or on behalf of the named insured and where required by written contract.

CERTIFICATE HOLDER

City of Santa Fe, New Mexico
200 Lincoln Avenue
Santa Fe, NM 87501

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Marsh Risk & Insurance Services

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City of Santa Fe
Treasury Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909
505-955-6551

BUSINESS REGISTRATION

Business Name: AECOM TECHNICAL SERVICES INC
DBA: AECOM TECHNICAL SERVICES INC

Business Location: 150 WASHINGTON AVE
SANTA FE , NM 87501

CRS Number: 02450666004

Owner: AECOM TECHNICAL SERVICES INC

License Number: 229607

License Type: Business License - Renewable

Issued Date: February 23, 2023

Classification: Business Registration - Standard

Expiration Date: February 23, 2024

Fees Paid: $35.00

AECOM TECHNICAL SERVICES INC
4840 COX RD
GLEN ALLEN, VA 23060

THIS IS NOT A CONSTRUCTION PERMIT OR SIGN PERMIT. APPROPRIATE PERMITS MUST BE OBTAINED FROM THE CITY OF SANTA FE BUILDING PERMIT DIVISION PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR THE INSTALLATION OF ANY EXTERIOR SIGN.

THIS REGISTRATION/LICENSE IS NOT TRANSFERRABLE TO OTHER BUSINESSES OR PREMISES.

TO BE POSTED IN A CONSPICUOUS PLACE

Ver. 16 2/7/2020

Signature:

Email: jdroach@santafenm.gov

AECOM Technologies Inc Packet

Final Audit Report 2023-06-30

Created:	2023-06-23
By:	Jessica Chavez (jjchavez@ci.santa-fe.nm.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvEOqRLrxKNPojP7nvEKyKaNuXArcWMAz

"AECOM Technologies Inc Packet" History

Document created by Jessica Chavez (jjchavez@ci.santa-fe.nm.us)
2023-06-23 - 10:16:25 PM GMT- IP address: 63.232.20.2

Document emailed to Jonna Stack (jlstack@santafenm.gov) for signature
2023-06-23 - 10:18:31 PM GMT

Email viewed by Jonna Stack (jlstack@santafenm.gov)
2023-06-23 - 10:18:47 PM GMT- IP address: 104.47.64.254

Signer Jonna Stack (jlstack@santafenm.gov) entered name at signing as Jonna Leigh Stack
2023-06-23 - 10:23:52 PM GMT- IP address: 75.161.227.209

Document e-signed by Jonna Leigh Stack (jlstack@santafenm.gov)
Signature Date: 2023-06-23 - 10:23:54 PM GMT - Time Source: server- IP address: 75.161.227.209

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2023-06-23 - 10:23:55 PM GMT

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2023-06-23 - 10:46:56 PM GMT- IP address: 104.47.64.254

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Signature Date: 2023-06-23 - 10:47:50 PM GMT - Time Source: server- IP address: 63.232.20.2

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2023-06-23 - 10:47:51 PM GMT

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2023-06-25 - 11:04:00 AM GMT- IP address: 174.244.81.82

Email viewed by jedupuis@santafenm.gov
2023-06-30 - 5:16:39 AM GMT- IP address: 73.26.153.70

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Signer jedupuis@santafenm.gov entered name at signing as John Dupuis
2023-06-30 - 5:18:24 AM GMT- IP address: 73.26.153.70

Document e-signed by John Dupuis (jedupuis@santafenm.gov)
Signature Date: 2023-06-30 - 5:18:26 AM GMT - Time Source: server- IP address: 73.26.153.70

Agreement completed.
2023-06-30 - 5:18:26 AM GMT

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GB 550 AECOM

Final Audit Report 2023-07-10

Created:	2023-07-07
By:	Jimmy Tapia (jptapia@ci.santa-fe.nm.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAQuJLW_XbKgAewl5T4KNap98NopFVs25U

"GB 550 AECOM" History

Document created by Jimmy Tapia (jptapia@ci.santa-fe.nm.us)
2023-07-07 - 7:35:36 PM GMT- IP address: 63.232.20.2

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2023-07-07 - 7:39:26 PM GMT

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2023-07-07 - 8:52:15 PM GMT- IP address: 104.47.65.254

Document e-signed by Andy Hopkins (ajhopkins@santafenm.gov)
Signature Date: 2023-07-07 - 8:53:10 PM GMT - Time Source: server- IP address: 63.232.20.2

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2023-07-07 - 8:53:14 PM GMT

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2023-07-10 - 2:46:09 PM GMT- IP address: 104.47.65.254

Signer JoAnn Lovato (jdlovato@santafenm.gov) entered name at signing as JoAnn Lovato Montaño
2023-07-10 - 2:59:13 PM GMT- IP address: 63.232.20.2

Document e-signed by JoAnn Lovato Montaño (jdlovato@santafenm.gov)
Signature Date: 2023-07-10 - 2:59:15 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2023-07-10 - 2:59:15 PM GMT

Powered by Adobe Acrobat Sign

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 04/07/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Marsh Risk & Insurance Services
CA License #0437153
633 W. Fifth Street, Suite 1200
Los Angeles, CA 90071
Attn: LosAngeles.CertRequest@Marsh.Com

CN101348564-STND-GAUE-25-26 08 2027

CONTACT NAME: Marsh | U.S. Operations
PHONE (A/C, No, Ext): 866-966-4664 **FAX (A/C, No):** 212-948-0533
E-MAIL ADDRESS: LosAngeles.CertRequest@marsh.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : ACE American Insurance Company	22667
INSURER B : N/A	N/A
INSURER C : Illinois Union Insurance Co	27960
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
AECOM
AECOM Technical Services, Inc.
7595 Technology Way, Suite 200
Denver, CO 80237

COVERAGES **CERTIFICATE NUMBER:** LOS-002777470-04 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			HDO G48971714	04/01/2025	04/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 2,000,000 $ 5,000 $ 2,000,000 $ 2,000,000 $ 2,000,000
A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY			ISA H11370494	04/01/2025	04/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB OCCUR **EXCESS LIAB** CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
A A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WLR C72792300 (AOS) SCF C72792312 (WI Retro)	04/01/2025 04/01/2025	04/01/2026 04/01/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000
C	ARCHITECTS & ENG. PROFESSIONAL LIAB.			EON G21654693 005 "CLAIMS MADE"	04/01/2025	04/01/2026	Per Claim/Agg Defense Included	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: AECOM Project No: 04191978.2067. Client Ref No: 3204146. City of Santa Fe Water On-Call Contract 3204146 (previous COI issued as reference: AECOM Project # On Call 60703093, City of Santa Fe Water On Call RFP 23-59-P.

City of Santa Fe, their officials, officers, employees and agents are named as additional insured for GL & AL coverages, but only as respects work performed by or on behalf of the named insured and where required by written contract.

CERTIFICATE HOLDER

City of Santa Fe, New Mexico
City of Santa Fe Water Division
801 W. San Mateo
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Marsh Risk & Insurance Services

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CITY OF SANTA FE

Memorandum

Date: April 4, 2025

To: Governing Body; Quality of Life Committee; Public Works and Utilities Committee

From: Rebecca Mnuk-Herrmann

Via: Erin K. McSherry EM

RE: Zia Deacceleration Lane

EXECUTIVE SUMMARY:

The proposed resolution would authorize the City of Santa Fe ("City") to apply for a lot line adjustment to expand Zia Road into a small section of the unimproved portion of Candelero Park to accommodate a necessary deceleration lane. In addition, the resolution directs the City Manager to identify a designee to act as the Governing Body's agent. This agent would submit the City's application for the necessary lot line adjustment.

ATTACHMENTS:

Resolution
Fiscal Impact Report

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Jamie Cassutt

A RESOLUTION

AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LANE, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY'S AGENT.

WHEREAS, in 1978, Western Development Company dedicated a park site, now located at 2219 and 2223 Brillante St., which later became known as "Candelero Park", via the plat dedication attached as Exhibit A ("Dedication Plat"); and

WHEREAS, Candelero Park consists largely of unimproved land with a smaller, landscaped playground area located on the far southern portion; and

WHEREAS, pursuant to NMSA 1978, Section 3-20-11, property within the boundaries of a municipality dedicated to the municipality "for public use" is public property, and fee vests in the municipality; and, pursuant to NMSA 1978, Section 3-18-18,

"[a]ny property acquired for park purposes is under the immediate control of the governing body"; and

WHEREAS, the City owns and has immediate control of Candelero Park; and

WHEREAS, Zia Road abuts the northern boundary of Candelero Park; and

WHEREAS, on April 9, 2021, the Governing Body approved Case #2020-2901, "Zia Station Preliminary Development Plan"; and

WHEREAS, the packet for the development plan included a staff memorandum from the City's Planning and Land Use staff ("Staff Report"), attached as Exhibit B, and a traffic impact analysis ("TIA"), attached as Exhibit C; and

WHEREAS, the TIA found that "the St Francis and Zia signalized intersection does not operate at acceptable levels of service" and that "the eastbound thru/right movement is expected to worsen, particularly in the AM" including because of the proposed housing development. *See* Exhibit C at 45; and

WHEREAS, the TIA recommended expanding Zia Road to include east and westbound right-turn "deceleration" lanes from Zia Road onto Galisteo Road designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards. *See* Exhibit C at 45; and

WHEREAS, expanding Zia Road to include the deceleration lanes according to SAMM standards requires the use of an undeveloped sliver of the north edge of Candelero Park, approximately one percent (1%) of its total area; and

WHEREAS, Land Use staff considered the TIA in its analysis and in its recommendation in the Staff Report, which recommended approving the development plan; however, the Governing Body approval did not take an express position regarding the deceleration lane or the impact on Candelero Park; and

WHEREAS, Zia Road is a heavily used roadway for commuters to travel from residential neighborhoods south of St. Francis Drive to access both Downtown Santa Fe and I-25; and

WHEREAS, construction on Zia Road to implement the Zia Station Preliminary Development Plan has begun and has a significant impact on the intersection of Zia Road and St. Francis Drive; an extended construction period will likely negatively impact use of the intersection by cars, bicycles, and pedestrians; and

WHEREAS, development plan contemplates improving the bike lane and sidewalk along Candelero Park and improving the median, with a high-intensity activated crosswalk signal with mid-street pedestrian refuge island (*see* Staff Report, Exhibit B), which will both increase pedestrian safety and overall access to Candelero Park; and

WHEREAS, according to the *City of Roswell v. Mitchell*, 1952-NMSC-027, ¶ 7, "[t]he power to regulate the use of the streets is a delegation of the police power of the state government and whatever reasonably tends to make regulation effective, is a proper exercise of that power"; and

WHEREAS, likewise, pursuant to NMSA 1978, Section 3-49-1, the City has broad authority to improve and expand City streets such as Zia Road; and

WHEREAS, because the City owns and controls Candelero Park, and has authority to expand Zia Road, it may apply for a lot line adjustment modifying the boundary of Candelero Park; and

WHEREAS, the Code allows the Land Use Director to review applications for "the adjustment of platted lot lines" (also known as resubdivisions or lot line adjustments) that increase or reduce the size of contiguous lots. *See* SFCC 1987, § 14-12.1 ("Definitions" and "Resubdivision"), and SFCC 1987, § 14-3.7 (D); and

WHEREAS, because the Land Use Director to review applications for lot line adjustments, the Director is the planning authority under the Code for the adjustment of platted lot lines, and the Governing Body, as property owner, may adjust the lot line of Candelero Park to make room for needed improvements to the Zia Road intersection; and

WHEREAS, the necessary improvements cannot be made without expanding Zia Road into a portion of the undeveloped part of Candelero Park immediately abutting Zia Road.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City shall apply for a lot line adjustment along the northern portion of Candelero Park immediately abutting Zia Road to address the needed use of approximately one percent of Candelero Park for the deceleration lane and associated pedestrian improvements; and

BE IT FURTHER RESOLVED that the City Manager shall designate an agent to submit the lot line adjustment and take any other City administrative steps that may be required to facilitate the deceleration lane construction.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDREA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

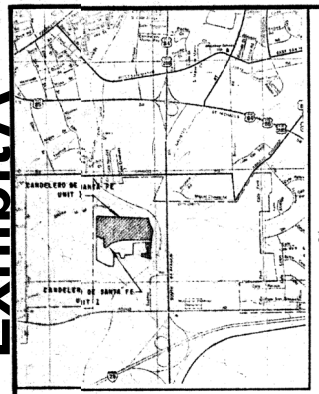
Legislation/2023/Resolutions/Zia Station Lot Line Adjustment for Deacceleration Lane

CANDELERO DE SANTA FE

UNIT II

CITY OF SANTA FE, NEW MEXICO

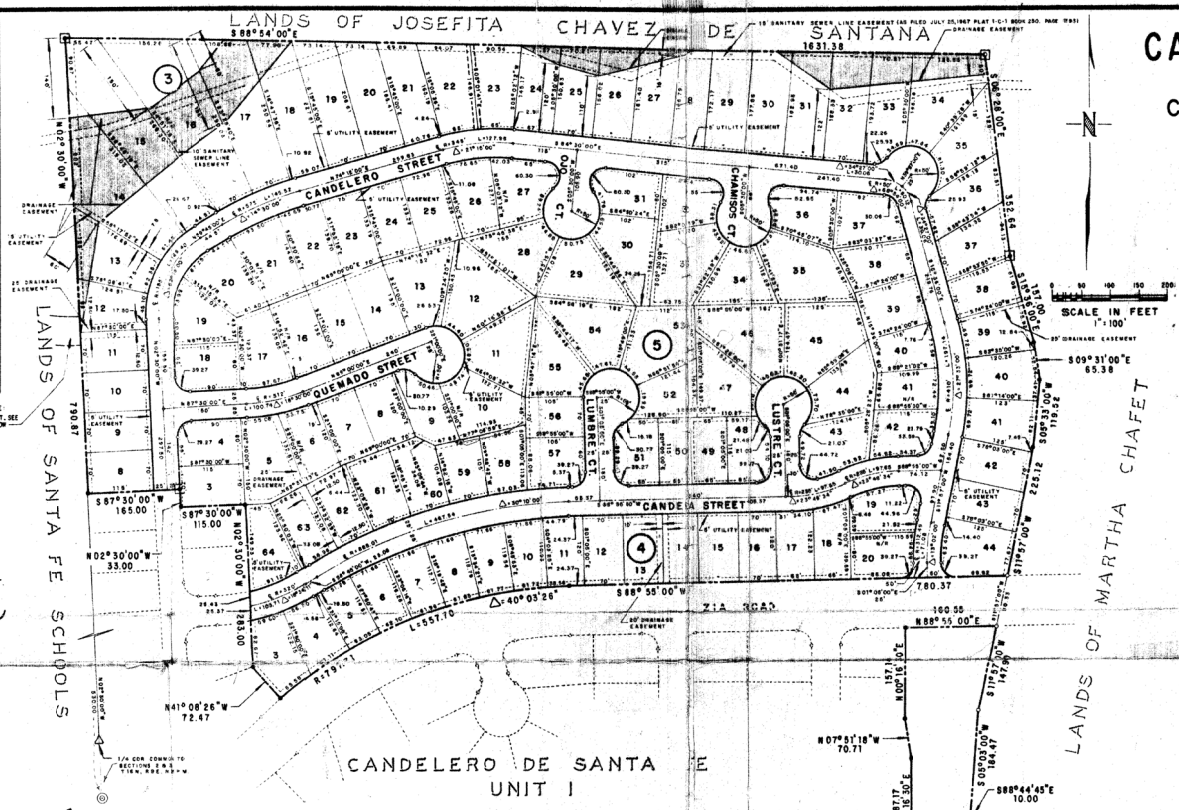
WITHIN SECTION 2, T16N, R9E, N.M.P.M.



VICINITY MAP

0 .25 .5 Mile

NOTE: FOR EASEMENT, SEE INSET BELOW



SCALE: 1" = 100 FT.

DEDICATION

The foregoing subdivision of that certain tract of land situate in the City of Santa Fe, Santa Fe County, New Mexico, being and comprising a portion of Section 2, Township 16 North, Range 9 East, New Mexico Principal Meridian, and being more particularly described as follows:

UNIT II

Beginning at a point on the west line of said Section N 02°30'00" W, 330.00 feet from the 1/4 corner common to Sections 2 and 3, T. 16 N., R. 9 E., N.M.P.M., said point also being the S.W. corner and point of beginning of the tract herein described; thence N 02°30'00" W, 790.87 feet to the N.W. corner of the tract herein described; thence S 88°54'00" E, 1,631.38 feet to the N.E. corner of the tract herein described; thence S 06°28'00" E, 352.64 feet; thence S 15°36'00" E, 157.00 feet; thence S 09°31'00" E, 65.38 feet; thence S 05° 33'00" W, 119.52 feet; thence S 31°57'00" W, 780.37 feet to the S.E. corner of the tract herein described thence S 88°55'00" W, 780.37 feet to a point of curvature; thence 557.70 feet along the arc of a curve to the left having a radius of 797.71 feet through a central angle of 40°03'26" to a point on said curve; thence N 41°08'26" W, 72.47 feet; thence N 02°30'00" W, 283.00 feet; thence S 87°30'00" W, 115.00 feet; thence N 02°30'00" W, 33.00 feet; thence S 87°30'00" W, 165.00 feet to the S.W. corner and point of beginning of the tract herein set forth and containing 35.4448 acres, more or less.

PARK SITE

Beginning at the S.E. corner of the above mentioned Unit II; thence S 31°57'00" W, 90.33 feet to the N.E. corner and the point of beginning of the tract herein described; thence S 11°57'00" W, 141.90 feet; thence S 0°03'00" W, 184.47 feet; thence S 88°44'45" E, 10.00 feet; thence S 0°15'15" W, 395.00 feet to the S.E. corner of the tract herein described; thence N 88°44'45" W, 10.00 feet; thence N 68°00'00" W, 418.17 feet; thence S 81°00'41" W, 116.52 feet to the S.W. corner of the tract herein described thence N 00°16'30" E, 70.00 feet; thence S 89°43'30" E, 115.00 feet; thence N 0°16'30" E, 99.47 feet; thence S 89°43'30" E, 290.00 feet; thence N 0°16'30" E, 187.17 feet; thence N 07°51'18" W, 70.71 feet; thence N 0°16'30" E, 157.14 feet; thence N 88°55'00" E, 160.55 feet to the N.E corner and point of beginning of the tract herein set forth and containing 3.4829 acres, more or less.

Now being identified as Candelero de Santa Fe, Unit II. And now hereon show, surveyed and subdivided, the public thoroughfares and park and the dedication of utility easements to build, construct, operate and maintain underground electric power, transmission and communication lines, under and through the lands hereon shown, and to install all necessary conduits, wires and other equipment or fixtures necessary to maintain the said power and communication lines, through and on the surface of said lands at or near the points hereinafter designated, as the course of said underground power and communication lines under and through said lands, together with free ingress and egress in, from, and over said easements with rights and privileges of going upon and across said lands for the purposes of maintaining said lines; and the streets and park shown hereon are hereby dedicated to the public for its use as such forever, that drainage easements and rights of way shown hereon are hereby granted to insure the unimpeded flow of storm waters through this subdivision, all of the plat of Candelero de Santa Fe, Unit II, Santa Fe, New Mexico, is with free consent and in accordance with the desires of the undersigned owners, and proprietors thereof.

Notary Public: _____

My Commission Expires: _____

WESTERN DEVELOPMENT COMPANY

By: B. K. Johnson

B.K. Johnson, Vice President for Gerhard Muller, President for Florence Muller, Secretary

STATE OF NEW MEXICO) ss.
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me this 8th day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Notary Public: Patricia A. Wheeler

My Commission Expires: 4-19-80

AFFIDAVIT

This subdivision lies within the planning or platting jurisdiction of the City of Santa Fe, New Mexico.

WESTERN DEVELOPMENT COMPANY

By: B. K. Johnson

B. K. Johnson, Vice President

STATE OF NEW MEXICO) ss.
COUNTY OF BERNALILLO)

This foregoing instrument was acknowledged before me this 8th day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Notary Public: Patricia A. Wheeler

My Commission Expires: 4-19-80

419,984

STATE OF NEW MEXICO) ss.
COUNTY OF SANTA FE)

I hereby certify that this instrument was filed for record on the 10 day of May A.D. 1978 at 2:14 o'clock P. M. and was duly recorded in my book 63 page 15 of the records of Santa Fe county.

Witness my hand and seal of office
DANNY ORTIZ
County Clerk, Santa Fe County, N.M.

By: Rita Ortiz Deputy

Notary Public: Joyce Gardner

My Commission Expires: 4/28/79

AMEC

By: Charles A. Haegelin, Exec. Vice President

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

The foregoing instrument was acknowledged before me this 1st day of May, 1978, by Charles A. Haegelin, Executive Vice President of AMEC, a New Mexico corporation, on behalf of said corporation.

APPROVAL by CITY ENGINEER

The plat hereon delineated was approved by the City Engineer of the City of Santa Fe, New Mexico, on the 10 day of May, 1978.

City Engineer

ACCEPTANCE BY CITY COUNCIL

The plat hereon delineated was approved and accepted by the City Council of the City of Santa Fe, New Mexico, at its meeting on the 24th day of April, 1978.

Mayor — City Clerk

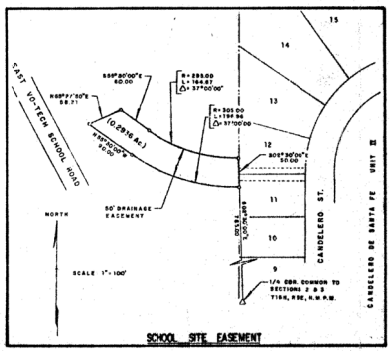
APPROVAL by JOINT CITY COUNTY PLANNING COMMISSION

The plat hereon delineated was approved for filing by the Joint City County Planning Commission of the City of Santa Fe, New Mexico, on the 16th day of March, 1978.

Chairman — Secretary

APPROVED:

City Planner	Date May 10, 1978
Public Service Co. of New Mexico (Power)	Date 5-5-78
Public Service Co. of New Mexico (Water)	Date 5-5-78
Mountain Bell Telephone	Date 4-27-78
Gas Company of New Mexico	Date 4-27-78



LEGEND

- □ PERMANENT SURVEY MONUMENT (CONCRETE)
- ● BOUNDARY CONTROL (FOUND IN PLACE)
- ○ BOUNDARY CONTROL (TO BE SET WITH 3/4" IRON PIPE)
- ◎ BLOCK CONTROL

NOTES:

1. Unless shown N/R, lot lines are 90° to street lines or are radial thereto.
2. All dimensions along curved lines are measured along the rc.
3. Unless otherwise shown, block corners have a radius of 25 ft, a central angle of 90° and an arc distance of 39.2 feet.
4. All easements shown hereon are both drainage and utility easements combined and are reserved where shown by dashed lines, being 14 feet in width centered on rear lot lines and 10 feet in width centered on side lot lines, except as noted.

SURVEYOR'S CERTIFICATE:

This is to certify that this survey was prepared under my direct supervision and is true and correct to the best of my knowledge and belief.

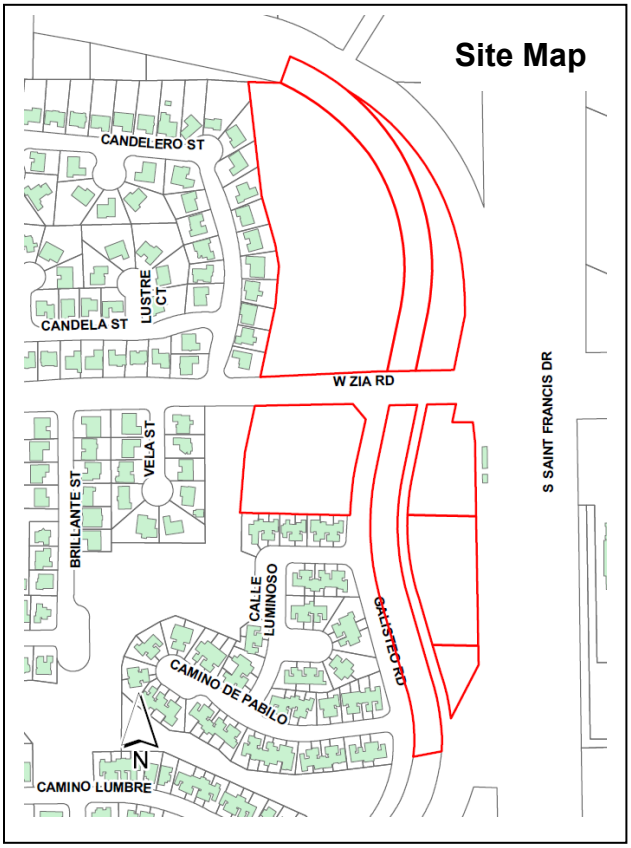
Robert L. Aldrich
N.M.L.S. No. 5817

5/9/78
Date

Exhibit B

Land Use Department
Planning Commission Staff Report

Case No:	2021-3662 & 2021-4647
Hearing Date:	March 17, 2022
Applicant:	Zia Flats, LLC
Request:	Vacation and Dedication Plat and Final Development Plan
Location:	Zia Road and St. Francis Drive
Case Mgr.:	Lee Logston
Zoning:	C-2 PUD (General Commercial- Planned Unit Development)
Overlay:	None
Pre-app Mtg:	February 6, 2020
ENN Mtg:	October 29, 2020
Proposal:	Right of Way Vacation and Dedication Plat approval and Final Development Plan approval for 244 dwelling units on approximately 10.16 acres



Case # 2021-3662. Zia Station Right of Way Vacation and Dedication Plat. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a Partial Vacation and Dedication Plat for Galisteo Road for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned C-2 PUD (General Commercial- Planned Unit Development), and comprise a total of approximately 22.7 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136). **(POSTPONED FROM FEBRUARY 17, 2022)**

Case #2021-4647. Zia Flats Final Development Plan (Zia Station, Phase 1A). JenkinsGavin, Inc., Agent, for Zia Flats, LLC, Owner, requests Final Development Plan Approval for a 244-unit multi-family development at the northwest corner of St. Francis Drive and Zia Road. The property is zoned C-2 PUD (General Commercial, Planned Unit Development) and is approximately 10.16 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136). **(POSTPONED FROM FEBRUARY 17, 2022)**

I. RECOMMENDATION:

The Commission should **APPROVE** the Vacation and Dedication Plat (Case #2021-3662).

The Commission should **APPROVE** the Final Development Plan (Case #2021-4647).

A recommendation for **denial** of the vacation and dedication plat would render the proposed final development plan infeasible, in which case a **recommendation for denial of the final development plan would be appropriate**.

Four motions will be required, in the following order, for this case:

- *Approve or deny the Vacation and Dedication plat for Case #2021-3662;*
- *Approve or deny the Final Development Plan for Case #2021-4647, subject to the conditions of approval and technical corrections recommended by staff;*
- *Approve or amend the Findings of Fact and Conclusions of Law for Case #2021-3662 (Exhibit A(1))*
- *Approve or amend the Findings of Fact and Conclusions of Law for Case #2021-4647 (Exhibit A(2))*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval to **the final development plan** for Case #2021-4647:

#	Condition of Approval	Dept. or Division	To be completed:
1	All roadway improvements associated with the development shall be constructed prior to occupancy of Phase IA of the development. This includes all improvements on Zia Road and Galisteo Road, including the realignment. Tie Galisteo Road improvements into the existing Zia Rail Runner Station driveway.	Traffic Engineering Division	Issuance of any Certificate of Occupancy for Phase 1A
2	Drainage Facilities Maintenance note and engineer's storm water infrastructure certification shall be placed on the Plat or Development Plan.	Land Use/Terrain Management	Prior to Recordation
3	An approved Water Plan and Agreement to Construct and Dedicate (ACD) from the Water Division will be required.	Public Utilities/Water	Prior to Recordation
4	Any grading impacting existing water mains must maintain 4-foot cover, not to exceed 5-foot cover over mains. Mains must be adjusted to new grade as needed.	Public Utilities/Water	Prior to Recordation
5	The existing sewer easement shall be increased to a 25 foot width.	Public Utilities/Wastewater	Prior to Recordation
6	The existing public sewer lines and	Public Utilities/Wastewater	Prior to

	manholes shall be replaced and relocated. Alternatively, they shall be rehabilitated utilizing trenchless technology or be excavated and replaced.		Recordation
7	A revised dumpster plan must be approved by the Environmental Services Division	Environmental Services	Prior to Recordation

Following standard practice, City staff will provide the surveyor redline comments and the surveyor shall make any necessary changes to comply with technical corrections and to submit the corrected plat in Mylar. The "technical corrections" that staff recommend must be made to the development plan and preliminary subdivision plat prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

Zia Station is a mixed-use Planned Unit Development designed as a pedestrian and transit-oriented community, utilizing the site's multi-modal transit options, including the Rail Runner Station, Rail Trail, and Santa Fe Trails bus service. Two components make up the request before the Planning Commission:

1. A partial vacation of right of way (ROW) and dedication plat (Case #2020-3662).
2. A final development plan proposal for 244 multi-family residential units on 10.16 acres (Case #2021-4647 - Phase 1 of the Planning Commission approved preliminary development plan).

Approval of the ROW vacation and dedication plat is required in order to develop the land according to the preliminary development plan the Planning Commission recommended approval of in Case #2020-2901. Additionally, if the vacation and dedication plat is approved, administrative approval of the lot line adjustment (Case #2020-2902) by staff will follow.

As detailed in the preliminary development plan, the final development plan (Case # 2021-4647) is Phase 1A of the overall development. Phase 1A is comprised of 244 multi-family residential units.

IV. BACKGROUND

On February 4 and 18, 2021, the Planning Commission considered the following cases concurrently for the Zia Station development:

- Case #2020-2898 North Zia Station General Plan amendment: Low Density Residential to High Density Residential for 12.1 acres
- Case #2020-2914 South Zia Station General Plan amendment: Low Density Residential to Transitional Mixed Use for 2.2 acres
- Case #2020-2899 Zia Station Rezoning: R-1 Residential to C-2 PUD for 21.0 acres
- Case #2020-2900 Zia Station Rezoning: Removal of the project area from the South Central Highway Corridor Protection District for 21 acres
- Case #2020-2901 Zia Station Preliminary Development Plan: preliminary development plan approval for a mixed-use Planned Unit Development comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space

The Planning Commission considered the vacation/dedication plat concurrently with its consideration of the General Plan amendments and rezonings, but did not approve the vacation/dedication plat, as City Code first requires a resolution by the Governing Body (referenced below). The Commission recommended approval of all five requests to the Governing Body and adopted Findings of Fact and Conclusions of Law reflecting its decision on March 4, 2021.

On April 6 and 8, 2021, the Governing Body considered partial vacation of Galisteo Road and dedication of new rights-of-way as part of the preliminary development plan concurrently with the General Plan amendments and rezonings necessary to develop the project area as proposed. The Governing Body approved the proposed General Plan amendments (Resolutions #2021-20 and #2021-21) and rezonings, establishing a C-2 PUD district (Ordinance #2021-8) and amending the boundaries of the South Central Highway Corridor Protection District to exclude the project area (Ordinance #2021-7). The Governing Body also approved a Preliminary Development Plan for the entire project area (Case #2020-2901), included a phasing plan as described below:

Phase 1 (North Parcels)

Phase 1A: 244-unit multi-family community on 10.16 acres (The Project)
Phase 1B: 14 Townhomes on 0.93 acres

Phase 2 (South Parcels)

Residential: 112 multi-family units and 14 townhomes
Office: 84,000 square feet
Retail/Restaurant: 36,000 square feet

The Governing Body adopted Findings of Fact and Conclusions of Law reflecting its decision on April 28, 2021 (Exhibit D(2)).

On July 14, 2021, the Governing Body adopted Resolution #2021-39 (Exhibit D(1)), approving the proposed partial vacation of the existing Galisteo Road public rights-of-way, contingent upon the Planning Commission's subsequent approval of the proposed vacation and the dedication of new rights-of-way in the new alignments, as shown in the approved preliminary development plan for the Property.

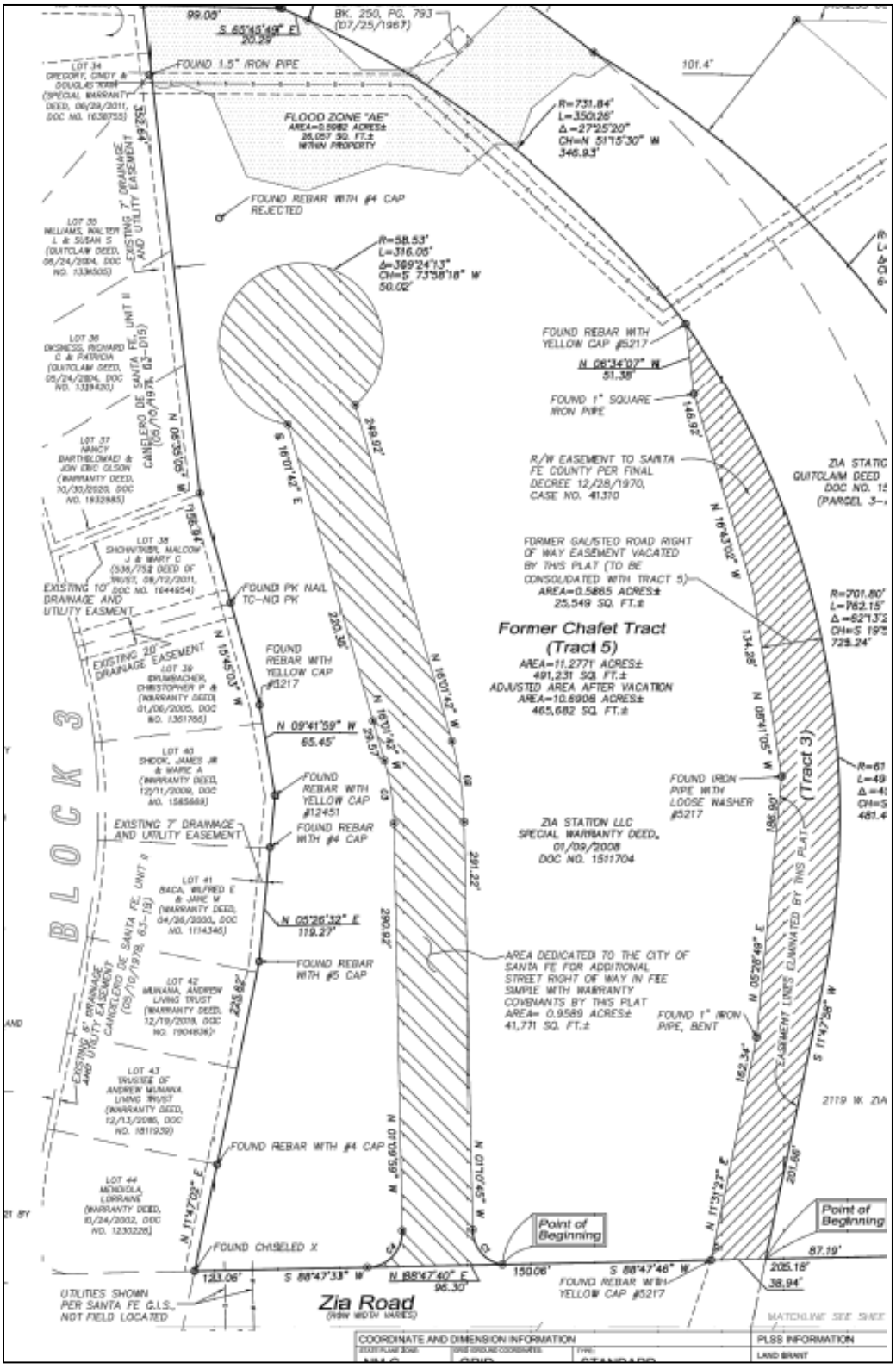
V. EXISTING CONDITIONS

The Phase 1A property is currently vacant, with the exception of the "kiss and ride" (passenger drop off only) rail passenger facility. Surrounding uses include the Candelero and Brillante Lane subdivisions to the west, somewhat dispersed single-family development to the north, retail/commercial and multi-family development to the east across St. Francis Drive, and assorted light industrial and commercial to the south. Surrounding zoning includes R-5 and R-7 to the west, R-1, R-4, and R-7 to the north, R-21, C-1, and SC1 to the east, and I-1 to the south.

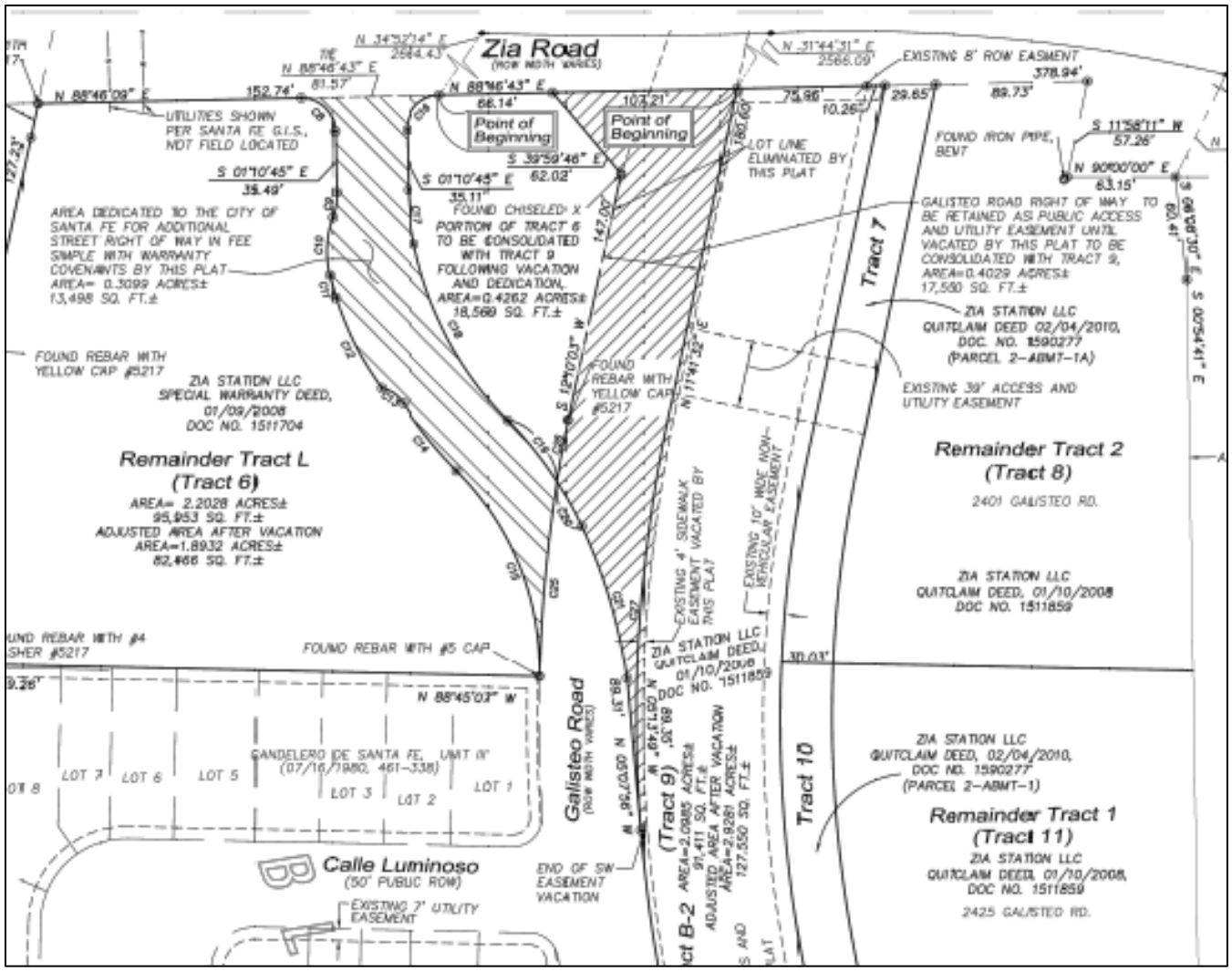
VI. GALISTEO REALIGNMENT

As mentioned above, Governing Body Resolution #2021-39 approved the vacation of portions of Galisteo Road rights-of-way (ROW) at its intersection with Zia Road. This approval was contingent on the Planning

Commission approving a plat that would vacate portions of the ROW south of Zia Road and dedicate ROW for a new alignment south of Zia Road, and dedicate new ROW north of Zia Road. Resolution #2021-39 describes the authority of the Planning Commission to approve vacation and dedication plats. The Resolution is included in Exhibit D(1).



The realignment of Galisteo requires the vacation of a portion of the existing right-of-way and dedication of new right-of-way to the City. The Right-of-Way Vacation and Dedication Plat submitted with this application represents a formal request for the City to vacate approximately 15,825 square feet of right-of-way and accept dedication of new right-of-way.



A Traffic Impact Analysis (TIA) was when the preliminary development plan for the entire 22-acre project area was considered. Among the findings was that the Galisteo/Zia intersection does not function well due to its proximity to St. Francis Drive, creating traffic delays, eastbound left-turn traffic stacking through the intersection, and other safety concerns. Based on the results of the TIA, the Galisteo/Zia intersection realignment and other required road improvements will provide more eastbound left-turn lane storage and greatly reducing the peak hour queues and delays. City Code requires that the Applicant relocate the existing waterline and any other utilities at the Applicant's expense and in coordination with the service providers.

The specific road improvements that will be required of the Applicant and constructed are detailed in the Development Plan section of this report (Section VIII, Project Analysis).

VII. VACATION AND DEDICATION PLAT CRITERIA; SECTION 23-1.2(C)(2)

Resolution #2021-39 approved *"The vacation of existing portions of the Galisteo Road Rights-of-Way at Galisteo Road's intersection with Zia Road, contingent on the Planning Commission's approval of the vacation of existing rights-of-way and the dedication of new Galisteo Road right-of-way south of Galisteo Road's intersection with Zia Road in a new alignment, and new Galisteo Road right-of-way north of Galisteo Road's intersection with Zia Road."*

The vacation process is addressed in NMSA 1978, Section 3-20-12: "*In approving the vacation or partial vacation of a plat, the planning authority of the municipality shall consider if the vacation or partial vacation of a plat will adversely affect the interests or rights of persons in contiguous territory or within the subdivision being vacated. In approving the vacation or partial vacation of a plat, the planning authority of the municipality may require that streets dedicated to the municipality in the original plat shall continue to be dedicated to the municipality."*

The vacation process is also addressed in SFCC 1987, Section 23-1.2: *"…Factors to be considered in vacation or partial vacation of a plat shall first be whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed, whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel, balanced against other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance."*

The Planning Commission and the Governing Body demonstrate that, as required by State law, the "planning authority" of the City of Santa Fe, has decided that the partial vacation of Galisteo ROW and dedication of additional ROW is appropriate and will not adversely affect the interests or rights of persons in the area or within the City of Santa Fe. In addition, the proposed vacation and dedication plat meet all development standards and will not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval.

SFCC 1987, Section 23-1.2 and NMSA 1978, Section 3-20-12 govern the Criteria for approval of vacation plats and are detailed below. As both SFCC 1987, Section 23-1.2 and NMSA 1978, Section 3-20-12 are written in paragraph form, rather than line-by-line criteria, Sections of the code are repeated in the table below to address different elements of the code.

SFCC 1987, Section 23-1.2(A): Whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed;	**Criterion Met:** (Yes/No) **YES**
The vacation/dedication plat provides new utility easements in the realigned section of Galisteo south of Zia Road and in the new section of Galisteo Road to be dedicated and built to the north of Zia Road. The Applicant will relocate all utilities at its own expense, and the new alignment of Galisteo will continue to provide necessary utility service.	
SFCC 1987, Section 23-1.2(A): Whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel;	**Criterion Met:** (Yes/No) **YES**

The southern portion of right-of-way is a necessary and integral part of the area's road network, but its vacation and realignment will improve neighborhood travel by improving eastbound left-turn queuing at St. Francis Drive, as demonstrated in the Traffic Impact Analysis. Approval by the Planning Commission will require that the new right-of-way be dedicated, that the road built in the new alignment, and that the new road be accepted by the City before the existing portion of Galisteo is closed for public use. The modeling predicts that there will be no interruption of traffic service to the public and the City's traffic and pedestrian travel network will be improved. The new section of right-of-way to be dedicated and built on the northern portion of the property will serve new development to the north. Finally, the realigned intersection will enable the construction of the HAWK pedestrian crossing.	
SFCC 1987, Section 23-1.2(A): Other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance;	**Criterion Met:** (Yes/No) **YES**
As stated above, the right-of-way is still a necessary part of the City's transportation network and is not a nuisance. The overall traffic and pedestrian travel network are modeled to function at a higher level of service after the realignment of the southern Galisteo right-of-way, dedication of new right-of-way north of Galisteo, and construction of both roads in the new alignments. The modeling predicts that there will be no interruption of traffic service to the public and the City's traffic and pedestrian travel network will be improved.	
NMSA 1978, Section 3-20-12(B) & SFCC 1987, Section 23-1.2(C)(2): Whether the vacation will adversely affect the interests or rights of persons in contiguous territory;	**Criterion Met:** (Yes/No) **YES**
The vacation does not adversely affect the rights of any person in contiguous territory, because the Applicant and the City own all of the land in question. Furthermore, the vacation, realignment, and dedication of a new right-of-way is in the public's interest in that it moves the intersection of Galisteo Road and Zia Road further away from the intersection of Zia Road with St. Francis Drive, improving traffic stacking at the newly configured intersection at St. Francis Drive, and allows for the HAWK pedestrian crossing.	
SFCC 1987, Section 23-1.2(A): Whether at least seventy-five percent (75%) of the land owners adjacent to the ROW to be vacated approve of the vacation;	**Criterion Met:** (Yes/No) **YES**
The Applicant or the City owns all affected lands and therefore this criterion is met. There are no other owners who need to agree in order to reach 75% approval.	
SFCC 1987, Section 23-1.2(A): Whether the proposal would result in any property being landlocked (if so, the proposal cannot be approved); and	**Criterion Met:** (Yes/No) **YES**
The Applicant has proposed a lot line adjustment plat, which will create ten new tracts of land configured around the new alignment of Galisteo Road. With the approval of the proposed lot line adjustment, none of the new properties will be landlocked.	
SFCC 1987, Section 23-1.2(D): Whether the proposal will affect the existing rights of any utility.	**Criterion Met:** (Yes/No) **YES**
The vacation/dedication plat will provide new utility easements in the realigned section of Galisteo south of Zia Road and in the new section of Galisteo Road to be dedicated and built to the north of	

Zia Road. The Applicant is required to relocate all utilities at its own expense and, the new alignment of Galisteo will continue to provide necessary utility service.

VIII. PROJECT ANALYSIS: PHASE 1A FINAL DEVELOPMENT PLAN

Project Description

The Preliminary Development Plan approved by the Governing Body on April 8, 2021, established a Planned Unit Development that it required to be developed in phases and sub-phases. The first phase, Phase 1A, includes 244 multi-family units on 10.16 acres. The development plan also includes the following road improvements, which the Applicant is required, as a condition of the plan's approval, to complete before the City issues any Certificate of Occupancy for Phase 1A apartments:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia Road to serve Phase 1.
4. Mid-block HAWK activated crosswalk with mid-street pedestrian refuge island.
5. Secondary, gated emergency access drive between St. Francis and Galisteo.

The development plan limits the proposed apartment buildings that front Galisteo to two stories, with the exception of the southern portion of one building at the northeast corner of Zia and Galisteo. The plan includes the remaining buildings, adjacent to St. Francis Drive, as three-stories. However, the plan requires that the finished floor elevation of the three-story buildings is 18 feet below the grade of St. Francis Drive.

The development plan includes community amenities such as landscaped courtyards, pool, fitness center, resident lounges, and sky decks. The plan also includes Rail Trail access via connections to the sidewalk on Zia Road, which will also provide direct access to the Rail Runner Station via a new HAWK pedestrian crossing of Zia Road. In addition, the plan includes development of a 0.91-acre parcel at the northeast corner of the site as a dog park, adjacent to the Rail Trail and the St. Francis underpass.

Parking

Parking for the Phase 1A residences is planned to include a combination of surface, covered, and garage spaces. The required parking is outlined below:

	Number	Size	Spaces	Required	Provided
Apartments	196	< 800 sf	1.25 per unit	245	
Apartments	48	800-1200 sf	1.5 per unit	72	
Total Parking				317	334

**Includes 249 Surface Spaces (12 ADA Accessible Spaces), 48 Garage Spaces (1 ADA space), and 29 Carport Spaces (1 ADA space)*

In addition, the new north extension of Galisteo Road will include 17 public on-street parking spaces, which will offset the loss of the existing Rail Trail trailhead parking area.

Access and Traffic

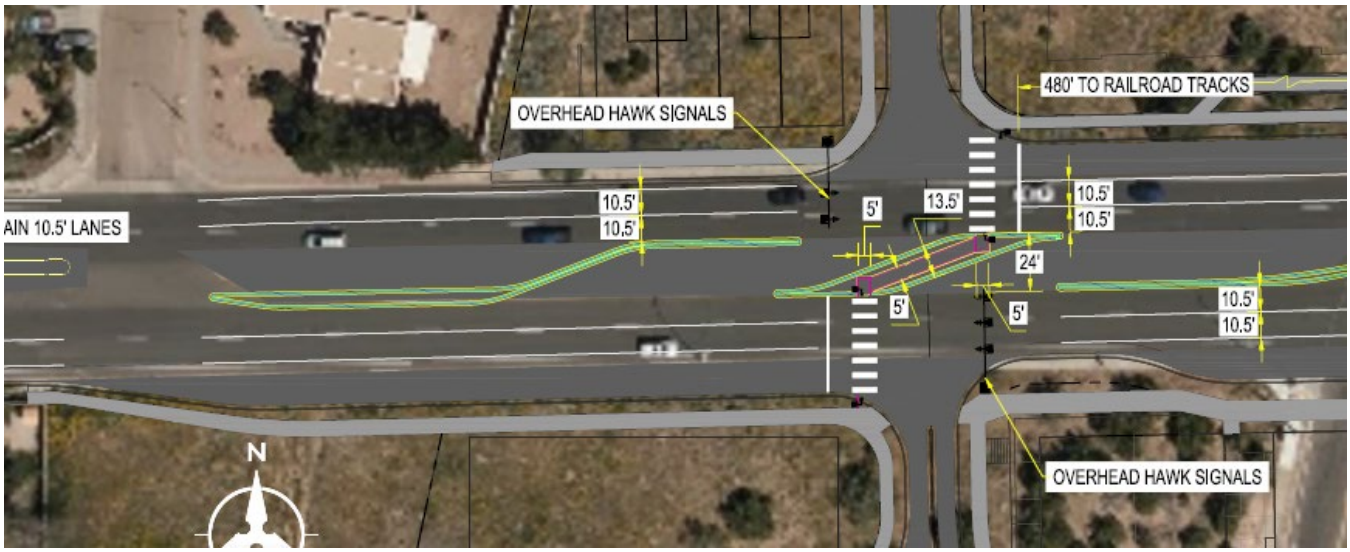
The plan includes access to Zia Flats via the new north extension of Galisteo Road, which is required to be dedicated as a 50-foot public right-of-way terminating in a cul-de-sac. The roadway is required to be constructed substantially in conformance with sub-collector standards. However, in accordance with SFCC 1987, Subsection 14-9.2(B)(3), staff requests approval of an "innovative street design", providing on-street parallel parking on the east side with sidewalks at the back of curb in order to better accommodate entering and exiting vehicles. The requisite street trees are proposed in the five-foot planting strip behind the sidewalk. The intersection with Zia Road is limited to a right-in/right-out/left-in access. Lastly, a gated, secondary emergency access drive will be constructed on Zia Road between Galisteo and St. Francis.

Phase 1A road improvements in the plan include the realignment of Galisteo Road on the south side of Zia approximately 180 feet west of St. Francis, which would increase the eastbound queue capacity at St. Francis. Three access points to Phase 2 have been preliminarily approved on the realigned southern section of Galisteo Road. In addition, the plan's modifications to Zia Road would create a "complete street" and would include the construction of three eastbound left-turn lanes at St. Francis Drive and eastbound and westbound right-turn lanes and left-turn lanes at Galisteo, as well as bike lanes. In order to enhance and celebrate the pedestrian experience on Zia, the plan includes increasing the sidewalk width on the north side to 6-feet with the addition of a 5-foot planter strip. On the south side, the plan includes an increase of the sidewalk width to 8-feet separated from the roadway with a 7-foot planter strip.

Bohannan Huston, Inc. prepared a Traffic Impact Analysis (TIA) for the submission of the Preliminary Development Plan. The executive summary of the TIA is re-submitted as an attachment to this memo for your reference (Exhibit E(3)). The scope of the Analysis was established in coordination with the City Public Works Department and the NMDOT. The findings of the TIA were discussed at length at preliminary development plan stage. A summary of the findings can be found in the Applicant's Project Report (Exhibit E(1), page 5). No new additional traffic analysis was required for this final development plan.

Pedestrian and Bicycle Connectivity

In order to prioritize pedestrian and cyclist safety and connectivity between the north and south phases of the Zia Station development, a signalized High-Intensity Activated Crosswalk (HAWK) pedestrian crossing is proposed at the intersection of the realigned Galisteo Road and Zia Road. A HAWK is a signalized crossing that operates in a yellow-red-flashing red sequence to alert motorists that pedestrians or cyclists need to cross the road. Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. The HAWK signal proposed is a two-stage crossing, with count down heads and buttons in the median. The proposed HAWK signal would be connected to the Rail Runner control cabinet as an additional safety measure. As a train is coming, the HAWK is designed to be temporarily disabled to prevent westbound vehicles from backing onto the tracks. After traffic clears, the HAWK is designed to permit pedestrians and/or cyclists to cross. The proposed HAWK crossing would coordinate with the St. Francis Drive/Zia Road signal timing and modeling demonstrates that it will have no impact on the intersection. This design is used successfully elsewhere, and will be the first pedestrian crossing of its type in Santa Fe.



Proposed HAWK pedestrian crossing at realigned Galisteo Street, also showing U-turn accommodations just east of Galisteo, where the ROW is widened for a deceleration/right turn lane.

Terrain Management

Phase 1 terrain slopes from east to west with an overall grade change of approximately 20 feet. The Arroyo de los Chamisos traverses the north end of the site. The plan proposes that the apartment buildings will be stepped in some locations to match the natural terrain. Retaining walls are proposed along Zia and St. Francis. The Plan proposes that storm water will be harvested in landscaped areas and directed to a detention pond incorporated into the landscaped open space north of the townhomes. Per SFCC requirements, the proposed on-site detention is adequate to ensure that there will be no new runoff to the Arroyo due to development of the land.

The proposed water harvesting for the project would capitalize on surface collection and passive water harvesting to help support new landscaping. Passive water harvesting strategies in the plan include sloping impermeable surfaces such as sidewalks and paved areas to direct runoff to landscape planting areas, fine grading swales for surface water harvesting, installing curb cuts at parking/roadway medians to divert water to planter medians, and directing rainwater from roof canales/downspouts to adjacent planter beds.

Water and Sewer

Water is available via lines in Zia and Galisteo Roads and sewer connections will be made at the manhole in Zia east of Candelero Street and at the Arroyo de los Chamisos line. The plan provides that service will be provided to Zia Flats via a combination of public and private lines. Gated access for maintenance of the Arroyo de los Chamisos sewer line would be provided at the north end of the Galisteo cul-de-sac. There is an existing waterline in the portion of Galisteo Road to be realigned, which would be relocated as part of the roadway construction.

Water Budget

The Phase 1 Water Budget is estimated at 24.38 acre feet per year, and the water demand offset for the market rate units, inclusive of the required 9.8% contingency per SFCC 1987 Section 14-8.13(E)(1), is 24.43 acre feet per year. In accordance with the City's requirements, water rights will be provided to offset

the project's water demand. The Applicant will acquire water rights to offset the project's water demand in accordance with SFCC Section 14-8.13. Water Budgets are included in Exhibit E(2).

Landscaping and Open Space
In Phase 1, a minimum of 250 square feet of open space is required per ground floor dwelling unit per SFCC 1987, Subsection14-7.5(D)(8)(c). The open space calculation is as follows:

	Required	Type	Provided
Apartments	250 sf x 70 ground floor units = 17,500 sf	Common Open Space	126,000 sf

The project landscape approach is tailored to provide a range of enjoyable outdoor areas for public use, to provide an urban tree canopy of diverse species to help reduce heat island effect, and to transition to native landscapes along property edges. Plant selections focus on drought tolerant, pest resistant, and appropriate species that are viable in urban/semi-urban settings. The proposed diverse combination of native and introduced plant species will provide biodiversity, wildlife habitat, and resilience to climate shifts.

Common open space planned within the residential areas of Phase 1 includes a range of active and passive gathering spaces for residents. For the apartments, this includes a pool area with spa, ramada, and lounge areas adjacent to the main entrance/lobby. Three additional common areas among apartment buildings are proposed to serve as passive gathering areas with seating and fire pits. A central north-south pedestrian corridor connects the apartment buildings to the Zia Road sidewalk to the south. The plan includes a detention pond along the northwest side of the new Galisteo Road that will be planted with a range of native trees and shrubs to evolve into a dense riparian buffer between the new development and existing residential properties. Lastly, the plan includes a 0.9-acre fenced dog park that would be accessed from the existing Santa Fe Rail Trail and would be available for use by both dog-owner residents of the proposed development and the public at large.

New sidewalks along Galisteo Road, Zia Road, and internally will provide connectivity within the new development and link to existing perimeter urban trails and sidewalks. This pedestrian environment will be more appealing and safer with the additional shade from street tree canopies and landscaped buffers between walkways and roadways.

Fire Protection and Emergency Access
All buildings are required to be equipped with automatic fire suppression and, in accordance with IFC requirements, the drive lanes are required to be 26 feet wide adjacent to three-story buildings. The plan includes access to the Phase 1 apartment parking areas through controlled vehicular gates that will be equipped with emergency access strobes. The plan includes new fire hydrants at requisite intervals and Fire Department Connections to building standpipe systems will be provided where required. The required twenty-foot secondary emergency access drive on Zia Road will serve Phase 1. The fire lane will be gated and equipped with an emergency access strobe.

Lighting
The plan includes LED fixtures mounted at a height of 25 feet that will provide lighting to all parking areas in the Phase 1 apartment complex. It also includes shielding for all lighting to prevent light pollution in

accordance with the New Mexico Dark Skies Ordinance and shall comply with SFCC 1987 Section 14-8.9.

Environmental Review: Archaeology and Prairie Dogs
The subject parcels are located within both the Suburban and the River & Trails Archaeological Districts. An archaeology survey of the entire Zia Station property (NMCRIS No. 146734) was reviewed by the City's Archaeological Review Committee, and clearance was issued in Case #2020-003016-ARC. No significant sites were identified. The applicant is required to assess the site for Gunnison's prairie dogs and to relocate any colonies prior to issuance of construction permits.

Santa Fe HOMES Program
As previously presented to Planning Commission and City Council with the Zia Station applications, the Applicant proposes that 10% of the residential units (24 units) will be priced affordably for a period of ten years. In particular, this means that rents may not exceed the Fair Market Rent (FMR) for Santa Fe County as established by the Department of Housing and Urban Development (HUD). In accordance with the SFHP, the Applicant requests the following development incentives:

- Waiver of 20% of the following fees as calculated for the project: Development Review Application Fees, Construction Permit Fees, Impact Fees, and Utility Expansion Charges.
- Waiver of water demand offsets for the 24 affordable units per SFCC Section 14-8.13(B)(5).

Further, the Applicant is also required to provide a 5% Fee-in-Lieu, calculated according to SFHP methodology. The executed HOMES proposal is included in Exhibit E(4).

Architectural Design
A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings proposed will harmonize with one another and their surroundings, while eschewing homogeny. This anticipated outcome was achieved through engaging with several local architects to create a diverse architectural vision. The Applicant has demonstrated that the proposed buildings comply with SFCC Table 14-8.7-2: Architectural Design Standards and Point Allocations.

Construction Phasing for Phase 1A
After approval of the development plan, construction for the Zia Flats project is required to proceed according to the attached Construction Phasing Plan. The infrastructure for each phase, as depicted, will meet the applicable level of completion standards for multi-family development projects, per the City of Santa Fe Infrastructure Completion Policy (ICP). Once the infrastructure is complete for each phase and has been approved by the City Engineer per the ICP's Partial Completion guidelines, vertical construction will be permitted on a phase-by-phase basis. Similarly, the building in each phase will be eligible for a Certificate of Occupancy upon Substantial Completion of the infrastructure for that phase.

IX. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

The proposed development plan meets all development standards and will not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval. SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a) requires a development plan for development with a gross floor area of over thirty thousand square feet in any zone. SFCC 1987 Section 14-3.8(B)(3)(b), a new development with a gross floor area of ten thousand (10,000) square feet in the C-2 zone requires a development plan. The property was rezoned to C-2 PUD (General Commercial – Planned Unit Development on April 8, 2021.The Phase 1A apartments comprise 197,897 square feet. Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest. The Zia Flats (Zia Station, Phase 1A) project serves the public interest through the provision of much-needed housing, including affordable housing, in a mixed-use, walkable environment, with access to multi-modal transit options. The project will also construct critical roadway improvements to ameliorate existing congestion issues and improve pedestrian connectivity.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The subject property is located in a mixed-use area comprising significant commercial and multi-family development. The proposed uses and scale of the project are compatible with land uses in the vicinity, while serving as an appropriate transition between the adjacent existing residential development and the St. Francis corridor.	

X. EARLY NEIGHBORHOOD NOTIFICATION

Early Neighborhood Notification (ENN) is not required for Final Development Plan approval. A series of ENNs and other meetings with residents have occurred throughout the process of consideration of this application. The applicant has displayed the ROW vacation and dedication plat for the public throughout this process at the various ENNs, other public meetings, and public hearings. ENN notes from the official ENN on October 9, 2020 can be found in Exhibit E(5).

XI. EXPIRATION

SFCC 1987 Chapter 14 and Chapter 23 provide no expiration provisions for a vacation and dedication plat. It is by its nature a final action with no expiration.

Per SFCC 1987 Subsection 14-3.19(B)(4), “Approval of a final development plan … shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6).” Therefore, should the Commission approve the final development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be March 17, 2025.

XII. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law
1. Case #2021-3662
2. Case #2021-4647

EXHIBIT B: Development Review Team Memoranda
1. Compiled Technical Corrections
2. Traffic Review
3. MPO Review
4. Terrain Management & ADA Review
5. Water Engineering Division Review
6. Wastewater Division Review
7. Landscape Review
8. Solid Waste Review
9. Fire Review

EXHIBIT C: Maps and Photos

EXHIBIT D: Supporting Material
1. Resolution 2021-39: Approved ROW Vacation & Dedication
2. Governing Body Findings of Fact and Conclusions of Law Case #2020-2901
3. Building Site Sections

EXHIBIT E: Applicant Materials
1. Application Report
2. Water Budgets
3. TIA Executive Summary
4. Santa Fe Homes Proposal
5. ENN Notes
6. Proposed Development Plan

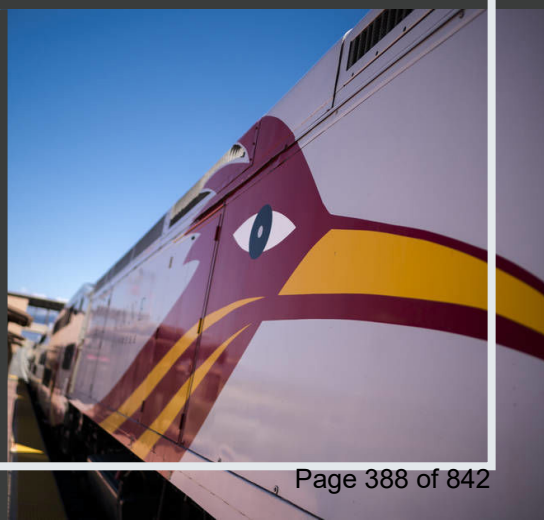
APPROVED BY:

Title	Name	Initials
Interim Planning and Land Use Director	Jason Kluck	*JMK*
Land Use Department Case Manager	Lee Logston. AICP	*LL*

Bohannan Huston

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

ZIA STATION
TRAFFIC IMPACT ANALYSIS
NOVEMBER 2020



ZIA STATION TRAFFIC IMPACT ANALYSIS

Date:

November 2020

Prepared by:

Bohannan Huston, Inc.
7500 Jefferson St NE
Courtyard Two
Albuquerque, NM 87109

Prepared for:

Zia Station LLC
PP Box 5735
Santa Fe, NM 87502

Eric J. Wrage 11/23/2020

Eric J. Wrage, PE, PTOE, RSP1 **November 23, 2020**

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Appendix B 2020 Existing Intersection Capacity Analysis
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Appendix E 2024 Build Intersection Capacity Analysis
Appendix F Safety Analysis

I. INTRODUCTION AND SUMMARY

Zia Station, LLC proposes to develop vacant land surrounding the Zia Rail Runner Station west of St Francis Drive and north and south of Zia Road. The proposed development will include retail, office, and residential land uses in addition to two parking garages.

A. STUDY PURPOSE

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

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located west of St Francis at Zia in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1, and the porposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- St Francis Drive and Siringo Road
- St Francis Drive and Zia Road
- St Francis Drive and Sawmill Road
- Galisteo Road and Zia Road
- Galisteo Road and Calle Luminoso
- Galisteo Road and Camino de Pabilo
- Galisteo Road and Rodeo Road
- Zia Road and Candelero Street

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

- Existing traffic (2020)
- 2024 Completion Year without proposed development (2024 No Build)
- 2024 Completion Year with buildout of the site (2024 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

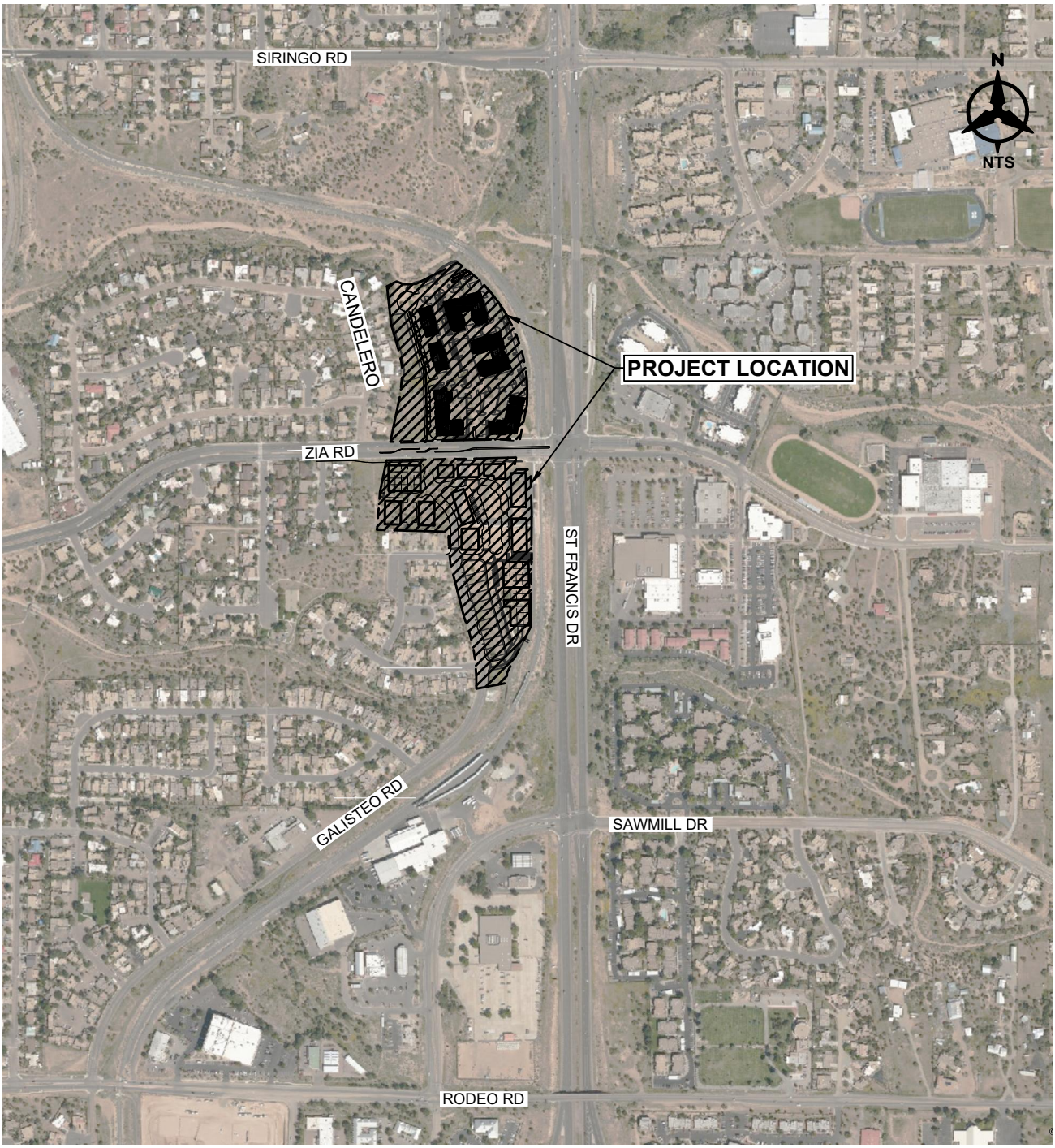
In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

3. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane. Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.



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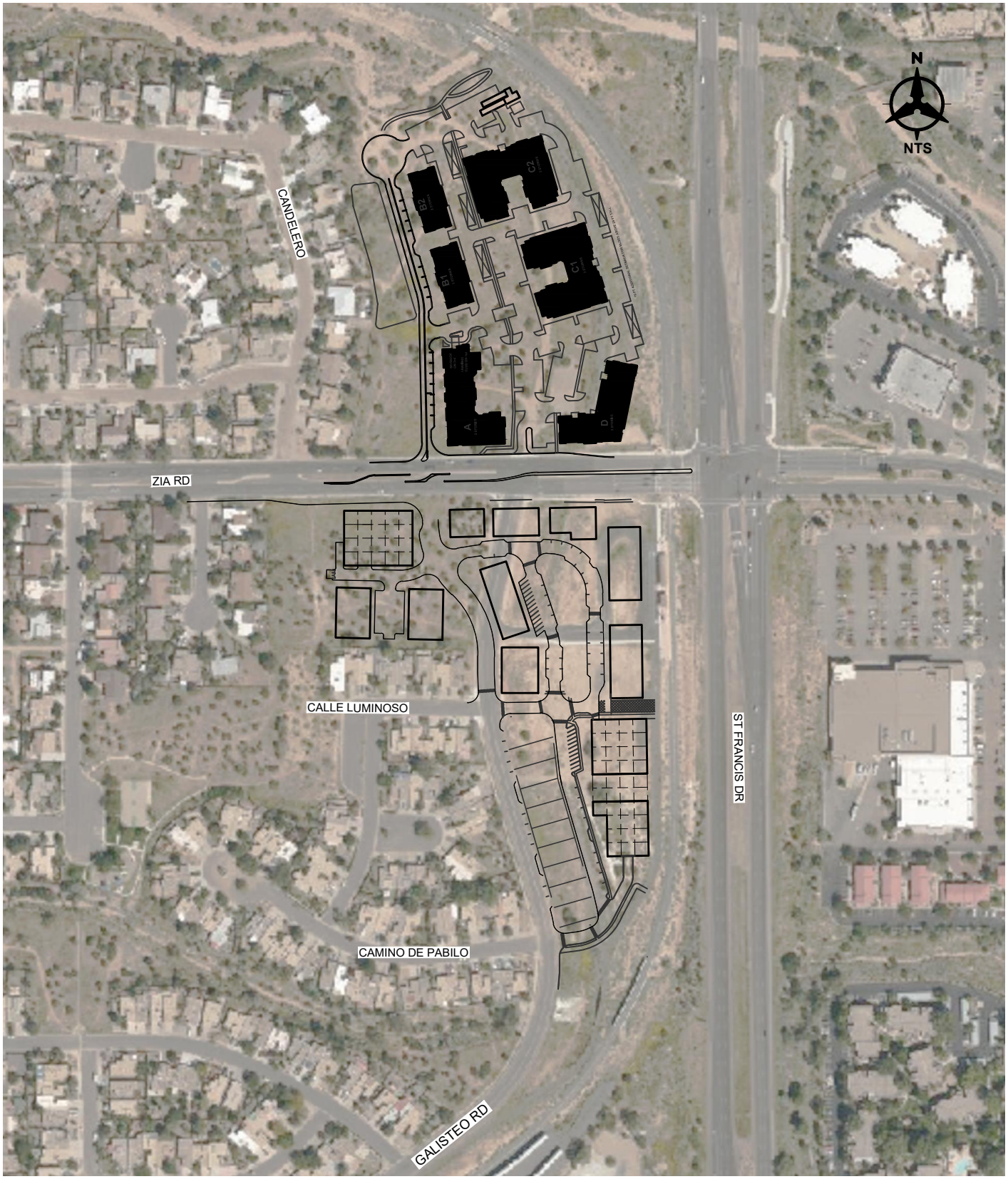
Bohannan Huston
www.bhinc.com 800.877.5332

ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP



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Bohannan Huston
www.bhinc.com 800.877.5332

ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will include single- and multi-family residential, office, restaurant, and retail.

The surrounding area is primarily developed with residential uses west of St Francis Drive and commercial uses east of St Francis Drive.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2024, and the year 2024 was used as the build year in the analysis. The north parcel is expected to develop first, with the south parcel to follow. It is anticipated that a follow-up traffic study will be prepared when the south parcel is developed to determine if the mitigation presented herein continues to result in acceptable level of service.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the signalized intersections of St Francis Drive with Siringo Road, Zia Road, Sawmill Road. Unsignalized intersections that were evaluated include Zia Road and Galisteo Road, Zia Road and Candelero Street, and Galisteo Road and Rodeo Road. The proposed site access driveways along Galisteo Road were also evaluated as two-way stop-controlled intersections.

B. SITE ACCESSIBILITY

The development south of Zia Road will have access via three proposed driveways, one right in-right out-left in, and two full access. North of Zia Road the development will be accessed from Zia Road and Galisteo Road as a left-in, right-in, right out driveway. All access points are shown in Figure 2, the Site Plan.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography and mapping from Google Earth®, and information provided by SF Brown.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

1. ADJACENT ROADWAYS

St Francis Drive provides north-south access within the city and regional connectivity north of Santa Fe. St Francis Drive is classified as a principal arterial by the Santa Fe Metropolitan Transportation Organization (MPO). The posted speed limit is 45 miles per hour (MPH). St Francis Drive has three travel lanes in each direction with a continuous center median and two-way left turn lane at signalized intersections. The Santa Fe MPO Traffic Count Data System indicates in 2013 St Francis Drive had an average daily traffic volume (ADT) of about 44,900 vehicles per day (vpd).

Siringo Road is classified as a minor arterial west of St Francis and a major collector east of St Francis. Siringo Road has one travel lane in each direction and the posted speed limit is 25 MPH. The reported daily traffic is approximately 13,900 vpd in 2019.

Zia Road is classified as a principal arterial west of St Francis and a major collector east of St Francis. While Zia road only has two travel lanes in each direction and a posted speed limit of 35 MPH, it is classified as a principal arterial because it attracts trips from the west/ south traveling north/east. The daily traffic in 2019 was approximately 17,100 vpd.

Sawmill Road is classified as minor arterial west of St Francis and a minor collector east of St Francis. Sawmill Road has two travel lanes in each direction and the posted speed limit is 35 MPH. There were about 9,100 daily trips in 2019.

Rodeo Road is classified as a minor arterial and the posted speed limit is 40 MPH. Rodeo Road has one travel lane in each direction and the daily traffic was 9,500 vpd in 2011.

Galisteo Road is classified as a minor collector and the posted speed limit is 30 MPH. Galisteo Road has one travel lane in each direction and the daily traffic was 2,300 vpd in 2019.

2. MULTI-MODAL CONDITIONS

Being adjacent to the Zia Rail Runner station, the development provides direct access to rail transit options. The development also has direct access to bus lines that serve the City of Santa Fe. The Santa Fe Trails Transit Route 6 provides services from Rodeo road to the northeast. Near the development, the route travels along St Francis between Sawmill Road and Zia Road with one stop on the east leg of Zia.

The development is also in proximity to walking and bicycle trails, including easy access to the Rail Trail, as well as nearby bicycle facilities on Siringo Road, Zia Road, Rodeo Road, and Galisteo Road. The development will also provide trail connections within the site.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersection analyzed in the study area were collected on March 3-10, 2020. Existing traffic counts are included Appendix A. The counts included 6-hour turning movement counts. The counts were collected prior to the COVID-19 shutdown, although not all desirable data was collected (demand volumes, lane utilization, RTOR), and the Siringo intersection was not collected due to the shutdown.

To account for potential demand volumes, adjustments were applied to the traffic counts. This approach used 8 (eight) 15-minute periods. This resulted in a 2-hour period being evaluated for all the signalized intersections. This was done to encompass the full peak hour and assumed demand volumes (no unmet demand at the end of any 15-minute period) had dissipated during these 2-hour windows.

Lane utilization for the southbound through traffic destine for I-25 southbound was estimated from previous studies on St. Francis that collected this data. Lane utilization for the Zia eastbound left was estimated based on available left turn storage.

The methodology used for these adjustments are described further in Appendix A.

C. EXISTING LEVELS OF SERVICE

1. VEHICULAR ANALYSIS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

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

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

The existing intersection traffic volume were analyzed using Highway Capacity Software version 7 (HCS7), which uses the intersection methodology from the Sixth Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 through Table 5.

The signalized intersections of St Francis Drive and Siringo Road, Zia Road, and Sawmill Road were evaluated using City signal timing for the multi-period analyses described above and in the Appendix.

a) *St Francis Drive and Siringo Road*

The signalized intersection of St Francis Drive and Siringo Road has a volume-to-capacity ratio under 1.0 in all AM analysis periods, which indicates the intersection operates under capacity during each of the 15-minute periods established per guidance by the Highway Capacity Manual. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E. Complete multi-period reports from the Highway Capacity Software are included in Appendix C.

In the PM, the intersection operation begins to degrade at 4:45 and remains overcapacity until 5:30 PM. The highest v/c is 1.54 which occurs at 5:15 PM. Delay is high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM.

This analysis estimated lane utilization for southbound through traffic to bias the traffic toward the outside lane (the far right lane) to account for drivers preparing to enter I-25 southbound. This driver behavior is evident for those who travel this corridor frequently. This is an existing concern, regardless of the Zia Station development.

Table 2 | 2020 Existing Signalized Intersection Results (St Francis & Siringo)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.0	B	0.75	16:00	39.8	D	0.99
7:15	18.1	B	0.75	16:15	26.1	C	0.86
7:30	21.5	C	0.72	16:30	47.2	D	1.04
7:45	24.3	C	0.90	16:45	95.0	F	1.17
8:00	20.5	C	0.67	17:00	218.9	F	1.34
8:15	19.7	B	0.78	17:15	442.6	F	1.54
8:30	19.5	B	0.66	17:30	424.9	F	0.93
8:45	19.2	B	0.80	17:45	455.4	F	0.98

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 8:45 AM and from 4:00 to 6:00 PM, with the exception of the 15-minute period of 4:15 PM. The highest v/c in the AM is 1.57, which occurs at 7:45 AM and the highest v/c in the PM is 1.21, which occurs at 5:15 PM.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient.

The lane utilization for this eastbound approach was adjusted to reflect the fact that even though there are two eastbound left turn lanes at the intersection, the inside left turn lane (the left most left turn lane) is shorter in length. The oversaturated conditions may extend beyond 6:00 PM. This lane utilization imbalance also results in a safety concern, as the inside lane (west of Galisteo) has queued traffic stopped waiting to turn left, while the outside lane is available for through traffic at higher speeds.

Table 3 | 2020 Existing Signalized Intersection Results (St Francis & Zia)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	25.9	C	0.89	16:00	57.8	E	1.13
7:15	26.3	C	0.91	16:15	66.7	E	0.92
7:30	55.4	E	1.54	16:30	76.4	E	1.14
7:45	113.6	F	1.57	16:45	119.1	F	1.10
8:00	162.3	F	1.35	17:00	162.3	F	1.14
8:15	239.1	F	1.50	17:15	185.2	F	1.21
8:30	254.6	F	1.22	17:30	210.4	F	1.05
8:45	220.8	F	0.99	17:45	224.3	F	1.05

c) *St Francis Drive and Sawmill Road*

The signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. The eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.13. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

Southbound through traffic was again adjusted for motorists destined for southbound I-25.

Table 4 | 2020 Existing Signalized Intersection Results (St Francis & Sawmill)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.62	16:00	24.4	C	0.83
7:15	16.1	B	0.71	16:15	21.7	C	0.88
7:30	25.4	C	0.87	16:30	26.4	C	0.91
7:45	26.9	C	0.88	16:45	28	C	0.93
8:00	23.5	C	0.84	17:00	28.5	C	0.92
8:15	20.7	C	0.78	17:15	34.8	C	1.13
8:30	19.2	B	0.76	17:30	27.7	C	0.83
8:45	18.5	B	0.77	17:45	25.7	C	0.92

d) *Unsignalized Intersections*

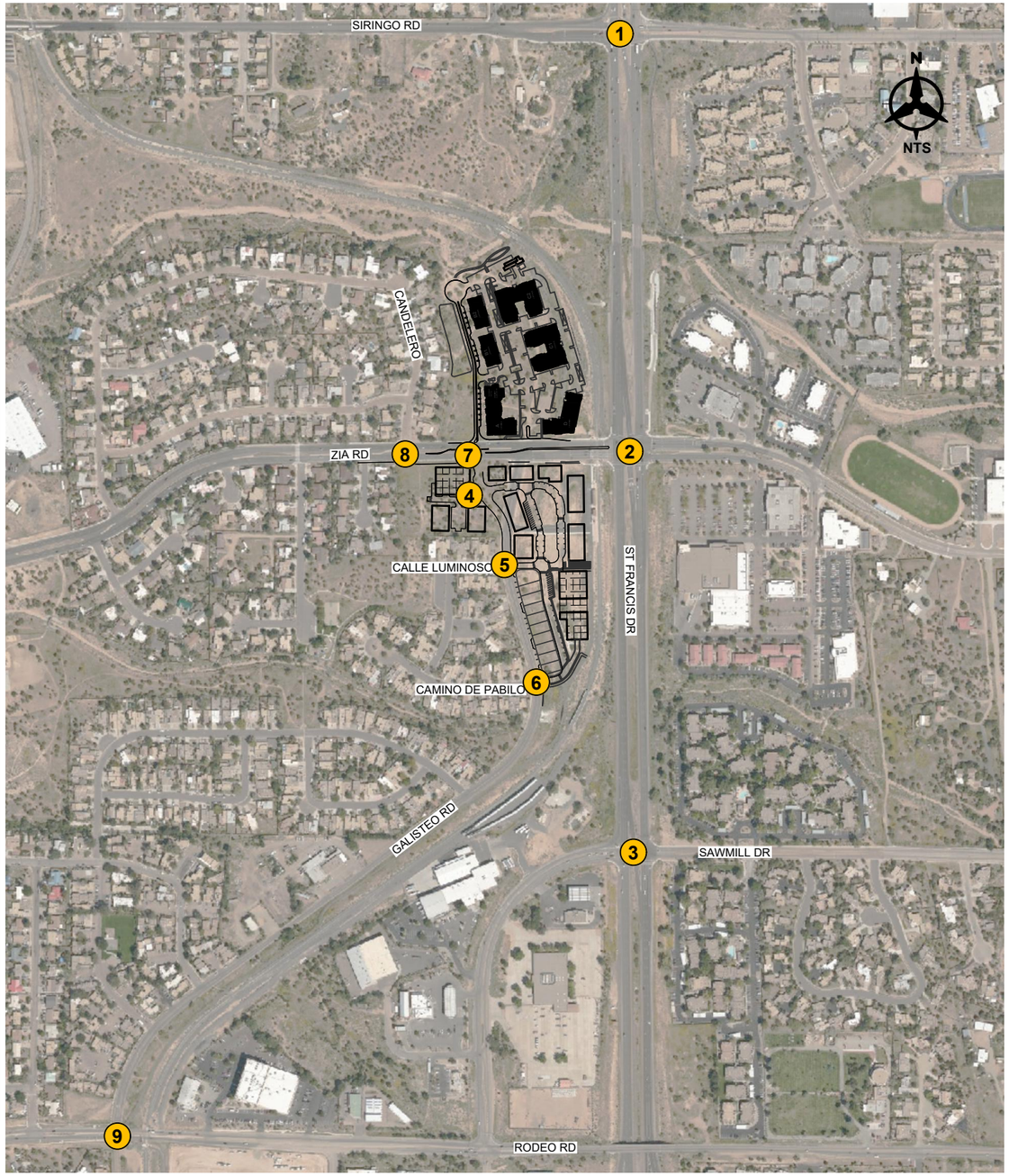
The analysis indicates the unsignalized intersections currently operate at acceptable levels of service in both AM and PM peak hours. Queueing is typically one car or less and the LOS does not operate at E or F.

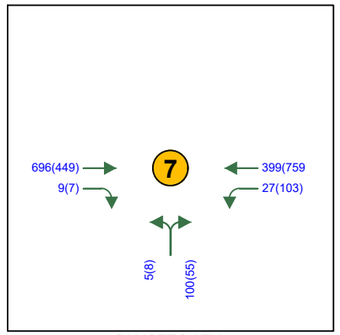
Queue spillover from eastbound Zia and St Francis may impact the northbound approach of the unsignalized Zia and Galisteo intersection. The reported intersection results for Zia and Galisteo considers drivers performing a two-stage gap movement, where the northbound left turn from Galisteo onto Zia will first cross Zia then pause in the median to wait for a gap on the other approach. Two-stage gap acceptance results in slightly lower delay compared to no median storage.

Table 5 | 2020 Existing Unsignalized Intersection Results

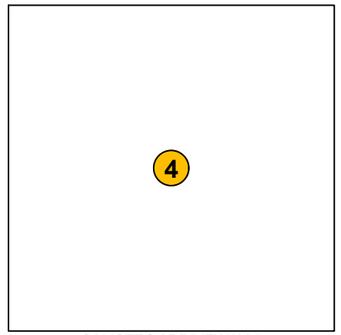
	2020 AM Peak				2020 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Southbound Approach	15.9	0.09	25	C	20.8	0.10	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.3	0.00	0	A
Westbound Left	9.4	0.03	25	A	8.7	0.10	25	A
Northbound Left	17.4	0.02	25	C	17.9	0.03	25	C
Northbound Right	11.9	0.17	25	B	10.1	0.07	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.0	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.03	25	A	9.8	0.03	25	A
Westbound Left	9.6	0.02	25	A	8.6	0.04	25	A
Northbound Approach	17.6	0.15	25	C	14.8	0.07	25	B
Southbound Left	25.2	0.07	25	D	24.1	0.07	25	C
Southbound Right	11.7	0.07	25	B	16.5	0.13	25	C

* – HCM 95th percentile queue rounded to next 25-foot increment





GALISTEO / ZIA



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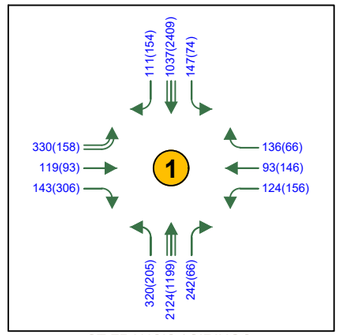
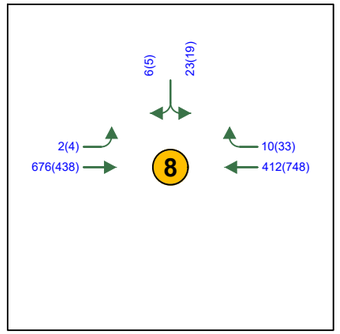


ST FRANCIS / SIRINGO



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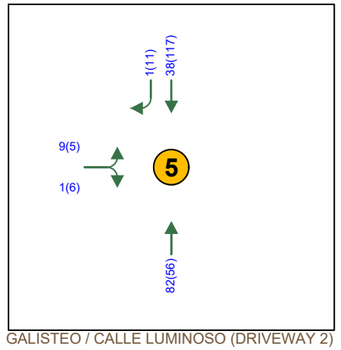

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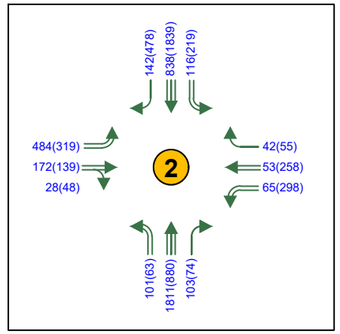
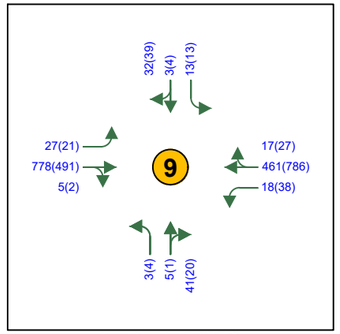


ST FRANCIS / ZIA



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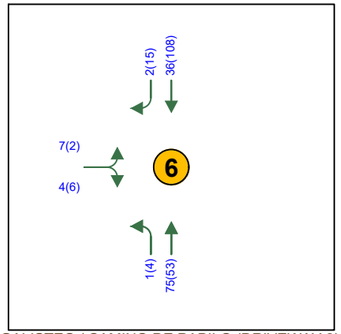
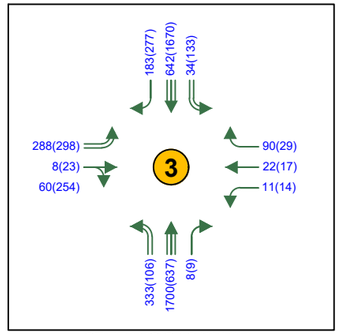


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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FIGURE 3
2020 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

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

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. Pass-by trips were utilized for retail uses, the fast-casual restaurant, coffee shop, and the brew pub.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study included both primary trips and pass-by trips.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 6 below with the following considerations.

Table 6 | Trip Generation							
Land Use	**ITE Code**	**Size**	**Daily**	**AM Enter**	**AM Exit**	**PM Enter**	**PM Exit**
North of Zia							
Single-Family Housing	210	17	204	4	13	12	7
Multifamily Housing (Low-Rise)	220	277	2,054	28	95	90	53
South of Zia							
Single-Family Housing	210	10	126	3	8	5	3
Multifamily Housing (Low-Rise)	220	107	768	12	34	27	15
Office	710	87	926	81	5	14	75
Coffee/Donut Shop (no drive-thru)	936	2	-	66	63	26	25
Fast Casual Restaurant	930	5	1,576	5	3	19	15
High-Turnover Restaurant	932	5	560	20	19	15	10
Shopping Center	820	20	2,012	87	49	36	40
Drinking Place	925	5	-	0	0	32	17

1. TRIP REDUCTIONS

a) *Internal Capture*

A multi-use development, as defined by the ITE *Trip Generation Handbook*, is a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system.

These internal capture trips are assumed to be completed on the internal street system as vehicular or pedestrian trips. Therefore, the internal trips are not included in the Build traffic volumes.

Using the ITE Internal Vehicle Trip Reduction tool derived from the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, internal trips were estimated for office, retail, restaurant, and residential land uses. Internal trips total 72 in the AM peak hour and 106 in the PM peak hour.

b) *Pass-by*

As described in Section V.A.1, a pass-by trip is made as an intermediate stop on the way from an origin to a primary destination without a route diversion. The *Trip*

Generation Handbook defines the 'Average Pass-by Trip Percentage' by land use type in the Handbook's Database on Pass-by, Diverted, and Primary Trips. The database reports percentages for 25 land uses to derive pass-by estimates. For the purposes of this study, the pass-by percentage obtained from the *Trip Generation Handbook* for shopping center is 34% and fast casual restaurant, high-turnover restaurant, and coffee shop are 43%. It was assumed that the drinking place land use will also attract pass-by trips, and was assigned a pass-by percentage of 34%

Pass-by trips were determined by using the ITE Pass-By Vehicle Trip Reduction tool. The trips were subtracted from the trip generation of each applicable land use.

c) *Multi-Modal Adjustment*

To account for individuals traveling to and from the site via public transit, 2% of the total new trips were reduced from residential, employment, and retail land uses, an estimate considered typical for Santa Fe.

The site has the potential to increase transit trips due to its proximity to the Rail Runner.

2. Trip Distribution and Assignment

Trip distribution and assignment was based on standard gravity model methodology using logical trip routing for each land use type. The gravity model utilized socioeconomic data obtained from the Santa Fe Metropolitan Planning Organization (SFMPO), which included population and employment estimates for each subarea within the Santa Fe Metropolitan Planning Area to develop the trip distribution.

The socioeconomic data for the year 2019 was estimated by interpolating between the 2015 and 2040 socioeconomic data available for SFMPO.

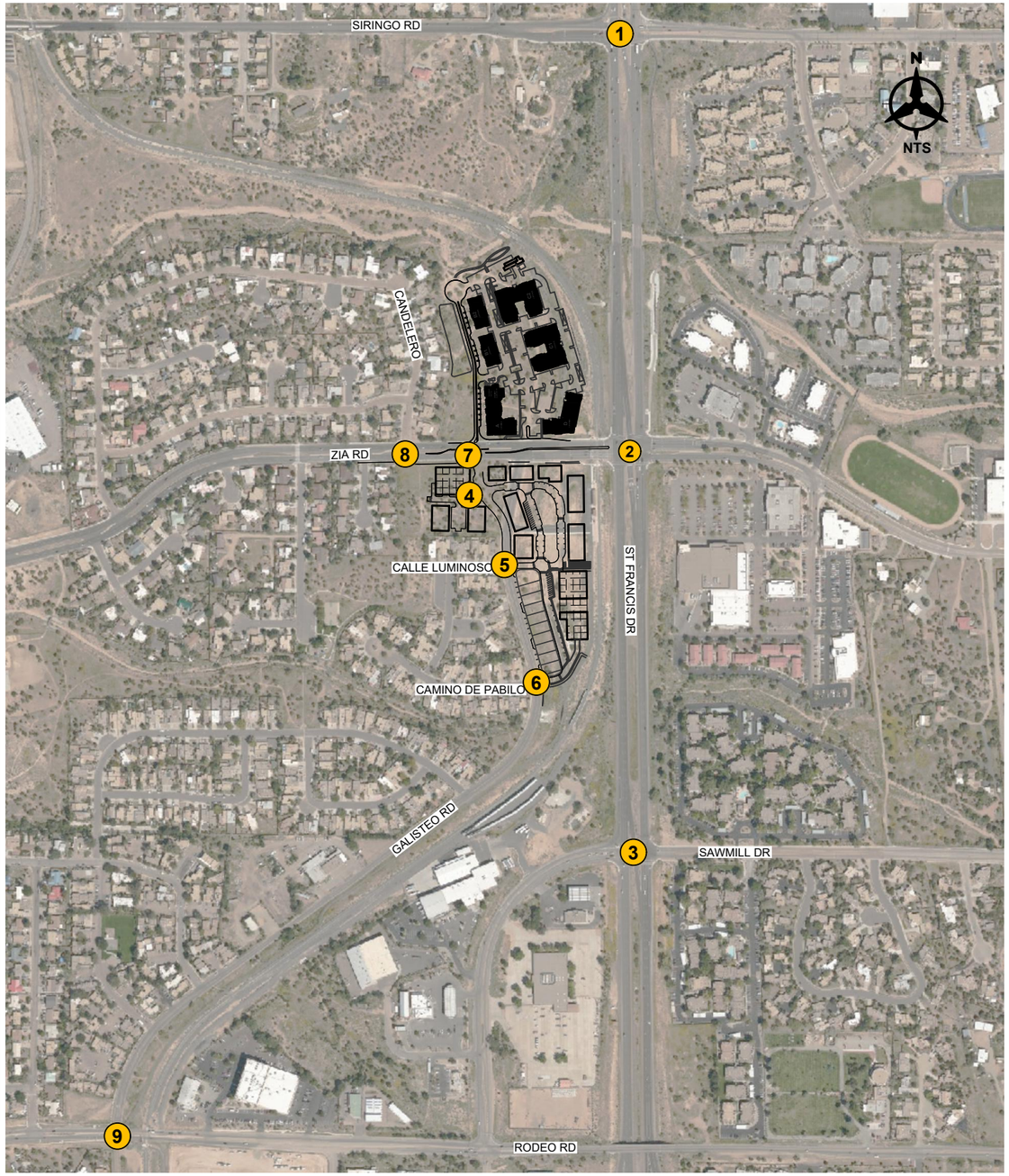
Driveway trip assignments were based on estimates of the percentage of trips to each parking lot serving the proposed buildings.

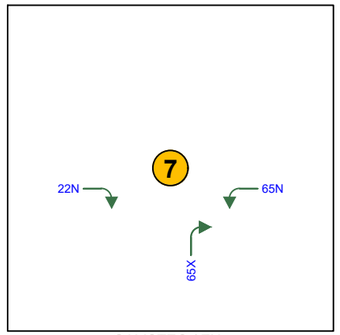
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 through Figure 13.

3. 2024 No Build Traffic Projections

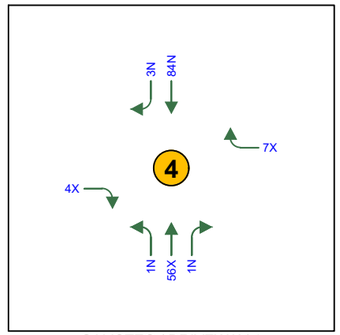
A review of NMDOT Permanent Count Stations near the project site found a -0.6% background growth rate on St Francis Drive, so a growth rate of 1.0% was assumed. The future traffic estimates did not make any adjustments to traffic to traffic growth for future work-from-home reductions that may occur due to behavior adjustments due to COVID-19.

The No Build analysis assumed that the proposed project is not completed. Figure 14 on page 31 shows the 2024 No Build traffic volumes.

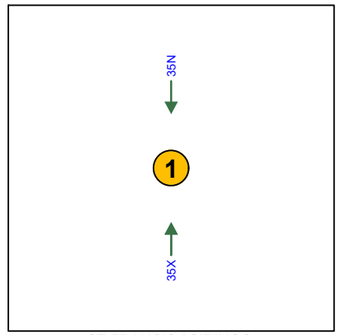




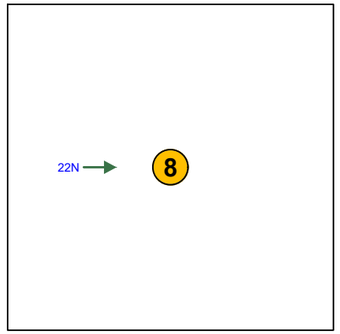
GALISTEO / ZIA



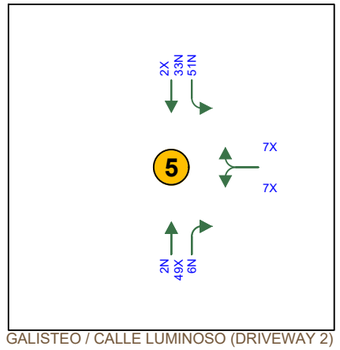
GALISTEO / DRIVEWAY 1



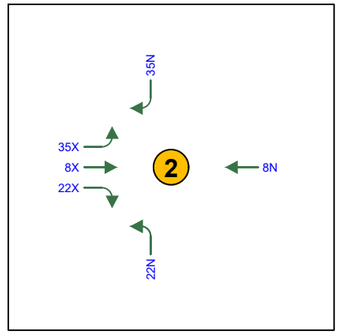
ST FRANCIS / SIRINGO



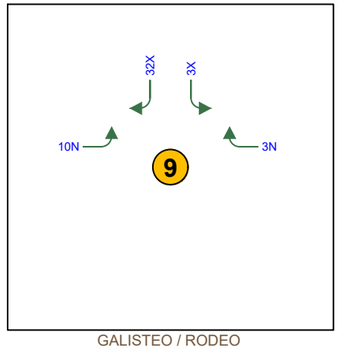
CANDELERO / ZIA



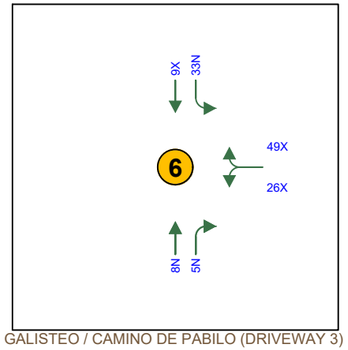
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



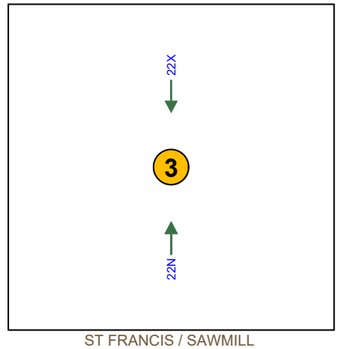
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE

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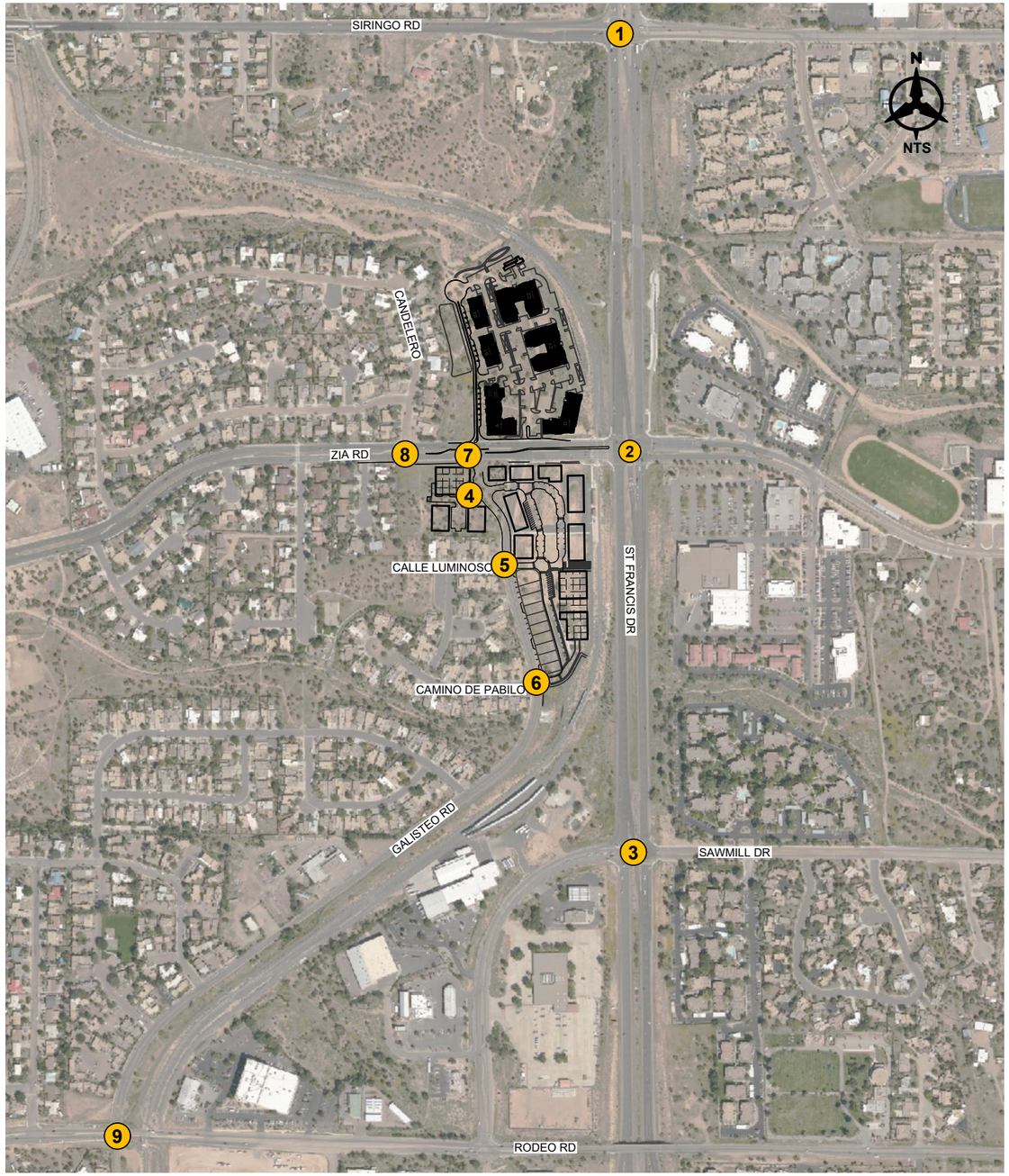
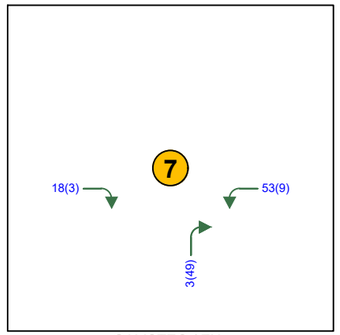
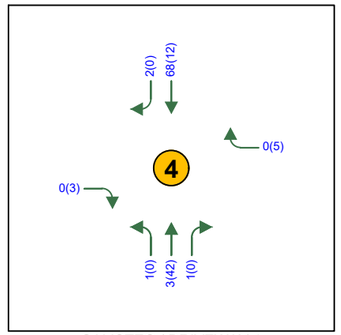




GALISTEO / ZIA



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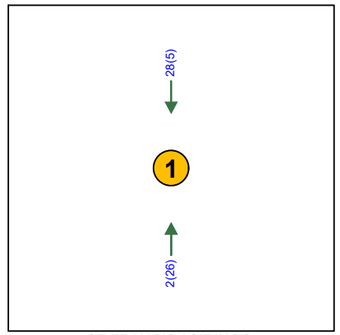
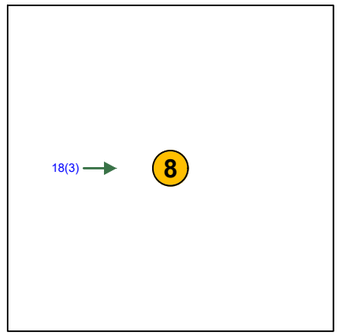
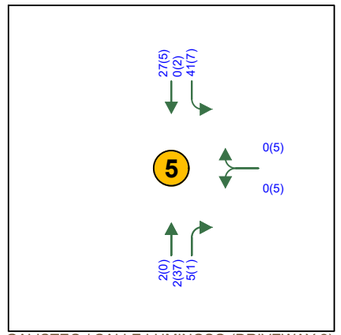


ST FRANCIS / SIRINGO



CANDELERO / ZIA



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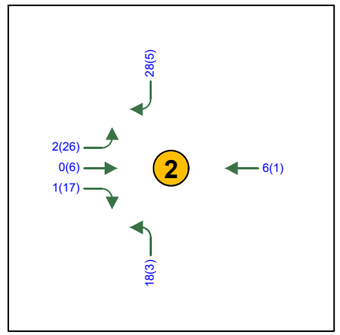

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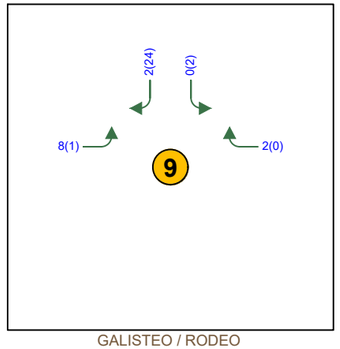

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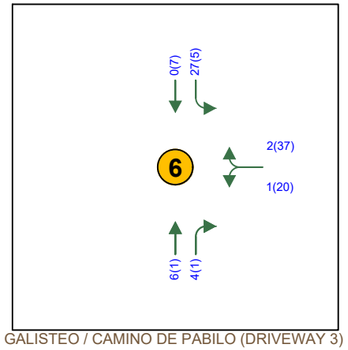
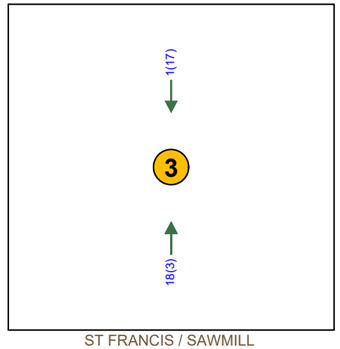


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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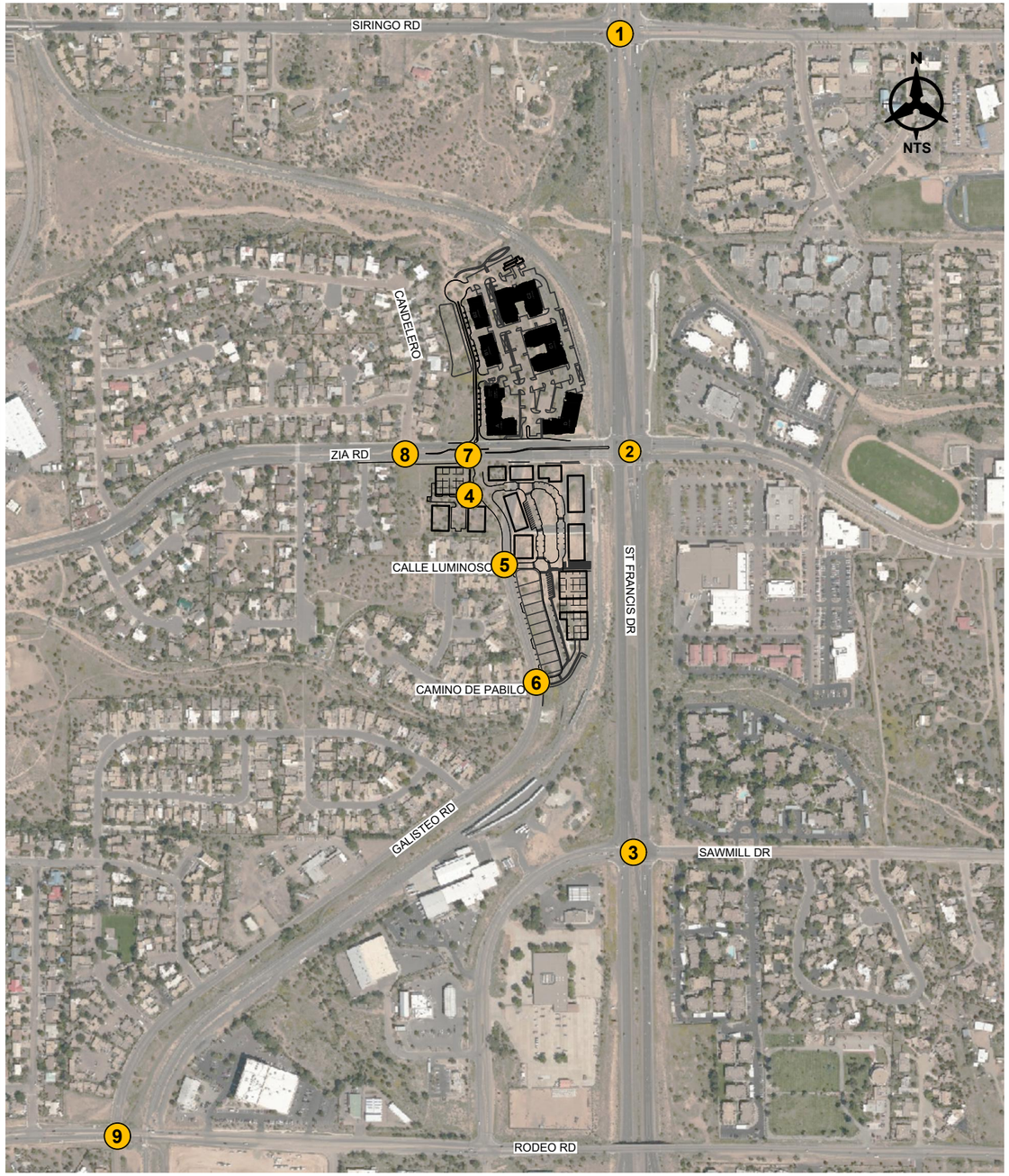
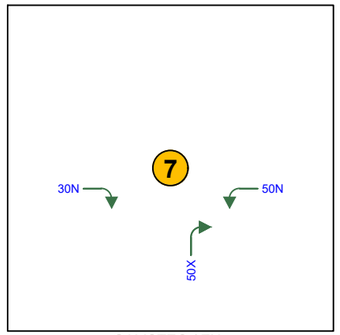
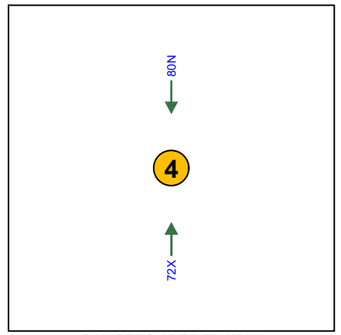
FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE

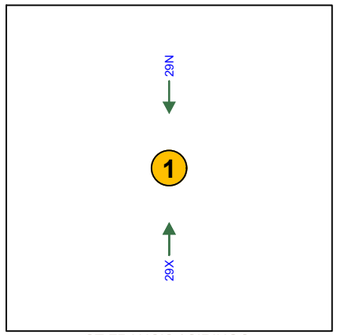




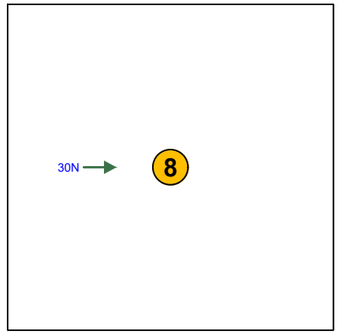
GALISTEO / ZIA



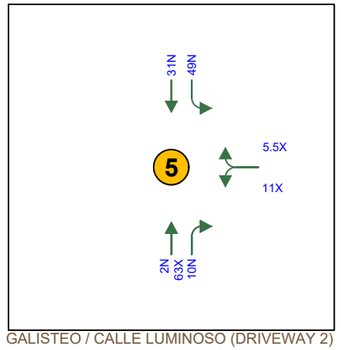
GALISTEO / DRIVEWAY 1



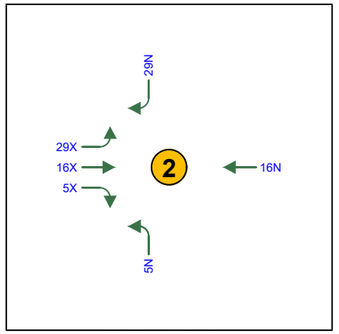
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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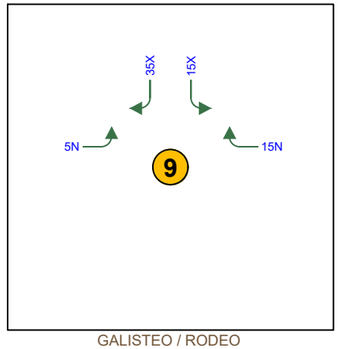
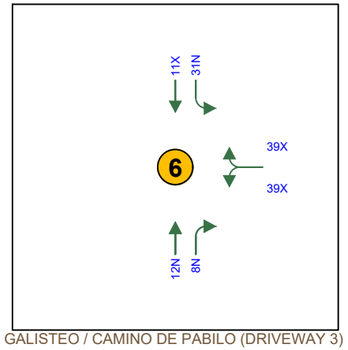
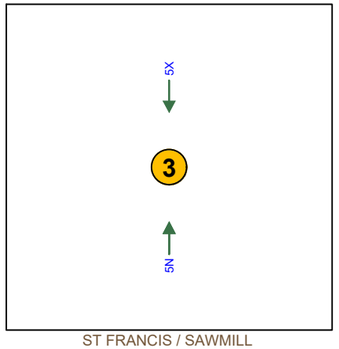


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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ZIA STATION
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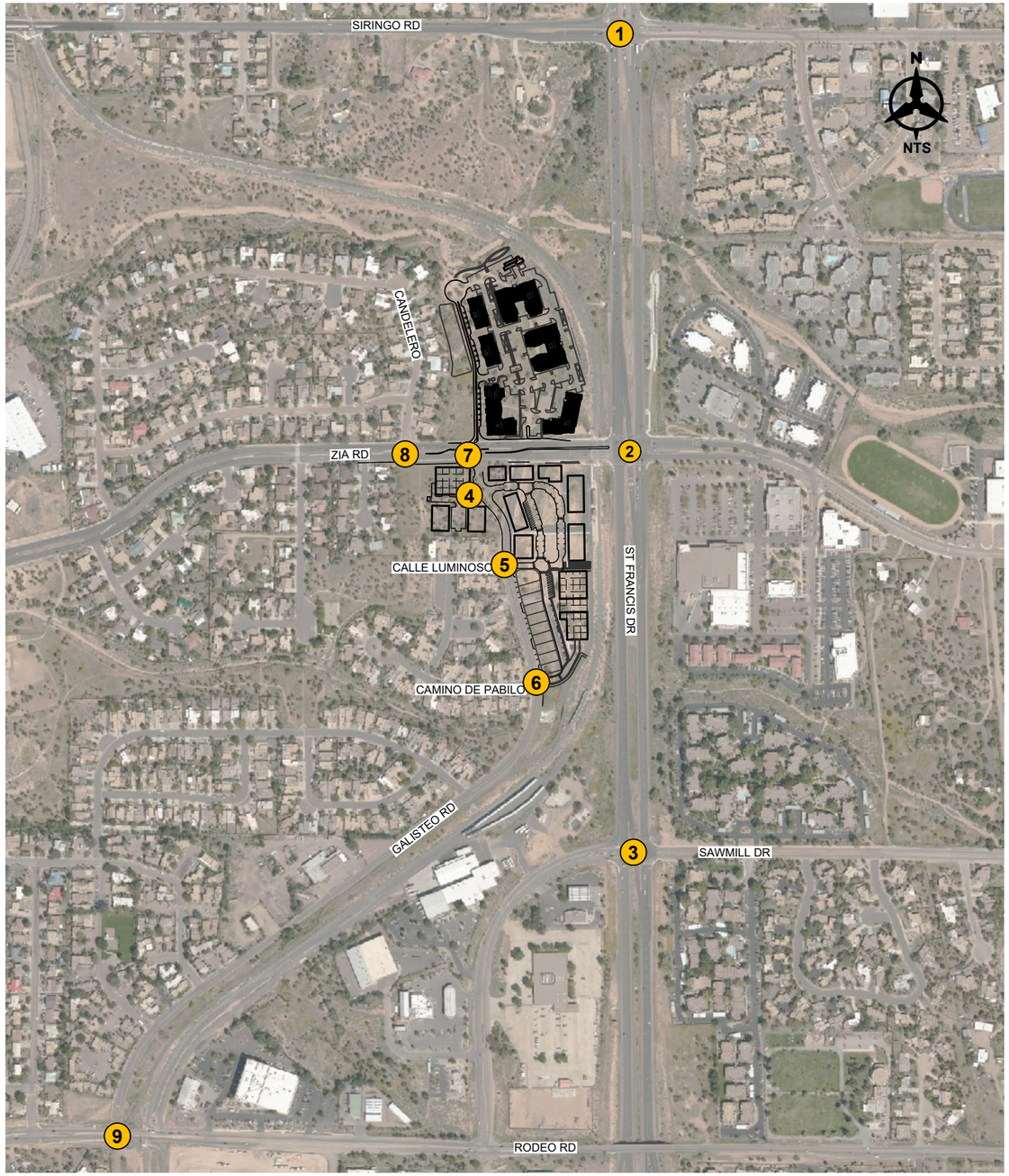
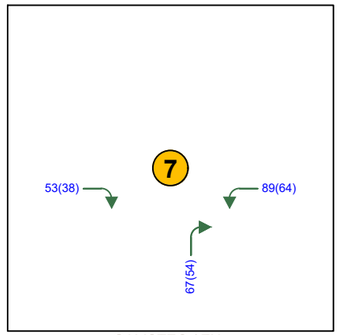
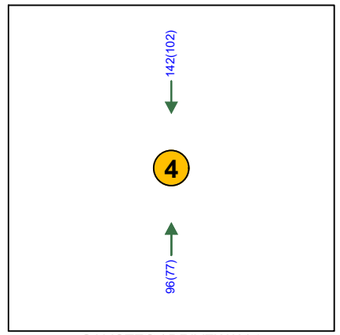
SITE TRAFFIC ANALYSIS

FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL





GALISTEO / ZIA



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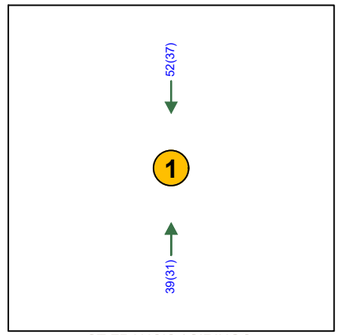
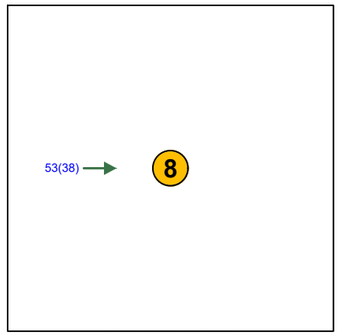
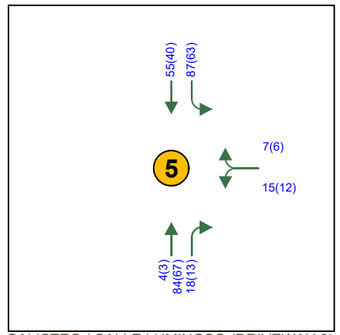


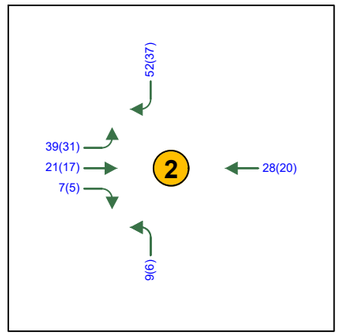
ST FRANCIS / SIRINGO



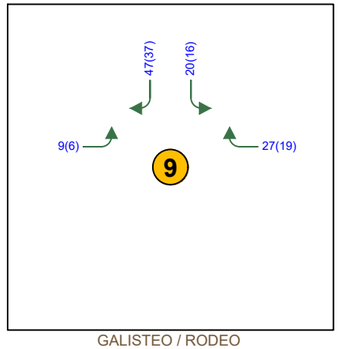
CANDELERO / ZIA



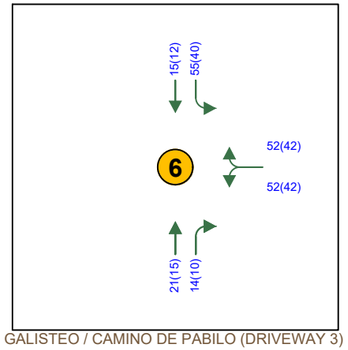
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



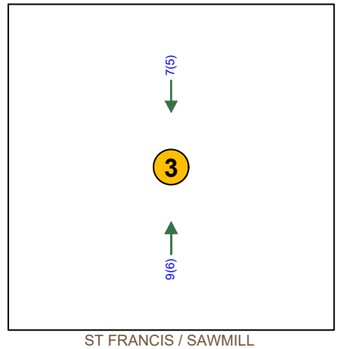
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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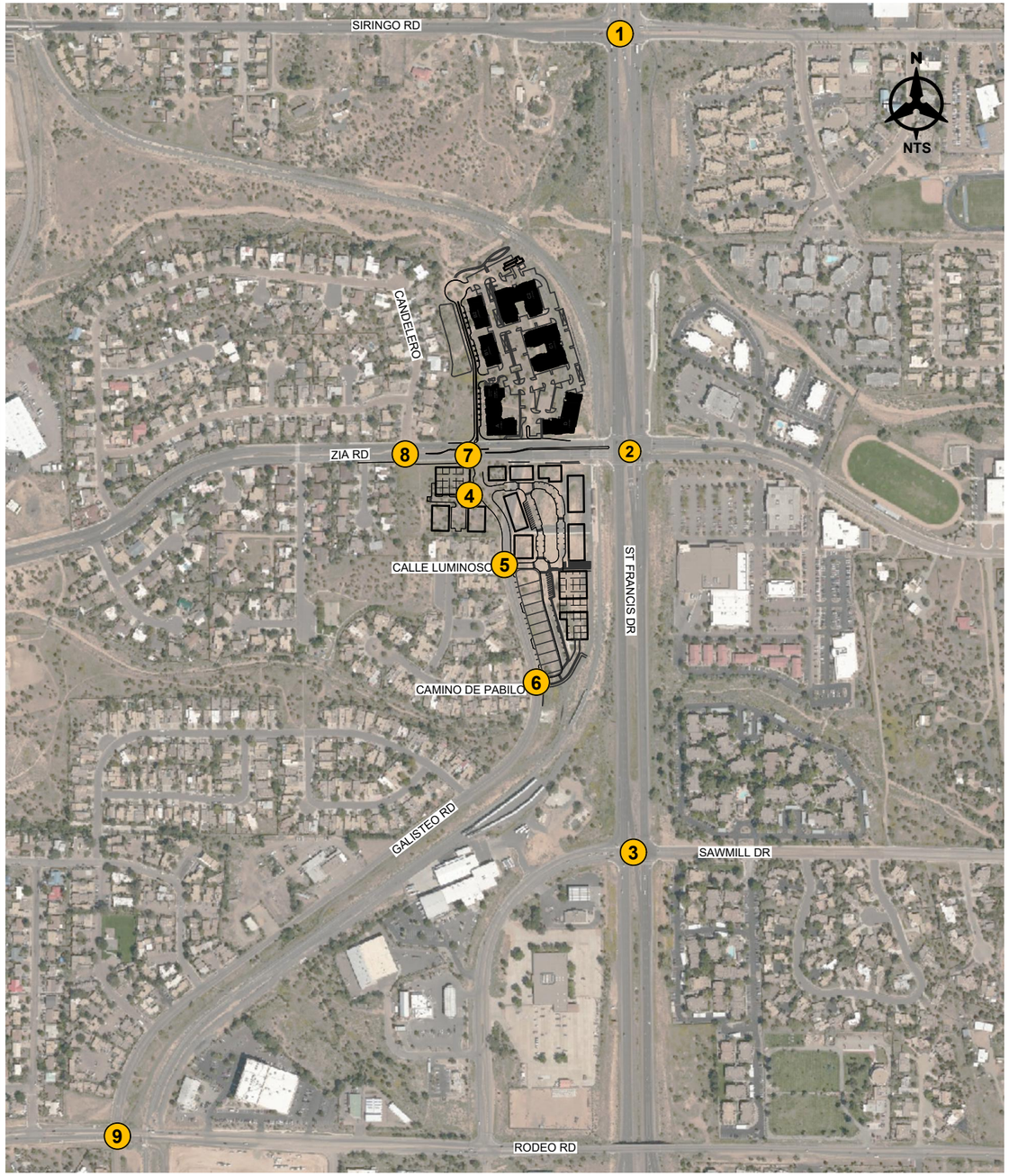
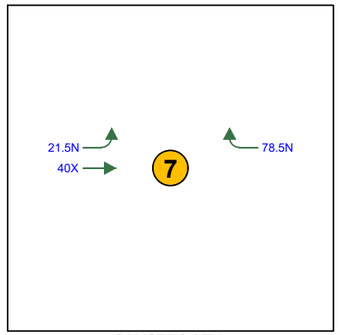
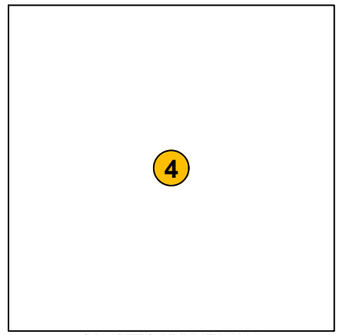
SITE TRAFFIC ANALYSIS

FIGURE 7
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RETAIL

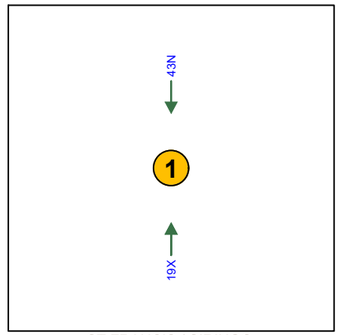




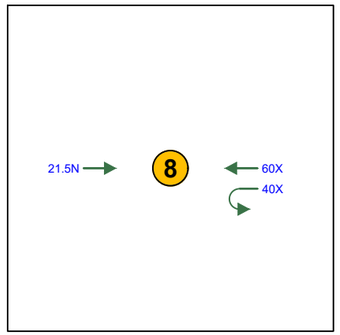
GALISTEO / ZIA



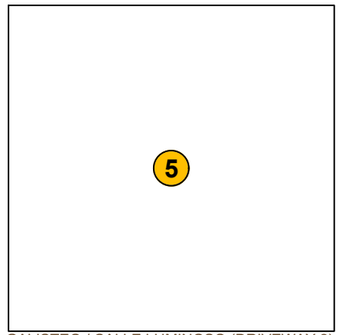
GALISTEO / DRIVEWAY 1



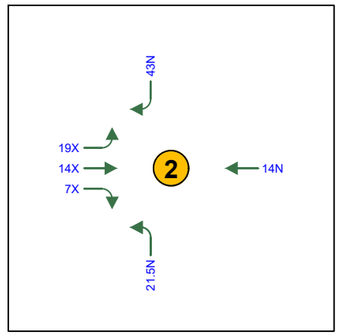
ST FRANCIS / SIRINGO



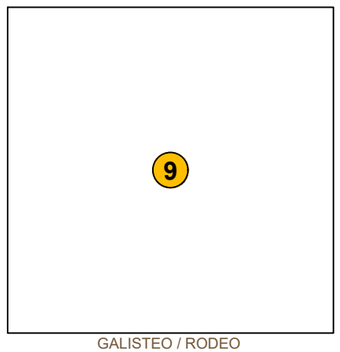
CANDELERO / ZIA



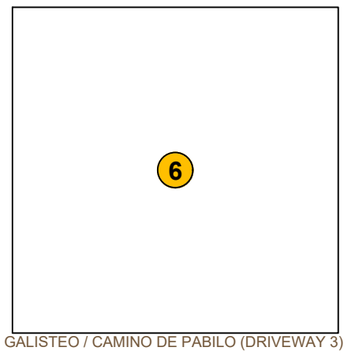
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



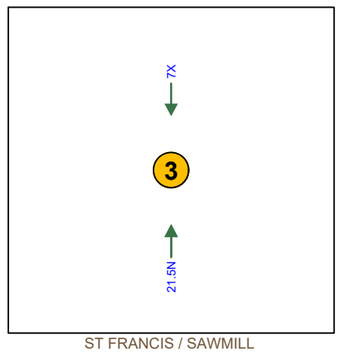
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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ZIA STATION
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SITE TRAFFIC ANALYSIS

FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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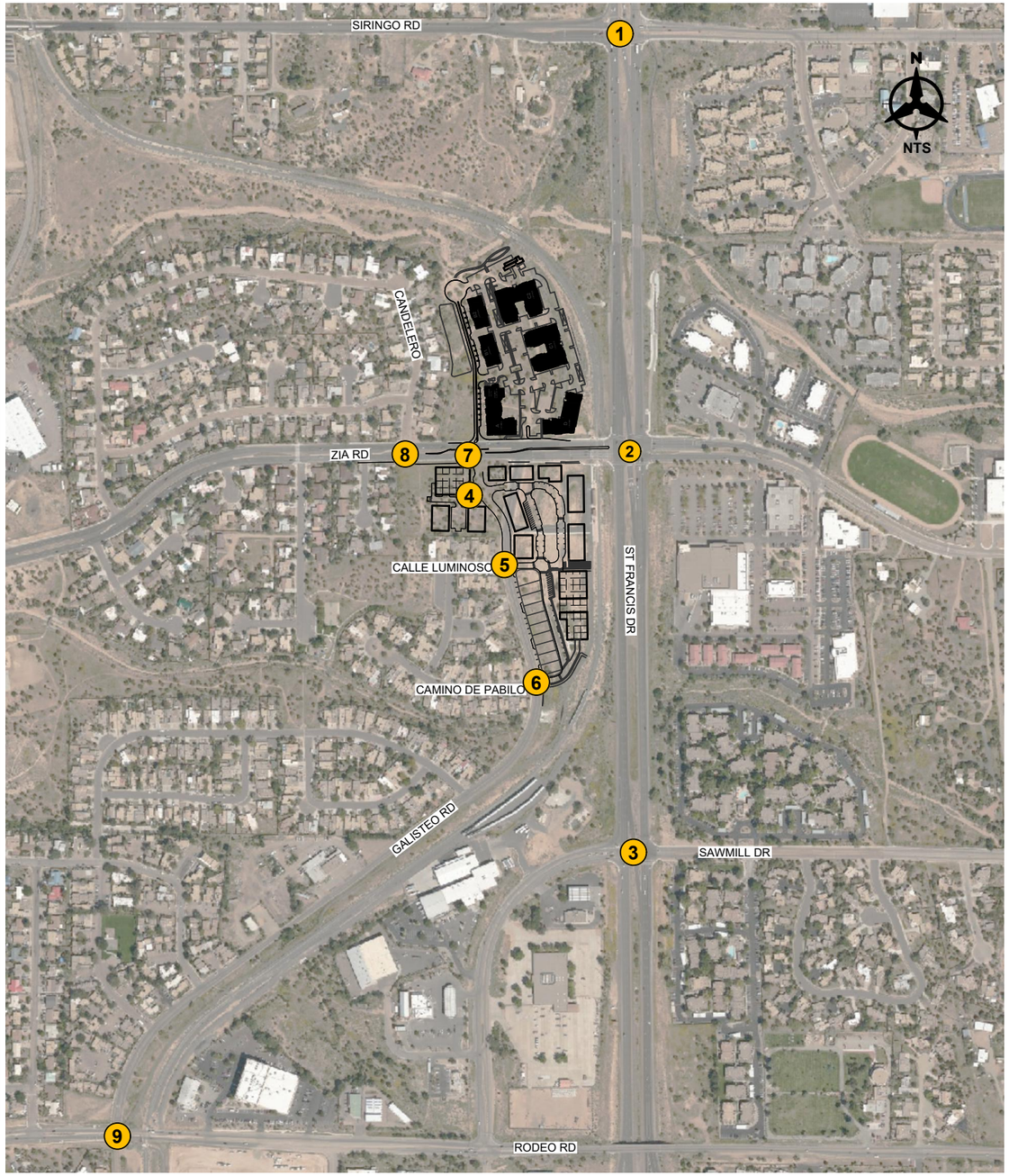
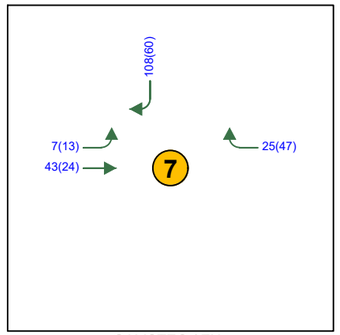
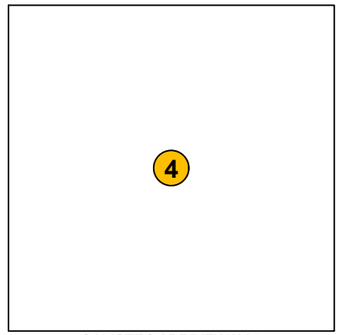
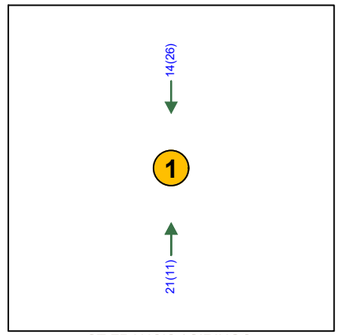




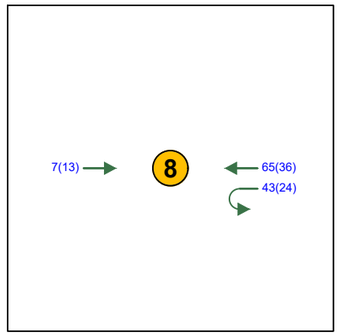
GALISTEO / ZIA



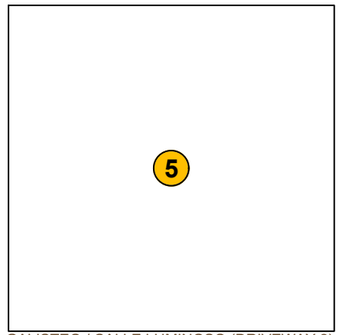
GALISTEO / DRIVEWAY 1



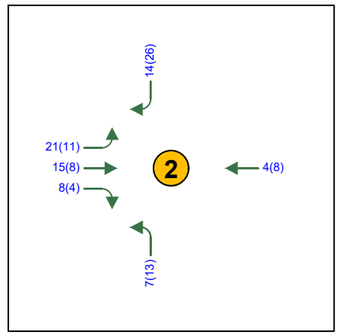
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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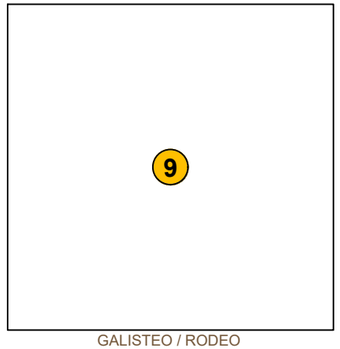
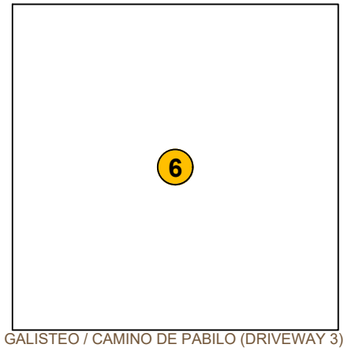
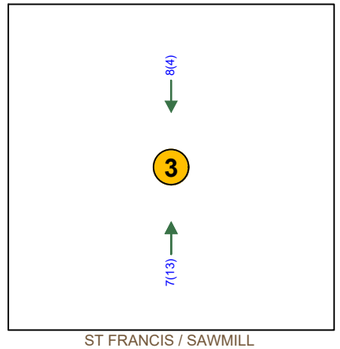


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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ZIA STATION
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FIGURE 9
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
NORTH

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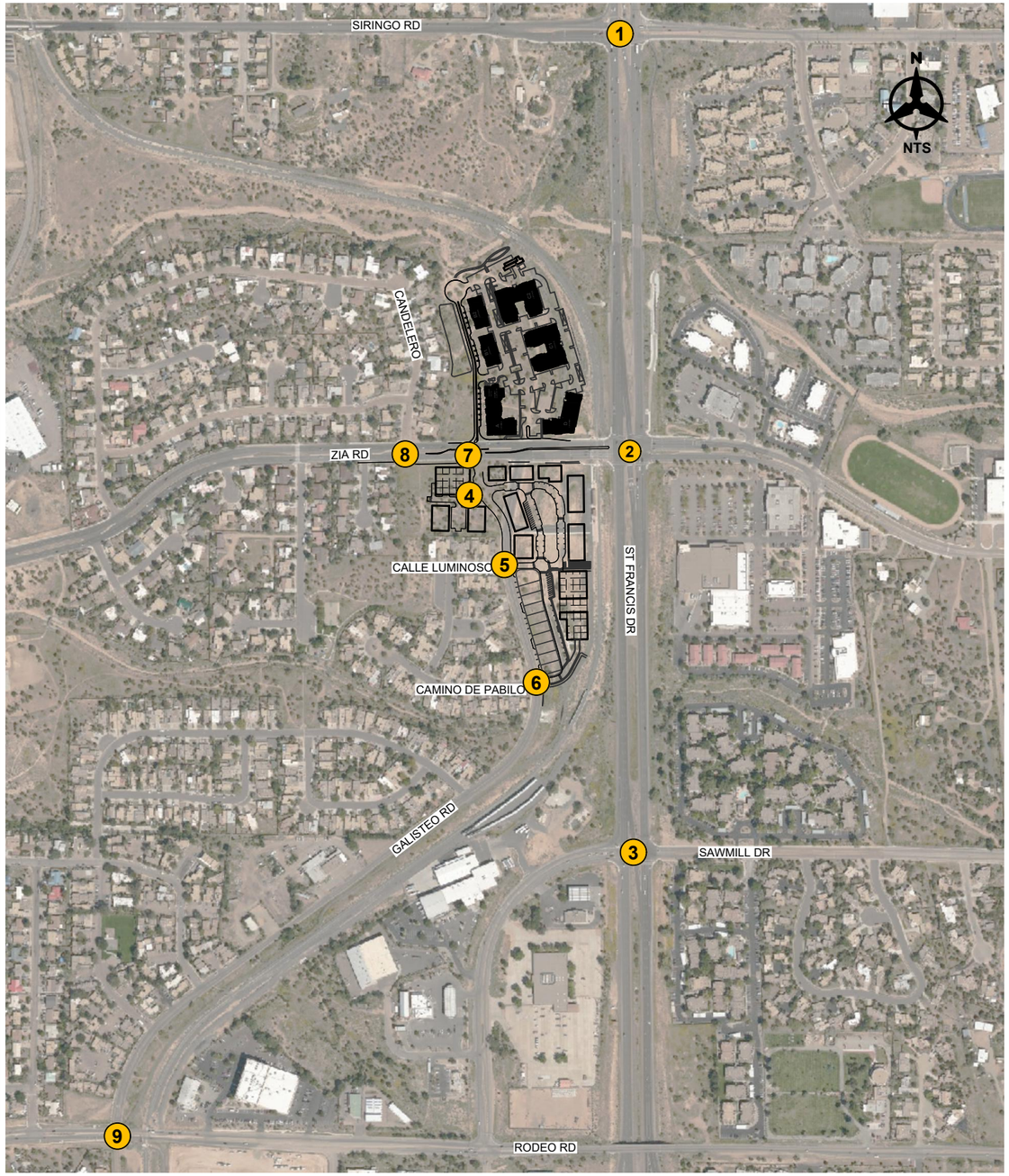
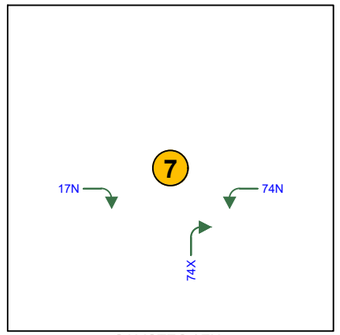
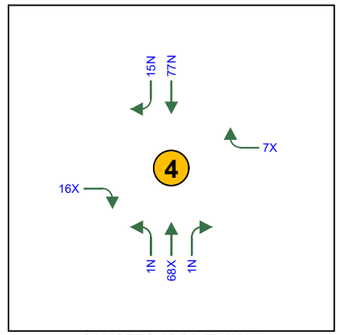
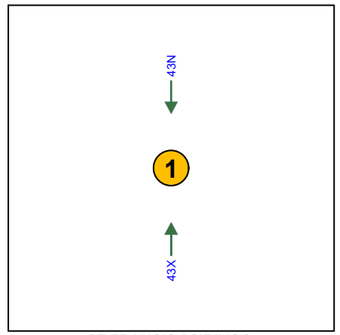




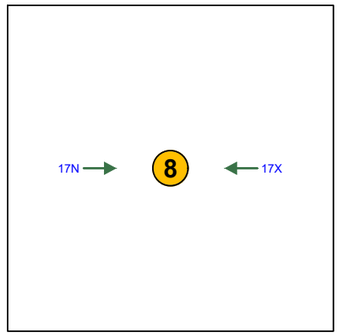
GALISTEO / ZIA



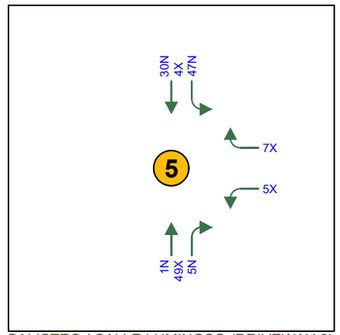
GALISTEO / DRIVEWAY 1



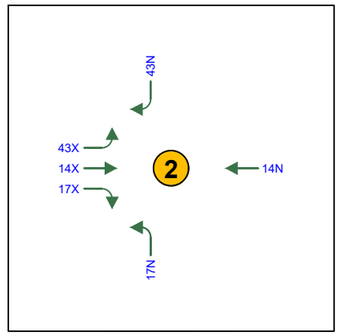
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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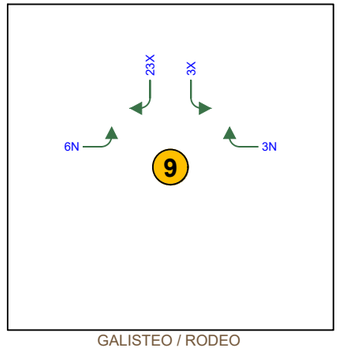
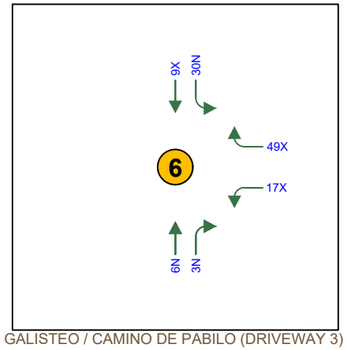
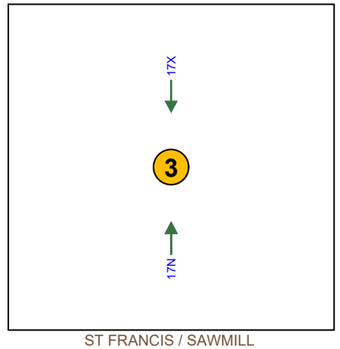


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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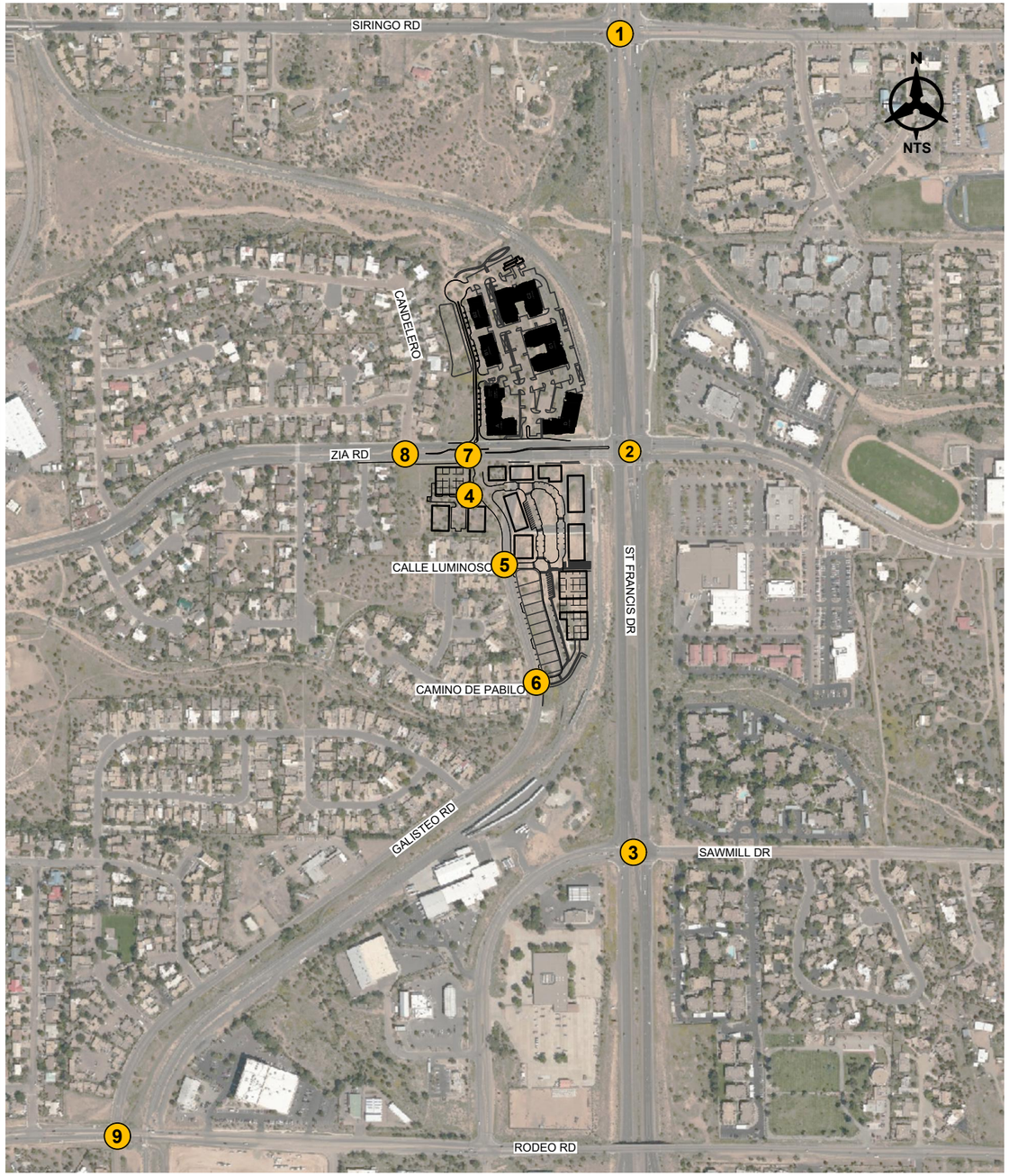
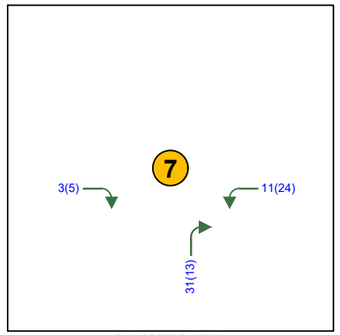
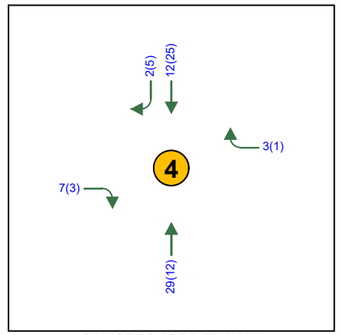
SITE TRAFFIC ANALYSIS

FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH





GALISTEO / ZIA



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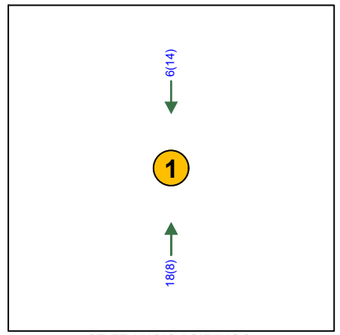
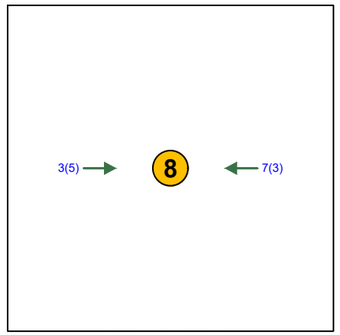
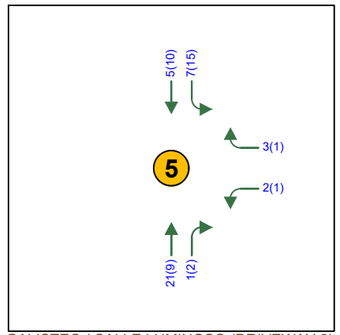


ST FRANCIS / SIRINGO



CANDELERO / ZIA



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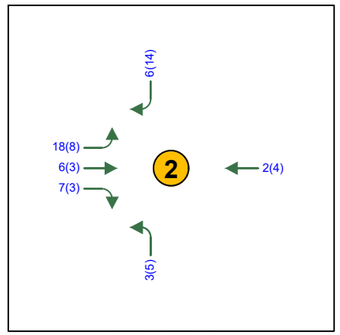

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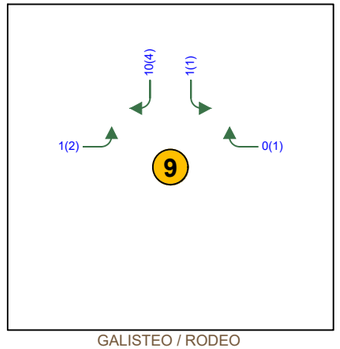

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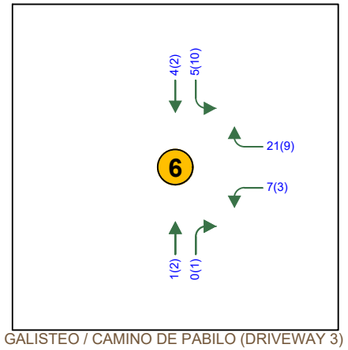

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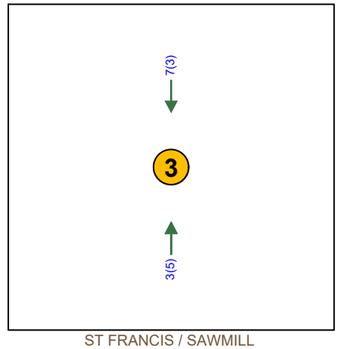

ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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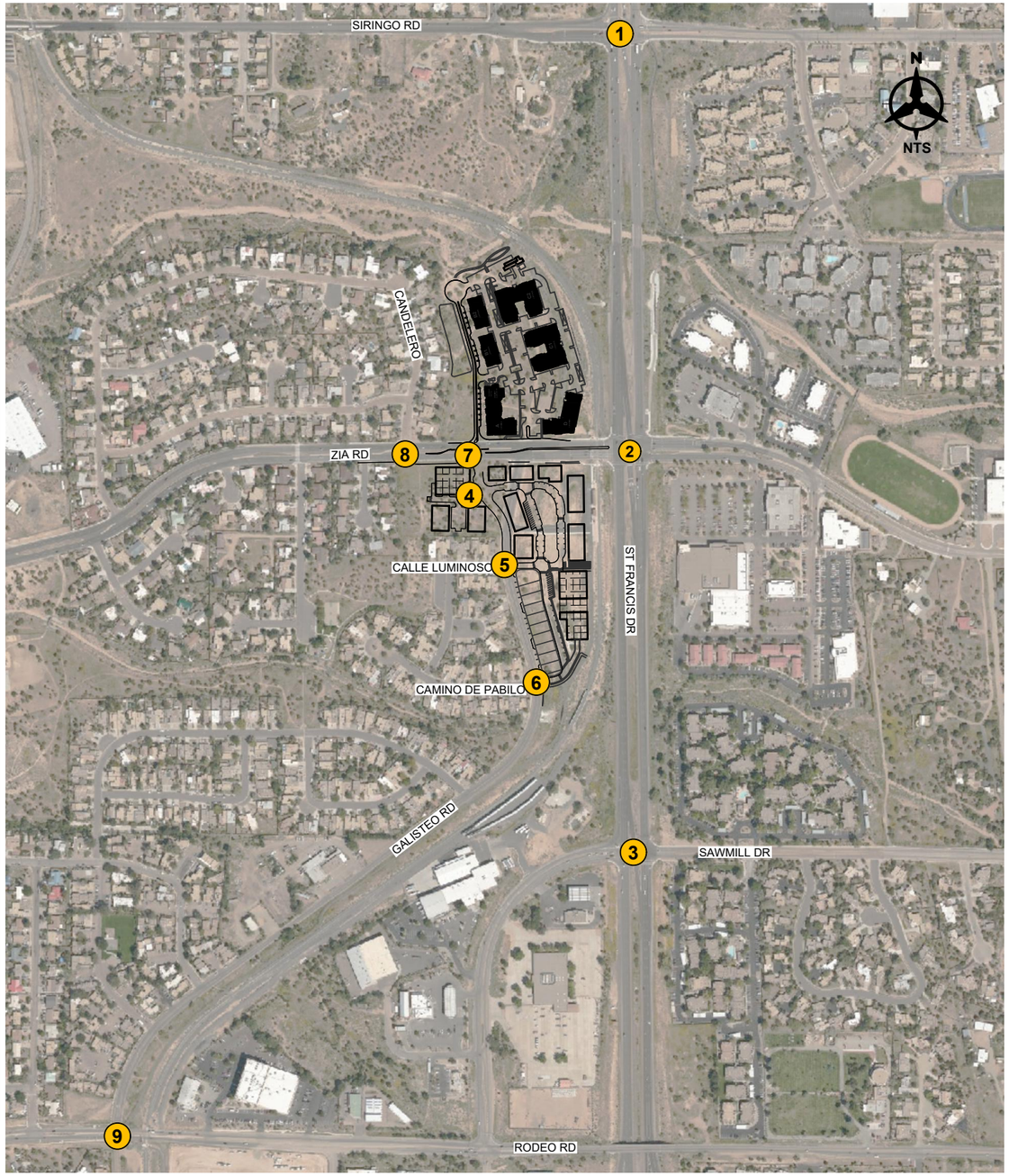
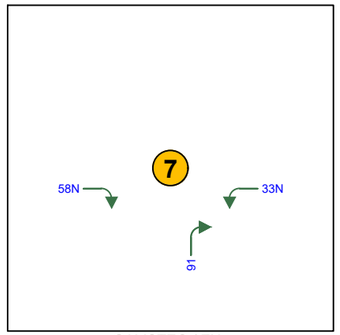
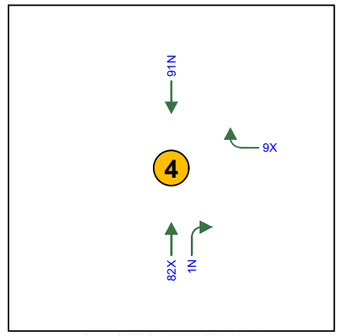
FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT VOLUMES AM (PM) - RESIDENTIAL SOUTH





GALISTEO / ZIA



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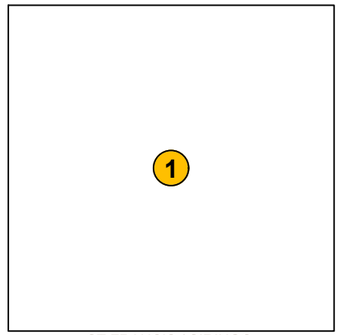
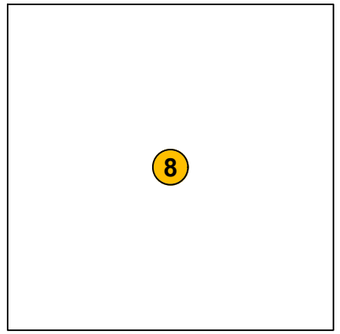
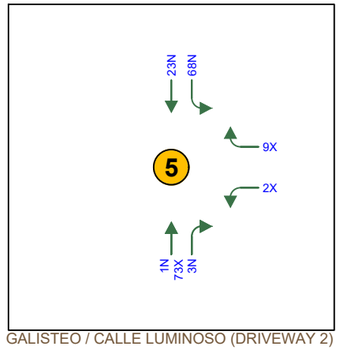


ST FRANCIS / SIRINGO



CANDELERO / ZIA



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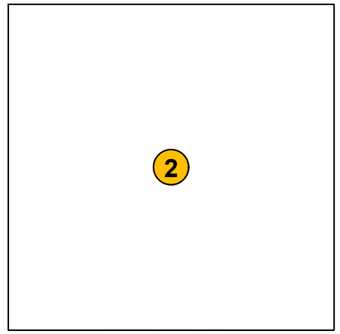
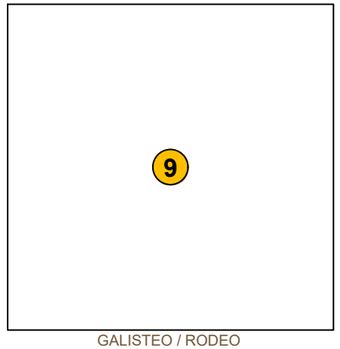
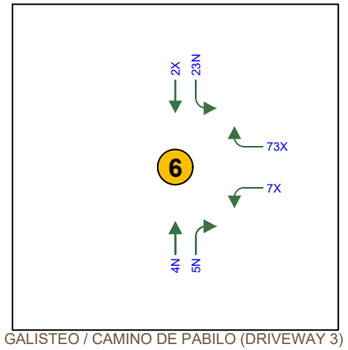


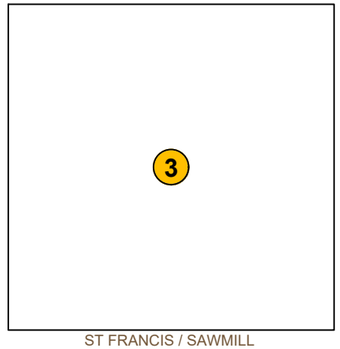
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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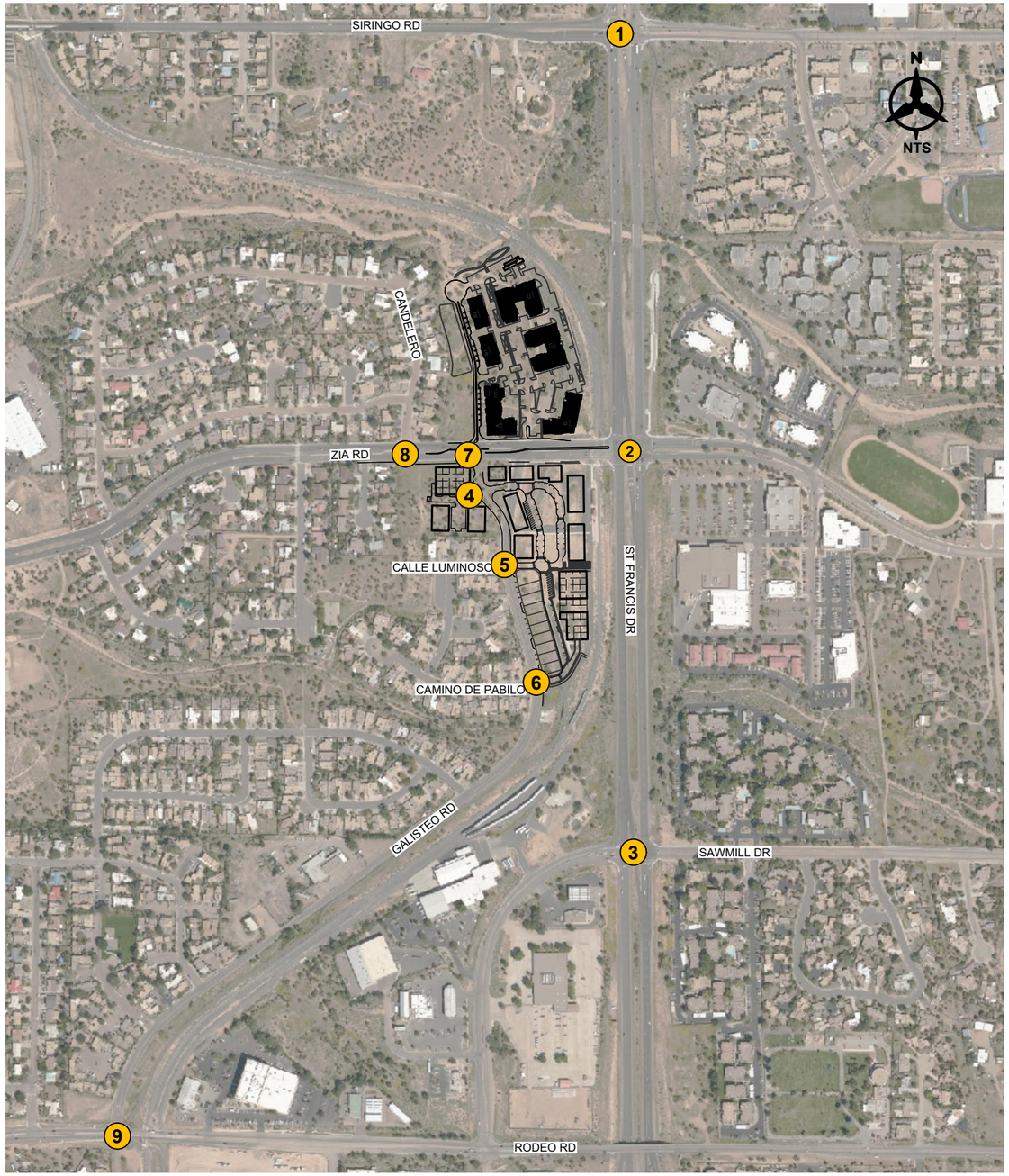
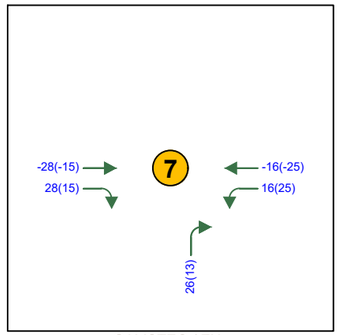
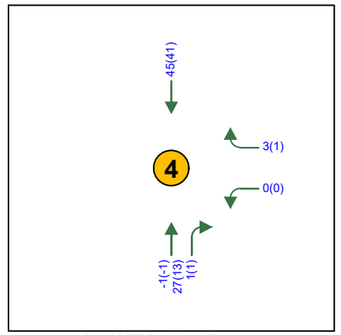
FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY





GALISTEO / ZIA



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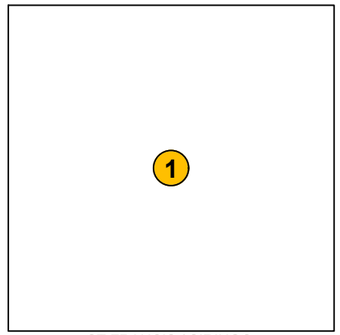
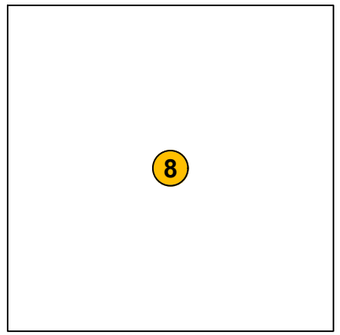
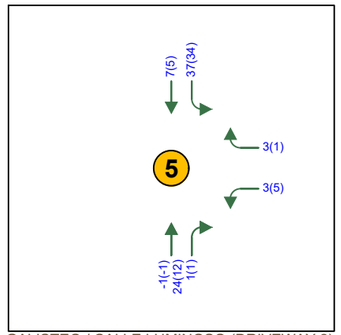


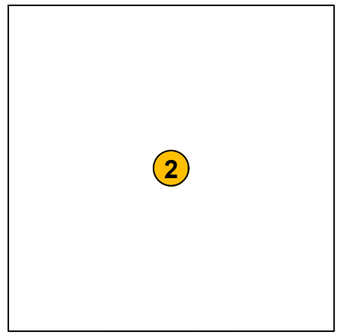
ST FRANCIS / SIRINGO



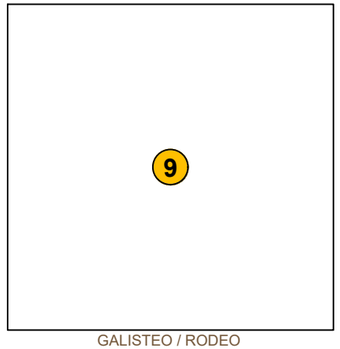
CANDELERO / ZIA



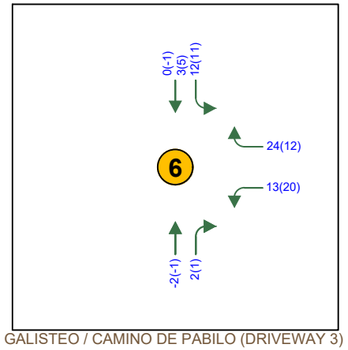
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



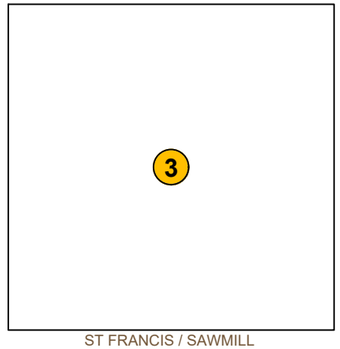
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 13
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES PM - PASS-BY

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2024 No Build Intersection Capacity Analysis

For the 2024 No Build scenario, the intersections were again analyzed using HCS7. Table 7 through Table 10 shows the 2024 No Build results. The HCS output is included in Appendix D.

a) *St Francis Drive and Siringo Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate under capacity in all AM analysis periods. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E.

In the PM, the intersection will become overcapacity in most analysis periods with the highest v/c of 1.63, which occurs at 5:15 PM. Delay is expected to be high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM. Again, these results reflect the scaredy-cat nature of drivers destined for southbound I-25 crowding into the far right lane prior to the interstate.

Table 7 | 2024 No Build Signalized Intersection Results (St Francis & Siringo)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17	B	0.75	16:00	55.3	E	1.09
7:15	18.5	B	0.76	16:15	38.1	D	0.86
7:30	22.4	C	0.74	16:30	59.8	E	1.11
7:45	25.6	C	0.93	16:45	141.2	F	1.24
8:00	21	C	0.68	17:00	299	F	1.41
8:15	20.1	C	0.78	17:15	569.6	F	1.63
8:30	20	B	0.67	17:30	547.5	F	0.97
8:45	19.7	B	0.80	17:45	619.4	F	1.03

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates that in the No Build, the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 9:00 AM and from 4:15 to 6:00 PM. The highest v/c in the AM is 1.64, which occurs at 7:45 AM and the highest v/c in the PM is 1.27, which occurs at 5:15 PM, both in the eastbound left movement.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient. Note the oversaturated conditions may extend beyond 9:00 AM and beyond 6:00 PM.

The previous adjustments for lane utilization for southbound through and eastbound left traffic were again applied for the No Build scenario.

Table 8 | 2024 No Build Signalized Intersection Results (St Francis & Zia)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	26.6	C	0.90	16:00	50.9	D	1.09
7:15	26.7	C	0.92	16:15	64.4	E	0.96
7:30	59.1	E	1.60	16:30	80.6	F	1.14
7:45	124.5	F	1.64	16:45	122.2	F	1.14
8:00	179.7	F	1.41	17:00	165.4	F	1.14
8:15	267	F	1.56	17:15	190.9	F	1.27
8:30	284.6	F	1.27	17:30	224	F	1.09
8:45	251.5	F	1.04	17:45	248.8	F	1.06

c) *St Francis Drive and Sawmill Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.17. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

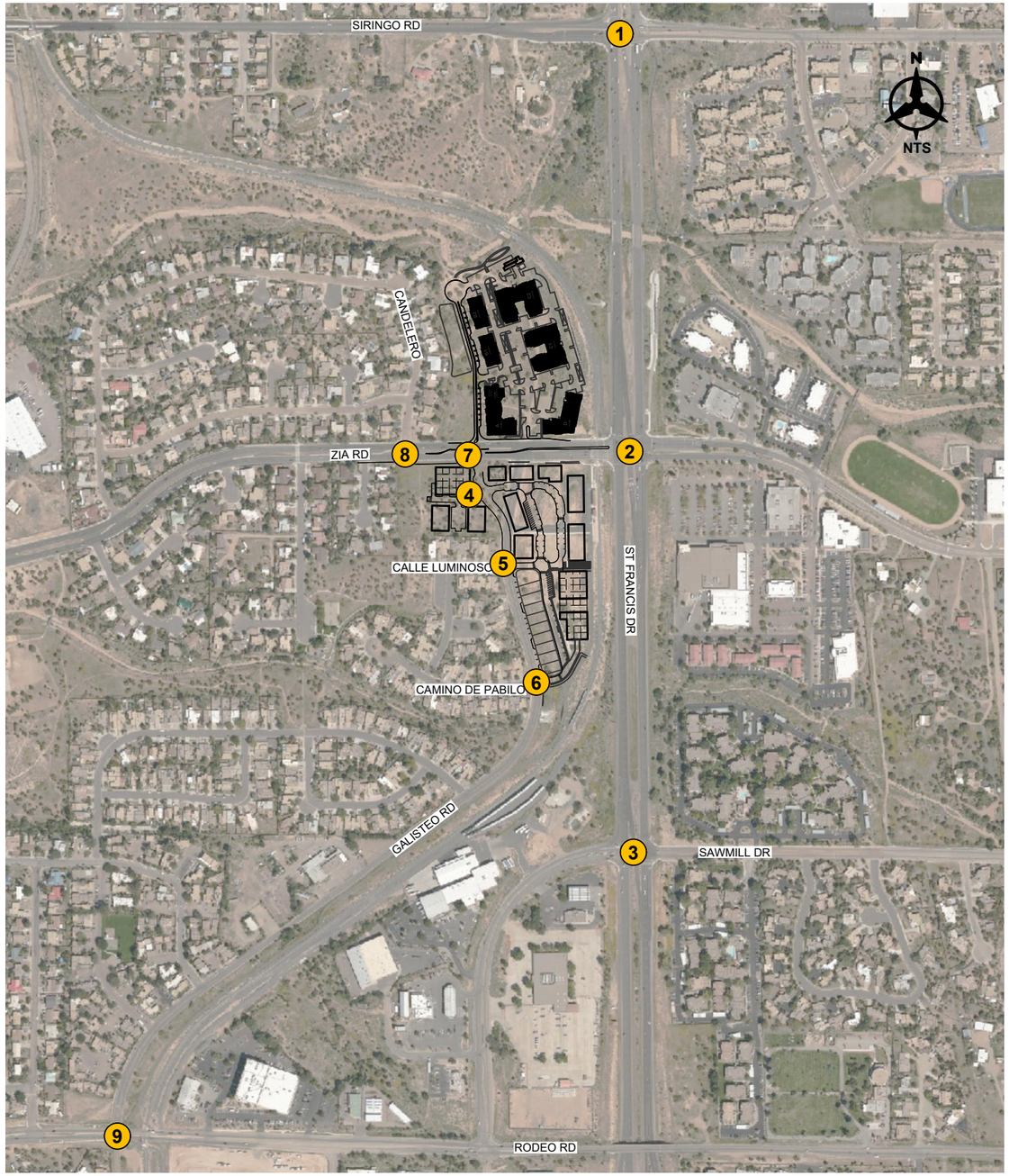
Table 9 | 2024 No Build Signalized Intersection Results (St Francis & Sawmill)							
2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14.1	B	0.64	16:00	25.2	C	0.83
7:15	16.5	B	0.72	16:15	23	C	0.88
7:30	27.5	C	0.91	16:30	27.3	C	0.93
7:45	29.2	C	0.95	16:45	28.7	C	0.95
8:00	25.1	C	0.87	17:00	29.4	C	0.95
8:15	21.4	C	0.79	17:15	36.8	D	1.17
8:30	19.8	B	0.76	17:30	29.5	C	0.82
8:45	19.4	B	0.77	17:45	26.8	C	0.95

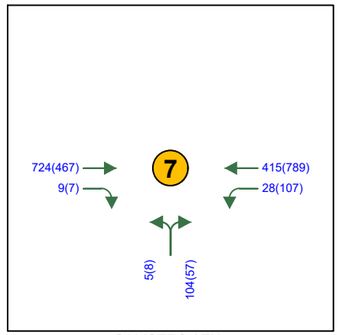
d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

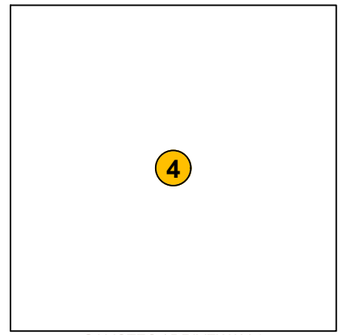
Again, the northbound left turn from Galisteo onto Zia was evaluated with two-stage gap acceptance and results in lower delay for this movement.

Table 10 | 2024 No Build Unsignalized Intersection Results								
	2024 No Build AM Peak				2024 No Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.00	0	A	9.7	0.01	0	A
Southbound Approach	16.6	0.09	25	C	22.1	0.11	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.5	0.00	0	A
Westbound Left	9.5	0.04	25	A	8.8	0.10	25	A
Northbound Left	26.0	0.03	25	D	30.0	0.05	25	D
Northbound Right	12.2	0.18	25	B	10.2	0.08	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.1	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.6	0.03	25	A	9.9	0.03	25	A
Westbound Left	9.8	0.03	25	A	8.7	0.04	25	A
Northbound Approach	18.4	0.17	25	C	15.2	0.07	25	C
Southbound Left	26.9	0.08	25	D	25.5	0.08	25	D
Southbound Right	11.9	0.07	25	B	17.1	0.14	25	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

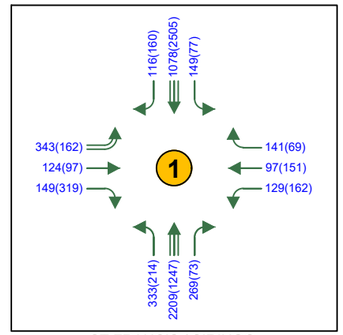




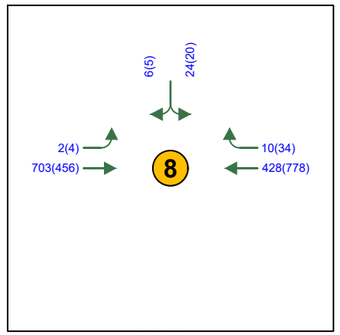
GALISTEO / ZIA



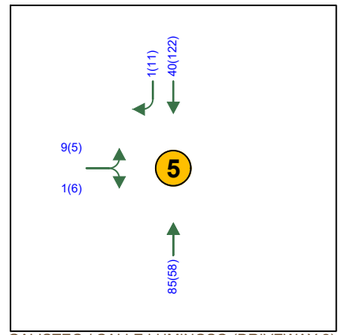
GALISTEO / DRIVEWAY 1



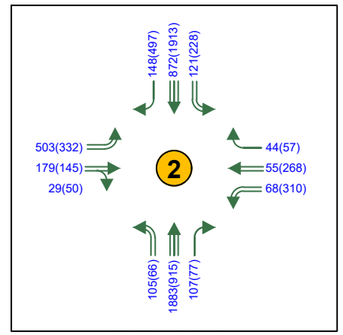
ST FRANCIS / SIRINGO



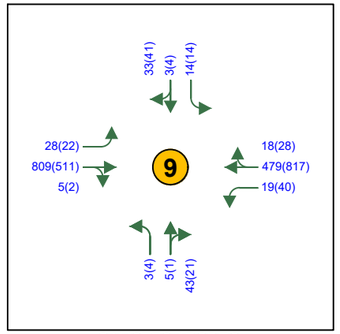
CANDELERO / ZIA



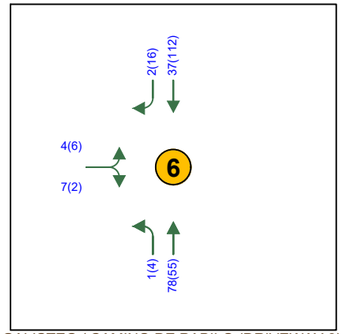
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



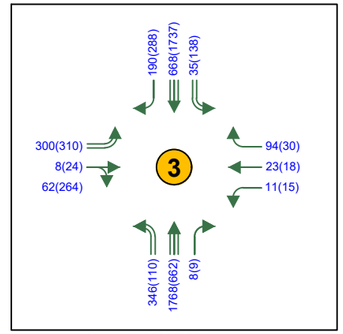
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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FIGURE 14
2024 NO-BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES

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2. 2024 Build Traffic Volumes

The trips generated by the site (Table 6) were assigned to the intersections. These trips were added to the 2024 No Build traffic projections. The 2024 Build LOS are shown in Table 11 through Table 14. The individual intersection output is included in Appendix E.

a) *St Francis Drive and Siringo Road*

In the Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate acceptably overall. The northbound left movement is expected to become overcapacity from 7:45 to 8:00 AM with v/c of 1.08; however, the AM overall will operate no worse than LOS C. Eastbound right, westbound thru, and westbound right movements in some analysis periods continue to operate at LOS E.

In the PM, the southbound thru/right movement will become overcapacity in most analysis periods with the highest v/c of 1.64 occurring at 5:15 PM. Delay is expected to be high in the southbound direction, particularly from 6:45 PM on. The primary movements operating poorly in the PM include the southbound thru/right and eastbound right. Note the oversaturated conditions may extend beyond 6:00 PM.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 11 | 2024 Build Signalized Intersection Results (St Francis & Siringo)

2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.3	B	0.75	16:00	55.1	E	1.08
7:15	18.5	B	0.76	16:15	40.5	D	0.86
7:30	25.2	C	0.83	16:30	75.5	E	1.18
7:45	31.8	C	1.08	16:45	198.1	F	1.35
8:00	23.2	C	0.69	17:00	382.1	F	1.46
8:15	25.3	C	0.82	17:15	653.1	F	1.64
8:30	20.8	C	0.67	17:30	628.4	F	0.98
8:45	20.3	C	0.81	17:45	711.1	F	1.03

b) *St Francis Drive and Zia Road*

The signalized intersection of St Francis Drive and Zia Road improves significantly overall in the Build analysis. With the addition of a third eastbound left turn lane and additional storage due to the realignment of Galisteo Road, the eastbound left

movement will experience a reduction in queueing and delay. These improvements are conceptually shown in Figure 16 on page 39. It is also expected that with the improved performance of the eastbound left, there may be a reduction in trips known to go eastbound through the intersection of St Francis and Zia, perform a u-turn east of the intersection, and turn right onto St Francis. To account for this reduction, 10% of total eastbound thru trips were reduced from this movement and assigned to the eastbound left.

In the AM, the intersection operates at an overall acceptable level of service with no oversaturated movements. The eastbound thru/right movement is expected to experience queue spillover from 7:45 to 8:15 AM (4 cars). Though the eastbound thru/right spills over into the adjacent lane by four (4) cars in the AM, only one (1) car blocks the intersection of Zia and Galisteo. The AM will operate no worse than LOS C overall with the proposed improvements. However, eastbound thru/right, northbound left, and southbound left movements in some analysis periods will operate at LOS E or F. The operation of the eastbound thru/right movement in particular is expected to worsen. This is due to the decrease in eastbound thru lanes to accommodate the third left-turn lane. The remaining eastbound thru lane will become a shared thru/right lane, which will begin just east of the Zia Road and Galisteo Road intersection. This relatively slight reduction delay and level of service is seen as an appropriate trade-off, as the proposed improvements provide substantial improvement over the Existing and No Build operations.

*** Micro-Simulation**

Overcapacity intersections and movements and free right turns were further evaluated using micro-simulation tools to provide additional results that consider driver behavior. When these movements were evaluated in the TransModeler micro-simulation tool, it shows no spillover and generates reasonable delay. In situations like this when results from HCS and TransModeler differ, adjustments to HCS can be made to overcome limitations in the HCM. This was not done in this case. However, use of micro-simulation tools to supplement HCM procedures in oversaturated conditions is an acceptable use per the HCM.

The eastbound thru/right movement is not expected to add delay to the adjacent lane from spillover. Field conditions indicate the southbound thru movement does queue back past Siringo occasionally, particularly in the outside most lane with drivers preparing for the I-25 southbound on ramp.

In the PM, the southbound thru movement will become overcapacity in two analysis periods with the highest v/c of 1.08*, which occurs at 5:00 PM. The eastbound thru/right movement is expected to experience queue spillover at 4:30 (1 car) and 5:00 (1 car). The primary movements operating poorly in the PM include the eastbound thru/right, westbound left, southbound left, and southbound thru.

Table 12 | 2024 Build Signalized Intersection Results (St Francis & Zia)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	21.5	C	0.34	16:00	36.1	D	0.99
7:15	20.5	C	0.48	16:15	31.9	C	0.91
7:30	25.3	C	0.78	16:30	45.8	D	1.05
7:45	28.5	C	0.99	16:45	42.8	D	0.94
8:00	25.6	C	0.91	17:00	50.7	D	1.08
8:15	23.9	C	0.74	17:15	60.1	E	0.98
8:30	20.9	C	0.69	17:30	57.4	E	0.99
8:45	21.2	C	0.68	17:45	50.6	D	0.97

c) *St Francis Drive and Sawmill Road*

In the Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru/right movement operates over capacity at 5:15 PM with a v/c of 1.10. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 13 | 2024 Build Signalized Intersection Results (St Francis & Sawmill)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.64	16:00	26.5	C	0.73
7:15	16	B	0.72	16:15	24.7	C	0.88
7:30	25.3	C	0.87	16:30	29	C	0.89
7:45	28.5	C	0.96	16:45	29.4	C	0.91
8:00	23.6	C	0.84	17:00	30.5	C	0.91
8:15	21.2	C	0.79	17:15	35.7	D	1.10
8:30	19	B	0.76	17:30	27.1	C	0.82
8:45	18.5	B	0.77	17:45	27.8	C	0.91

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. The proposed improvements restrict the Zia and Galisteo intersection to left-in/right-in/right-out only. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

The proposed site entrances are also expected to operate acceptably with minimal queueing and delay.

The intersection of Zia Road and Candelero was evaluated with a westbound u-turn movement due to the restricted left-out at Zia Road and Galisteo Road. This movement is expected to operate acceptably with a queue of one vehicle in both the AM and PM peak hours.

A peak hour traffic signal warrant analysis was performed for the Zia and Galisteo intersection and a traffic signal was not warranted. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

Table 14 | 2024 Build Unsignalized Intersection Results								
	2024 Build AM Peak				2024 Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia & Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.00	0	A	9.8	0.01	0	A
Westbound U Turn	14.6	0.11	25	B	10.8	0.04	25	B
Southbound Approach	15.9	0.09	25	C	18.2	0.09	25	C
Zia & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.01	0	A	9.7	0.02	25	A
Westbound Left	11.9	0.29	50	B	9.9	0.25	25	A
Northbound Right	15.3	0.42	75	C	11.7	0.27	50	B
Southbound Right	10.4	0.15	25	B	11.9	0.11	25	B
Galisteo & D1	-	-	-	A	-	-	-	-
Eastbound Right	9.9	0.01	0	A	9.3	0.01	0	A
Westbound Right	9.2	0.02	0	A	9.1	0.02	25	A
Northbound Left	7.8	0.00	0	A	7.6	0.00	0	A
Galisteo & D2/Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	15.0	0.03	25	B	11.6	0.02	25	B
Westbound Approach	13.5	0.09	25	B	12.8	0.09	25	B
Northbound Left	7.5	0.00	0	A	7.6	0.00	0	A
Southbound Left	8.2	0.15	25	A	8.0	0.10	25	A
Galisteo & D3/Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	11.1	0.02	25	B	9.8	0.01	0	A
Westbound Approach	11.6	0.26	25	B	11.6	0.27	50	B
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Southbound Left	7.7	0.07	25	A	7.5	0.05	25	A
Rodeo & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.7	0.05	25	A	10.1	0.05	25	B
Westbound Left	9.7	0.03	25	A	8.6	0.04	25	A
Northbound Approach	18.8	0.17	25	C	16.9	0.08	25	C
Southbound Left	32.3	0.22	25	D	28.6	0.18	25	D
Southbound Right	13.1	0.18	25	B	21.2	0.34	50	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

e) *Queue Discussion*

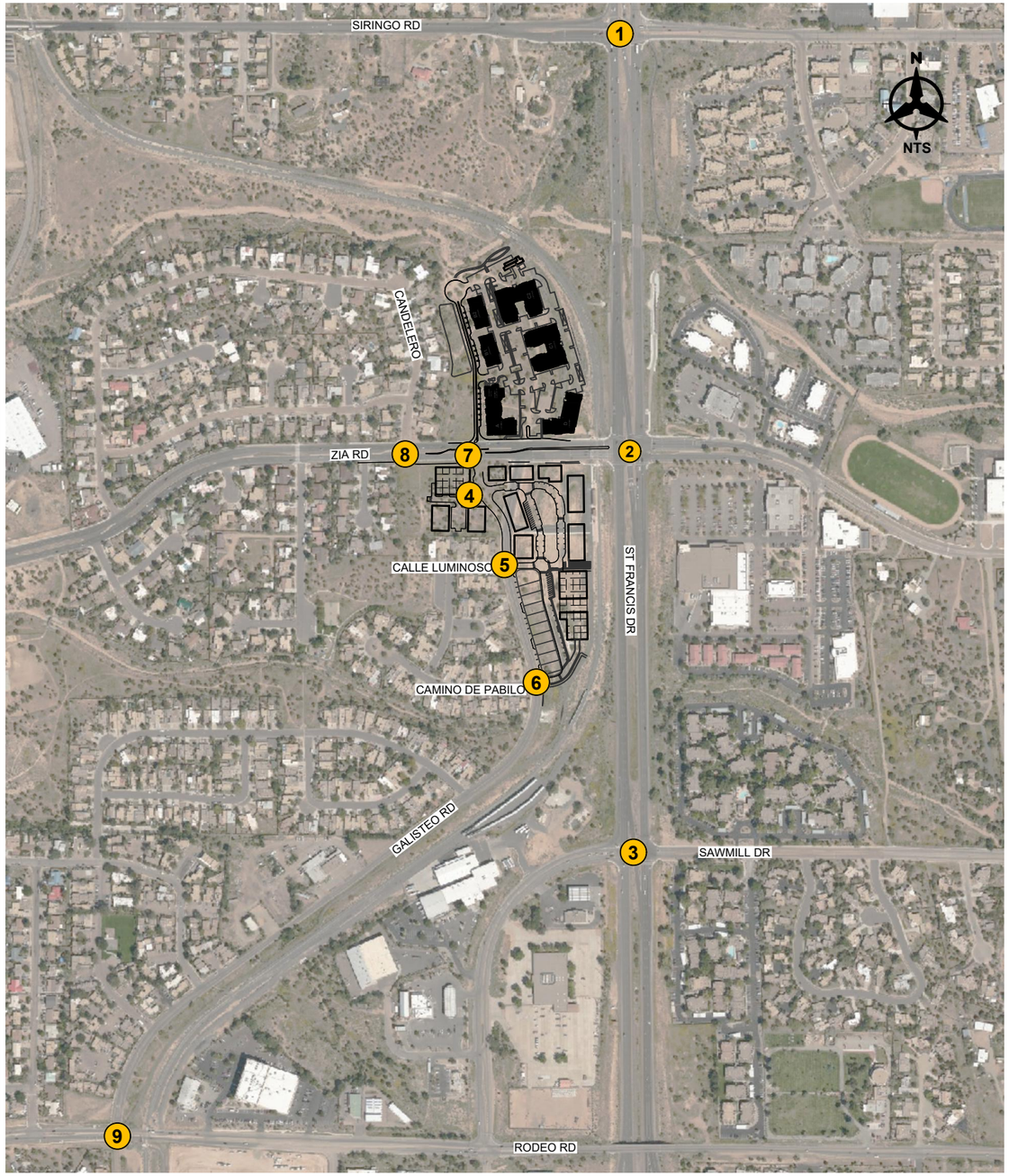
The following section reports the expected maximum queueing for new movements on Zia.

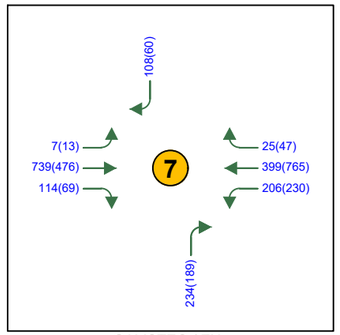
Queueing is not expected to exceed the available storage with the exception of two instances at St Francis Drive and Zia Road: eastbound thru/right in the AM and PM and westbound left in the PM. The eastbound thru/right will experience queue spillover of approximately four (4) vehicles in the AM and one (1) vehicle in the PM. Westbound left will have about two (2) vehicles extend beyond the available storage.

The eastbound and westbound left turn bays at Zia Road and Galisteo Road, and the westbound u-turn at Candelero, are not expected to queue beyond available storage.

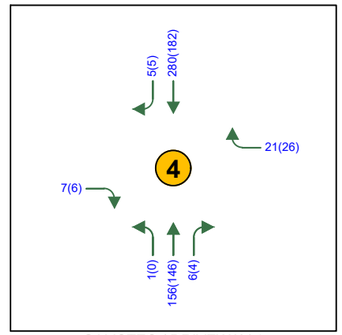
Table 15 | Max Queue Results

Movement	Available Storage	AM	PM
St Francis & Zia	-	-	-
Eastbound Left	395	244	202
Eastbound Thru/Right	375	484	402
Westbound Left	200	53	236
Westbound Thru	240	77	218
Westbound Right	150	124	86
Zia & Galisteo	-	-	-
Eastbound Left	84	0	25
Westbound Left	126	50	25
Zia & Candelero	-	-	-
Westbound U Turn	84	25	25





GALISTEO / ZIA



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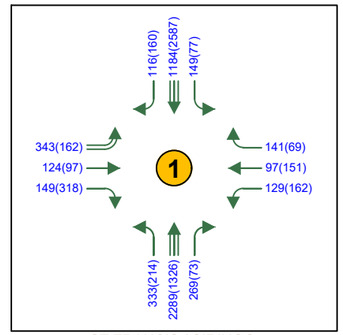
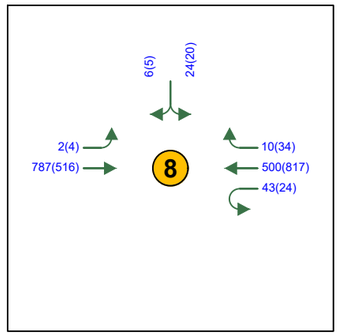
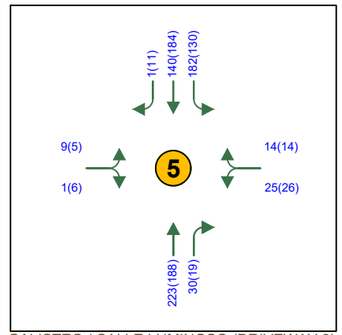


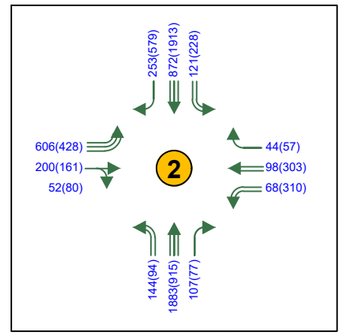
ST FRANCIS / SIRINGO



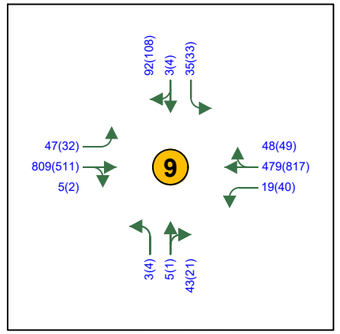
CANDELERO / ZIA



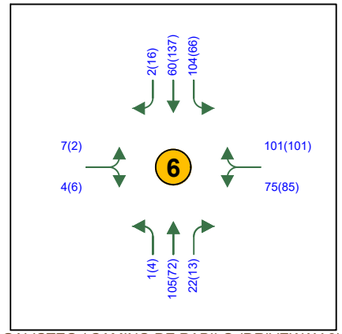
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



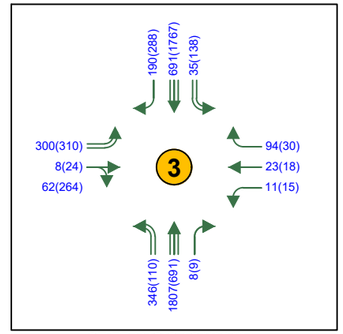
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

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

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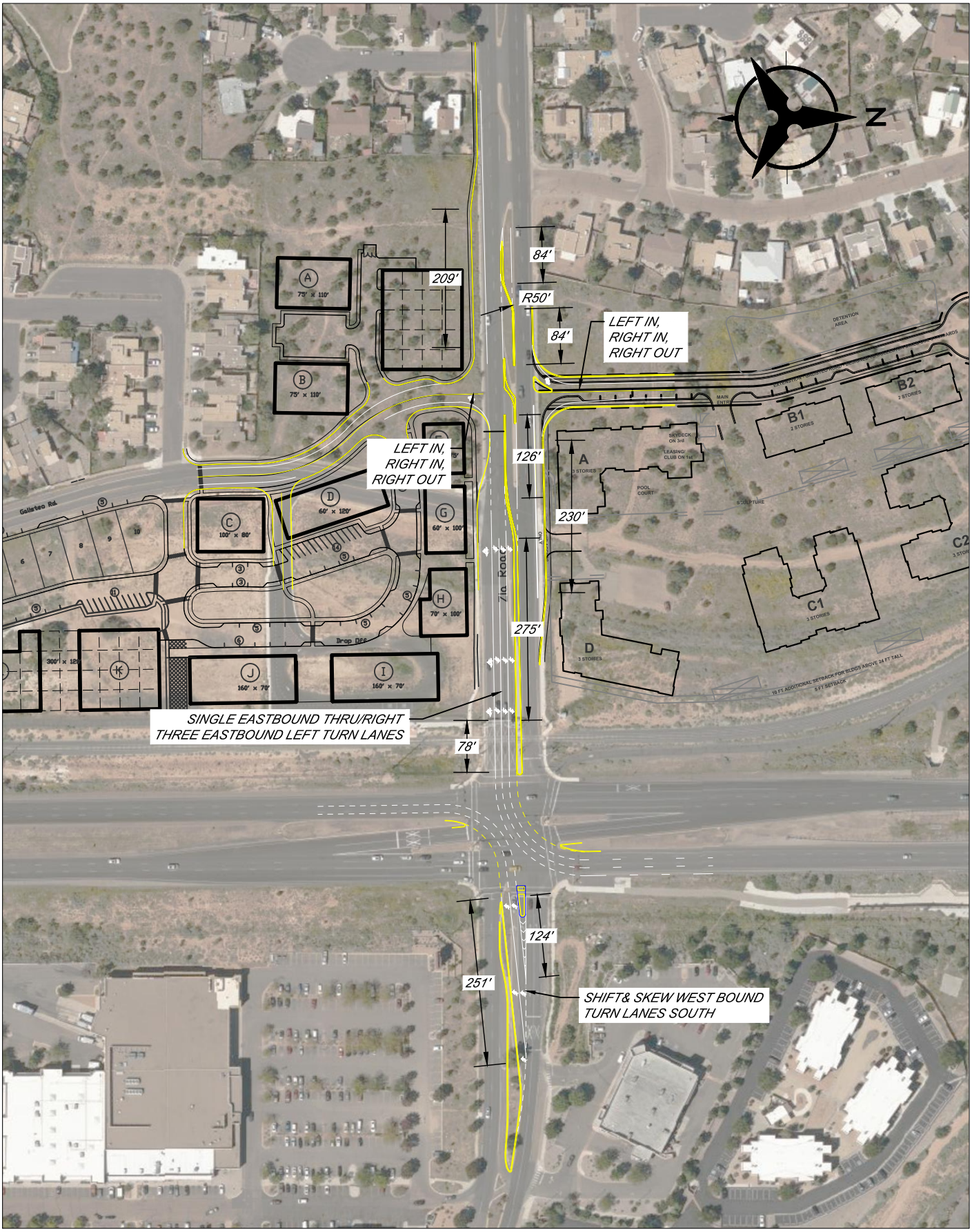
FIGURE 15
2024 BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES



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SITE TRAFFIC ANALYSIS

FIGURE 16
RECOMMENDED IMPROVEMENTS

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VII. SAFETY ANALYSIS

To assess the safety performance of all major roadways located within the study area, a safety analysis was performed using Highway Safety Software (HSS). Geometric parameters along with annual average daily traffic (AADT) calculations and three years of prior crash data were applied to determine the predicted crash frequency for existing (2020) and future (2024) no build and build scenarios.

The AADT for each case was estimated by implementing the principle for which the peak hourly factor is ten percent of the annual average daily traffic volume. Crash data was provided by NMDOT for the years 2015 through 2017. Roadways in this urban study involve sections of St Francis Drive, Zia Road, and Sawmill Road.

This study reports the predicted crash frequency rather than the expected crash frequency. It should be noted, to estimate expected crash frequency, the project level-parameters should be calibrated to local conditions. New Mexico does not currently have any calibrated parameters; therefore, the calibrated default parameters from the Highway Safety Manual were used. These values were derived using data collected from multiple states including Washington and California.

Observed versus Predicted Crashes

The Highway Safety Manual (HSM) defines **observed crash frequency** as the historical crash data reported at the site during the period of analysis. The **predicted crash frequency** is the crash frequency calculated based on geometric design, traffic control features, and traffic volume of the site.

A. ST. FRANCIS DRIVE

The roadway section of St Francis Drive included in the study is between Siringo Road and Sawmill Road. The posted speed is 45 MPH with a three-lane divided highway typical cross section. HSS does not provide this type of section, thus it was modeled as a four-lane divided highway. The 40-foot median was measured in Google Earth. No driveways exist on St Francis. This roadway was modeled starting at St Francis and Siringo and ending at St Francis Drive and Sawmill.

Observed crash data revealed 118 crashes at the Siringo intersection, 128 crashes at the Zia intersection, and 83 crashes at the Sawmill intersection. The segments between these crossings, however, have significantly less observed crashes. The segment between Siringo and Zia has 22 observed crashes, while the segment between Sawmill and Zia has 16 observed crashes.

For existing conditions, results show the total number of predicted crashes is 19.44 crashes per year. The section with the highest number of predicted crashes is St-

Francis-Siringo intersection, of 6.36 crashes per year. The section with the lowest number of predicted crashes is the segment between Sawmill Road and Zia Road, of 1.73 crashes per year.

The 2024 no build safety analysis involved updating the traffic volume for all segments and intersections. This led to higher results for the predicted crash frequency. The total number of predicted crashes for 2024 no build study is 20.40 crashes per year. This implies one additional crash will be observed compared to 2020 existing conditions.

Similar to the no build analysis, the 2024 build study increased the AADT to determine the number of predicted crashes. This resulted in 21.31 total predicted crashes per year for 2024 build conditions. Based on these values, one additional crash will be observed compared to 2024 no build conditions and two additional crashes compared to 2020 existing results. Results for St Francis Drive are shown in Table 16. Full report outputs are located in Appendix E.

Table 16 | Predicted Crash Frequency for St Francis Drive

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Sawmill	83	4.51	4.73	4.83
North of Sawmill	16	1.73	1.82	1.87
Zia	128	4.69	4.91	5.29
North of Zia	22	2.15	2.26	2.37
Siringo	115	6.36	6.68	6.96
Total		**19.44**	**20.40**	**21.31**

B. ZIA ROAD

The section of Zia Road included in the safety analysis includes Santa Fe High School driveways east to St Francis Drive. The typical cross section for Zia is a four-lane undivided roadway with existing driveways. The posted speed limit is 35 MPH and lighting is present throughout.

Observed crashes on Zia are concentrated at the Galisteo and St Francis intersections, with 14 and 128 crashes respectively, while the remainder of the corridor has a low number of observed crashes. The existing 2020 analysis predicts 7.90 crashes per year.

The 2024 no build analysis generated a predicted crash frequency of 8.28 crashes per year. This is about one additional predicted crash compared to the 2020 existing analysis.

Results from the 2024 build analysis showed an increase in the total predicted crash frequency to 9.94 crashes per year. This is one additional predicted crash compared to 2024 no build analysis and two additional predicted crashes compared to 2020 existing results. Results for the crash analysis on Zia are displayed in Table 17.

Table 17 | Predicted Crash Frequency for Zia Road

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
West of School Driveway	4	0.99	1.04	1.21
Candelero - West	0	0.28	0.30	0.34
East of Candelero (West)	1	0.76	0.79	0.93
Candelero - East	0	0.30	0.31	0.38
East of Candelero (East)	2	0.32	0.33	0.42
Galisteo	14	0.38	0.40	0.80
East of Galisteo	0	0.19	0.20	0.24
St Francis	128	4.69	4.91	5.08
Total		**7.90**	**8.28**	**9.94**

C. SAWMILL ROAD

A safety analysis was performed on Sawmill Road from Rodeo Road to St Francis Drive. With a posted speed of 35 MPH, the typical cross section is a four-lane undivided segment. Driveways are present throughout.

Crash data shows 26 observed crashes at the Rodeo intersection and 83 at St Francis and Sawmill intersection. Four crashes were recorded between these intersections on Sawmill. For 2020 existing analysis, the total predicted crash frequency is 6.48 crashes per year. This is slightly less than the 2024 no build predicted crash frequency, of 6.80 crashes per year.

The predicted crash frequency for the 2024 build analysis is 6.94. This implies there will be little to no change in the number of observed crashes between build and no build conditions. Results for the Sawmill analysis can be found in Table 18.

Table 18 | Predicted Crash Frequency for Sawmill Road				
Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Rodeo	26	1.87	1.96	2.01
North of Rodeo	4	0.66	0.69	0.69
St Francis	83	3.96	4.15	4.24
Total		**6.48**	**6.80**	**6.94**

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

B. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane.

Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.

APPENDIX A
EXISTING DATA, TRAFFIC COUNTS, AND CRASH DATA

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Calle Luminoso
Site Code : 00000000
Start Date : 3/10/2020
Page No : 1

Groups Printed- Cars - Trucks

	Calle Luminoso Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11
06:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	2	0	0	2	18
06:45	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	13
Total	1	0	0	0	1	0	0	0	0	0	0	44	0	0	44	0	4	0	0	4	49
07:00	2	0	0	0	2	0	0	0	0	0	0	10	0	0	10	0	6	1	0	7	19
07:15	4	0	0	0	4	0	0	0	0	0	0	19	0	0	19	0	9	0	0	9	32
07:30	4	0	0	0	4	0	0	0	0	0	0	23	0	0	23	0	6	0	0	6	33
07:45	3	0	1	0	4	0	0	0	0	0	0	22	0	0	22	0	11	1	0	12	38
Total	13	0	1	0	14	0	0	0	0	0	0	74	0	0	74	0	32	2	0	34	122
08:00	1	0	0	0	1	0	0	0	0	0	0	17	0	0	17	0	9	0	0	9	27
08:15	2	0	0	0	2	0	0	0	0	0	0	19	0	0	19	0	5	0	0	5	26
08:30	3	0	0	0	3	0	0	0	0	0	0	24	0	0	24	0	13	0	0	13	40
08:45	4	0	0	0	4	0	0	0	0	0	0	20	0	0	20	0	12	0	0	12	36
Total	10	0	0	0	10	0	0	0	0	0	0	80	0	0	80	0	39	0	0	39	129
BLANK																					
16:00	1	0	1	0	2	0	0	0	0	0	0	10	0	0	10	0	24	4	0	28	40
16:15	1	0	1	0	2	0	0	0	0	0	1	13	0	0	14	0	13	2	0	15	31
16:30	2	0	1	0	3	0	0	0	0	0	0	20	0	0	20	0	30	1	0	31	54
16:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	28	2	0	30	40
Total	5	0	3	0	8	0	0	0	0	0	1	52	0	0	53	0	95	9	0	104	165
17:00	1	0	5	0	6	0	0	0	0	0	0	12	0	0	12	0	27	6	0	33	51
17:15	1	0	0	0	1	0	0	0	0	0	0	15	0	0	15	0	32	2	0	34	50
17:30	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	28	4	0	32	43
17:45	2	0	1	0	3	0	0	0	0	0	1	16	0	0	17	0	20	1	0	21	41
Total	4	0	6	0	10	0	0	0	0	0	2	53	0	0	55	0	107	13	0	120	185
18:00	1	0	0	0	1	0	0	0	0	0	1	6	0	0	7	0	25	1	0	26	34
18:15	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	0	18	0	0	18	26
18:30	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	24	1	0	25	36
18:45	2	0	0	0	2	0	0	0	0	0	2	9	0	0	11	0	13	1	0	14	27
Total	6	0	0	0	6	0	0	0	0	0	3	31	0	0	34	0	80	3	0	83	123
Grand Total	39	0	10	0	49	0	0	0	0	0	6	334	0	0	340	0	357	27	0	384	773
Apprch %	79.6	0	20.4	0		0	0	0	0		1.8	98.2	0	0		0	93	7	0		
Total %	5	0	1.3	0	6.3	0	0	0	0	0	0.8	43.2	0	0	44	0	46.2	3.5	0	49.7	
Cars	39	0	10	0	49	0	0	0	0	0	6	334	0	0	340	0	353	27	0	380	769
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	98.9	100	0	99	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1	0.5

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Calle Luminoso
Site Code : 00000000
Start Date : 3/10/2020
Page No : 2

	Calle Luminoso Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	0	1	0	4	0	0	0	0	0	0	22	0	0	22	0	11	1	0	12	38
08:00	1	0	0	0	1	0	0	0	0	0	0	17	0	0	17	0	9	0	0	9	27
08:15	2	0	0	0	2	0	0	0	0	0	0	19	0	0	19	0	5	0	0	5	26
08:30	3	0	0	0	3	0	0	0	0	0	0	24	0	0	24	0	13	0	0	13	40
Total Volume	9	0	1	0	10	0	0	0	0	0	0	82	0	0	82	0	38	1	0	39	131
% App. Total	90	0	10	0		0	0	0	0		0	100	0	0		0	97.4	2.6	0		
PHF	.750	.000	.250	.000	.625	.000	.000	.000	.000	.000	.000	.854	.000	.000	.854	.000	.731	.250	.000	.750	.819
Cars	9	0	1	0	10	0	0	0	0	0	0	82	0	0	82	0	36	1	0	37	129
% Cars	100	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	94.7	100	0	94.9	98.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	0	0	5.1	1.5
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	1	0	3	0	0	0	0	0	0	20	0	0	20	0	30	1	0	31	54
16:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	28	2	0	30	40
17:00	1	0	5	0	6	0	0	0	0	0	0	12	0	0	12	0	27	6	0	33	51
17:15	1	0	0	0	1	0	0	0	0	0	0	15	0	0	15	0	32	2	0	34	50
Total Volume	5	0	6	0	11	0	0	0	0	0	0	56	0	0	56	0	117	11	0	128	195
% App. Total	45.5	0	54.5	0		0	0	0	0		0	100	0	0		0	91.4	8.6	0		
PHF	.625	.000	.300	.000	.458	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.000	.914	.458	.000	.941	.903
Cars	5	0	6	0	11	0	0	0	0	0	0	56	0	0	56	0	117	11	0	128	195
% Cars	100	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Camino de Pabilo
Site Code : 00000000
Start Date : 3/10/2020
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Groups Printed- Cars - Trucks

	Camino de Pabilo Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
06:15	1	0	1	0	2	0	0	0	0	0	0	10	0	0	10	0	2	0	0	2	14
06:30	2	0	0	0	2	0	0	0	0	0	0	14	0	0	14	0	2	0	0	2	18
06:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	12
Total	3	0	1	0	4	0	0	0	0	0	0	42	0	0	42	0	5	0	0	5	51
07:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	6	0	0	6	16
07:15	1	0	1	0	2	0	0	0	0	0	0	18	0	0	18	0	8	1	0	9	29
07:30	3	0	0	0	3	0	0	0	0	0	0	20	0	0	20	0	7	0	0	7	30
07:45	1	0	0	0	1	0	0	0	0	0	0	21	0	0	21	0	12	0	0	12	34
Total	5	0	1	0	6	0	0	0	0	0	0	69	0	0	69	0	33	1	0	34	109
08:00	2	0	0	0	2	0	0	0	0	0	1	15	0	0	16	0	8	1	0	9	27
08:15	1	0	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	1	0	4	23
08:30	3	0	4	0	7	0	0	0	0	0	0	21	0	0	21	0	13	0	0	13	41
08:45	4	0	0	0	4	0	0	0	0	0	0	17	0	0	17	0	11	1	0	12	33
Total	10	0	4	0	14	0	0	0	0	0	1	71	0	0	72	0	35	3	0	38	124
BLANK																					
16:00	0	0	1	0	1	0	0	0	0	0	0	11	0	0	11	0	22	3	0	25	37
16:15	0	0	1	0	1	0	0	0	0	0	0	14	0	0	14	0	12	2	0	14	29
16:30	0	0	1	0	1	0	0	0	0	0	1	19	0	0	20	0	25	6	0	31	52
16:45	0	0	2	0	2	0	0	0	0	0	2	9	0	0	11	0	26	2	0	28	41
Total	0	0	5	0	5	0	0	0	0	0	3	53	0	0	56	0	85	13	0	98	159
17:00	2	0	2	0	4	0	0	0	0	0	1	12	0	0	13	0	25	7	0	32	49
17:15	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	32	0	0	32	46
17:30	1	0	0	0	1	0	0	0	0	0	3	10	0	0	13	0	26	2	0	28	42
17:45	0	0	2	0	2	0	0	0	0	0	0	17	0	0	17	0	19	2	0	21	40
Total	3	0	5	0	8	0	0	0	0	0	4	52	0	0	56	0	102	11	0	113	177
18:00	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	21	3	0	24	33
18:15	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	18	1	0	19	28
18:30	0	0	2	0	2	0	0	0	0	0	0	10	0	0	10	0	22	0	0	22	34
18:45	2	0	2	0	4	0	0	0	0	0	1	9	0	0	10	0	10	4	0	14	28
Total	2	0	6	0	8	0	0	0	0	0	2	34	0	0	36	0	71	8	0	79	123
Grand Total	23	0	22	0	45	0	0	0	0	0	10	321	0	0	331	0	331	36	0	367	743
Apprch %	51.1	0	48.9	0		0	0	0	0		3	97	0	0		0	90.2	9.8	0		
Total %	3.1	0	3	0	6.1	0	0	0	0	0	1.3	43.2	0	0	44.5	0	44.5	4.8	0	49.4	
Cars	23	0	21	0	44	0	0	0	0	0	9	319	0	0	328	0	325	36	0	361	733
% Cars	100	0	95.5	0	97.8	0	0	0	0	0	90	99.4	0	0	99.1	0	98.2	100	0	98.4	98.7
Trucks	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	6	0	0	6	10
% Trucks	0	0	4.5	0	2.2	0	0	0	0	0	10	0.6	0	0	0.9	0	1.8	0	0	1.6	1.3

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Camino de Pabilo
Site Code : 00000000
Start Date : 3/10/2020
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	Camino de Pabilo Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	0	0	0	1	0	0	0	0	0	0	21	0	0	21	0	12	0	0	12	34
08:00	2	0	0	0	2	0	0	0	0	0	1	15	0	0	16	0	8	1	0	9	27
08:15	1	0	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	1	0	4	23
08:30	3	0	4	0	7	0	0	0	0	0	0	21	0	0	21	0	13	0	0	13	41
Total Volume	7	0	4	0	11	0	0	0	0	0	1	75	0	0	76	0	36	2	0	38	125
% App. Total	63.6	0	36.4	0		0	0	0	0		1.3	98.7	0	0		0	94.7	5.3	0		
PHF	.583	.000	.250	.000	.393	.000	.000	.000	.000	.000	.250	.893	.000	.000	.905	.000	.692	.500	.000	.731	.762
Cars	7	0	4	0	11	0	0	0	0	0	1	75	0	0	76	0	34	2	0	36	123
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	94.4	100	0	94.7	98.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	0	0	5.3	1.6
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	1	0	1	0	0	0	0	0	1	19	0	0	20	0	25	6	0	31	52
16:45	0	0	2	0	2	0	0	0	0	0	2	9	0	0	11	0	26	2	0	28	41
17:00	2	0	2	0	4	0	0	0	0	0	1	12	0	0	13	0	25	7	0	32	49
17:15	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	32	0	0	32	46
Total Volume	2	0	6	0	8	0	0	0	0	0	4	53	0	0	57	0	108	15	0	123	188
% App. Total	25	0	75	0		0	0	0	0		7	93	0	0		0	87.8	12.2	0		
PHF	.250	.000	.750	.000	.500	.000	.000	.000	.000	.000	.500	.697	.000	.000	.713	.000	.844	.536	.000	.961	.904
Cars	2	0	6	0	8	0	0	0	0	0	4	53	0	0	57	0	108	15	0	123	188
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Railrunner Entrance
Site Code : 00000000
Start Date : 3/10/2020
Page No : 1

Groups Printed- Cars - Trucks

	Eastbound					Railrunner Entrance Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	8
06:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11
06:30	0	0	0	0	0	0	0	1	0	1	0	16	0	0	16	0	2	0	0	2	19
06:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	1	13
Total	0	0	0	0	0	0	0	1	0	1	0	45	0	0	45	1	4	0	0	5	51
07:00	0	0	0	0	0	0	0	1	0	1	0	12	0	0	12	6	6	0	0	12	25
07:15	0	0	0	0	0	3	0	7	0	10	0	19	3	0	22	2	6	0	0	8	40
07:30	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	7	0	0	7	36
07:45	0	0	0	0	0	1	0	0	0	1	0	23	1	0	24	0	11	0	0	11	36
Total	0	0	0	0	0	4	0	8	0	12	0	83	4	0	87	8	30	0	0	38	137
08:00	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	9	0	0	9	27
08:15	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	4	0	0	4	25
08:30	0	0	0	0	0	0	0	1	0	1	0	27	0	0	27	3	13	0	0	16	44
08:45	0	0	0	0	0	2	0	3	0	5	0	23	1	0	24	2	11	0	0	13	42
Total	0	0	0	0	0	2	0	4	0	6	0	89	1	0	90	5	37	0	0	42	138

BLANK

16:00	0	0	0	0	0	0	0	1	0	1	0	9	2	0	11	1	28	0	0	29	41
16:15	0	0	0	0	0	1	0	5	0	6	0	14	0	0	14	4	15	0	0	19	39
16:30	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	30	0	0	30	52
16:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	31	0	0	32	42
Total	0	0	0	0	0	1	0	6	0	7	0	55	2	0	57	6	104	0	0	110	174
17:00	0	0	0	0	0	1	0	1	0	2	0	12	1	0	13	0	32	0	0	32	47
17:15	0	0	0	0	0	0	0	2	0	2	0	16	0	0	16	2	34	0	0	36	54
17:30	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	5	33	0	0	38	49
17:45	0	0	0	0	0	2	0	8	0	10	0	15	2	0	17	3	18	0	0	21	48
Total	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
18:00	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	1	24	0	0	25	31
18:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	18	0	0	18	26
18:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	25	0	0	25	35
18:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	14	0	0	15	26
Total	0	0	0	0	0	0	0	1	0	1	0	34	0	0	34	2	81	0	0	83	118
Grand Total	0	0	0	0	0	10	0	32	0	42	0	359	10	0	369	32	373	0	0	405	816
Apprch %	0	0	0	0		23.8	0	76.2	0		0	97.3	2.7	0		7.9	92.1	0	0		
Total %	0	0	0	0	0	1.2	0	3.9	0	5.1	0	44	1.2	0	45.2	3.9	45.7	0	0	49.6	
Cars	0	0	0	0	0	10	0	31	0	41	0	355	10	0	365	30	371	0	0	401	807
% Cars	0	0	0	0	0	100	0	96.9	0	97.6	0	98.9	100	0	98.9	93.8	99.5	0	0	99	98.9
Trucks	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	2	2	0	0	4	9
% Trucks	0	0	0	0	0	0	0	3.1	0	2.4	0	1.1	0	0	1.1	6.2	0.5	0	0	1	1.1

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Railrunner Entrance
Site Code : 00000000
Start Date : 3/10/2020
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	Eastbound					Railrunner Entrance Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	3	0	7	0	10	0	19	3	0	22	2	6	0	0	8	40
07:30	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	7	0	0	7	36
07:45	0	0	0	0	0	1	0	0	0	1	0	23	1	0	24	0	11	0	0	11	36
08:00	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	9	0	0	9	27
Total Volume	0	0	0	0	0	4	0	7	0	11	0	89	4	0	93	2	33	0	0	35	139
% App. Total	0	0	0	0		36.4	0	63.6	0		0	95.7	4.3	0		5.7	94.3	0	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.250	.000	.275	.000	.767	.333	.000	.802	.250	.750	.000	.000	.795	.869
Cars	0	0	0	0	0	4	0	7	0	11	0	87	4	0	91	2	33	0	0	35	137
% Cars	0	0	0	0	0	100	0	100	0	100	0	97.8	100	0	97.8	100	100	0	0	100	98.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	1.4
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	1	0	1	0	2	0	12	1	0	13	0	32	0	0	32	47
17:15	0	0	0	0	0	0	0	2	0	2	0	16	0	0	16	2	34	0	0	36	54
17:30	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	5	33	0	0	38	49
17:45	0	0	0	0	0	2	0	8	0	10	0	15	2	0	17	3	18	0	0	21	48
Total Volume	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
% App. Total	0	0	0	0		20	0	80	0		0	94.6	5.4	0		7.9	92.1	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.375	.000	.828	.375	.000	.824	.500	.860	.000	.000	.836	.917
Cars	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
% Cars	0	0	0	0	0	100	0	100	0	100	0	100	100	0	100	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Sawmill
Site Code : 00000000
Start Date : 3/10/2020
Page No : 1

Groups Printed- Cars - Trucks

	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	18	0	5	6	29	0	0	6	7	13	20	98	0	1	119	3	33	13	3	52	213
06:15	26	0	7	2	35	2	0	2	4	8	23	111	1	0	135	1	43	16	2	62	240
06:30	32	0	7	9	48	3	1	4	7	15	26	170	1	0	197	2	55	20	2	79	339
06:45	40	1	12	5	58	1	3	13	4	21	42	250	3	4	299	7	66	19	11	103	481
Total	116	1	31	22	170	6	4	25	22	57	111	629	5	5	750	13	197	68	18	296	1273
07:00	30	0	12	10	52	3	4	11	10	28	52	228	0	1	281	2	98	26	10	136	497
07:15	53	3	19	3	78	5	4	11	10	30	58	346	2	1	407	6	128	26	16	176	691
07:30	78	1	18	14	111	3	3	26	13	45	78	438	2	0	518	4	166	39	24	233	907
07:45	70	3	12	21	106	7	7	31	5	50	90	469	0	0	559	7	173	69	21	270	985
Total	231	7	61	48	347	18	18	79	38	153	278	1481	4	2	1765	19	565	160	71	815	3080
08:00	59	1	14	19	93	0	5	20	2	27	96	413	4	5	518	11	147	48	52	258	896
08:15	81	3	16	15	115	1	7	13	8	29	69	380	2	0	451	12	156	27	25	220	815
08:30	59	1	19	16	95	7	5	7	14	33	66	310	1	0	377	12	136	45	26	219	724
08:45	63	3	9	13	88	2	7	13	8	30	39	298	0	0	337	10	180	42	36	268	723
Total	262	8	58	63	391	10	24	53	32	119	270	1401	7	5	1683	45	619	162	139	965	3158
09:00	54	1	13	12	80	5	3	9	5	22	34	248	0	0	282	8	138	39	32	217	601
09:15	55	0	9	21	85	4	6	8	12	30	34	214	2	0	250	9	158	50	11	228	593
09:30	67	4	9	25	105	1	4	9	9	23	44	232	1	0	277	9	165	35	36	245	650
09:45	66	1	14	15	96	2	5	10	10	27	40	254	0	2	296	10	152	39	27	228	647
Total	242	6	45	73	366	12	18	36	36	102	152	948	3	2	1105	36	613	163	106	918	2491
10:00	55	1	12	16	84	0	2	7	12	21	27	202	1	0	230	8	158	41	17	224	559
10:15	68	3	5	17	93	1	2	4	12	19	22	189	2	0	213	10	136	60	13	219	544
10:30	75	6	20	13	114	2	4	6	9	21	34	205	1	0	240	11	151	56	31	249	624
10:45	63	4	16	20	103	3	5	7	11	26	42	198	0	1	241	12	143	67	10	232	602
Total	261	14	53	66	394	6	13	24	44	87	125	794	4	1	924	41	588	224	71	924	2329
BLANK																					
15:00	68	4	22	26	120	1	4	8	7	20	39	156	3	1	199	21	241	51	16	329	668
15:15	63	5	22	13	103	1	4	8	11	24	26	197	2	0	225	12	256	74	22	364	716
15:30	63	4	34	22	123	4	3	12	7	26	30	203	0	0	233	12	243	63	30	348	730
15:45	77	3	38	23	141	1	5	2	7	15	22	188	2	1	213	30	324	69	24	447	816
Total	271	16	116	84	487	7	16	30	32	85	117	744	7	2	870	75	1064	257	92	1488	2930
16:00	101	4	42	10	157	1	1	9	8	19	24	194	5	0	223	18	360	63	32	473	872
16:15	63	8	46	22	139	2	5	5	11	23	30	200	1	1	232	28	334	60	36	458	852
16:30	77	4	71	18	170	2	5	2	9	18	21	171	1	2	195	34	373	60	40	507	890
16:45	74	7	63	20	164	3	6	10	12	31	36	157	3	0	196	29	367	61	24	481	872
Total	315	23	222	70	630	8	17	26	40	91	111	722	10	3	846	109	1434	244	132	1919	3486

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Sawmill
Site Code : 00000000
Start Date : 3/10/2020
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Groups Printed- Cars - Trucks

	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
17:00	92	8	66	20	186	2	2	9	15	28	30	168	3	3	204	32	460	66	21	579	997
17:15	55	4	54	11	124	7	4	8	10	29	19	141	2	2	164	38	470	90	38	636	953
17:30	69	10	49	20	148	2	3	8	5	18	27	182	3	1	213	31	341	58	17	447	826
17:45	39	8	44	24	115	3	3	3	16	25	28	167	4	2	201	34	300	61	17	412	753
Total	255	30	213	75	573	14	12	28	46	100	104	658	12	8	782	135	1571	275	93	2074	3529
18:00	23	3	20	28	74	2	2	8	8	20	21	175	2	1	199	31	232	46	10	319	612
18:15	35	4	21	19	79	2	5	6	12	25	22	156	4	1	183	38	230	48	4	320	607
18:30	29	3	20	16	68	3	5	4	12	24	16	145	3	1	165	27	198	36	3	264	521
18:45	38	5	13	10	66	3	2	2	3	10	19	116	4	0	139	24	154	39	3	220	435
Total	125	15	74	73	287	10	14	20	35	79	78	592	13	3	686	120	814	169	20	1123	2175
19:00	23	6	10	6	45	2	0	2	15	19	22	115	3	0	140	27	158	49	6	240	444
19:15	22	3	9	20	54	2	2	3	11	18	16	87	5	1	109	16	154	41	6	217	398
19:30	22	10	15	8	55	0	0	0	9	9	10	56	2	1	69	23	132	33	4	192	325
19:45	19	1	9	16	45	0	3	0	5	8	12	83	1	0	96	18	96	32	1	147	296
Total	86	20	43	50	199	4	5	5	40	54	60	341	11	2	414	84	540	155	17	796	1463
Grand Total	2164	140	916	624	3844	95	141	326	365	927	1406	8310	76	33	9825	677	8005	1877	759	11318	25914
Apprch %	56.3	3.6	23.8	16.2		10.2	15.2	35.2	39.4		14.3	84.6	0.8	0.3		6	70.7	16.6	6.7		
Total %	8.4	0.5	3.5	2.4	14.8	0.4	0.5	1.3	1.4	3.6	5.4	32.1	0.3	0.1	37.9	2.6	30.9	7.2	2.9	43.7	
Cars	2118	140	883	604	3745	95	139	318	354	906	1341	8106	75	32	9554	664	7803	1843	737	11047	25252
% Cars	97.9	100	96.4	96.8	97.4	100	98.6	97.5	97	97.7	95.4	97.5	98.7	97	97.2	98.1	97.5	98.2	97.1	97.6	97.4
Trucks	46	0	33	20	99	0	2	8	11	21	65	204	1	1	271	13	202	34	22	271	662
% Trucks	2.1	0	3.6	3.2	2.6	0	1.4	2.5	3	2.3	4.6	2.5	1.3	3	2.8	1.9	2.5	1.8	2.9	2.4	2.6

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Sawmill
Site Code : 00000000
Start Date : 3/10/2020
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	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	78	1	18	14	111	3	3	26	13	45	78	438	2	0	518	4	166	39	24	233	907
07:45	70	3	12	21	106	7	7	31	5	50	90	469	0	0	559	7	173	69	21	270	985
08:00	59	1	14	19	93	0	5	20	2	27	96	413	4	5	518	11	147	48	52	258	896
08:15	81	3	16	15	115	1	7	13	8	29	69	380	2	0	451	12	156	27	25	220	815
Total Volume	288	8	60	69	425	11	22	90	28	151	333	1700	8	5	2046	34	642	183	122	981	3603
% App. Total	67.8	1.9	14.1	16.2		7.3	14.6	59.6	18.5		16.3	83.1	0.4	0.2		3.5	65.4	18.7	12.4		
PHF	.889	.667	.833	.821	.924	.393	.786	.726	.538	.755	.867	.906	.500	.250	.915	.708	.928	.663	.587	.908	.914
Cars	281	8	58	66	413	11	22	87	28	148	329	1672	8	5	2014	33	632	179	119	963	3538
% Cars	97.6	100	96.7	95.7	97.2	100	100	96.7	100	98.0	98.8	98.4	100	100	98.4	97.1	98.4	97.8	97.5	98.2	98.2
Trucks	7	0	2	3	12	0	0	3	0	3	4	28	0	0	32	1	10	4	3	18	65
% Trucks	2.4	0	3.3	4.3	2.8	0	0	3.3	0	2.0	1.2	1.6	0	0	1.6	2.9	1.6	2.2	2.5	1.8	1.8
Peak Hour Analysis From 12:00 to 19:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	77	4	71	18	170	2	5	2	9	18	21	171	1	2	195	34	373	60	40	507	890
16:45	74	7	63	20	164	3	6	10	12	31	36	157	3	0	196	29	367	61	24	481	872
17:00	92	8	66	20	186	2	2	9	15	28	30	168	3	3	204	32	460	66	21	579	997
17:15	55	4	54	11	124	7	4	8	10	29	19	141	2	2	164	38	470	90	38	636	953
Total Volume	298	23	254	69	644	14	17	29	46	106	106	637	9	7	759	133	1670	277	123	2203	3712
% App. Total	46.3	3.6	39.4	10.7		13.2	16	27.4	43.4		14	83.9	1.2	0.9		6	75.8	12.6	5.6		
PHF	.810	.719	.894	.863	.866	.500	.708	.725	.767	.855	.736	.931	.750	.583	.930	.875	.888	.769	.769	.866	.931
Cars	293	23	245	69	630	14	17	29	45	105	103	616	9	7	735	132	1643	274	119	2168	3638
% Cars	98.3	100	96.5	100	97.8	100	100	100	97.8	99.1	97.2	96.7	100	100	96.8	99.2	98.4	98.9	96.7	98.4	98.0
Trucks	5	0	9	0	14	0	0	0	1	1	3	21	0	0	24	1	27	3	4	35	74
% Trucks	1.7	0	3.5	0	2.2	0	0	0	2.2	0.9	2.8	3.3	0	0	3.2	0.8	1.6	1.1	3.3	1.6	2.0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Zia
Site Code : 00000000
Start Date : 3/3/2020
Page No : 1

Groups Printed- Cars - Trucks

	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	34	4	2	0	40	2	3	3	0	8	7	135	3	1	146	4	48	5	3	60	254
06:15	36	2	2	1	41	1	2	6	0	9	5	130	5	4	144	2	56	4	5	67	261
06:30	71	10	5	3	89	5	2	6	0	13	10	182	7	5	204	5	83	6	4	98	404
06:45	78	12	9	4	103	9	4	8	1	22	6	263	16	9	294	11	89	14	9	123	542
Total	219	28	18	8	273	17	11	23	1	52	28	710	31	19	788	22	276	29	21	348	1461
07:00	74	13	4	1	92	16	2	6	5	29	10	264	9	9	292	11	120	14	12	157	570
07:15	93	36	12	3	144	8	6	5	16	35	16	378	27	15	436	10	175	18	21	224	839
07:30	118	42	4	7	171	15	10	20	22	67	21	500	23	27	571	26	207	31	18	282	1091
07:45	145	62	12	2	221	15	14	9	26	64	16	476	37	25	554	30	209	37	28	304	1143
Total	430	153	32	13	628	54	32	40	69	195	63	1618	96	76	1853	77	711	100	79	967	3643
08:00	97	42	8	2	149	15	11	6	26	58	31	478	20	28	557	36	233	35	19	323	1087
08:15	124	26	4	2	156	20	18	7	21	66	33	357	23	9	422	24	189	39	26	278	922
08:30	104	32	9	2	147	16	14	8	18	56	32	316	18	10	376	18	251	44	29	342	921
08:45	89	46	7	3	145	15	13	16	32	76	11	359	16	23	409	33	196	37	16	282	912
Total	414	146	28	9	597	66	56	37	97	256	107	1510	77	70	1764	111	869	155	90	1225	3842
09:00	77	19	6	2	104	17	18	12	10	57	8	299	10	14	331	33	179	33	14	259	751
09:15	94	34	4	0	132	25	20	9	12	66	7	283	9	11	310	22	195	43	12	272	780
09:30	79	22	3	4	108	21	12	16	13	62	9	248	14	10	281	26	192	51	19	288	739
09:45	92	33	7	3	135	15	22	14	11	62	13	245	14	12	284	31	178	57	13	279	760
Total	342	108	20	9	479	78	72	51	46	247	37	1075	47	47	1206	112	744	184	58	1098	3030
10:00	87	27	2	2	118	26	19	23	10	78	7	244	19	17	287	31	183	55	20	289	772
10:15	89	22	4	6	121	23	26	21	23	93	8	222	9	17	256	29	187	40	24	280	750
10:30	82	17	9	1	109	20	29	21	11	81	5	216	14	17	252	49	213	69	17	348	790
10:45	103	18	6	2	129	30	22	22	18	92	8	229	14	21	272	41	161	60	19	281	774
Total	361	84	21	11	477	99	96	87	62	344	28	911	56	72	1067	150	744	224	80	1198	3086
BLANK																					
15:00	76	33	4	0	113	44	29	24	25	122	10	231	16	17	274	43	326	106	21	496	1005
15:15	111	35	8	0	154	55	36	21	37	149	12	232	21	14	279	48	261	105	16	430	1012
15:30	89	32	11	1	133	54	50	22	31	157	13	224	13	13	263	40	306	86	22	454	1007
15:45	97	25	8	1	131	49	41	11	34	135	12	238	19	16	285	29	349	100	41	519	1070
Total	373	125	31	2	531	202	156	78	127	563	47	925	69	60	1101	160	1242	397	100	1899	4094
16:00	83	22	20	1	126	46	38	13	22	119	17	215	20	11	263	61	415	97	28	601	1109
16:15	55	22	15	1	93	47	27	10	24	108	13	255	30	14	312	59	429	83	15	586	1099
16:30	94	52	19	1	166	68	60	17	22	167	18	230	20	15	283	50	417	104	41	612	1228
16:45	87	27	11	1	126	67	51	9	23	150	12	205	19	13	249	54	408	108	30	600	1125
Total	319	123	65	4	511	228	176	49	91	544	60	905	89	53	1107	224	1669	392	114	2399	4561

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Zia
Site Code : 00000000
Start Date : 3/3/2020
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Groups Printed- Cars - Trucks

	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
17:00	56	24	12	6	98	80	73	12	32	197	19	242	17	13	291	49	524	126	30	729	1315
17:15	82	36	6	0	124	83	74	17	27	201	14	203	18	10	245	66	490	140	43	739	1309
17:30	70	33	12	1	116	87	48	3	15	153	15	182	15	18	230	46	347	109	35	537	1036
17:45	57	27	8	2	94	48	41	13	27	129	15	167	19	10	211	57	364	110	29	560	994
Total	265	120	38	9	432	298	236	45	101	680	63	794	69	51	977	218	1725	485	137	2565	4654
18:00	77	23	12	3	115	55	37	9	22	123	10	160	19	10	199	45	276	107	13	441	878
18:15	70	25	11	3	109	50	46	7	19	122	7	140	23	13	183	36	246	91	10	383	797
18:30	54	19	7	1	81	52	29	31	15	127	2	97	9	8	116	27	247	69	10	353	677
18:45	50	12	10	3	75	26	17	11	14	68	8	117	10	5	140	25	178	47	18	268	551
Total	251	79	40	10	380	183	129	58	70	440	27	514	61	36	638	133	947	314	51	1445	2903
19:00	42	17	5	2	66	24	19	13	16	72	7	124	8	7	146	18	194	59	9	280	564
19:15	44	9	3	2	58	20	16	6	8	50	5	81	4	7	97	18	158	43	12	231	436
19:30	40	9	9	0	58	15	22	3	11	51	5	89	3	5	102	11	163	54	5	233	444
19:45	29	10	3	3	45	10	11	5	3	29	3	79	3	1	86	16	148	55	7	226	386
Total	155	45	20	7	227	69	68	27	38	202	20	373	18	20	431	63	663	211	33	970	1830
Grand Total	3129	1011	313	82	4535	1294	1032	495	702	3523	480	9335	613	504	10932	1270	9590	2491	763	14114	33104
Apprch %	69	22.3	6.9	1.8		36.7	29.3	14.1	19.9		4.4	85.4	5.6	4.6		9	67.9	17.6	5.4		
Total %	9.5	3.1	0.9	0.2	13.7	3.9	3.1	1.5	2.1	10.6	1.4	28.2	1.9	1.5	33	3.8	29	7.5	2.3	42.6	
Cars	3112	1000	294	81	4487	1274	1025	488	697	3484	450	9138	600	489	10677	1255	9370	2475	762	13862	32510
% Cars	99.5	98.9	93.9	98.8	98.9	98.5	99.3	98.6	99.3	98.9	93.8	97.9	97.9	97	97.7	98.8	97.7	99.4	99.9	98.2	98.2
Trucks	17	11	19	1	48	20	7	7	5	39	30	197	13	15	255	15	220	16	1	252	594
% Trucks	0.5	1.1	6.1	1.2	1.1	1.5	0.7	1.4	0.7	1.1	6.2	2.1	2.1	3	2.3	1.2	2.3	0.6	0.1	1.8	1.8

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Albuquerque, NM

File Name : St Francis & Zia
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	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	118	42	4	7	171	15	10	20	22	67	21	500	23	27	571	26	207	31	18	282	1091
07:45	145	62	12	2	221	15	14	9	26	64	16	476	37	25	554	30	209	37	28	304	1143
08:00	97	42	8	2	149	15	11	6	26	58	31	478	20	28	557	36	233	35	19	323	1087
08:15	124	26	4	2	156	20	18	7	21	66	33	357	23	9	422	24	189	39	26	278	922
Total Volume	484	172	28	13	697	65	53	42	95	255	101	1811	103	89	2104	116	838	142	91	1187	4243
% App. Total	69.4	24.7	4	1.9		25.5	20.8	16.5	37.3		4.8	86.1	4.9	4.2		9.8	70.6	12	7.7		
PHF	.834	.694	.583	.464	.788	.813	.736	.525	.913	.951	.765	.906	.696	.795	.921	.806	.899	.910	.813	.919	.928
Cars	483	168	28	13	692	62	53	39	93	247	92	1778	102	87	2059	113	821	140	90	1164	4162
% Cars	99.8	97.7	100	100	99.3	95.4	100	92.9	97.9	96.9	91.1	98.2	99.0	97.8	97.9	97.4	98.0	98.6	98.9	98.1	98.1
Trucks	1	4	0	0	5	3	0	3	2	8	9	33	1	2	45	3	17	2	1	23	81
% Trucks	0.2	2.3	0	0	0.7	4.6	0	7.1	2.1	3.1	8.9	1.8	1.0	2.2	2.1	2.6	2.0	1.4	1.1	1.9	1.9
Peak Hour Analysis From 12:00 to 19:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	94	52	19	1	166	68	60	17	22	167	18	230	20	15	283	50	417	104	41	612	1228
16:45	87	27	11	1	126	67	51	9	23	150	12	205	19	13	249	54	408	108	30	600	1125
17:00	56	24	12	6	98	80	73	12	32	197	19	242	17	13	291	49	524	126	30	729	1315
17:15	82	36	6	0	124	83	74	17	27	201	14	203	18	10	245	66	490	140	43	739	1309
Total Volume	319	139	48	8	514	298	258	55	104	715	63	880	74	51	1068	219	1839	478	144	2680	4977
% App. Total	62.1	27	9.3	1.6		41.7	36.1	7.7	14.5		5.9	82.4	6.9	4.8		8.2	68.6	17.8	5.4		
PHF	.848	.668	.632	.333	.774	.898	.872	.809	.813	.889	.829	.909	.925	.850	.918	.830	.877	.854	.837	.907	.946
Cars	319	137	47	8	511	294	257	54	103	708	54	872	73	50	1049	219	1813	478	144	2654	4922
% Cars	100	98.6	97.9	100	99.4	98.7	99.6	98.2	99.0	99.0	85.7	99.1	98.6	98.0	98.2	100	98.6	100	100	99.0	98.9
Trucks	0	2	1	0	3	4	1	1	1	7	9	8	1	1	19	0	26	0	0	26	55
% Trucks	0	1.4	2.1	0	0.6	1.3	0.4	1.8	1.0	1.0	14.3	0.9	1.4	2.0	1.8	0	1.4	0	0	1.0	1.1

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases	5	6	7	8	11	12	0	0	0	0	0	0

Phase

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

Overlap

	A	B	C	D
Direction				

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

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

Configuration Continued

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

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

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

Port 2:

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

Port 3:

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

Configuration Continued

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

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

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.	.	.	.	.				
6	.	.	.	.	.	.	.	.	.	.					
7	.	.	.	.	.	.	.	.	.						
8	.	.	.	.	.	.	.	.							
9	.	.	.	.	.	.	.								
10	.	.	.	.	.	.									
11	.	.	.	.	.										
12	.	.	.	.											
13	.	.	.												
14	.	.													
15	.														

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.6
Application		. 3
Help	27891	6.13
Configuration	27918	C000

By-Phase Timing Data

	Phase											
Direction	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	7	15	7	7	7	15	7	7	7	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	7	19	7	37	7	19	7	37	7	16	0	16
Veh Extension	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	5	5	5	5	5	0	5	5	0	0	0	0
Max 1	15	30	15	20	15	30	15	20	0	0	0	0
Max 2	20	35	20	25	20	35	20	25	0	0	0	0
Max 3	20	50	20	30	20	50	20	30	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.4	1.0	4.3	1.0	1.4	1.0	4.3	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

No-Serve Phases

	Phase Cannot Serve With Phase										
Phase	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.				
6	.	.	.	.	.	.					
7	.	.	.	.	.						
8	.	.	.	.							
9	.	.	.								
10	.	.									
11	.										

Ped Carryover

Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0

Vehicle/Ped Phase as Overlap

Ped Phase As Overlap Consists of Ped Phases

Ped Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Phase As Overlap Consists of Veh Phases

Veh Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

Overlap Data

Overlap A	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap B	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap C	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap D	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Power Start, Remote Flash

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

Initialization Interval:

Power Start	Green
External Start.	Green

Power Start All Red Time. .	3
Power Start Flash Time. . .	5

Remote Flash Options:

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

Option Data

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

Enable Programmable Options

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

Five Section Left Turn Control

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

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	X	.	.	.	.	.	.
Pedestrian Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	0.0	0	.	0 - Normal
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	0.0	0	.	0 - Normal
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	0	.	0 - Normal
16	NO	NO	0.0	0	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
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	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
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	.	.	.	.	.	.	.	.	.	.	.	.

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Log Interval . . 0

*NOTE: System master designations cross referenced to local
system detector numbers are:
SDA1 = 1 & 9
SDA2 = 2 & 10
SDB1 = 3 & 11
SDB2 = 4 & 12
SDC1 = 5 & 13
SDC2 = 6 & 14
SDD1 = 7 & 15
SDD2 = 8 & 16

Diagnostic Plans/Fail Action

		Detector														
Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector															
Plan		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Diagnostic Plans/Fail Action

		Detector														
Plan		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector														
Plan		49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Ped Diagnostic Plans

Plan		1	2	3	4	5	6	7	8	9	10	11	12
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1

Detector Diagnostic Intervals

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Seconds OffsetUnits . . . . . Seconds
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 15
Resync Count. 3

Actuated Coord Phase . . . . Actuated Walk Rest . . . .
Inhibit Max Timing . . . . X Max 2 Select . . . . . .
Floating Force Off . . . . X Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .	0		0	X	.	X	.	.	.	.	.	.	.	.	.
Demand 2 . .	0		0	.	X	X	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

Pattern 2
Cycle Length . . 100 COS 411
Offset 4
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 12 2- 46 3- 27 4- 15
Phase 5- 12 6- 46 7- 27 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall		X				X						
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 4
Cycle Length . . 130 COS 322
Offset 8
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 7 2- 60 3- 18 4- 15
Phase 5- 7 6- 60 7- 18 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall		X				X						
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 6
Cycle Length . . 130 COS 633
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 8 2- 54 3- 18 4- 20
Phase 5- 8 6- 54 7- 18 8- 20
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 8
Cycle Length . . 130 COS 344
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 8 2- 56 3- 16 4- 20
Phase 5- 8 6- 56 7- 16 8- 20
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 10
Cycle Length . . 150 COS 123
Offset 70
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 24 2- 38 3- 9 4- 29
Phase 5- 9 6- 53 7- 23 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 20
Cycle Length . . 90 COS 111
Offset 41
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 39 3- 12 4- 21
Phase 5- 12 6- 45 7- 19 8- 14
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 21
Cycle Length . . 110 COS 311
Offset 104
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 28 2- 41 3- 12 4- 29
Phase 5- 11 6- 58 7- 25 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 22
Cycle Length . . 100 COS 212
Offset 59
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 38 3- 16 4- 28
Phase 5- 16 6- 40 7- 25 8- 19
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 23
Cycle Length . . 110 COS 312
Offset 46
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 50 3- 15 4- 27
Phase 5- 11 6- 57 7- 26 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 41
Cycle Length . . 115 COS 511
Offset 91
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 30 2- 46 3- 11 4- 28
Phase 5- 11 6- 65 7- 24 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.
Alt Sequence . .	A:	.	B:	.	C:	.	D:	.	E:	.	F:	.

Pattern 43
Cycle Length . . 130 COS 433
Offset 10
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 68 3- 15 4- 29
Phase 5- 11 6- 75 7- 28 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.
Alt Sequence . .	A:	.	B:	.	C:	.	D:	.	E:	.	F:	.

Preemptors

Preemptor 1

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases			X					X								
Exit Phases			X					X								
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X			X									
Exit Phases				X			X									
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases		X			X											
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases	X					X										
Exit Phases	X					X										
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Bus Preemptors

	Bus Preemptor 1	2	3	4
Preemptor Active	.	.	.	.
Detector Lock	.	.	.	.
Maximum Time	0	0	0	0
Reservice Time	0	0	0	0
Delay Time	0	0	0	0
Inhibit Time	0	0	0	0
Entrance Green	0	0	0	0
Entrance Ped Clearance	0	0	0	0
Entrance Yellow	0.0	0.0	0.0	0.0
Entrance Red	0.0	0.0	0.0	0.0
Minimum Hold Time	0	0	0	0

	Hold Phases 1	2	3	4	5	6	7	8	9	10	11	12
Preemptor 1	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 2	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 3	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 4	.	.	.	.	.	.	.	.	.	.	.	.

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0000

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	5	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	4	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	4	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	4	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Saturday . .	3	5	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Holiday Programs

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0630	20	NO
2	1	0715	21	NO
3	1	0900	20	NO
4	1	1100	22	NO
5	1	1500	23	NO
6	1	1930	0	NO
30	3	0900	22	NO
31	3	1930	0	NO
40	4	0630	20	NO
41	4	0715	41	NO
42	4	0900	20	NO
43	4	1100	22	NO
44	4	1500	43	NO
45	4	1830	20	NO
46	4	2200	0	NO
50	5	0730	20	NO
51	5	0900	23	NO
52	5	1700	20	NO
53	5	2200	0	NO

TOD Program Steps

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases	5	6	7	8	11	12	0	0	0	0	0	0

Phase

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

Overlap

	A	B	C	D
Direction				

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

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

Configuration Continued

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

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

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

Port 2:

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

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address 1
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 0
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 19.2k bps
Data, Parity, Stop. . . . . 8, N, 1

Configuration Continued

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

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

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.	.	.	.	.				
6	.	.	.	.	.	.	.	.	.	.					
7	.	.	.	.	.	.	.	.	.						
8	.	.	.	.	.	.	.	.							
9	.	.	.	.	.	.	.								
10	.	.	.	.	.	.									
11	.	.	.	.	.										
12	.	.	.	.											
13	.	.	.												
14	.	.													
15	.														

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	8.0
Application		. 3
Help	27891	6.43
Configuration	27918	C000

By-Phase Timing Data

Direction	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	7	15	7	7	7	15	7	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	0	28	7	42	7	28	7	42	7	7	0	7
Veh Extension	2.5	4.0	3.0	4.0	2.5	4.0	3.0	4.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	14	35	14	17	14	35	14	17	0	0	0	0
Max 2	18	45	18	20	18	45	18	20	0	0	0	0
Max 3	20	55	20	25	20	55	20	25	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	2.0	1.0	4.5	1.0	1.8	1.0	4.3	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

No-Serve Phases

	Phase Cannot Serve With Phase										
Phase	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.				
6	.	.	.	.	.	.					
7	.	.	.	.	.						
8	.	.	.	.							
9	.	.	.								
10	.	.									
11	.										

Ped Carryover

Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0

Vehicle/Ped Phase as Overlap

Ped Ovlap Phase	Ped Phase As Overlap Consists of Ped Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Ovlap Phase	Veh Phase As Overlap Consists of Veh Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

Overlap Data

Overlap A	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap B	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap C	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap D	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Power Start, Remote Flash

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

Initialization Interval:

Power Start	Red
External Start	Green

Power Start All Red Time	3
Power Start Flash Time	5

Remote Flash Options:

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

Option Data

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

Enable Programmable Options

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

Five Section Left Turn Control

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

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	X	.	.	.	.	.	.
Pedestrian Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	4.0	0	.	1 - Extend/Delay
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	4.0	0	.	1 - Extend/Delay
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	0	.	0 - Normal
16	NO	NO	0.0	0	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
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26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
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	.	.	.	.	.	.	.	.	.	.	.	.

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	17	18	19	20	21	22	23	24	0	0	0	0	0	0	0	0

Detector Log Interval . . 15

*NOTE: System master designations cross referenced to local
system detector numbers are:
SDA1 = 1 & 9
SDA2 = 2 & 10
SDB1 = 3 & 11
SDB2 = 4 & 12
SDC1 = 5 & 13
SDC2 = 6 & 14
SDD1 = 7 & 15
SDD2 = 8 & 16

Diagnostic Plans/Fail Action

		Detector														
Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector															
Plan		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Diagnostic Plans/Fail Action

		Detector														
Plan		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector														
Plan		49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Ped Diagnostic Plans

Plan		1	2	3	4	5	6	7	8	9	10	11	12
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1

Detector Diagnostic Intervals

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	2	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Seconds OffsetUnits . . . . . Seconds
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 20
Resync Count. 0

Actuated Coord Phase . . . X Actuated Walk Rest . . . .
Inhibit Max Timing . . . . X Max 2 Select . . . . . .
Floating Force Off . . . . X Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

Pattern 1
Cycle Length . . 130 COS 322
Offset 62
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 27 2- 45 3- 12 4- 16
Phase 5- 13 6- 59 7- 12 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2
Cycle Length . . 130 COS 344
Offset 30
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 54 3- 18 4- 11
Phase 5- 17 6- 54 7- 18 8- 11
Phase 9- 4 10- 4 11- 4 12- 4 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3
Cycle Length . . 100 COS 411
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 4
Cycle Length . . 115 COS 511
Offset 60
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 5
Cycle Length . . 115 COS 521
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 6
Cycle Length . . 130 COS 623
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 10 2- 66 3- 14 4- 10
Phase 5- 10 6- 66 7- 14 8- 10
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 7
Cycle Length . . 130 COS 621
Offset 50
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 10 2- 66 3- 14 4- 10
Phase 5- 10 6- 66 7- 14 8- 10
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 8
Cycle Length . . 130 COS 633
Offset 92
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 27 2- 41 3- 14 4- 18
Phase 5- 8 6- 60 7- 14 8- 18
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 9
Cycle Length . . 130 COS 644
Offset 64
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 9 2- 54 3- 9 4- 28
Phase 5- 8 6- 55 7- 9 8- 28
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 10
Cycle Length . . 150 COS 710
Offset 62
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 20 2- 50 3- 12 4- 17
Phase 5- 12 6- 59 7- 15 8- 14
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 20
Cycle Length . . 90 COS 111
Offset 33
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 21 2- 37 3- 14 4- 18
Phase 5- 12 6- 46 7- 14 8- 18
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 21
Cycle Length . . 110 COS 311
Offset 46
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 50 3- 19 4- 19
Phase 5- 17 6- 55 7- 19 8- 19
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 22
Cycle Length . . 100 COS 212
Offset 56
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 38 3- 18 4- 22
Phase 5- 14 6- 46 7- 17 8- 23
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 23
Cycle Length . . 110 COS 312
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 16 2- 55 3- 17 4- 22
Phase 5- 20 6- 51 7- 15 8- 24
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 41
Cycle Length . . 115 COS 511
Offset 8
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 47 3- 21 4- 25
Phase 5- 17 6- 52 7- 21 8- 25
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 43
Cycle Length . . 130 COS 433
Offset 111
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 66 3- 16 4- 31
Phase 5- 21 6- 62 7- 16 8- 31
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Preemptors

Preemptor 1

Active	Det Lock		Ped Dark
Priority Preemption	Yel-Red To Grn		Ped Active
Outputs Only During Hold	Flash All Outputs		Zero Ped Clr Time
Terminate Overlap ASAP	Terminate Phases		Ped Clr Thru Yel
Don't Override Flash	Duration Time	0	
Flash During Hold	Delay Time	0	
No CVM in Flash	Inhibit Time	0	
Fast Flash Grn on Hold Phase	Min Ped Clear	0	
Enable Max Time	Max Time	0	
	Exit Max	0	
	Min Hold Time	0	
	Hold Delay Time	0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	Det Lock		Ped Dark
Priority Preemption	Yel-Red To Grn		Ped Active
Outputs Only During Hold	Flash All Outputs		Zero Ped Clr Time
Terminate Overlap ASAP	Terminate Phases		Ped Clr Thru Yel
Don't Override Flash	Duration Time	0	
Flash During Hold	Delay Time	0	
No CVM in Flash	Inhibit Time	0	
Fast Flash Grn on Hold Phase	Min Ped Clear	0	
Enable Max Time	Max Time	0	
	Exit Max	0	
	Min Hold Time	0	
	Hold Delay Time	0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green
Linked Preemptor 0

Preemptors

Preemptor 3

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases			X					X								
Exit Phases			X					X								
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X			X									
Exit Phases				X			X									
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases		X			X											
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green
Linked Preemptor 0

Preemptor 6

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases	X					X										
Exit Phases	X					X										
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green
Linked Preemptor 0

Bus Preemptors

	Bus Preemptor 1	2	3	4
Preemptor Active	.	.	.	.
Detector Lock	.	.	.	.
Maximum Time	0	0	0	0
Reservice Time	0	0	0	0
Delay Time	0	0	0	0
Inhibit Time	0	0	0	0
Entrance Green	0	0	0	0
Entrance Ped Clearance	0	0	0	0
Entrance Yellow	0.0	0.0	0.0	0.0
Entrance Red	0.0	0.0	0.0	0.0
Minimum Hold Time	0	0	0	0

	Hold Phases 1	2	3	4	5	6	7	8	9	10	11	12
Preemptor 1	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 2	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 3	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 4	.	.	.	.	.	.	.	.	.	.	.	.

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0315

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	5	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	4	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	4	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	4	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Saturday . .	3	5	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Holiday Programs

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0630	20	NO
2	1	0715	21	NO
3	1	0900	20	NO
4	1	1100	22	NO
5	1	1500	23	NO
6	1	1930	0	NO
26	3	0900	3	NO
27	3	2000	0	NO
30	3	0900	22	NO
31	3	1930	0	NO
40	4	0630	20	NO
41	4	0715	41	NO
42	4	0900	20	NO
43	4	1100	22	NO
44	4	1500	43	NO
45	4	1830	20	NO
46	4	2200	0	NO
50	5	0730	20	NO
51	5	0900	23	NO
52	5	1700	20	NO
53	5	2200	0	NO

TOD Program Steps

Step 1 Program 1 Step Begins 0400

Flash. . . . . Dimming Enable. . . . . .
Red Rest . . . . . Alt Veh Extension . . . .
Spare 5. . . . . Det Log Enable. X
Spare 3. . . . . Spare 4 . . . . . .
Type 0 Dly Enable. . . Spare 2 . . . . . .
Det Diag Plan. . . . 1

	Phase Number											
	1	2	3	4	5	6	7	8	9	10	11	12
Max 2 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Max 3 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service Inhibit. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.				

	A	B	C	D	E	F
Alt Sequence	.	.	.	.	.	.

Step 2 Program 1 Step Begins 0630

Flash. . . . . Dimming Enable. . . . . .
Red Rest . . . . . Alt Veh Extension . . . .
Spare 5. . . . . Det Log Enable. . . . . .
Spare 3. . . . . Spare 4 . . . . . .
Type 0 Dly Enable. . . Spare 2 . . . . . .
Det Diag Plan. . . . 0

	Phase Number											
	1	2	3	4	5	6	7	8	9	10	11	12
Max 2 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Max 3 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service Inhibit. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.				

	A	B	C	D	E	F
Alt Sequence	.	.	.	.	.	.

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		X
14	0					-	X				X		X
15	0					+	X				X		
16	0					-	X				X		X

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	Terminal	NTCIP	ECPIP
Enable	No	No	Yes
Data Rate	9600	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	2
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	300
Early RTS	No	No	No
FSK Hardware	Yes	Yes	Yes
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 2
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Backlight Enable: Yes
LED Mode: Auto
Display Mode: Basic
Screen Format: Advanced

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Logic Processor Page 2

Logic Statements (MM)1-8-2

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	7	7	7	15	18	7	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	25	20	15	30	20	15	0	0	0	0	0	0	0	0
Max 2	20	40	30	30	20	40	20	20	0	0	0	0	0	0	0	0
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	5	5	5	5	5	5	0	0	0	0	0	0	0	0
DYM Stp	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	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	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	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	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	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	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	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	10	30	10	18	18	30	19	9	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	3.0	3.0	3.0	2.5	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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	0.0
Max 1	20	40	25	20	15	30	20	20	35	35	35	35	35	35	35	35
Max 2	20	40	30	30	20	40	20	20	40	40	40	40	40	40	40	40
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	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	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	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	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	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	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	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	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	12	15	11	15	14	14	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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	0.0
Max 1	20	40	25	20	15	30	20	20	35	35	35	35	35	35	35	35
Max 2	20	40	30	30	20	40	20	20	40	40	40	40	40	40	40	40
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	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	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	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	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	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	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	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	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	10	40	12	15	18	40	15	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Ext 2	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	0.0
Max 1	20	40	25	20	15	30	20	20	0	0	0	0	0	0	0	0
Max 2	20	40	25	20	15	30	20	20	0	0	0	0	0	0	0	0
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	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	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	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	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	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	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	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	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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	0.0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	2	Yes	No	Yes	No		No	No	0
A	7	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	3.0	1.0	5
B02	5	7	0	3.0	1.0	5
C03	5	0	0	3.0	1.0	5
D04	5	7	0	3.0	1.0	5
E05	5	0	0	3.0	1.0	5
F06	5	7	0	3.0	1.0	5
G07	5	0	0	3.0	1.0	5
H08	5	7	0	3.0	1.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 8
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2																
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	25		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	2	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	100	Std (COS)	0	Offsets in	Seconds
Offset Value	4s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	45	24	16	15	45	24	16	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	10	50	12	12	10	50	28	12	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	84s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	10	36	10	44	10	36	30	24	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 8)	10	44	35	11	19	35	22	24	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits in	Seconds
Cycle	150	Std (COS)	0	Offsets in	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 10)	12	43	12	33	10	45	22	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits in	Seconds
Cycle	90	Std (COS)	111	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	20		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 20)	12	36	16	26	12	36	27	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits in	Seconds
Cycle	110	Std (COS)	311	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	21		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 21)	14	54	16	26	22	46	25	17	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits in	Seconds
Cycle	100	Std (COS)	212	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	22		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 22)	18	39	19	24	18	39	24	19	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits in	Seconds
Cycle	110	Std (COS)	312	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	23		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 23)	14	45	36	15	18	41	22	29	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits in	Seconds
Cycle	115	Std (COS)	0	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	16		
Phase Reservice	Yes	Action Plan	30		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 30)	11	62	16	26	18	55	29	13	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	115s	115s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 35

Split Pattern	35	TS2 (Pat-Off)	11-2	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	7		
Phase Reservice	No	Action Plan	35		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 35)	11	72	23	24	25	58	24	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 41

Split Pattern	41	TS2 (Pat-Off)	13-2	Splits in	Seconds
Cycle	115	Std (COS)	511	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	16		
Phase Reservice	No	Action Plan	41		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 41)	14	59	16	26	22	51	27	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	115s	115s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls										X						
Max Recalls																
Phase Omit									X		X	X	X	X	X	X
Special Function Output																

Pattern - 43

Split Pattern	43	TS2 (Pat-Off)	14-1	Splits in	Seconds
Cycle	130	Std (COS)	433	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	4		
Actuated Walk Rest	No	Sequence	7		
Phase Reservice	No	Action Plan	43		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 43)	14	66	23	27	25	55	27	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle				X			X									
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls	X	X	X	X	X	X	X	X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	32	0	0	4.0	3.4
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	15	12.0	0	4.3	2.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X				X											
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	0.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	0.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	15	0.0	90	3.5	0.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase			X				X									
Exit Calls	X			X	X											
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X				X											
Exit Calls			X	X			X	X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase			X				X									
Exit Calls	X				X			X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	0:00:00
Standard Time From GMT:	-7

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	254 - FREE	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	Auto	Override System	No
Timing Plan	1	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 20

Pattern	20	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 21

Pattern	21	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 22

Pattern	22	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 23

Pattern	23	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 30

Pattern	30	Override System	No
Timing Plan	1	Sequence	16
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 35

Pattern	35	Override System	No
Timing Plan	1	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 41

Pattern	41	Override System	No
Timing Plan	2	Sequence	16
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 43

Pattern	43	Override System	No
Timing Plan	4	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	20	6:30 AM
1	2	41	7:15 AM
1	3	20	9:00 AM
1	4	22	11:00 AM
1	5	23	3:00 PM
1	6	0	7:30 PM
1	9	0	1:00 AM
3	1	22	9:00 AM
3	2	0	7:30 PM
4	1	20	6:30 AM
4	2	41	7:15 AM
4	3	20	9:00 AM
4	4	22	11:00 AM
4	5	43	3:00 PM
4	6	20	6:30 PM
4	7	1	10:00 PM
5	1	20	7:30 AM
5	2	23	9:00 AM
5	3	20	5:00 PM
5	4	1	10:00 PM

Schedule (MM)5-4

Schedule Number - 4

Day Plan Number: 4

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 5

Day Plan Number: 5

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	No	
2	N-NTCIP	No	
3	N-NTCIP	No	
4	N-NTCIP	No	
5	N-NTCIP	No	
6	N-NTCIP	No	
7	N-NTCIP	No	
8	N-NTCIP	No	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	

55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	7	Yes	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	2	No	No	0.0	None	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 15 ECPI Log Period: 15 Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

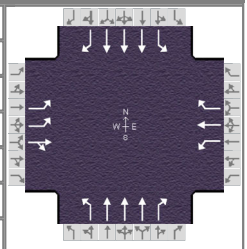
Plan	Detector	Counts	Act	Pres	Multiplier

APPENDIX B

2020 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

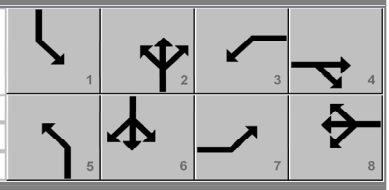
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	0	52	8	12	36	180	792	0	8	344	92

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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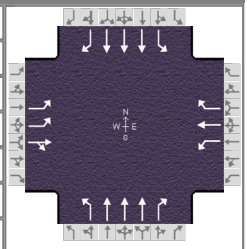
HCS7 Signalized Intersection Results Summary

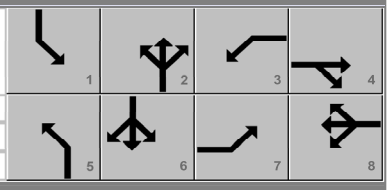
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	8	60	20	16	44	188	1120	8	24	480	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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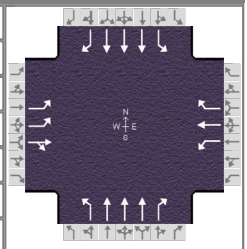
HCS7 Signalized Intersection Results Summary

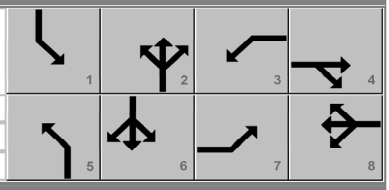
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	12	12	100	312	1760	8	20	756	176

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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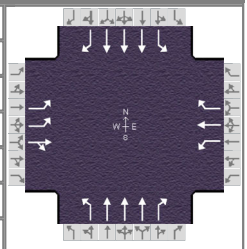
HCS7 Signalized Intersection Results Summary

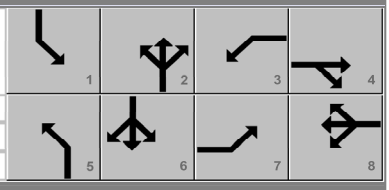
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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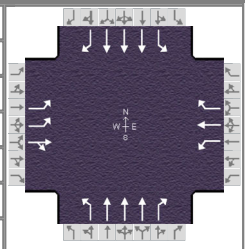
HCS7 Signalized Intersection Results Summary

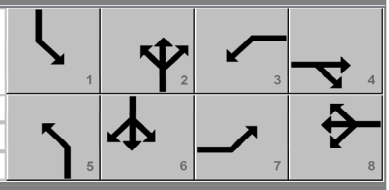
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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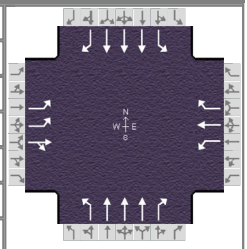
HCS7 Signalized Intersection Results Summary

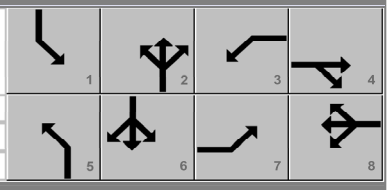
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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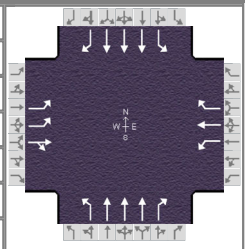
HCS7 Signalized Intersection Results Summary

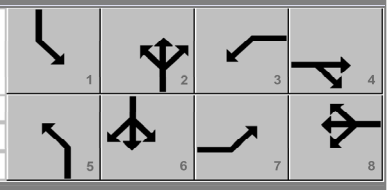
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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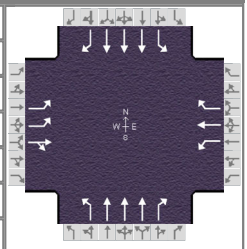
HCS7 Signalized Intersection Results Summary

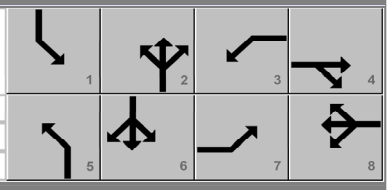
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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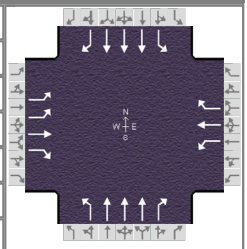
HCS7 Signalized Intersection Results Summary

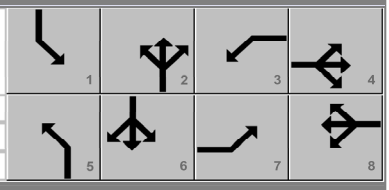
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	24	112	48	48	48	152	1052	56	44	548	12

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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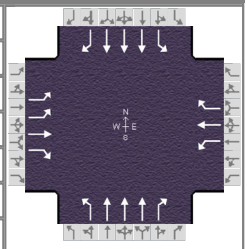
HCS7 Signalized Intersection Results Summary

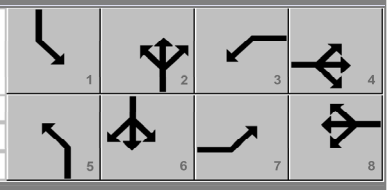
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	44	116	32	32	124	248	1344	112	76	668	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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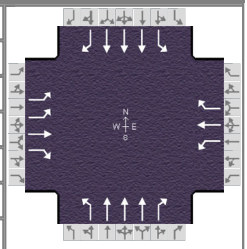
HCS7 Signalized Intersection Results Summary

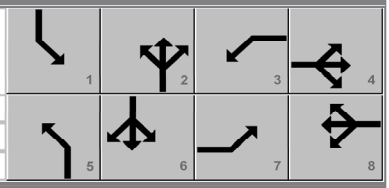
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	84	148	112	68	124	280	2308	108	88	1132	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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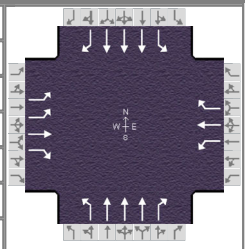
HCS7 Signalized Intersection Results Summary

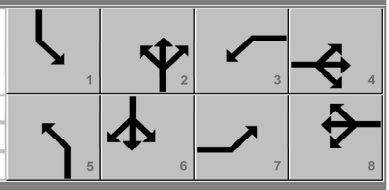
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	376	128	128	108	84	152	392	2396	216	132	1192	116

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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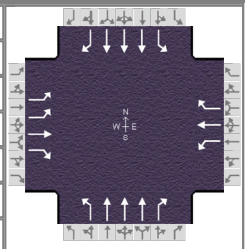
HCS7 Signalized Intersection Results Summary

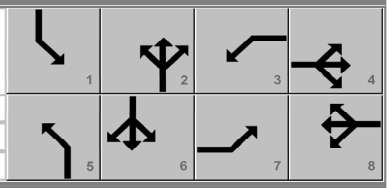
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	112	116	120	76	100	296	1992	316	160	948	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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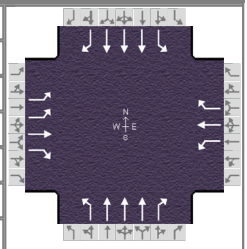
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	112	152	88	84	96	288	1708	356	156	868	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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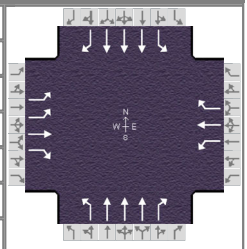
HCS7 Signalized Intersection Results Summary

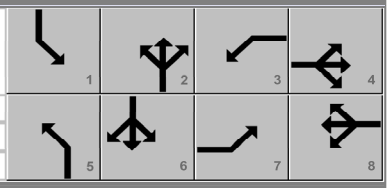
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	68	120	72	100	72	316	1668	184	56	888	92

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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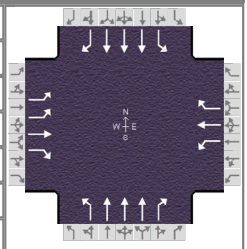
HCS7 Signalized Intersection Results Summary

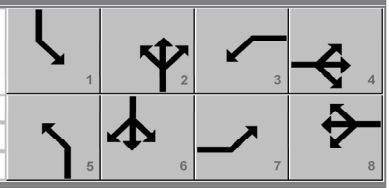
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	216	52	156	68	68	96	236	1728	72	68	868	40

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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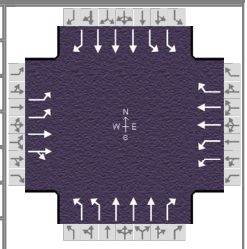
HCS7 Signalized Intersection Results Summary

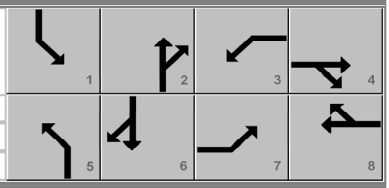
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	48	16	52	8	20	36	916	32	44	472	56

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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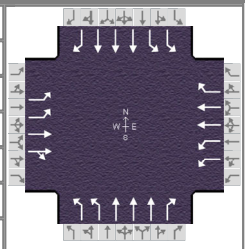
HCS7 Signalized Intersection Results Summary

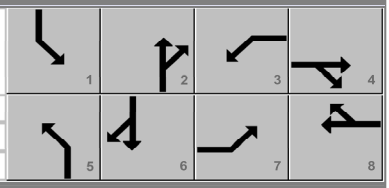
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	116	40	44	36	28	52	1192	84	40	668	68

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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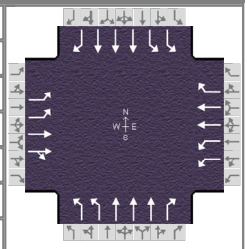
HCS7 Signalized Intersection Results Summary

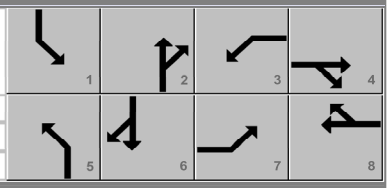
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	524	188	16	56	40	76	80	1932	88	120	960	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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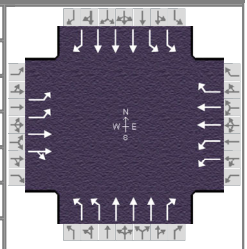
HCS7 Signalized Intersection Results Summary

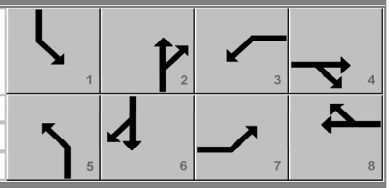
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	536	228	44	76	72	44	72	2104	164	148	1032	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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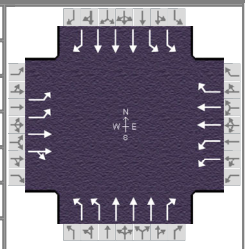
HCS7 Signalized Intersection Results Summary

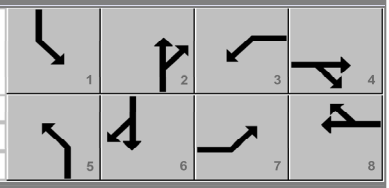
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	464	200	40	80	56	32	120	1832	76	140	904	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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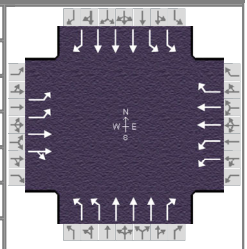
HCS7 Signalized Intersection Results Summary

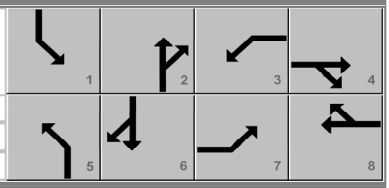
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	512	108	16	68	60	24	148	1584	104	100	800	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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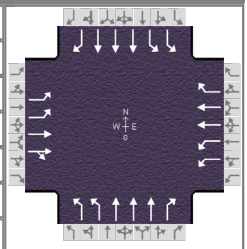
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	420	128	36	60	52	28	148	1456	84	56	788	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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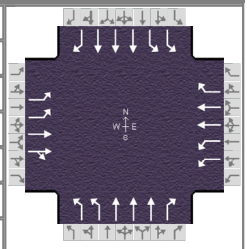
HCS7 Signalized Intersection Results Summary

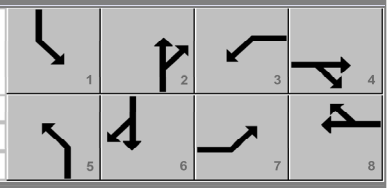
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	180	28	44	40	48	44	1476	64	116	680	128

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

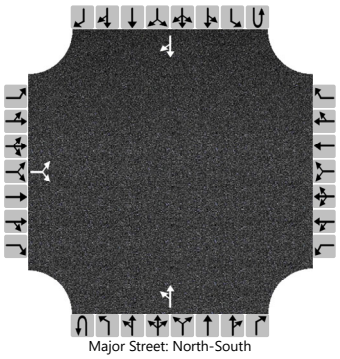
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		9		1						0	82				38	1
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			865							1573						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.2							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.2								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

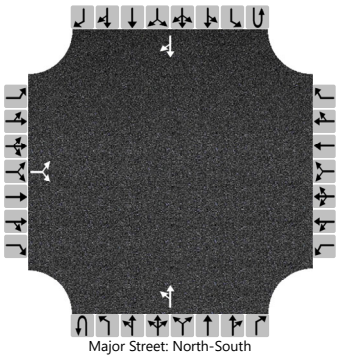
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		4						1	75				36	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							1						
Capacity, c (veh/h)			903							1570						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.0							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.0								0.1						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

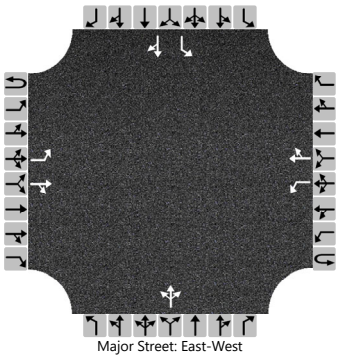
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		27	778	5		18	461	17		3	5	41		13	3	32
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29				19					52			14		37
Capacity, c (veh/h)		1056				800					337			192		571
v/c Ratio		0.03				0.02					0.15			0.07		0.07
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.5			0.2		0.2
Control Delay (s/veh)		8.5				9.6					17.6			25.2		11.7
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)		0.3				0.3				17.6				15.4		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

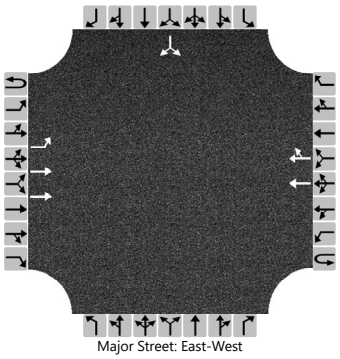
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	676				412	10						23		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													31	
Capacity, c (veh/h)		1101													360	
v/c Ratio		0.00													0.09	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		8.3													15.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												15.9			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

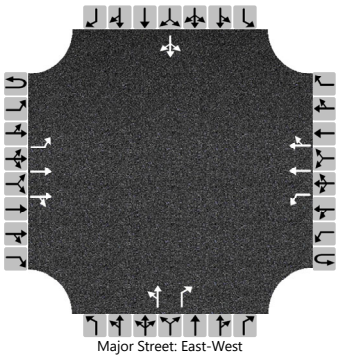
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	696	9	0	27	399	0		5	0	100		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage	Left Only									1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				28				5		105			0	
Capacity, c (veh/h)		1128				854				296		623				
v/c Ratio		0.00				0.03				0.02		0.17				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.1		0.6				
Control Delay (s/veh)		8.2				9.4				17.4		11.9				
Level of Service (LOS)		A				A				C		B				
Approach Delay (s/veh)	0.0				0.6				12.2							
Approach LOS									B							

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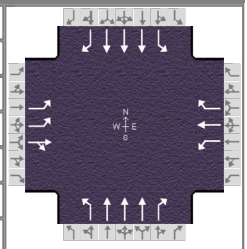
HCS7 Signalized Intersection Results Summary

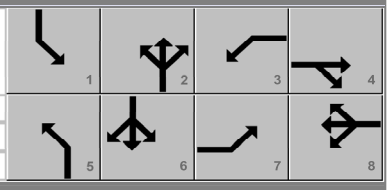
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	12	144	4	4	40	84	668	16	72	1456	256

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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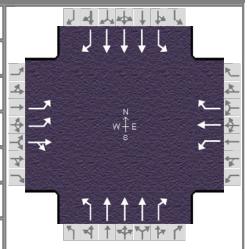
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	28	172	8	20	20	88	580	4	104	1232	220

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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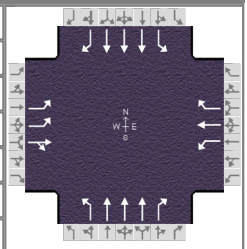
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	12	244	12	28	12	88	712	4	136	1492	240

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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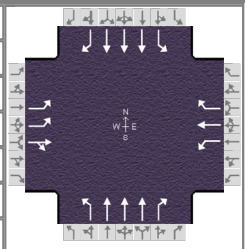
HCS7 Signalized Intersection Results Summary

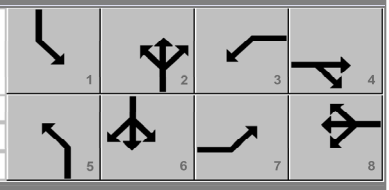
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	284	28	244	8	16	28	156	680	12	124	1584	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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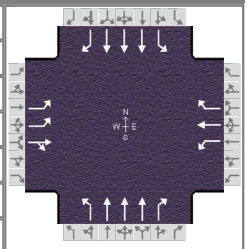
HCS7 Signalized Intersection Results Summary

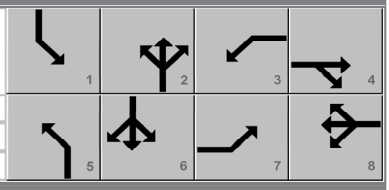
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	28	240	8	8	40	136	768	12	124	1760	252

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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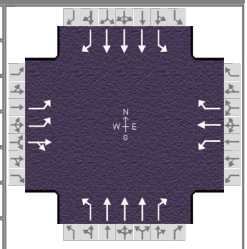
HCS7 Signalized Intersection Results Summary

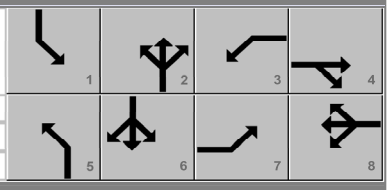
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	312	24	308	24	12	28	116	856	12	144	1800	344

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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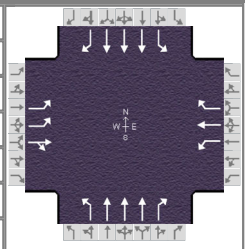
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	40	192	8	12	32	96	656	12	128	1416	240

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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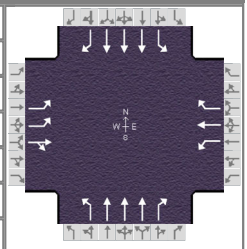
HCS7 Signalized Intersection Results Summary

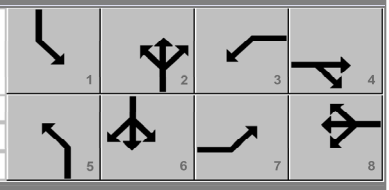
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	40	228	16	16	16	100	604	16	144	1272	260

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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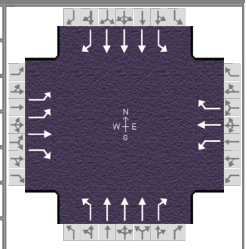
HCS7 Signalized Intersection Results Summary

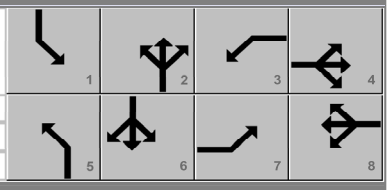
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	192	60	220	136	116	72	212	1096	40	100	1988	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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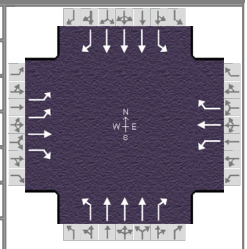
HCS7 Signalized Intersection Results Summary

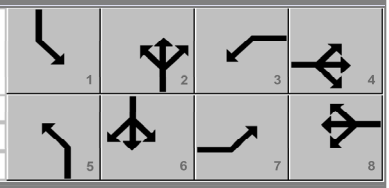
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	60	220	100	120	56	148	948	84	76	1748	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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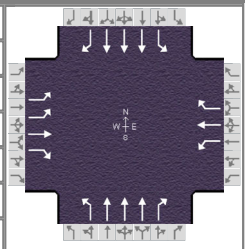
HCS7 Signalized Intersection Results Summary

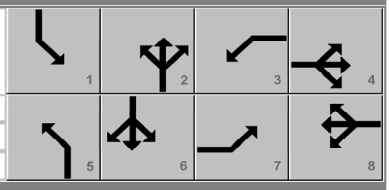
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	84	244	148	124	60	188	1172	56	72	2128	152

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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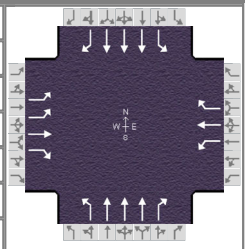
HCS7 Signalized Intersection Results Summary

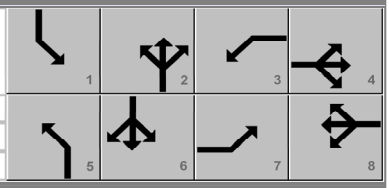
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	112	232	172	128	52	204	1224	60	76	2256	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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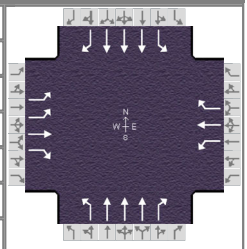
HCS7 Signalized Intersection Results Summary

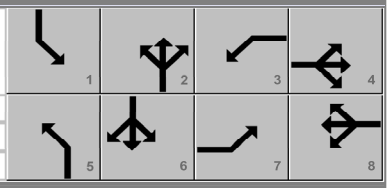
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	152	80	332	128	176	80	224	1284	104	52	2484	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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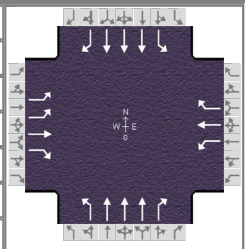
HCS7 Signalized Intersection Results Summary

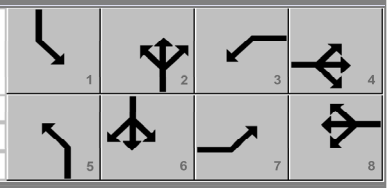
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160	116	328	168	160	80	260	1392	80	88	2632	160

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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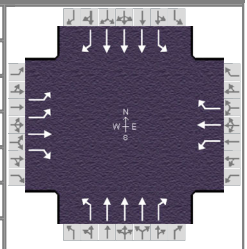
HCS7 Signalized Intersection Results Summary

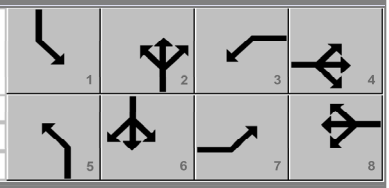
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	88	280	96	132	96	144	1088	116	124	1932	192

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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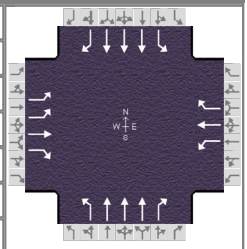
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	280	128	76	92	176	992	100	100	1904	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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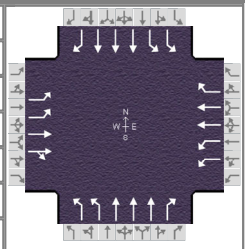
HCS7 Signalized Intersection Results Summary

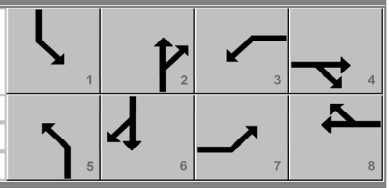
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	292	76	72	232	192	64	64	800	76	236	1616	380

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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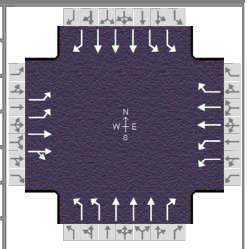
HCS7 Signalized Intersection Results Summary

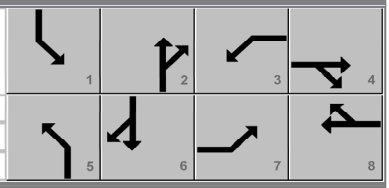
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	92	64	240	136	52	36	700	84	200	1464	284

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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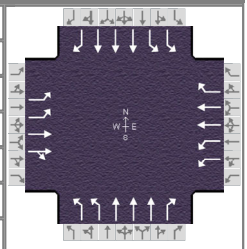
HCS7 Signalized Intersection Results Summary

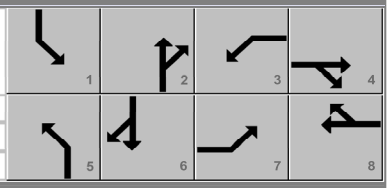
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	144	52	240	212	60	64	844	72	204	1708	424

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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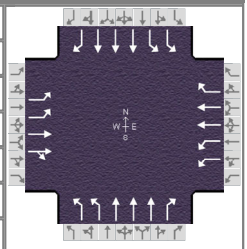
HCS7 Signalized Intersection Results Summary

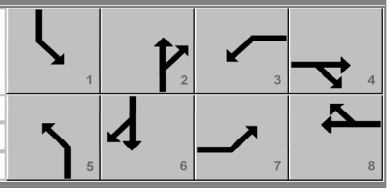
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	340	104	44	284	216	40	52	900	84	232	1764	468

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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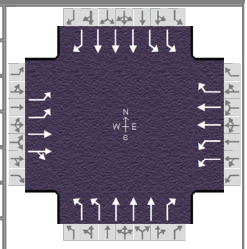
HCS7 Signalized Intersection Results Summary

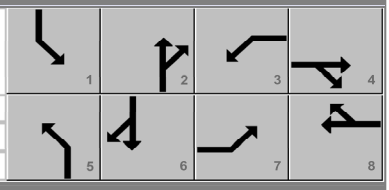
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	320	136	68	284	260	44	76	976	68	188	2004	480

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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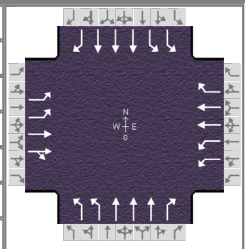
HCS7 Signalized Intersection Results Summary

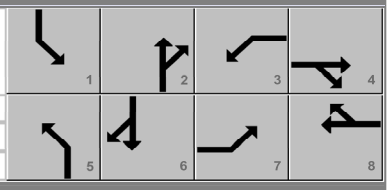
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	164	28	300	268	60	72	1040	92	272	2016	576

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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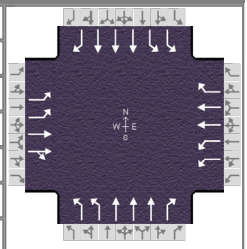
HCS7 Signalized Intersection Results Summary

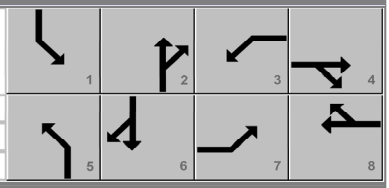
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	128	44	308	172	12	68	804	68	204	1544	484

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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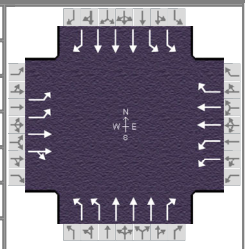
HCS7 Signalized Intersection Results Summary

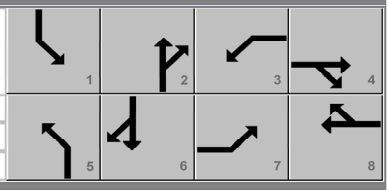
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	256	120	36	216	184	60	64	732	84	224	1436	432

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

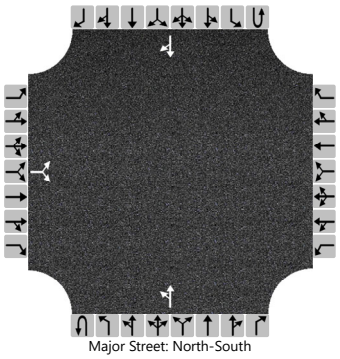
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		6						0	56				117	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			858							1453						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.3								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

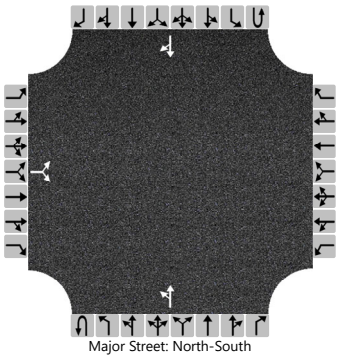
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						4	53				108	15
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			890							1460						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.5						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

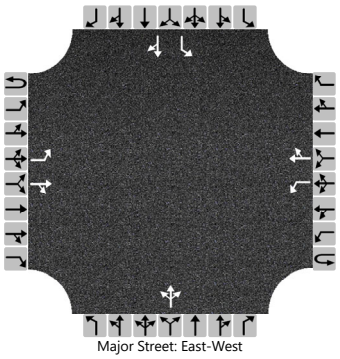
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	491	2		38	786	27		4	1	20		13	4	39
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				40					27			14		46
Capacity, c (veh/h)		778				1042					396			203		360
v/c Ratio		0.03				0.04					0.07			0.07		0.13
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2			0.2		0.4
Control Delay (s/veh)		9.8				8.6					14.8			24.1		16.5
Level of Service (LOS)		A				A					B			C		C
Approach Delay (s/veh)	0.4				0.4				14.8				18.2			
Approach LOS									B				C			

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HCS7 Two-Way Stop-Control Report

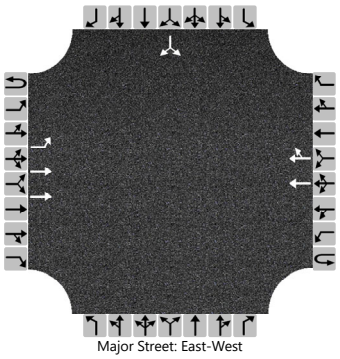
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	4	438				748	33						19		5
Percent Heavy Vehicles (%)	2	2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.14												6.84		6.94
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													26	
Capacity, c (veh/h)		797													253	
v/c Ratio		0.01													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		9.5													20.8	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												20.8			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

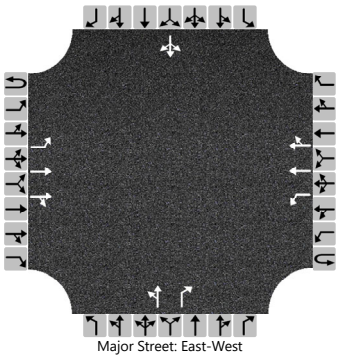
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.98
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	449	7	0	103	759	0		8	0	55		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				105				8		56			0	
Capacity, c (veh/h)		830				1085				286		766				
v/c Ratio		0.00				0.10				0.03		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.3				0.1		0.2				
Control Delay (s/veh)		9.3				8.7				17.9		10.1				
Level of Service (LOS)		A				A				C		B				
Approach Delay (s/veh)		0.0				1.0				11.1						
Approach LOS										B						

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APPENDIX C

TURNING MOVEMENT DEVELOPMENT

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	17	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	13	17
Data Source: Trip Gen Manual, 10th Ed +					T = 0.71(X) + 4.80	25%	75%	
220 - Multifamily Housing (Low-Rise)	General Urban/Suburban	Dwelling Units	277	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	29	97	126
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.95Ln(X) - 0.51	23%	77%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise)	100	100	1	1	23	77

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	4	13	0	0	4	13
	17		0		17	
220 - Multifamily Housing (Low-Rise)	29	97	0	0	29	97
	126		0		126	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	4	98%	1.00	4	13	98%	1.00	13
220 - Multifamily Housing (Low-Rise)	29	98%	1.00	28	97	98%	1.00	95

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	4	13	17
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	28	95	123
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	4	13	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	28	95	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	4	13	17
220 - Multifamily Housing (Low-Rise)	28	95	123

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	33	110	143

Vehicle Trips After Multi-modal Adjustment	32	108	140
Internal Vehicle Trips	0	0	0
External Vehicle Trips	32	108	140
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	32	108	140
PPV	33	108	141
Truck	0	0	0
Person Trips by Other Modes	1	2	3

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General	Dwelling Units	10	Weekday, Peak Hour of	Best Fit (LIN)	3	9	12
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.71(X) + 4.80	25%	75%	
220 - Multifamily Housing (Low-Rise)	General	Dwelling Units	107	Weekday, Peak Hour of	Best Fit (LOG)	12	39	51
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.95Ln(X) - 0.51	23%	77%	
710 - General Office Building	General	1000 Sq. Ft. GFA	87	Weekday, Peak Hour of	Best Fit (LIN)	93	15	108
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.94(X) + 26.49	86%	14%	
936 - Coffee/Donut Shop without Drive-Through	General	1000 Sq. Ft. GFA	2.4	Weekday, Peak Hour of	Average	124	119	243
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	101.14	51%	49%	
930 - Fast Casual Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour	Average	7	3	10
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			of Adjacent Street	2.07	67%	33%	
932 - High-Turnover (Sit-Down) Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	27	22	49
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	9.94	55%	45%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	20	Weekday, Peak Hour of	Best Fit (LIN)	100	61	161
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.50(X) + 151.78	62%	38%	
090 - Park-and-Ride Lot with Bus or Light Rail	General	Occupied Parking Spaces	10	Weekday, Peak Hour of	Best Fit (LIN)	15	3	18
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.40(X) + 14.34	81%	19%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise)	100	100	1	1	23	77
710 - General Office Building	100	100	1	1	86	14
936 - Coffee/Donut Shop without Drive-Through Window	100	100	1	1	51	49
930 - Fast Casual Restaurant	100	100	1	1	67	33
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	55	45
820 - Shopping Center	100	100	1	1	62	38
090 - Park-and-Ride Lot with Bus or Light Rail Service	100	100	1	1	81	19

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	3	9	0	0	3	9
	12		0		12	
220 - Multifamily Housing (Low-Rise)	12	39	0	0	12	39
	51		0		51	
710 - General Office Building	93	15	0	0	93	15
	108		0		108	
936 - Coffee/Donut Shop without Drive-Through Window	124	119	0	0	124	119
	243		0		243	
930 - Fast Casual Restaurant	7	3	0	0	7	3
	10		0		10	
932 - High-Turnover (Sit-Down) Restaurant	27	22	0	0	27	22
	49		0		49	
820 - Shopping Center	100	61	0	0	100	61
	161		0		161	
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	0	0	15	3
	18		0		18	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%
710 - General Office Building	98%	98%	0%	0%	2%	2%
936 - Coffee/Donut Shop without Drive-Through Window	98%	98%	0%	0%	2%	2%
930 - Fast Casual Restaurant	98%	98%	0%	0%	2%	2%
932 - High-Turnover (Sit-Down) Restaurant	98%	98%	0%	0%	2%	2%
820 - Shopping Center	98%	98%	0%	0%	2%	2%
090 - Park-and-Ride Lot with Bus or Light Rail Service	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00
710 - General Office Building	1.00	1.00
936 - Coffee/Donut Shop without Drive-Through Window	1.00	1.00
930 - Fast Casual Restaurant	1.00	1.00
932 - High-Turnover (Sit-Down) Restaurant	1.00	1.00
820 - Shopping Center	1.00	1.00
090 - Park-and-Ride Lot with Bus or Light Rail Service	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	3	98%	1.00	3	9	98%	1.00	9
220 - Multifamily Housing (Low-Rise)	12	98%	1.00	12	39	98%	1.00	38
710 - General Office Building	93	98%	1.00	91	15	98%	1.00	15
936 - Coffee/Donut Shop without Drive-Through	124	98%	1.00	122	119	98%	1.00	117
930 - Fast Casual Restaurant	7	98%	1.00	7	3	98%	1.00	3
932 - High-Turnover (Sit-Down) Restaurant	27	98%	1.00	26	22	98%	1.00	22
820 - Shopping Center	100	98%	1.00	98	61	98%	1.00	60
090 - Park-and-Ride Lot with Bus or Light Rail	15	100%	1.00	15	3	100%	1.00	3

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential
710 - General Office Building	Office
936 - Coffee/Donut Shop without Drive-Through Window	Resturant

930 - Fast Casual Restaurant	Resturant
932 - High-Turnover (Sit-Down) Restaurant	Resturant
820 - Shopping Center	Retail
090 - Park-and-Ride Lot with Bus or Light Rail Service	Others

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	1	1
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**0**	**1**	**1**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	1	1
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	1	1
820 - Shopping Center	0	2	2
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**0**	**4**	**4**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	4	3	8
930 - Fast Casual Restaurant	0	1	1
932 - High-Turnover (Sit-Down) Restaurant	2	2	4
820 - Shopping Center	4	4	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**10**	**10**	**20**

936 - Coffee/Donut Shop without Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	3	4	8
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	3	5
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**7**	**7**	**14**

930 - Fast Casual Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	1	0	1
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	1	0	1
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**0**	**2**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	2	2	4
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
820 - Shopping Center	3	1	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**6**	**3**	**9**

820 - Shopping Center

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	1	0	1
220 - Multifamily Housing (Low-Rise)	2	0	2
710 - General Office Building	4	4	8
936 - Coffee/Donut Shop without Drive-Through Window	3	3	5
930 - Fast Casual Restaurant	0	1	1
932 - High-Turnover (Sit-Down) Restaurant	1	3	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**11**	**11**	**22**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	0	0
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	1	1
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**1**	**1**
Total External Vehicle Trips	3	8	11
Internal Vehicle Trip Capture	**0%**	**11%**	**8%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	4	4
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**4**	**4**
Total External Vehicle Trips	12	34	46
Internal Vehicle Trip Capture	**0%**	**11%**	**8%**

710 - General Office Building

Total Internal Person Trips	10	10	20
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**10**	**10**	**20**
Total External Vehicle Trips	81	5	86
Internal Vehicle Trip Capture	**11%**	**67%**	**19%**

936 - Coffee/Donut Shop without Drive-Through Window

Total Internal Person Trips	7	7	14
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**7**	**7**	**14**
Total External Vehicle Trips	115	110	225
Internal Vehicle Trip Capture	**6%**	**6%**	**6%**

930 - Fast Casual Restaurant

Total Internal Person Trips	2	0	2
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**0**	**2**
Total External Vehicle Trips	5	3	8
Internal Vehicle Trip Capture	**29%**	**0%**	**20%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	6	3	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**6**	**3**	**9**
Total External Vehicle Trips	20	19	39
Internal Vehicle Trip Capture	**23%**	**14%**	**19%**

820 - Shopping Center

Total Internal Person Trips	11	11	22
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**11**	**11**	**22**
Total External Vehicle Trips	87	49	136
Internal Vehicle Trip Capture	**11%**	**18%**	**14%**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	15	3	18
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	3	8	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	12	34	0.00%	0.00%	0	0
710 - General Office Building	81	5	0.00%	0.00%	0	0
936 - Coffee/Donut Shop without Drive-Through Window	115	110	43.00%	43.00%	49	47
930 - Fast Casual Restaurant	5	3	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	20	19	0.00%	0.00%	0	0
820 - Shopping Center	87	49	0.00%	0.00%	0	0
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	3	8	11
220 - Multifamily Housing (Low-Rise)	12	34	46
710 - General Office Building	81	5	86
936 - Coffee/Donut Shop without Drive-Through Window	66	63	129
930 - Fast Casual Restaurant	5	3	8
932 - High-Turnover (Sit-Down) Restaurant	20	19	39
820 - Shopping Center	87	49	136
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	18

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	381	271	652
Vehicle Trips After Multi-modal Adjustment	374	267	641
Internal Vehicle Trips	36	36	72
External Vehicle Trips	338	231	569
Internal Vehicle Trip Capture	10%	13%	12%
Pass-by Vehicle Trips	49	47	96
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	289	184	473
PPV	289	184	473
Truck	0	0	0

Person Trips by Other Modes	7	4	11

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	17	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	12	7	19
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.96Ln(X) + 0.20	63%	37%	
220 - Multifamily Housing (Low-Rise)	General Urban/Suburban	Dwelling Units	277	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	92	54	146
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.89Ln(X) - 0.02	63%	37%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
220 - Multifamily Housing (Low-Rise)	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	12	7	0	0	12	7
	19		0		19	
220 - Multifamily Housing (Low-Rise)	92	54	0	0	92	54
	146		0		146	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	12	98%	1.00	12	7	98%	1.00	7
220 - Multifamily Housing (Low-Rise)	92	98%	1.00	90	54	98%	1.00	53

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	12	7	19
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	90	53	143
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	12	7	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	90	53	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	12	7	19
220 - Multifamily Housing (Low-Rise)	90	53	143

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	104	61	165

Vehicle Trips After Multi-modal Adjustment	102	60	162
Internal Vehicle Trips	0	0	0
External Vehicle Trips	102	60	162
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	102	60	162
PPV	102	60	162
Truck	0	0	0
Person Trips by Other Modes	2	1	3

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General	Dwelling Units	10	Weekday, Peak Hour of	Best Fit (LOG)	7	4	11
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.96Ln(X) + 0.20	63%	37%	
220 - Multifamily Housing (Low-Rise)	General	Dwelling Units	107	Weekday, Peak Hour of	Best Fit (LOG)	40	23	63
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.89Ln(X) - 0.02	63%	37%	
710 - General Office Building	General	1000 Sq. Ft. GFA	87	Weekday, Peak Hour of	Best Fit (LOG)	16	84	100
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.95Ln(X) + 0.36	16%	84%	
936 - Coffee/Donut Shop without Drive-Through	General	1000 Sq. Ft. GFA	2.4	Weekday, Peak Hour of	Average	44	44	88
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	36.31	50%	50%	
925 - Drinking Place	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour	Average	37	19	56
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			of Adjacent Street	11.36	66%	34%	
930 - Fast Casual Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	39	32	71
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	14.13	55%	45%	
932 - High-Turnover (Sit-Down) Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	30	19	49
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	9.77	62%	38%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	20	Weekday, Peak Hour of	Best Fit (LOG)	79	86	165
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.74Ln(X) + 2.89	48%	52%	
090 - Park-and-Ride Lot with Bus or Light Rail	General	Occupied Parking Spaces	10	Weekday, Peak Hour of	Best Fit (LIN)	2	5	7
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.54(X) + 1.67	25%	75%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
220 - Multifamily Housing (Low-Rise)	100	100	1	1	63	37
710 - General Office Building	100	100	1	1	16	84
936 - Coffee/Donut Shop without Drive-Through Window	100	100	1	1	50	50
925 - Drinking Place	100	100	1	1	66	34
930 - Fast Casual Restaurant	100	100	1	1	55	45
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	62	38
820 - Shopping Center	100	100	1	1	48	52
090 - Park-and-Ride Lot with Bus or Light Rail Service	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	7	4	0	0	7	4
	11		0		11	
220 - Multifamily Housing (Low-Rise)	40	23	0	0	40	23
	63		0		63	
710 - General Office Building	16	84	0	0	16	84
	100		0		100	
936 - Coffee/Donut Shop without Drive-Through Window	44	44	0	0	44	44
	88		0		88	
925 - Drinking Place	37	19	0	0	37	19
	56		0		56	
930 - Fast Casual Restaurant	39	32	0	0	39	32
	71		0		71	
932 - High-Turnover (Sit-Down) Restaurant	30	19	0	0	30	19
	49		0		49	
820 - Shopping Center	79	86	0	0	79	86
	165		0		165	
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	0	0	2	5
	7		0		7	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%
710 - General Office Building	98%	98%	0%	0%	2%	2%
936 - Coffee/Donut Shop without Drive-Through Window	98%	98%	0%	0%	2%	2%
925 - Drinking Place	98%	98%	0%	0%	2%	2%
930 - Fast Casual Restaurant	98%	98%	0%	0%	2%	2%
932 - High-Turnover (Sit-Down) Restaurant	98%	98%	0%	0%	2%	2%
820 - Shopping Center	98%	98%	0%	0%	2%	2%
090 - Park-and-Ride Lot with Bus or Light Rail Service	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00
710 - General Office Building	1.00	1.00
936 - Coffee/Donut Shop without Drive-Through Window	1.00	1.00
925 - Drinking Place	1.00	1.00
930 - Fast Casual Restaurant	1.00	1.00
932 - High-Turnover (Sit-Down) Restaurant	1.00	1.00
820 - Shopping Center	1.00	1.00
090 - Park-and-Ride Lot with Bus or Light Rail Service	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	7	98%	1.00	7	4	98%	1.00	4
220 - Multifamily Housing (Low-Rise)	40	98%	1.00	39	23	98%	1.00	23
710 - General Office Building	16	98%	1.00	16	84	98%	1.00	82
936 - Coffee/Donut Shop without Drive-Through	44	98%	1.00	43	44	98%	1.00	43
925 - Drinking Place	37	98%	1.00	36	19	98%	1.00	19
930 - Fast Casual Restaurant	39	98%	1.00	38	32	98%	1.00	31
932 - High-Turnover (Sit-Down) Restaurant	30	98%	1.00	29	19	98%	1.00	19
820 - Shopping Center	79	98%	1.00	77	86	98%	1.00	84
090 - Park-and-Ride Lot with Bus or Light Rail	2	98%	1.00	2	5	98%	1.00	5

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential
710 - General Office Building	Office
936 - Coffee/Donut Shop without Drive-Through Window	Resturant
925 - Drinking Place	Resturant
930 - Fast Casual Restaurant	Resturant
932 - High-Turnover (Sit-Down) Restaurant	Resturant
820 - Shopping Center	Retail
090 - Park-and-Ride Lot with Bus or Light Rail Service	Others

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	2	1	2
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**1**	**3**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	1	0	1
936 - Coffee/Donut Shop without Drive-Through Window	1	1	1
925 - Drinking Place	0	1	1
930 - Fast Casual Restaurant	1	1	1
932 - High-Turnover (Sit-Down) Restaurant	0	1	1
820 - Shopping Center	9	4	13
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**12**	**8**	**20**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	1	1
936 - Coffee/Donut Shop without Drive-Through Window	0	0	1
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	2	6	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**7**	**9**

936 - Coffee/Donut Shop without Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	1	1
710 - General Office Building	0	0	1
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	4	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**5**	**9**

925 - Drinking Place

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	2	5
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**2**	**6**

930 - Fast Casual Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	1	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	3	6
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**4**	**8**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
820 - Shopping Center	2	2	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**3**	**2**	**5**

820 - Shopping Center

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	1	2	2
220 - Multifamily Housing (Low-Rise)	4	9	13
710 - General Office Building	6	2	8
936 - Coffee/Donut Shop without Drive-Through Window	4	3	8

925 - Drinking Place	2	3	5
930 - Fast Casual Restaurant	3	3	6
932 - High-Turnover (Sit-Down) Restaurant	2	2	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**22**	**24**	**46**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	0	0
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	2	1	3
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**1**	**3**
Total External Vehicle Trips	5	3	8
Internal Vehicle Trip Capture	**29%**	**25%**	**27%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	12	8	20
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**12**	**8**	**20**
Total External Vehicle Trips	27	15	42
Internal Vehicle Trip Capture	**31%**	**35%**	**32%**

710 - General Office Building

Total Internal Person Trips	2	7	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**7**	**9**
Total External Vehicle Trips	14	75	89
Internal Vehicle Trip Capture	**12%**	**9%**	**9%**

936 - Coffee/Donut Shop without Drive-Through Window

Total Internal Person Trips	4	5	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**5**	**9**
Total External Vehicle Trips	39	38	77
Internal Vehicle Trip Capture	**9%**	**12%**	**10%**

925 - Drinking Place

Total Internal Person Trips	4	2	6
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**2**	**6**
Total External Vehicle Trips	32	17	49
Internal Vehicle Trip Capture	**11%**	**11%**	**11%**

930 - Fast Casual Restaurant

Total Internal Person Trips	4	4	8
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**4**	**8**
Total External Vehicle Trips	34	27	61
Internal Vehicle Trip Capture	**11%**	**13%**	**12%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	3	2	5
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**3**	**2**	**5**
Total External Vehicle Trips	26	17	43
Internal Vehicle Trip Capture	**10%**	**11%**	**10%**

820 - Shopping Center

Total Internal Person Trips	22	24	46
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**22**	**24**	**46**
Total External Vehicle Trips	55	60	115
Internal Vehicle Trip Capture	**29%**	**29%**	**29%**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	2	5	7
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit

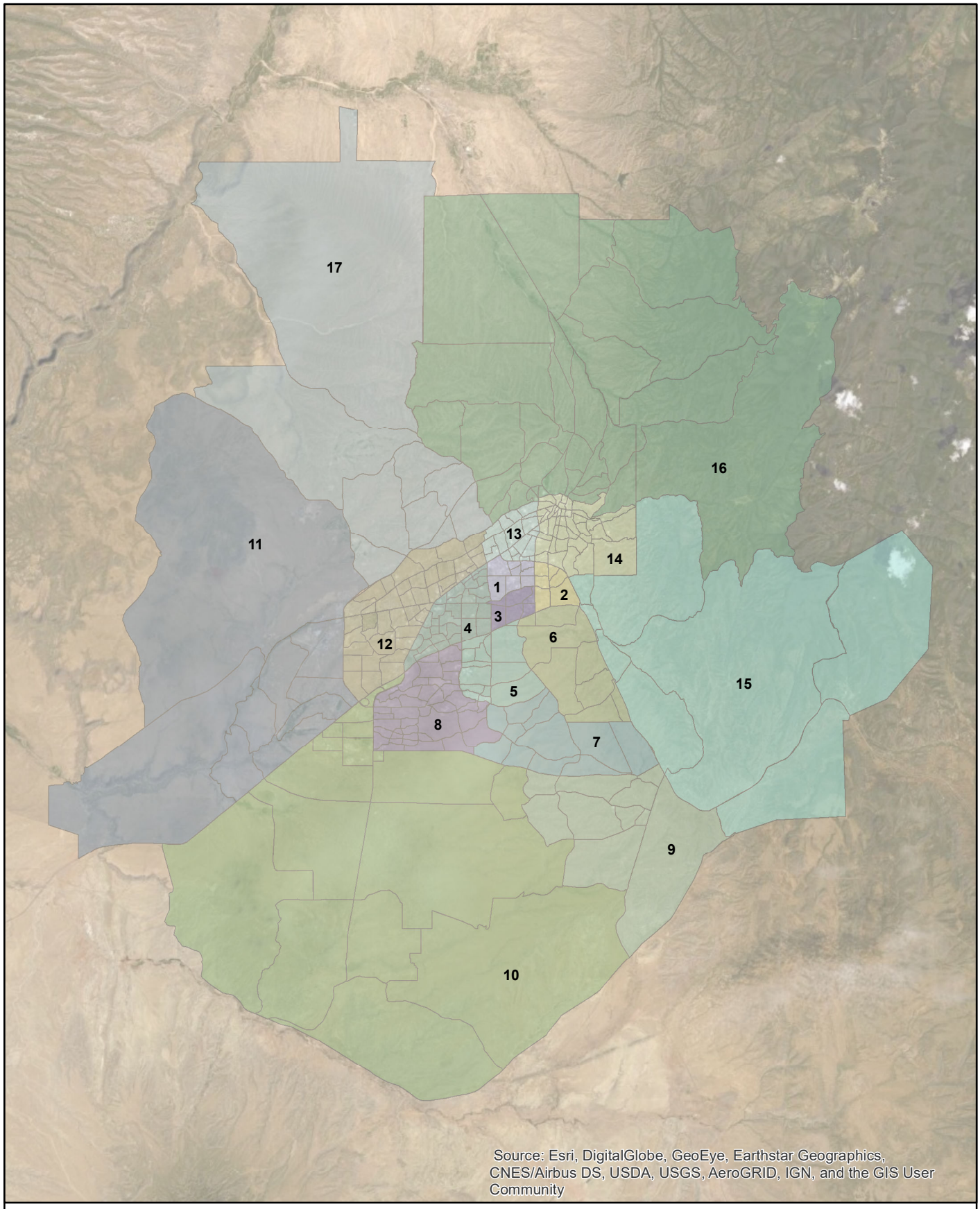
210 - Single-Family Detached Housing	5	3	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	27	15	0.00%	0.00%	0	0
710 - General Office Building	14	75	0.00%	0.00%	0	0
936 - Coffee/Donut Shop without Drive-Through Window	39	38	34.00%	34.00%	13	13
925 - Drinking Place	32	17	0.00%	0.00%	0	0
930 - Fast Casual Restaurant	34	27	43.00%	43.00%	15	12
932 - High-Turnover (Sit-Down) Restaurant	26	17	43.00%	43.00%	11	7
820 - Shopping Center	55	60	34.00%	34.00%	19	20
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	5	3	8
220 - Multifamily Housing (Low-Rise)	27	15	42
710 - General Office Building	14	75	89
936 - Coffee/Donut Shop without Drive-Through Window	26	25	51
925 - Drinking Place	32	17	49
930 - Fast Casual Restaurant	19	15	34
932 - High-Turnover (Sit-Down) Restaurant	15	10	25
820 - Shopping Center	36	40	76
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	7

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	294	316	610
Vehicle Trips After Multi-modal Adjustment	287	310	597
Internal Vehicle Trips	53	53	106
External Vehicle Trips	234	257	491
Internal Vehicle Trip Capture	18%	17%	18%
Pass-by Vehicle Trips	58	52	110
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	176	205	381
PPV	176	205	381
Truck	0	0	0
Person Trips by Other Modes	7	6	13



Bohannan Huston
www.bhinc.com 800.877.5332

N
W E
S

0 11,500 23,000
Feet
1 in = 23,791 ft

Zia Station

Santa Fe Region Subareas

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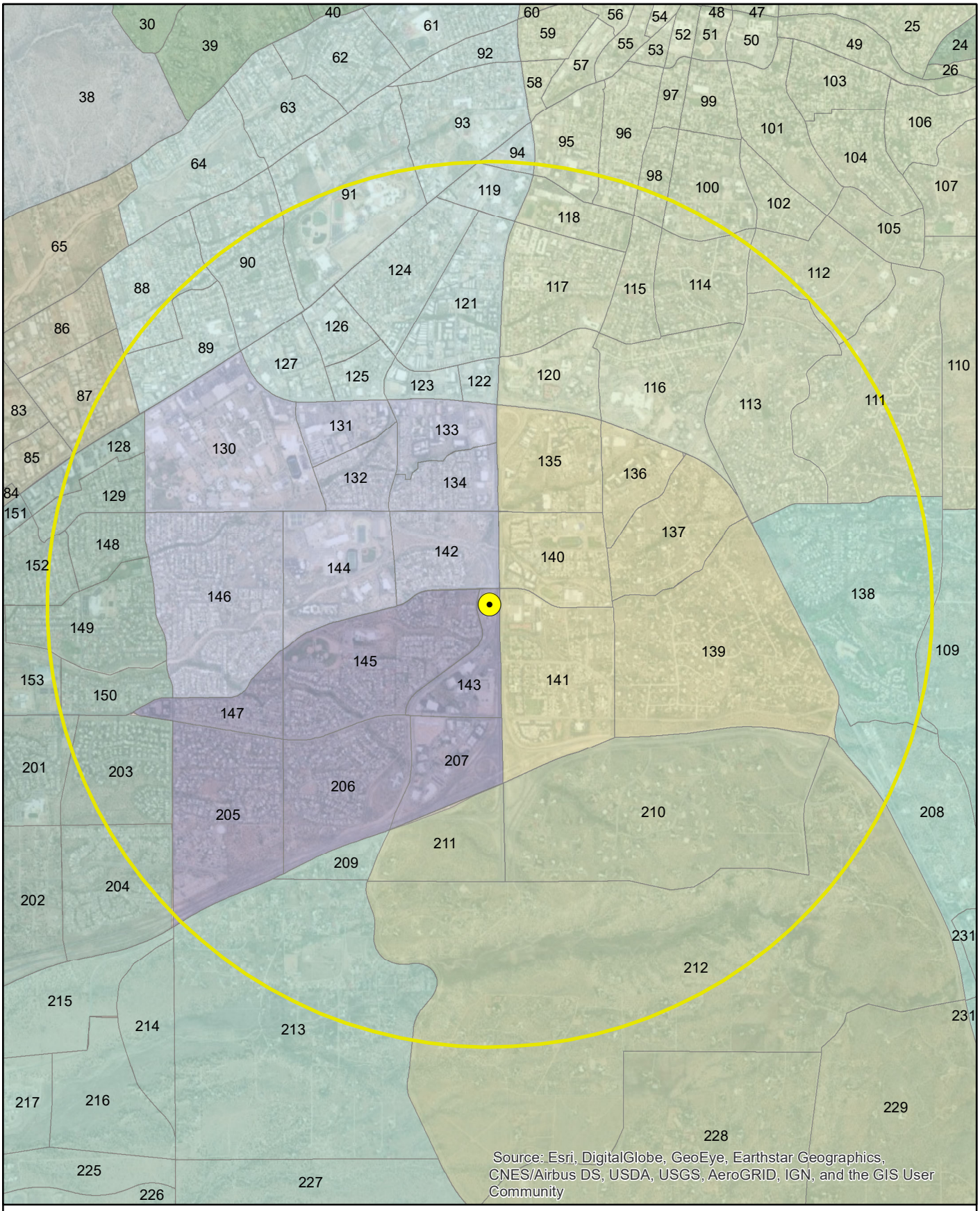
Author: mbishop

November 2020



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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N W E S

0 1,600 3,200 Feet

1 in = 3,182 ft

Zia Station

Santa Fe Region Traffic Analysis Zones

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Author: mbishop

November 2020

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	St. Francis - To/From North % Utilizing	St. Francis - To/From North % DU/D Dist. Utilizing	St. Francis - To/From North EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%	50%	4.94%	1,183
2	1,567	1,587	1,570	0.66	2,379	9.95%	25%	2.49%	595
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	535
13	5,573	5,688	5,590	1.92	2,911	12.17%	80%	9.74%	2,329
14	8,102	8,102	8,102	2.49	3,254	13.60%	70%	9.52%	2,278
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%	100%	6.00%	1,434
17	1,709	2,060	1,761	8.37	210	0.88%	50%	0.44%	105
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		35%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	St. Francis - To/From South % Utilizing	St. Francis - To/From South % DU/D Dist. Utilizing	St. Francis - To/From South EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	10%	0.99%	238
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%	20%	1.43%	342
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%	100%	1.12%	
7	0	0	0	5.29	0	0.00%	100%	0.00%	0
8	1,365	2,947	1,599	5.37	298	1.25%	40%	0.50%	119
9	3,141	3,176	3,146	9.08	346	1.45%	100%	1.45%	346
10	2,341	2,866	2,419	9.38	258	1.08%	40%	0.43%	103
11	1,269	1,539	1,309	9.08	144	0.60%	50%	0.30%	72
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%	100%	1.61%	386
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%	100%	12.47%	2,982
TOTALS =	417,653	509,588	431,273		23,917	100%		23% Round down to 22	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Zia - To/From West % Utilizing	Zia - To/From West % DU/D Dist. Utilizing	Zia - To/From West EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%	50%	4.94%	1,183
2	1,567	1,587	1,570	0.66	2,379	9.95%			
3	1,896	1,996	1,911	0.94	2,033	8.50%	40%	3.40%	813
4	4,527	6,676	4,845	2.83	1,712	7.16%	50%	3.58%	856
5	628	1,640	778	2.96	263	1.10%	70%	0.77%	184
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%	60%	0.75%	179
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%	60%	0.65%	155
11	1,269	1,539	1,309	9.08	144	0.60%	50%	0.30%	72
12	11,339	16,891	12,162	4.55	2,673	11.18%	40%	4.47%	1,069
13	5,573	5,688	5,590	1.92	2,911	12.17%	20%	2.43%	582
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%	50%	0.44%	105
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		22%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Zia - To/From East % Utilizing	Zia - To/From East % DU/D Dist. Utilizing	Zia - To/From East EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	35%	3.48%	833
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%			
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%	30%	4.08%	976
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		8%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Rodeo - To/From West % Utilizing	Rodeo - To/From West % DU/D Dist. Utilizing	Rodeo - To/From West EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%			
3	1,896	1,996	1,911	0.94	2,033	8.50%	60%	5.10%	1,220
4	4,527	6,676	4,845	2.83	1,712	7.16%	30%	2.15%	514
5	628	1,640	778	2.96	263	1.10%	30%	0.33%	79
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	535
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		10%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Rodeo - To/From East % Utilizing	Rodeo - To/From East % DU/D Dist. Utilizing	Rodeo - To/From East EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	30%	2.98%	714
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%			
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		3%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	2040	2019	DISTANCE (D)	DU./DIST. 2019	% 2019		
1	2,164	2,244	2,176	0.92	2,365	9.89%	9.89%	100%
2	1,567	1,587	1,570	0.66	2,379	9.95%	9.95%	100%
3	1,896	1,996	1,911	0.94	2,033	8.50%	8.50%	100%
4	4,527	6,676	4,845	2.83	1,712	7.16%	7.16%	100%
5	628	1,640	778	2.96	263	1.10%	1.10%	100%
6	753	878	772	2.88	268	1.12%	1.12%	100%
7	0	0	0	5.29	0	0.00%	0.00%	100%
8	1,365	2,947	1,599	5.37	298	1.25%	1.25%	100%
9	3,141	3,176	3,146	9.08	346	1.45%	1.45%	100%
10	2,341	2,866	2,419	9.38	258	1.08%	1.08%	100%
11	1,269	1,539	1,309	9.08	144	0.60%	0.60%	100%
12	11,339	16,891	12,162	4.55	2,673	11.18%	11.18%	100%
13	5,573	5,688	5,590	1.92	2,911	12.17%	12.17%	100%
14	8,102	8,102	8,102	2.49	3,254	13.60%	13.60%	100%
15	1,903	1,903	1,903	4.93	386	1.61%	1.61%	100%
16	8,407	8,875	8,476	5.91	1,434	6.00%	6.00%	100%
17	1,709	2,060	1,761	8.37	210	0.88%	0.88%	100%
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%	12.47%	100%
							100.00%	
TOTALS =	417,653	509,588	431,273		23,917	100%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	St. Francis - To/From North % Employment/D % Utilizing	St. Francis - To/From North % Employment/D Dist. Utilizing	St. Francis - To/From North % Employment/D EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%	50%	6.38%	1,803
2	1,986	1,822	1,962	0.66	2,972	10.52%	25%	2.63%	743
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%	80%	8.45%	2,389
14	23,927	18,392	23,107	2.49	9,280	32.83%	70%	22.98%	6,496
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%	100%	1.63%	462
17	326	376	333	8.37	40	0.14%	50%	0.07%	20
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		43%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	St. Francis - To/From South % Employment/D % Utilizing	% Employment/D Dist. Utilizing	% Employment/D EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	10%	1.05%	297
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%	20%	1.20%	339
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%	100%	0.32%	91
7	42	38	41	5.29	8	0.03%	100%	0.03%	8
8	1,350	1,792	1,415	5.37	264	0.93%	40%	0.37%	105
9	655	654	655	9.08	72	0.26%	100%	0.26%	72
10	1,082	1,094	1,084	9.38	116	0.41%	40%	0.16%	46
11	399	1,984	634	9.08	70	0.25%	50%	0.12%	35
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%	100%	0.40%	112
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%	100%	11.86%	3,353
TOTALS =	467,440	516,093	474,648		28,265	100.00%		17%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Zia - To/From West % Utilizing	Zia - To/From West % Employment/D Dist. Utilizing	Zia - To/From West EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%	50%	6.38%	1,803
2	1,986	1,822	1,962	0.66	2,972	10.52%			
3	1,298	1,776	1,369	0.94	1,456	5.15%	40%	2.06%	582
4	4,183	8,318	4,796	2.83	1,695	6.00%	50%	3.00%	847
5	325	417	339	2.96	114	0.40%	70%	0.28%	80
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%	60%	0.56%	158
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%	60%	0.25%	69
11	399	1,984	634	9.08	70	0.25%	50%	0.12%	35
12	6,827	8,904	7,135	4.55	1,568	5.55%	40%	2.22%	627
13	5,956	4,456	5,734	1.92	2,986	10.57%	20%	2.11%	597
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%	50%	0.07%	20
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		17%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Zia - To/From East % Utilizing	Zia - To/From East % Employment/D Dist. Utilizing	Zia - To/From East EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	35%	3.68%	1,040
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%			
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%	30%	9.85%	2,784
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		14%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Rodeo - To/From West % Utilizing	Rodeo - To/From West % Employment/D Dist. Utilizing	Rodeo - To/From West EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%			
3	1,298	1,776	1,369	0.94	1,456	5.15%	60%	3.09%	874
4	4,183	8,318	4,796	2.83	1,695	6.00%	30%	1.80%	508
5	325	417	339	2.96	114	0.40%	30%	0.12%	34
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		6%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Rodeo - To/From East % Utilizing	Rodeo - To/From East % Employment/ Dist. Utilizing	Rodeo - To/From East EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	30%	3.15%	892
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%			
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		3%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019		
1	3,453	2,540	3,318	0.92	3,606	12.76%	12.76%	100%
2	1,986	1,822	1,962	0.66	2,972	10.52%	10.52%	100%
3	1,298	1,776	1,369	0.94	1,456	5.15%	5.15%	100%
4	4,183	8,318	4,796	2.83	1,695	6.00%	6.00%	100%
5	325	417	339	2.96	114	0.40%	0.40%	100%
6	248	345	262	2.88	91	0.32%	0.32%	100%
7	42	38	41	5.29	8	0.03%	0.03%	100%
8	1,350	1,792	1,415	5.37	264	0.93%	0.93%	100%
9	655	654	655	9.08	72	0.26%	0.26%	100%
10	1,082	1,094	1,084	9.38	116	0.41%	0.41%	100%
11	399	1,984	634	9.08	70	0.25%	0.25%	100%
12	6,827	8,904	7,135	4.55	1,568	5.55%	5.55%	100%
13	5,956	4,456	5,734	1.92	2,986	10.57%	10.57%	100%
14	23,927	18,392	23,107	2.49	9,280	32.83%	32.83%	100%
15	552	551	552	4.93	112	0.40%	0.40%	100%
16	2,748	2,613	2,728	5.91	462	1.63%	1.63%	100%
17	326	376	333	8.37	40	0.14%	0.14%	100%
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%	11.86%	100%
							100.00%	
TOTALS =	467,440	516,093	474,648		28,265	100.00%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	St. Francis - To/From North % Utilizing	% Dist. Utilizing	DU	St. Francis - To/From South % Utilizing	% Dist. Utilizing	DU
29	0.14	265	265	0	0.00%				100%	0.00%	0
53	17.05	633	633	108	0.97%						
54	10.51	485	485	51	0.46%	100%	0.46%	51			
55	21.07	203	203	43	0.38%	100%	0.38%	43			
57	53.33	281	281	150	1.34%	100%	1.34%	150			
58	23.87	4	4	1	0.01%	100%	0.01%	1			
60	30.90	112	112	35	0.31%						
61	19.77	147	147	29	0.26%						
63	100.00	0	0	0	0.00%	100%	0.00%	0			
65	61.66	572	572	353	3.16%	75%	2.37%	265			
66	100.00	118	118	118	1.06%	50%	0.53%	59			
69	100.00	438	438	438	3.93%	100%	3.93%	438			
70	20.38	448	548	94	0.85%						
71	100.00	379	379	379	3.40%	100%	3.40%	379			
72	17.34	61	61	11	0.09%						
73	100.00	114	114	114	1.02%	25%	0.26%	29			
74	100.00	655	655	655	5.88%	75%	4.41%	491			
75	97.51	99	99	97	0.87%	25%	0.22%	24			
77	49.11	236	236	116	1.04%				100%	1.04%	116
80	100.00	350	350	350	3.14%	60%	1.88%	210			
81	100.00	267	428	291	2.61%	70%	1.83%	204			
82	100.00	318	318	318	2.85%				40%	1.14%	127
83	100.00	291	291	291	2.61%	50%	1.31%	146			
84	100.00	101	101	101	0.91%	50%	0.45%	51			
85	30.10	145	145	44	0.39%						
86	100.00	79	79	79	0.71%	100%	0.71%	79			
90	100.00	28	48	31	0.28%						
91	100.00	73	73	73	0.65%	100%	0.65%	73			
92	34.57	929	930	321	2.88%						
94	100.00	27	203	53	0.48%	80%	0.38%	42			
95	100.00	258	657	317	2.84%	100%	2.84%	317			
97	100.00	64	64	64	0.57%	80%	0.46%	51			
98	77.33	212	547	202	1.81%						
100	100.00	179	179	179	1.61%						
101	100.00	76	379	121	1.08%						
103	94.58	397	397	375	3.37%				30%	1.01%	113
105	100.00	845	865	848	7.61%						
106	100.00	677	677	677	6.07%						
107	100.00	247	471	280	2.51%						
108	100.00	594	594	594	5.33%	20%	1.07%	119			
109	25.22	434	434	109	0.98%						
112	100.00	0	0	0	0.00%						
113	100.00	831	881	838	7.52%						
114	100.00	371	371	371	3.33%						
115	100.00	330	330	330	2.96%						
118	23.80	59	59	14	0.13%				50%	0.06%	7
120	50.40	106	106	53	0.48%				100%	0.48%	53
121	100.00	347	347	347	3.11%						
122	36.36	251	251	91	0.82%						
123	4.43	245	272	11	0.10%						
127	99.60	388	438	394	3.53%						
170	100.00	2	127	21	0.18%				100%	0.18%	21
171	100.00	158	158	158	1.42%				100%	1.42%	158
234	100.00	9	9	9	0.08%				100%	0.08%	9
304	0.02	0	0	0	0.00%				100%	0.00%	0
TOTALS =		14,938	16,929	11,147	100.00%		29%			5%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	Zia - To/From West % Utilizing	Zia - To/From West % Dist. Utilizing	Zia - To/From West DU	Zia - To/From East % Utilizing	Zia - To/From East % Dist. Utilizing	Zia - To/From East DU
29	0.14	265	265	0	0.00%						
53	17.05	633	633	108	0.97%				100%	0.97%	108
54	10.51	485	485	51	0.46%						
55	21.07	203	203	43	0.38%						
57	53.33	281	281	150	1.34%						
58	23.87	4	4	1	0.01%						
60	30.90	112	112	35	0.31%				100%	0.31%	35
61	19.77	147	147	29	0.26%				100%	0.26%	29
63	100.00	0	0	0	0.00%						
65	61.66	572	572	353	3.16%	25%	0.79%	88			
66	100.00	118	118	118	1.06%				50%	0.53%	59
69	100.00	438	438	438	3.93%						
70	20.38	448	548	94	0.85%	100%	0.85%	94			
71	100.00	379	379	379	3.40%						
72	17.34	61	61	11	0.09%				100%	0.09%	11
73	100.00	114	114	114	1.02%				75%	0.77%	86
74	100.00	655	655	655	5.88%				25%	1.47%	164
75	97.51	99	99	97	0.87%				75%	0.65%	72
77	49.11	236	236	116	1.04%						
80	100.00	350	350	350	3.14%	40%	1.26%	140			
81	100.00	267	428	291	2.61%	30%	0.78%	87			
82	100.00	318	318	318	2.85%				60%	1.71%	191
83	100.00	291	291	291	2.61%	50%	1.31%	146			
84	100.00	101	101	101	0.91%				50%	0.45%	51
85	30.10	145	145	44	0.39%	100%	0.39%	44			
86	100.00	79	79	79	0.71%						
90	100.00	28	48	31	0.28%	100%	0.28%	31			
91	100.00	73	73	73	0.65%						
92	34.57	929	930	321	2.88%	30%	0.86%	96			
94	100.00	27	203	53	0.48%	20%	0.10%	11			
95	100.00	258	657	317	2.84%						
97	100.00	64	64	64	0.57%				20%	0.11%	13
98	77.33	212	547	202	1.81%	100%	1.81%	202			
100	100.00	179	179	179	1.61%				100%	1.61%	179
101	100.00	76	379	121	1.08%				50%	0.54%	60
103	94.58	397	397	375	3.37%						
105	100.00	845	865	848	7.61%	100%	7.61%	848			
106	100.00	677	677	677	6.07%	100%	6.07%	677			
107	100.00	247	471	280	2.51%	100%	2.51%	280			
108	100.00	594	594	594	5.33%				80%	4.26%	475
109	25.22	434	434	109	0.98%	50%	0.49%	55			
112	100.00	0	0	0	0.00%						
113	100.00	831	881	838	7.52%	50%	3.76%	419			
114	100.00	371	371	371	3.33%				50%	1.66%	186
115	100.00	330	330	330	2.96%	50%	1.48%	165			
118	23.80	59	59	14	0.13%						
120	50.40	106	106	53	0.48%						
121	100.00	347	347	347	3.11%						
122	36.36	251	251	91	0.82%						
123	4.43	245	272	11	0.10%	50%	0.05%	6			
127	99.60	388	438	394	3.53%						
170	100.00	2	127	21	0.18%						
171	100.00	158	158	158	1.42%						
234	100.00	9	9	9	0.08%						
304	0.02	0	0	0	0.00%						
TOTALS =		14,938	16,929	11,147	100.00%		30%			15% Round up to 16	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	Rodeo - To/From West % Utilizing	Rodeo - To/From West % Dist. Utilizing	Rodeo - To/From West DU	Rodeo - To/From East % Utilizing	Rodeo - To/From East % Dist. Utilizing	Rodeo - To/From East EMP/Dist
29	0.14	265	265	0	0.00%						
53	17.05	633	633	108	0.97%						
54	10.51	485	485	51	0.46%						
55	21.07	203	203	43	0.38%						
57	53.33	281	281	150	1.34%						
58	23.87	4	4	1	0.01%						
60	30.90	112	112	35	0.31%						
61	19.77	147	147	29	0.26%						
63	100.00	0	0	0	0.00%						
65	61.66	572	572	353	3.16%						
66	100.00	118	118	118	1.06%						
69	100.00	438	438	438	3.93%						
70	20.38	448	548	94	0.85%						
71	100.00	379	379	379	3.40%						
72	17.34	61	61	11	0.09%						
73	100.00	114	114	114	1.02%						
74	100.00	655	655	655	5.88%						
75	97.51	99	99	97	0.87%						
77	49.11	236	236	116	1.04%						
80	100.00	350	350	350	3.14%						
81	100.00	267	428	291	2.61%						
82	100.00	318	318	318	2.85%						
83	100.00	291	291	291	2.61%						
84	100.00	101	101	101	0.91%						
85	30.10	145	145	44	0.39%						
86	100.00	79	79	79	0.71%						
90	100.00	28	48	31	0.28%						
91	100.00	73	73	73	0.65%						
92	34.57	929	930	321	2.88%	70%	2.02%	225			
94	100.00	27	203	53	0.48%						
95	100.00	258	657	317	2.84%						
97	100.00	64	64	64	0.57%						
98	77.33	212	547	202	1.81%						
100	100.00	179	179	179	1.61%						
101	100.00	76	379	121	1.08%				50%	0.54%	60
103	94.58	397	397	375	3.37%				70%	2.36%	263
105	100.00	845	865	848	7.61%						
106	100.00	677	677	677	6.07%						
107	100.00	247	471	280	2.51%						
108	100.00	594	594	594	5.33%						
109	25.22	434	434	109	0.98%	50%	0.49%	55			
112	100.00	0	0	0	0.00%	100%	0.00%	0			
113	100.00	831	881	838	7.52%	50%	3.76%	419			
114	100.00	371	371	371	3.33%				50%	1.66%	186
115	100.00	330	330	330	2.96%	50%	1.48%	165			
118	23.80	59	59	14	0.13%				50%	0.06%	7
120	50.40	106	106	53	0.48%						
121	100.00	347	347	347	3.11%	100%	3.11%	347			
122	36.36	251	251	91	0.82%	100%	0.82%	91			
123	4.43	245	272	11	0.10%	50%	0.05%	6			
127	99.60	388	438	394	3.53%	100%	3.53%	394			
170	100.00	2	127	21	0.18%						
171	100.00	158	158	158	1.42%						
234	100.00	9	9	9	0.08%						
304	0.02	0	0	0	0.00%						
TOTALS =		14,938	16,929	11,147	100.00%		15%			5%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area		
29	0.14	265	265	0	0.00%	0.00%	100%
53	17.05	633	633	108	0.97%	0.97%	100%
54	10.51	485	485	51	0.46%	0.46%	100%
55	21.07	203	203	43	0.38%	0.38%	100%
57	53.33	281	281	150	1.34%	1.34%	100%
58	23.87	4	4	1	0.01%	0.01%	100%
60	30.90	112	112	35	0.31%	0.31%	100%
61	19.77	147	147	29	0.26%	0.26%	100%
63	100.00	0	0	0	0.00%	0.00%	100%
65	61.66	572	572	353	3.16%	3.16%	100%
66	100.00	118	118	118	1.06%	1.06%	100%
69	100.00	438	438	438	3.93%	3.93%	100%
70	20.38	448	548	94	0.85%	0.85%	100%
71	100.00	379	379	379	3.40%	3.40%	100%
72	17.34	61	61	11	0.09%	0.09%	100%
73	100.00	114	114	114	1.02%	1.02%	100%
74	100.00	655	655	655	5.88%	5.88%	100%
75	97.51	99	99	97	0.87%	0.87%	100%
77	49.11	236	236	116	1.04%	1.04%	100%
80	100.00	350	350	350	3.14%	3.14%	100%
81	100.00	267	428	291	2.61%	2.61%	100%
82	100.00	318	318	318	2.85%	2.85%	100%
83	100.00	291	291	291	2.61%	2.61%	100%
84	100.00	101	101	101	0.91%	0.91%	100%
85	30.10	145	145	44	0.39%	0.39%	100%
86	100.00	79	79	79	0.71%	0.71%	100%
90	100.00	28	48	31	0.28%	0.28%	100%
91	100.00	73	73	73	0.65%	0.65%	100%
92	34.57	929	930	321	2.88%	2.88%	100%
94	100.00	27	203	53	0.48%	0.48%	100%
95	100.00	258	657	317	2.84%	2.84%	100%
97	100.00	64	64	64	0.57%	0.57%	100%
98	77.33	212	547	202	1.81%	1.81%	100%
100	100.00	179	179	179	1.61%	1.61%	100%
101	100.00	76	379	121	1.08%	1.08%	100%
103	94.58	397	397	375	3.37%	3.37%	100%
105	100.00	845	865	848	7.61%	7.61%	100%
106	100.00	677	677	677	6.07%	6.07%	100%
107	100.00	247	471	280	2.51%	2.51%	100%
108	100.00	594	594	594	5.33%	5.33%	100%
109	25.22	434	434	109	0.98%	0.98%	100%
112	100.00	0	0	0	0.00%	0.00%	100%
113	100.00	831	881	838	7.52%	7.52%	100%
114	100.00	371	371	371	3.33%	3.33%	100%
115	100.00	330	330	330	2.96%	2.96%	100%
118	23.80	59	59	14	0.13%	0.13%	100%
120	50.40	106	106	53	0.48%	0.48%	100%
121	100.00	347	347	347	3.11%	3.11%	100%
122	36.36	251	251	91	0.82%	0.82%	100%
123	4.43	245	272	11	0.10%	0.10%	100%
127	99.60	388	438	394	3.53%	3.53%	100%
170	100.00	2	127	21	0.18%	0.18%	100%
171	100.00	158	158	158	1.42%	1.42%	100%
234	100.00	9	9	9	0.08%	0.08%	100%
304	0.02	0	0	0	0.00%	0.00%	100%
						100.00%	
TOTALS =		14,938	16,929	11,147	100.00%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

Demand Volume Methodology

Due to incomplete traffic data collected prior to the mandated quarantine, an alternative methodology to evaluate demand volumes was developed and approved by NMDOT and the City of Santa Fe.

Demand Volumes

To replicate demand volumes, a demand volume curve was obtained from a permanent counter station and applied to eight 15-minute traffic count periods. The steps to create the demand volume traffic data are listed below.

1. Use data from the permanent counter on Zia between Galisteo and VoTech to estimate the 15-minute demand volume flow curve.
2. Develop eight 15-minute multi-period analyses for both the AM and PM peak hour. The assumption being that there will be no queue at the beginning and end of the 2-hour period.
3. Use the 2 hours of data as the "demand volume" for the period (30 minutes before peak hour and 30 minutes after).
4. The eight 15 minutes around the peak hour from the permanent counter on Zia is broken into a percentage for each 15 minutes, and applied to the turning movement 15 minutes, to develop the demand volumes used in the multi-period analysis.
5. Replace the stop bar distribution with the permanent counter distribution under the assumption the permanent counter is more reflective of the demand per 15 minutes.
6. Use that demand flow curve for all approaches at Zia and St Francis. The permanent counter on St Francis is between Zia and Siringo and likely located in the queue too much to be reflective of demand volumes, and other permanent counters on I-25 are considered too far away.

Lane Utilization

The lane distribution for the southbound thru traffic bound for I25 that concentrates in the right lane was estimated using previously collected data at Sawmill. This is considered conservative compared to Zia, as it is assumed that an even greater percentage of I-25 bound vehicles would be in the right lane at Sawmill than at Zia.

The southbound thru lane utilization factor at Sawmill was determined to be 0.63 by the 2650 Sawmill Rd TIS. This study assumed the lane utilization factor at Zia is 0.63, and 0.70 at Siringo.

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SIRINGO

Actual Multi-Period (AM) - 2013

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	22	4	19	5	5	5	33	226	12	9	109	2
7:15	32	7	19	7	7	26	60	327	27	15	133	14
7:30	59	15	26	20	12	22	60	493	23	16	209	13
7:45	95	32	32	27	21	39	91	557	50	27	240	23
8:00	86	30	31	36	22	30	77	517	82	43	255	37
8:15	68	34	45	33	32	36	71	418	87	48	265	31
8:30	78	20	36	13	18	13	67	356	39	15	230	24
8:45	40	10	29	13	13	19	57	416	17	16	210	10

Actual Multi-Period (PM) - 2013

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:15	41	13	47	34	29	18	56	292	11	22	430	34
16:30	36	17	62	28	34	16	43	277	24	22	495	38
16:45	39	20	59	32	27	13	47	295	14	16	463	33
17:00	37	23	48	56	41	17	47	281	14	22	639	42
17:15	34	18	75	29	40	18	49	282	23	13	600	36
17:30	36	26	74	29	28	14	49	263	15	18	549	33
17:45	30	25	80	16	22	16	34	258	28	27	425	42
18:00	15	16	55	32	19	23	36	202	20	20	388	21

Actual Multi-Period (AM) - 2020

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	24	4	20	5	5	5	35	242	13	10	117	2
7:15	34	7	20	7	7	28	64	350	29	16	142	15
7:30	63	16	28	21	13	24	64	528	25	17	224	14
7:45	102	34	34	29	22	42	97	596	54	29	257	25
8:00	92	32	33	39	24	32	82	553	88	46	273	40
8:15	73	36	48	35	34	39	76	447	93	51	284	33
8:30	83	21	39	14	19	14	72	381	42	16	246	26
8:45	43	11	31	14	14	20	61	445	18	17	225	11

Actual Multi-Period (PM) - 2020

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	44	14	50	36	31	19	60	312	12	24	460	36
16:15	39	18	66	30	36	17	46	296	26	24	530	41
16:30	42	21	63	34	29	14	50	316	15	17	495	35
16:45	40	25	51	60	44	18	50	301	15	24	684	45
17:00	36	19	80	31	43	19	52	302	25	14	642	39
17:15	39	28	79	31	30	15	52	281	16	19	587	35
17:30	32	27	86	17	24	17	36	276	30	29	455	45
17:45	16	17	59	34	20	25	39	216	21	21	415	22

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	32	6	28	12	12	12	38	263	14	11	137	3
7:15	49	11	29	8	8	31	62	336	28	19	167	18
7:30	83	21	37	28	17	31	70	577	27	22	283	18
7:45	94	32	32	27	21	38	98	599	54	33	298	29
8:00	79	28	29	30	19	25	74	498	79	40	237	34
8:15	57	28	38	22	21	24	72	427	89	39	217	25
8:30	66	17	30	18	25	18	79	417	46	14	222	23
8:45	54	13	39	17	17	24	59	432	18	17	217	10

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	48	15	55	34	29	18	53	274	10	25	497	39
16:15	32	15	55	25	30	14	37	237	21	19	437	34
16:30	41	21	61	37	31	15	47	293	14	18	532	38
16:45	44	28	58	43	32	13	51	306	15	19	564	37
17:00	38	20	83	32	44	20	56	321	26	13	621	37
17:15	40	29	82	42	40	20	65	348	20	22	658	40
17:30	26	22	70	24	33	24	36	272	29	31	483	48
17:45	19	20	70	32	19	23	44	248	25	25	476	26

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	6	29	12	12	12	40	273	15	12	143	3
7:15	51	11	30	9	9	33	64	349	29	20	174	18
7:30	86	22	38	30	18	33	73	600	28	23	295	18
7:45	97	33	33	28	21	40	102	623	56	35	309	30
8:00	83	29	30	32	19	26	77	517	82	42	247	36
8:15	59	30	39	23	22	25	75	444	92	41	226	26
8:30	68	18	32	19	26	19	82	434	48	15	231	24
8:45	56	14	41	17	17	25	62	449	18	17	226	11

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	50	16	57	35	30	18	55	285	11	26	517	41
16:15	33	16	57	26	32	15	38	246	21	20	454	35
16:30	42	22	64	39	33	16	48	304	14	19	553	39
16:45	46	29	60	45	33	14	53	318	16	20	586	39
17:00	39	21	86	33	46	21	58	334	27	14	646	39
17:15	41	30	85	44	42	21	67	362	21	22	685	41
17:30	27	23	72	25	34	25	37	283	31	32	502	50
17:45	20	21	73	34	20	24	46	257	25	26	495	27

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	6	29	12	12	12	40	273	15	12	143	3
7:15	51	11	30	9	9	33	64	349	29	20	174	18
7:30	86	22	38	30	18	33	73	620	28	23	321	18
7:45	97	33	33	28	21	40	102	643	56	35	336	30
8:00	83	29	30	32	19	26	77	538	82	42	273	36
8:15	59	30	39	23	22	25	75	464	92	41	252	26
8:30	68	18	32	19	26	19	82	434	48	15	231	24
8:45	56	14	41	17	17	25	62	449	18	17	226	11

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	50	16	57	35	30	18	55	285	11	26	517	41
16:15	33	16	57	26	32	15	38	246	21	20	454	35
16:30	42	22	64	39	33	16	48	324	14	19	573	39
16:45	46	29	60	45	33	14	53	338	16	20	607	39
17:00	39	21	86	33	46	21	58	354	27	14	666	39
17:15	41	30	85	44	42	21	67	381	21	22	705	41
17:30	27	23	72	25	34	25	37	283	31	32	502	50
17:45	20	21	73	34	20	24	46	257	25	26	495	27

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & ZIA

Actual Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	74	13	4	16	2	6	10	264	9	11	120	14
7:15	93	36	12	8	6	5	16	378	27	10	175	18
7:30	118	42	4	15	10	20	21	500	23	26	207	31
7:45	145	62	12	15	14	9	16	476	37	30	209	37
8:00	97	42	8	15	11	6	31	478	20	36	233	35
8:15	124	26	4	20	18	7	33	357	23	24	189	39
8:30	104	32	9	16	14	8	32	316	18	18	251	44
8:45	89	46	7	15	13	16	11	359	16	33	196	37

Actual Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	83	22	20	46	38	13	17	215	20	61	415	97
16:15	55	22	15	47	27	10	13	255	30	59	429	83
16:30	94	52	19	68	60	17	18	230	20	50	417	104
16:45	87	27	11	67	51	9	12	205	19	54	408	108
17:00	56	24	12	80	73	12	19	242	17	49	524	126
17:15	82	36	6	83	74	17	14	203	18	66	490	140
17:30	70	33	12	87	48	3	15	182	15	46	347	109
17:45	57	27	8	48	41	13	15	167	19	57	364	110

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	69	12	4	13	2	5	9	229	8	11	118	14
7:15	76	29	10	11	9	7	13	298	21	10	167	17
7:30	131	47	4	14	10	19	20	483	22	30	240	36
7:45	134	57	11	19	18	11	18	526	41	37	258	46
8:00	116	50	10	20	14	8	30	458	19	35	226	34
8:15	128	27	4	17	15	6	37	396	26	25	200	41
8:30	105	32	9	15	13	7	37	364	21	14	197	35
8:45	86	45	7	11	10	12	11	369	16	29	170	32

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	73	19	18	58	48	16	16	200	19	59	404	95
16:15	57	23	16	60	34	13	9	175	21	50	366	71
16:30	66	36	13	60	53	15	16	211	18	51	427	106
16:45	85	26	11	71	54	10	13	225	21	58	441	117
17:00	80	34	17	71	65	11	19	244	17	47	501	120
17:15	93	41	7	75	67	15	18	260	23	68	504	144
17:30	67	32	11	77	43	3	17	201	17	51	386	121
17:45	64	30	9	54	46	15	16	183	21	56	359	108

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	72	13	4	14	2	5	9	238	8	11	123	14
7:15	79	31	10	12	9	7	13	310	22	10	173	18
7:30	136	48	5	15	10	20	21	502	23	31	250	37
7:45	140	60	12	20	18	12	18	547	43	39	268	48
8:00	121	52	10	20	15	8	31	476	20	36	236	35
8:15	133	28	4	17	16	6	38	412	27	26	208	43
8:30	109	34	9	15	13	8	38	379	22	15	205	36
8:45	90	46	7	12	10	12	12	384	17	30	177	33

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	76	20	18	60	50	17	16	208	19	62	421	98
16:15	60	24	16	62	36	13	9	182	21	52	381	74
16:30	68	38	14	62	55	16	17	219	19	53	444	111
16:45	88	27	11	74	56	10	14	234	22	61	459	122
17:00	83	36	18	74	67	11	20	254	18	49	521	125
17:15	97	43	7	78	69	16	19	270	24	71	524	150
17:30	70	33	12	80	44	3	17	209	17	53	401	126
17:45	67	32	9	56	48	15	17	190	22	58	373	113

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	74	11	4	14	2	5	9	238	8	11	123	14
7:15	83	27	10	12	9	7	13	310	22	10	173	18
7:30	162	53	10	15	21	20	31	502	23	31	250	64
7:45	168	62	17	20	29	12	28	547	43	39	268	74
8:00	148	56	16	20	26	8	41	476	20	36	236	62
8:15	157	35	10	17	26	6	48	412	27	26	208	69
8:30	113	30	9	15	13	8	38	379	22	15	205	36
8:45	95	41	7	12	10	12	12	384	17	30	177	33

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	79	17	18	60	50	17	16	208	19	62	421	98
16:15	63	21	16	62	36	13	9	182	21	52	381	74
16:30	93	41	21	62	64	16	24	219	19	53	444	131
16:45	112	32	19	74	65	10	21	234	22	61	459	142
17:00	108	39	25	74	76	11	27	254	18	49	521	146
17:15	123	45	15	78	78	16	26	270	24	71	524	170
17:30	74	29	12	80	44	3	17	209	17	53	401	126
17:45	71	28	9	56	48	15	17	190	22	58	373	113

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SAWMILL

Actual Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	30	0	12	3	4	11	52	228	0	2	98	26
7:15	53	3	19	5	4	11	58	346	2	6	128	26
7:30	78	1	18	3	3	26	78	438	2	4	166	39
7:45	70	3	12	7	7	31	90	469	0	7	173	69
8:00	59	1	14	0	5	20	96	413	4	11	147	48
8:15	81	3	16	1	7	13	69	380	2	12	156	27
8:30	59	1	19	7	5	7	66	310	1	12	136	45
8:45	63	3	9	2	7	13	39	298	0	10	180	42

Actual Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	101	4	42	1	1	9	24	194	5	18	360	63
16:15	63	8	46	2	5	5	30	200	1	28	334	60
16:30	77	4	71	2	5	2	21	171	1	34	373	60
16:45	74	7	63	3	6	10	36	157	3	29	367	61
17:00	92	8	66	2	2	9	30	168	3	32	460	66
17:15	55	4	54	7	4	8	19	141	2	38	470	90
17:30	69	10	49	2	3	8	27	182	3	31	341	58
17:45	39	8	44	3	3	3	28	167	4	34	300	61

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	32	0	13	2	3	9	45	198	0	2	86	23
7:15	42	2	15	5	4	11	47	280	2	6	120	24
7:30	76	1	18	3	3	25	78	440	2	5	189	44
7:45	87	4	15	5	5	23	93	487	0	7	184	73
8:00	73	1	17	0	6	24	94	405	4	12	164	53
8:15	67	2	13	1	9	17	70	383	2	13	166	29
8:30	57	1	18	9	6	9	73	344	1	12	134	44
8:45	60	3	9	2	7	14	46	348	0	8	139	32

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	86	3	36	1	1	10	21	167	4	18	364	64
16:15	59	7	43	2	5	5	22	145	1	26	308	55
16:30	66	3	61	3	7	3	22	178	1	34	373	60
16:45	71	7	61	2	4	7	39	170	3	31	396	66
17:00	83	7	60	2	2	10	34	192	3	31	440	63
17:15	78	6	77	6	3	7	29	214	3	36	450	86
17:30	68	10	48	2	3	8	24	164	3	32	354	60
17:45	50	10	57	4	4	4	25	151	4	36	318	65

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	0	13	2	3	9	47	206	0	2	90	24
7:15	44	2	16	5	4	11	49	291	2	6	125	25
7:30	79	1	18	3	3	26	82	458	2	5	196	46
7:45	90	4	16	6	6	24	97	506	0	8	191	76
8:00	76	1	18	0	6	25	98	421	4	13	170	56
8:15	70	3	14	1	9	17	72	398	2	13	172	30
8:30	59	1	19	9	7	9	76	358	1	12	140	46
8:45	63	3	9	2	8	14	47	362	0	8	145	34

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	90	4	37	1	1	11	21	173	4	19	379	66
16:15	61	8	45	2	5	5	23	151	1	27	321	58
16:30	69	4	64	3	8	3	23	185	1	35	388	62
16:45	74	7	63	2	5	8	40	176	3	33	412	68
17:00	86	8	62	2	2	11	36	199	4	32	458	66
17:15	81	6	80	6	3	7	30	222	3	38	468	90
17:30	70	10	50	2	3	8	25	171	3	33	368	63
17:45	52	11	59	4	4	4	26	157	4	37	331	67

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	0	13	2	3	9	47	206	0	2	90	24
7:15	44	2	16	5	4	11	49	291	2	6	125	25
7:30	79	1	18	3	3	26	82	468	2	5	202	46
7:45	90	4	16	6	6	24	97	516	0	8	197	76
8:00	76	1	18	0	6	25	98	431	4	13	176	56
8:15	70	3	14	1	9	17	72	408	2	13	178	30
8:30	59	1	19	9	7	9	76	358	1	12	140	46
8:45	63	3	9	2	8	14	47	362	0	8	145	34

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	90	4	37	1	1	11	21	173	4	19	379	66
16:15	61	8	45	2	5	5	23	151	1	27	321	58
16:30	69	4	64	3	8	3	23	192	1	35	396	62
16:45	74	7	63	2	5	8	40	183	3	33	419	68
17:00	86	8	62	2	2	11	36	206	4	32	465	66
17:15	81	6	80	6	3	7	30	229	3	38	475	90
17:30	70	10	50	2	3	8	25	171	3	33	368	63
17:45	52	11	59	4	4	4	26	157	4	37	331	67

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SIRINGO

AM Peak Hour

	Eastbound SIRINGO			Westbound SIRINGO			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**330**	**119**	**143**	**124**	**93**	**136**	**320**	**2,124**	**259**	**143**	**1,037**	**111**
Background Growth	13	5	6	5	4	5	13	85	10	6	41	4
No Build (2024)	**343**	**124**	**149**	**129**	**97**	**141**	**333**	**2,209**	**269**	**149**	**1,078**	**116**
Retail Entering											52	
Retail Exiting	0	0	0	0	0	0	0	39	0	0	0	0
Office Entering											34	
Office Exiting	0	0	0	0	0	0	0	3	0	0	0	0
Residential Entering North											14	
Residential Exiting North	0	0	0	0	0	0	0	21	0	0	0	0
Residential Entering South											6	
Residential Exiting South	0	0	0	0	0	0	0	18	0	0	0	0
Build (2024)	**343**	**124**	**149**	**129**	**97**	**141**	**333**	**2,289**	**269**	**149**	**1,184**	**116**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound SIRINGO			Westbound SIRINGO			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**156**	**93**	**306**	**156**	**146**	**66**	**205**	**1,199**	**71**	**74**	**2,409**	**154**
Background Growth	6	4	12	6	6	3	8	48	3	3	96	6
No Build (2024)	**162**	**97**	**318**	**162**	**151**	**69**	**214**	**1,247**	**73**	**77**	**2,505**	**160**
Retail Entering											37	
Retail Exiting	0	0	0	0	0	0	0	31	0	0	0	0
Office Entering											6	
Office Exiting	0	0	0	0	0	0	0	28	0	0	0	0
Residential Entering North											26	
Residential Exiting North	0	0	0	0	0	0	0	11	0	0	0	0
Residential Entering South											14	
Residential Exiting South	0	0	0	0	0	0	0	8	0	0	0	0
Build (2024)	**162**	**97**	**318**	**162**	**151**	**69**	**214**	**1,326**	**73**	**77**	**2,587**	**160**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											29.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											35.0%		Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											43.0%		Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											43.0%		Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**484**	**172**	**28**	**65**	**53**	**42**	**101**	**1,811**	**103**	**116**	**838**	**142**
Background Growth	19	7	1	3	2	2	4	72	4	5	34	6
No Build (2024)	**503**	**179**	**29**	**68**	**55**	**44**	**105**	**1,883**	**107**	**121**	**872**	**148**
Retail Entering					28		9					52
Retail Exiting	39	21	7	0	0	0	0	0	0	0	0	0
Office Entering					8		21					34
Office Exiting	3	1	2	0	0	0	0	0	0	0	0	0
Residential Entering North					4		7					14
Residential Exiting North	21	15	8	0	0	0	0	0	0	0	0	0
Residential Entering South					2		3					6
Residential Exiting South	18	6	7	0	0	0	0	0	0	0	0	0
Build (2024)	**606**	**200**	**52**	**68**	**98**	**44**	**144**	**1,883**	**107**	**121**	**872**	**253**
10% Adjustment		**22**										
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**319**	**139**	**48**	**298**	**258**	**55**	**63**	**880**	**74**	**219**	**1,839**	**478**
Background Growth	13	6	2	12	10	2	3	35	3	9	74	19
No Build (2024)	**332**	**145**	**50**	**310**	**268**	**57**	**66**	**915**	**77**	**228**	**1,913**	**497**
Retail Entering					20		6					37
Retail Exiting	31	17	5	0	0	0	0	0	0	0	0	0
Office Entering					1		4					6
Office Exiting	28	6	18	0	0	0	0	0	0	0	0	0
Residential Entering North					8		13					26
Residential Exiting North	11	8	4	0	0	0	0	0	0	0	0	0
Residential Entering South					4		5					14
Residential Exiting South	8	3	3	0	0	0	0	0	0	0	0	0
Build (2024)	**428**	**161**	**80**	**310**	**303**	**57**	**94**	**915**	**77**	**228**	**1,913**	**579**
10% Adjustment		**18**										
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					16.0%		5.0%					29.0%	Retail
Trip Distribution % Exit	29.0%	16.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					8.0%		22.0%					35.0%	Office
Trip Distribution % Exit	35.0%	8.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					14.0%		21.5%					43.0%	Residential North
Trip Distribution % Exit	19.0%	14.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					14.0%		17.0%					43.0%	Residential South
Trip Distribution % Exit	43.0%	14.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SAWMILL

AM Peak Hour

	Eastbound SAWMILL			Westbound SAWMILL			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**288**	**8**	**60**	**11**	**22**	**90**	**333**	**1,700**	**8**	**34**	**642**	**183**
Background Growth	12	0	2	0	1	4	13	68	0	1	26	7
No Build (2024)	**300**	**8**	**62**	**11**	**23**	**94**	**346**	**1,768**	**8**	**35**	**668**	**190**
Retail Entering								9				
Retail Exiting	0	0	0	0	0	0	0	0	0	0	7	0
Office Entering								21				
Office Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Residential Entering North								7				
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	8	0
Residential Entering South								3				
Residential Exiting South	0	0	0	0	0	0	0	0	0	0	7	0
Build (2024)	**300**	**8**	**62**	**11**	**23**	**94**	**346**	**1,807**	**8**	**35**	**691**	**190**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*3*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound SAWMILL			Westbound SAWMILL			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**298**	**23**	**254**	**14**	**17**	**29**	**106**	**637**	**9**	**133**	**1,670**	**277**
Background Growth	12	1	10	1	1	1	4	25	0	5	67	11
No Build (2024)	**310**	**24**	**264**	**15**	**18**	**30**	**110**	**662**	**9**	**138**	**1,737**	**288**
Retail Entering								6				
Retail Exiting	0	0	0	0	0	0	0	0	0	0	5	0
Office Entering								4				
Office Exiting	0	0	0	0	0	0	0	0	0	0	18	0
Residential Entering North								13				
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	4	0
Residential Entering South								5				
Residential Exiting South	0	0	0	0	0	0	0	0	0	0	3	0
Build (2024)	**310**	**24**	**264**	**15**	**18**	**30**	**110**	**691**	**9**	**138**	**1,767**	**288**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*3*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								5.0%					Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	
Trip Distribution % Enter								22.0%					Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.0%	0.0%	
Trip Distribution % Enter								21.5%					Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	
Trip Distribution % Enter								17.0%					Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & DRIVEWAY 1

AM Peak Hour

	Eastbound DRIVE 1			Westbound DRIVE 1			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)												
Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
No Build (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Railrunner Reassignment						7						
Retail Entering									4		142	
Retail Exiting	0	0	0	0	0	7	0	96	0	0	0	0
Office Entering							1		1		81	3
Office Exiting	0	0	0	0	0	1	0	4	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South							0		0		12	2
Residential Exiting South	0	0	7	0	0	3	0	29	0	0	0	0
Pass By Entering								-1	1	0	45	
Pass By Exiting				0		3		27				
Build (2024)	**0**	**0**	**7**	**0**	**0**	**21**	**1**	**156**	**6**	**0**	**280**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound DRIVE 1			Westbound DRIVE 1			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)												
Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
No Build (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Railrunner Reassignment						*12*						
Retail Entering									3		102	
Retail Exiting	0	0	0	0	0	6	0	77	0	0	0	0
Office Entering							0		0		13	0
Office Exiting	0	0	3	0	0	6	0	45	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South							0		0		25	5
Residential Exiting South	0	0	3	0	0	1	0	12	0	0	0	0
Pass By Entering								-1	1	0	41	
Pass By Exiting				0		1		13				
Build (2024)	**0**	**0**	**6**	**0**	**0**	**26**	**0**	**146**	**4**	**0**	**182**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter									2.0%		80.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	72.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter							1.0%		1.0%		84.0%	3.0%	Office
Trip Distribution % Exit	0.0%	0.0%	4.0%	0.0%	0.0%	7.0%	0.0%	56.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter							1.0%		1.0%		77.0%	15.0%	Residential South
Trip Distribution % Exit	0.0%	0.0%	16.0%	0.0%	0.0%	7.0%	0.0%	68.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & CALLE LUMINOSO (DRIVEWAY 2)

AM Peak Hour

	Eastbound CALLE LUMINOSO			Westbound DRIVE 2			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**38**	**1**
Background Growth	0	0	0	0	0	0	0	3	0	0	2	0
No Build (2024)	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**40**	**1**
Railrunner Reassignment				*4*					*4*	*2*		
Retail Entering								4	18	87	55	
Retail Exiting	0	0	0	15	0	7	0	84	0	0	0	0
Office Entering								2	6	49	32	
Office Exiting	0	0	0	1	0	1	0	4	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								0	1	7	5	
Residential Exiting South	0	0	0	2	0	3	0	21	0	0	2	0
Pass By Entering								-1	1	37	7	
Pass By Exiting				3		3		24				
Build (2024)	**9**	**0**	**1**	**25**	**0**	**14**	**0**	**223**	**30**	**182**	**140**	**1**
PHF	*0.82*			*0.82*			*0.82*			*0.82*		
HV %		*0*			*0*			*0*			*5*	

PM Peak Hour

	Eastbound CALLE LUMINOSO			Westbound DRIVE 2			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**117**	**11**
Background Growth	0	0	0	0	0	0	0	2	0	0	5	0
No Build (2024)	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**58**	**0**	**0**	**122**	**11**
Railrunner Reassignment				*3*					*3*	*10*		
Retail Entering								3	13	63	40	
Retail Exiting	0	0	0	12	0	6	0	67	0	0	0	0
Office Entering								0	1	8	5	
Office Exiting	0	0	0	6	0	6	0	39	0	0	2	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								0	2	15	10	
Residential Exiting South	0	0	0	1	0	1	0	9	0	0	1	0
Pass By Entering								-1	1	34	5	
Pass By Exiting				5		1		12				
Build (2024)	**5**	**0**	**6**	**26**	**0**	**14**	**0**	**188**	**19**	**130**	**184**	**11**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								2.0%	10.0%	49.0%	31.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	11.0%	0.0%	5.5%	0.0%	63.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								2.0%	6.0%	51.0%	33.0%		Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	7.0%	0.0%	7.0%	0.0%	49.0%	0.0%	0.0%	2.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								1.0%	5.0%	47.0%	30.0%		Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	5.0%	0.0%	7.0%	0.0%	49.0%	0.0%	0.0%	4.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & CAMINO DE PABILO (DRIVEWAY 3)

AM Peak Hour

	Eastbound CAMINO DE PABILO			Westbound DRIVE 3			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**75**	**0**	**0**	**36**	**2**
Background Growth	0	0	0	0	0	0	0	3	0	0	1	0
No Build (2024)	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**78**	**0**	**0**	**37**	**2**
Retail Entering								21	14	55		
Retail Exiting	0	0	0	52	0	52	0	0	0	0	15	0
Office Entering								8	5	32		
Office Exiting	0	0	0	2	0	4	0	0	0	0	1	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								1	0	5		
Residential Exiting South	0	0	0	7	0	21	0	0	0	0	4	0
Pass By Entering								-2	2	12	0	
Pass By Exiting				13		24					3	
Build (2024)	**7**	**0**	**4**	**75**	**0**	**101**	**1**	**105**	**22**	**104**	**60**	**2**
PHF	*0.76*			*0.76*			*0.76*			*0.76*		
HV %		*0*			*0*			*0*			*5*	

PM Peak Hour

	Eastbound CAMINO DE PABILO			Westbound DRIVE 3			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**2**	**0**	**6**	**0**	**0**	**0**	**4**	**53**	**0**	**0**	**108**	**15**
Background Growth	0	0	0	0	0	0	0	2	0	0	4	1
No Build (2024)	**2**	**0**	**6**	**0**	**0**	**0**	**4**	**55**	**0**	**0**	**112**	**16**
Retail Entering								15	10	40		
Retail Exiting	0	0	0	42	0	42	0	0	0	0	12	0
Office Entering								1	1	5		
Office Exiting	0	0	0	21	0	39	0	0	0	0	7	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								2	1	10		
Residential Exiting South	0	0	0	3	0	9	0	0	0	0	2	0
Pass By Entering								-1	1	11	-1	
Pass By Exiting				20		12					5	
Build (2024)	**2**	**0**	**6**	**85**	**0**	**101**	**4**	**72**	**13**	**66**	**137**	**16**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								12.0%	8.0%	31.0%			Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	39.0%	0.0%	39.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	
Trip Distribution % Enter								8.0%	5.0%	33.0%			Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	26.0%	0.0%	49.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								6.0%	3.0%	30.0%			Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	17.0%	0.0%	49.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**0**	**696**	**9**	**27**	**399**	**0**	**5**	**0**	**100**	**0**	**0**	**0**
Background Growth	0	28	0	1	16	0	0	0	4	0	0	0
No Build (2024)	**0**	**724**	**9**	**28**	**415**	**0**	**5**	**0**	**104**	**0**	**0**	**0**
Retail Entering			53	89								
Retail Exiting	0	0	0	0	0	0	0	0	67	0	0	0
Office Entering			21	62								
Office Exiting	0	0	0	0	0	0	0	0	5	0	0	0
Residential Entering North	7					25						
Residential Exiting North	0	43	0	0	0	0	0	0	0	0	0	108
Residential Entering South			3	11								
Residential Exiting South	0	0	0	0	0	0	0	0	31	0	0	0
Pass By Entering		-28	28	16	-16							
Pass By Exiting									26			
Build (2024)	**7**	**739**	**114**	**206**	**399**	**25**	**0**	**0**	**234**	**0**	**0**	**108**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**0**	**449**	**7**	**103**	**759**	**0**	**8**	**0**	**55**	**0**	**0**	**0**
Background Growth	0	18	0	4	30	0	0	0	2	0	0	0
No Build (2024)	**0**	**467**	**7**	**107**	**789**	**0**	**8**	**0**	**57**	**0**	**0**	**0**
Retail Entering			38	64								
Retail Exiting	0	0	0	0	0	0	0	0	54	0	0	0
Office Entering			4	10								
Office Exiting	0	0	0	0	0	0	0	0	52	0	0	0
Residential Entering North	13					47						
Residential Exiting North	0	24	0	0	0	0	0	0	0	0	0	60
Residential Entering South			5	24								
Residential Exiting South	0	0	0	0	0	0	0	0	13	0	0	0
Pass By Entering		-15	15	25	-25							
Pass By Exiting									13			
Build (2024)	**13**	**476**	**69**	**230**	**765**	**47**	**0**	**0**	**189**	**0**	**0**	**60**
PHF	*0.98*			*0.98*			*0.98*			*0.98*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter			30.0%	50.0%									Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter			22.0%	65.0%									Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	65.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	21.5%					78.5%							Residential North
Trip Distribution % Exit	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Trip Distribution % Enter			17.0%	74.0%									Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CANDELERO & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound CANDELERO			Southbound CANDELERO		
	Left	Thru	Right	U Turn	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**2**	**676**	**0**	**0**	**412**	**10**	**0**	**0**	**0**	**23**	**0**	**6**
Background Growth	0	27	0	0	16	0	0	0	0	1	0	0
No Build (2024)	**2**	**703**	**0**	**0**	**428**	**10**	**0**	**0**	**0**	**24**	**0**	**6**
Retail Entering		53										
Retail Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Office Entering		21										
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering North		7										
Residential Exiting North	0	0	0	43	65	0	0	0	0	0	0	0
Residential Entering South		3										
Residential Exiting South	0	0	0	0	7	0	0	0	0	0	0	0
Build (2024)	**2**	**787**	**0**	**43**	**500**	**10**	**0**	**0**	**0**	**24**	**0**	**6**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound CANDELERO			Southbound CANDELERO		
	Left	Thru	Right	U Turn	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**4**	**438**	**0**	**0**	**748**	**33**	**0**	**0**	**0**	**19**	**0**	**5**
Background Growth	0	18	0	0	30	1	0	0	0	1	0	0
No Build (2024)	**4**	**456**	**0**	**0**	**778**	**34**	**0**	**0**	**0**	**20**	**0**	**5**
Retail Entering		38										
Retail Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Office Entering		4										
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering North		13										
Residential Exiting North	0	0	0	24	36	0	0	0	0	0	0	0
Residential Entering South		5										
Residential Exiting South	0	0	0	0	3	0	0	0	0	0	0	0
Build (2024)	**4**	**516**	**0**	**24**	**817**	**34**	**0**	**0**	**0**	**20**	**0**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter		30.0%											Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		22.0%											Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		21.5%											Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		17.0%											Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & RODEO

AM Peak Hour

	Eastbound RODEO			Westbound RODEO			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**27**	**778**	**5**	**18**	**461**	**17**	**3**	**5**	**41**	**13**	**3**	**32**
Background Growth	1	31	0	1	18	1	0	0	2	1	0	1
No Build (2024)	**28**	**809**	**5**	**19**	**479**	**18**	**3**	**5**	**43**	**14**	**3**	**33**
Retail Entering	9					27						
Retail Exiting	0	0	0	0	0	0	0	0	0	20	0	47
Office Entering	10					3						
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	3
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South	1					0						
Residential Exiting South	0	0	0	0	0	0	0	0	0	1	0	10
Build (2024)	**47**	**809**	**5**	**19**	**479**	**48**	**3**	**5**	**43**	**35**	**3**	**92**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound RODEO			Westbound RODEO			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**21**	**491**	**2**	**38**	**786**	**27**	**4**	**1**	**20**	**13**	**4**	**39**
Background Growth	1	20	0	2	31	1	0	0	1	1	0	2
No Build (2024)	**22**	**511**	**2**	**40**	**817**	**28**	**4**	**1**	**21**	**14**	**4**	**41**
Retail Entering	6					19						
Retail Exiting	0	0	0	0	0	0	0	0	0	16	0	37
Office Entering	2					0						
Office Exiting	0	0	0	0	0	0	0	0	0	2	0	26
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South	2					1						
Residential Exiting South	0	0	0	0	0	0	0	0	0	1	0	4
Build (2024)	**32**	**511**	**2**	**40**	**817**	**49**	**4**	**1**	**21**	**33**	**4**	**108**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

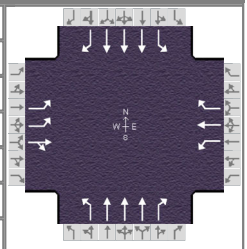
growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter	5.0%					15.0%							Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	35.0%	
												50	
Trip Distribution % Enter	10.0%					3.0%							Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	32.0%	
												35	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	6.0%					3.0%							Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	23.0%	

APPENDIX D

2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

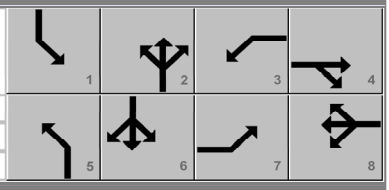
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	0	52	8	12	36	188	824	0	8	360	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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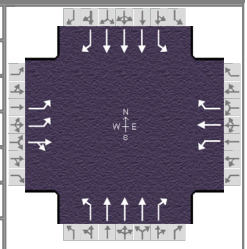
HCS7 Signalized Intersection Results Summary

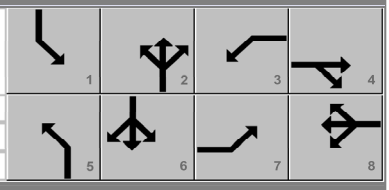
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	8	64	20	16	44	196	1164	8	24	500	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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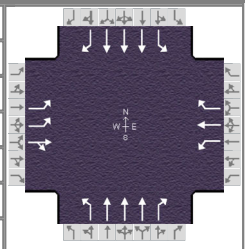
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	4	72	12	12	104	328	1832	8	20	784	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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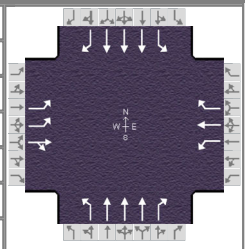
HCS7 Signalized Intersection Results Summary

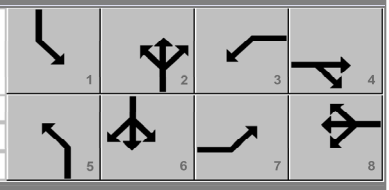
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	64	24	24	96	388	2024	0	32	764	304

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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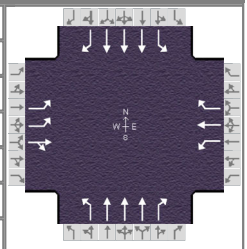
HCS7 Signalized Intersection Results Summary

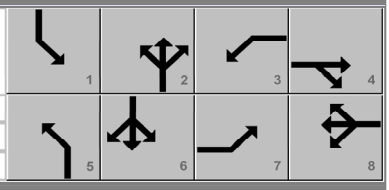
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	0	24	100	392	1684	16	52	680	224

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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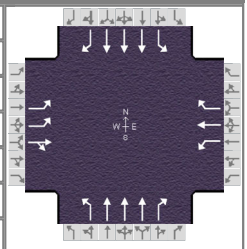
HCS7 Signalized Intersection Results Summary

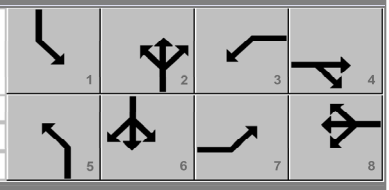
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	12	56	4	36	68	288	1592	8	52	688	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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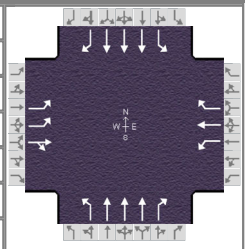
HCS7 Signalized Intersection Results Summary

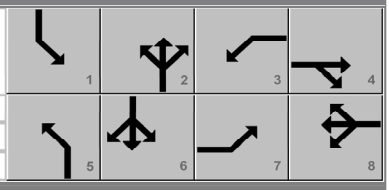
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	4	76	36	28	36	304	1432	4	48	560	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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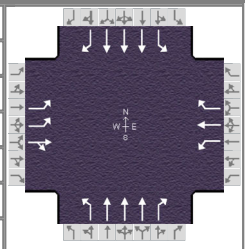
HCS7 Signalized Intersection Results Summary

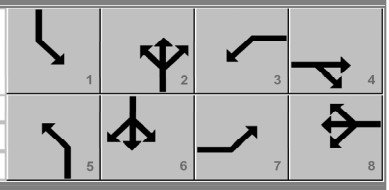
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	12	36	8	32	56	188	1448	0	32	580	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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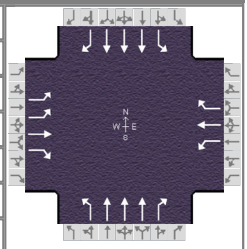
HCS7 Signalized Intersection Results Summary

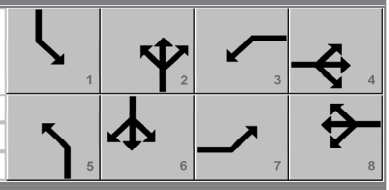
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	24	116	48	48	48	160	1092	60	48	572	12

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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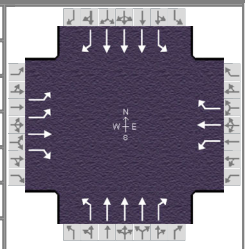
HCS7 Signalized Intersection Results Summary

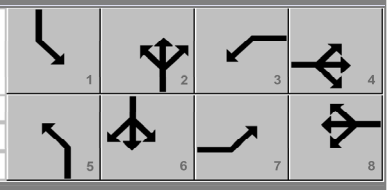
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	44	120	36	36	132	256	1396	116	80	696	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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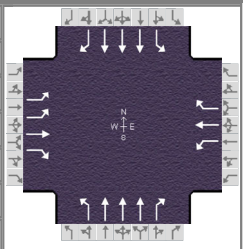
HCS7 Signalized Intersection Results Summary

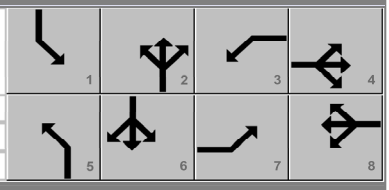
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	88	152	120	72	132	292	2400	112	92	1180	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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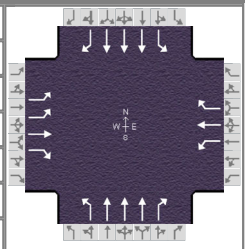
HCS7 Signalized Intersection Results Summary

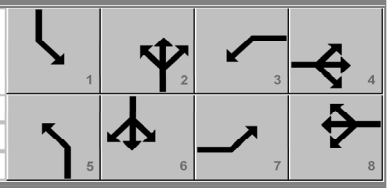
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	132	132	112	84	160	408	2492	224	140	1236	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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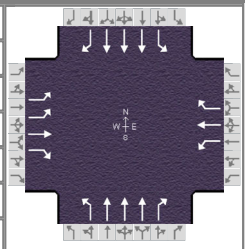
HCS7 Signalized Intersection Results Summary

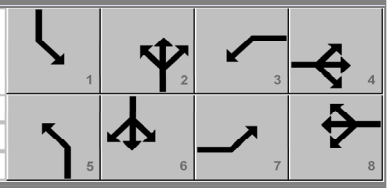
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	116	120	128	76	104	308	2068	328	168	988	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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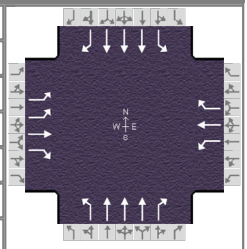
HCS7 Signalized Intersection Results Summary

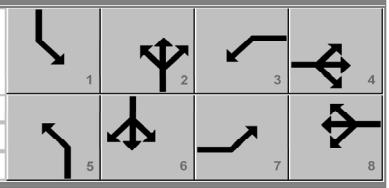
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	120	156	92	88	100	300	1776	368	164	904	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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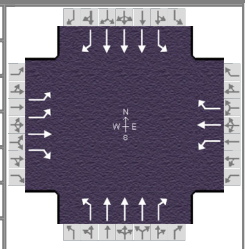
HCS7 Signalized Intersection Results Summary

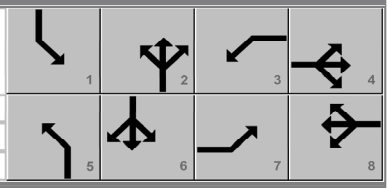
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	72	128	76	104	76	328	1736	192	60	924	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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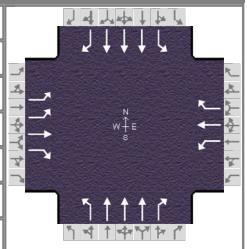
HCS7 Signalized Intersection Results Summary

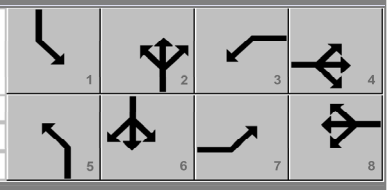
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	56	164	68	68	100	248	1796	72	68	904	44

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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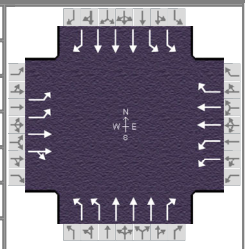
HCS7 Signalized Intersection Results Summary

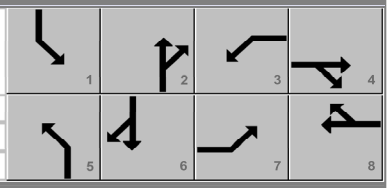
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	52	16	56	8	20	36	952	32	44	492	56

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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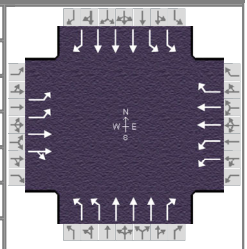
HCS7 Signalized Intersection Results Summary

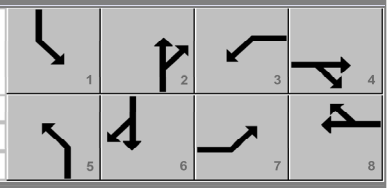
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	124	40	48	36	28	52	1240	88	40	692	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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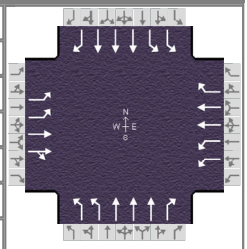
HCS7 Signalized Intersection Results Summary

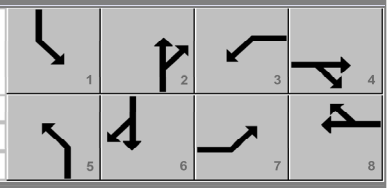
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	544	192	20	60	40	80	84	2008	92	124	1000	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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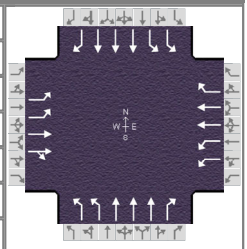
HCS7 Signalized Intersection Results Summary

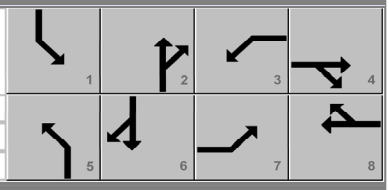
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	560	240	48	80	72	48	72	2188	172	156	1072	192

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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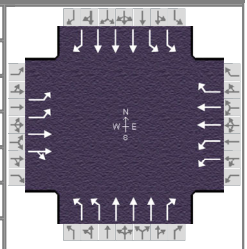
HCS7 Signalized Intersection Results Summary

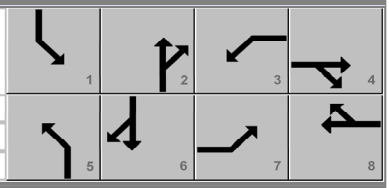
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	484	208	40	80	60	32	124	1904	80	144	944	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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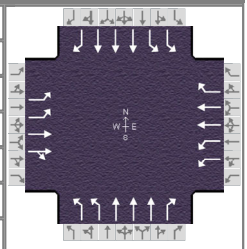
HCS7 Signalized Intersection Results Summary

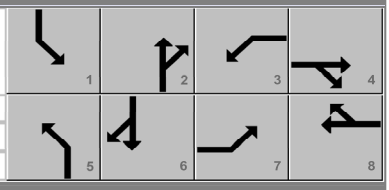
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	532	112	16	68	64	24	152	1648	108	104	832	172

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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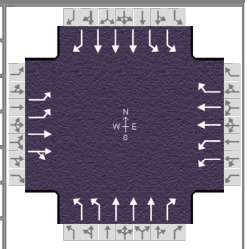
HCS7 Signalized Intersection Results Summary

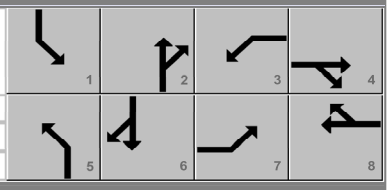
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	436	136	36	60	52	32	152	1516	88	60	820	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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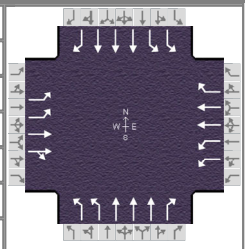
HCS7 Signalized Intersection Results Summary

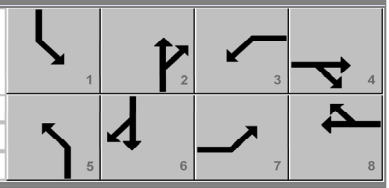
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	184	28	48	40	48	48	1536	68	120	708	132

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

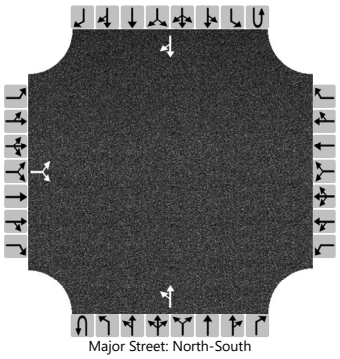
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		9		1						0	84				39	1
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			861							1571						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.2							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.2								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

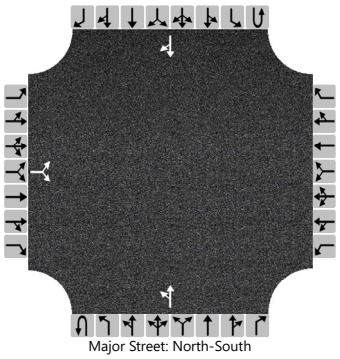
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		4						1	77				37	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							1						
Capacity, c (veh/h)			900							1568						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.1						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

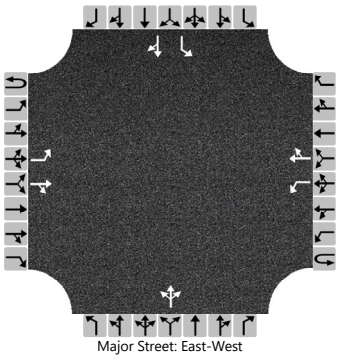
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		28	809	5		19	479	18		3	5	43		14	3	33
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				20					54			15		38
Capacity, c (veh/h)		1038				777					323			179		557
v/c Ratio		0.03				0.03					0.17			0.08		0.07
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.3		0.2
Control Delay (s/veh)		8.6				9.8					18.4			26.9		11.9
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)	0.3				0.4				18.4				16.1			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

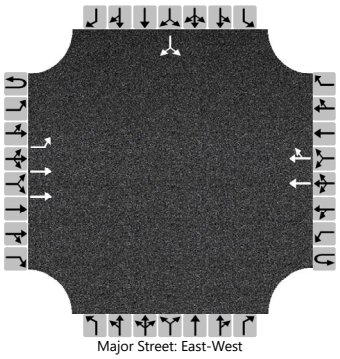
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	703				428	10						24		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													32	
Capacity, c (veh/h)		1085													344	
v/c Ratio		0.00													0.09	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		8.3													16.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												16.6			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

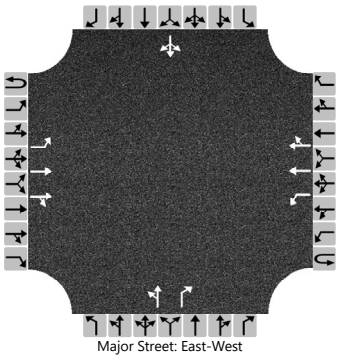
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	724	9	0	28	415	0		5	0	104		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				29				5		109			0	
Capacity, c (veh/h)		1112				833				177		610				
v/c Ratio		0.00				0.04				0.03		0.18				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.1		0.7				
Control Delay (s/veh)		8.2				9.5				26.0		12.2				
Level of Service (LOS)		A				A				D		B				
Approach Delay (s/veh)	0.0				0.6				12.8							
Approach LOS									B							

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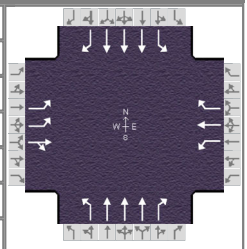
HCS7 Signalized Intersection Results Summary

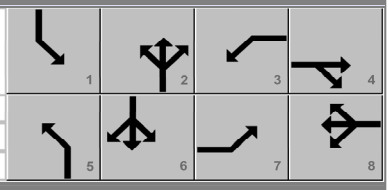
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	148	4	4	44	84	692	16	76	1516	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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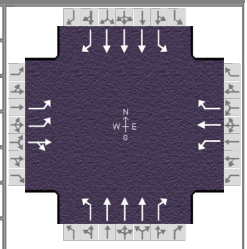
HCS7 Signalized Intersection Results Summary

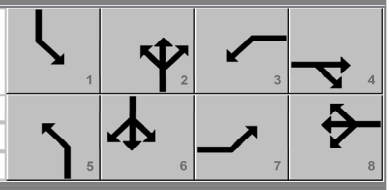
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	244	32	180	8	20	20	92	604	4	108	1284	232

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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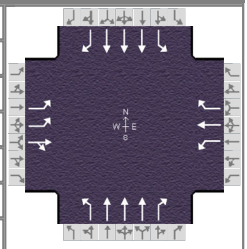
HCS7 Signalized Intersection Results Summary

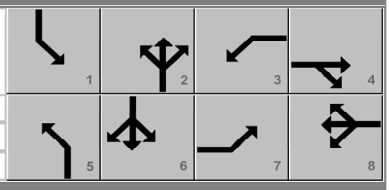
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	16	256	12	32	12	92	740	4	140	1552	248

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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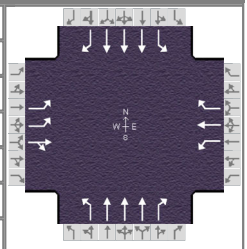
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	28	252	8	20	32	160	704	12	132	1648	272

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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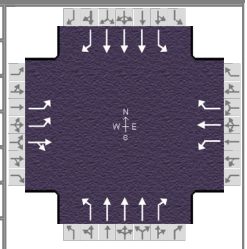
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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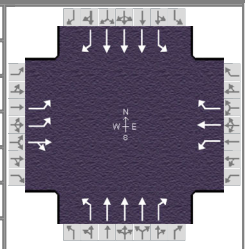
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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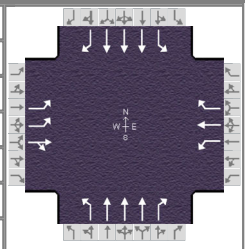
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4		
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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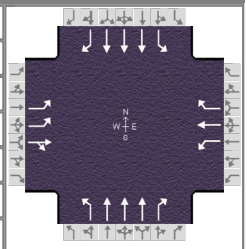
HCS7 Signalized Intersection Results Summary

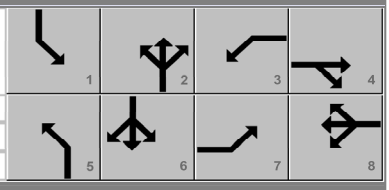
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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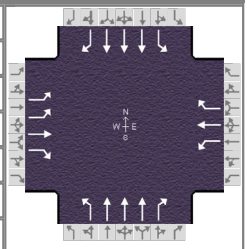
HCS7 Signalized Intersection Results Summary

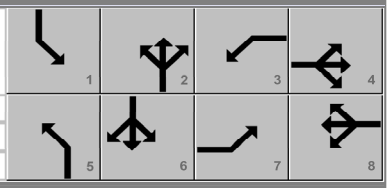
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	64	228	140	120	72	220	1140	44	104	2068	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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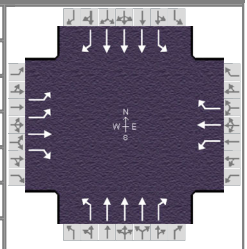
HCS7 Signalized Intersection Results Summary

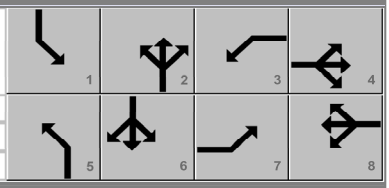
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	64	228	104	128	60	152	984	84	80	1816	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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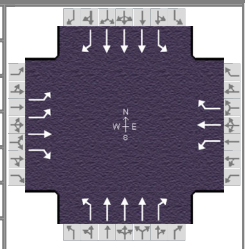
HCS7 Signalized Intersection Results Summary

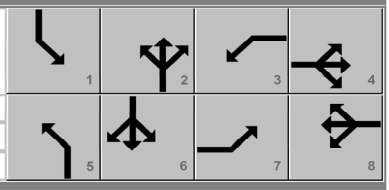
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	88	256	156	132	64	192	1216	56	76	2212	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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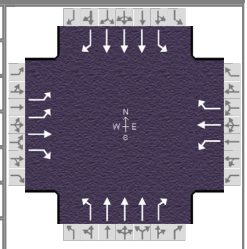
HCS7 Signalized Intersection Results Summary

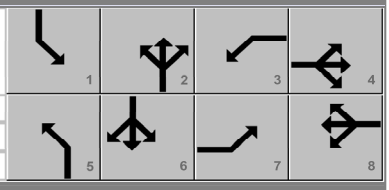
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	116	240	180	132	56	212	1272	64	80	2344	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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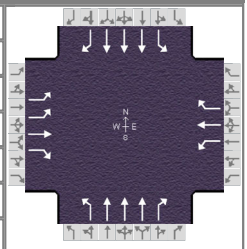
HCS7 Signalized Intersection Results Summary

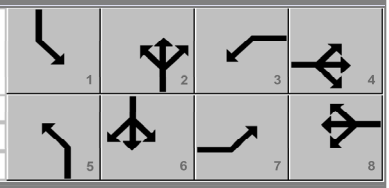
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	156	84	344	132	184	84	232	1336	108	56	2584	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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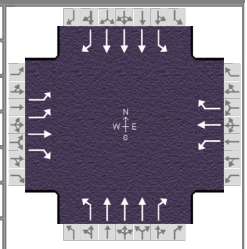
HCS7 Signalized Intersection Results Summary

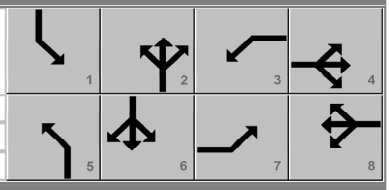
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	120	340	176	168	84	268	1448	84	88	2740	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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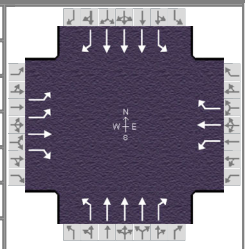
HCS7 Signalized Intersection Results Summary

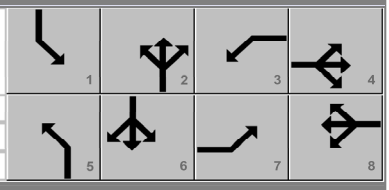
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	92	288	100	136	100	148	1132	124	128	2008	200

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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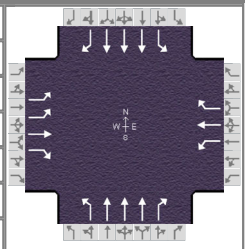
HCS7 Signalized Intersection Results Summary

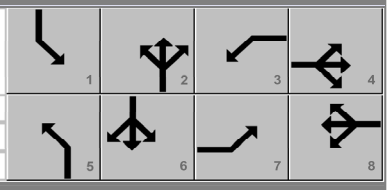
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	84	292	136	80	96	184	1028	100	104	1980	108

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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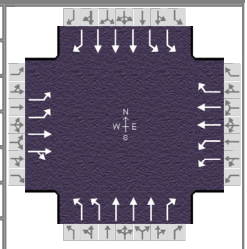
HCS7 Signalized Intersection Results Summary

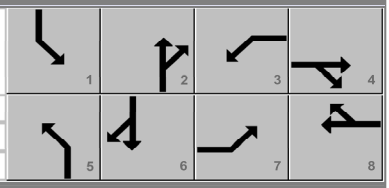
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	80	72	240	200	68	64	832	76	248	1684	392

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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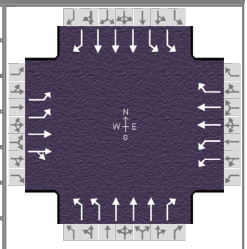
HCS7 Signalized Intersection Results Summary

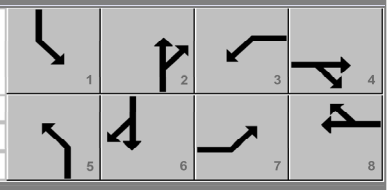
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	96	64	248	144	52	36	728	84	208	1524	296

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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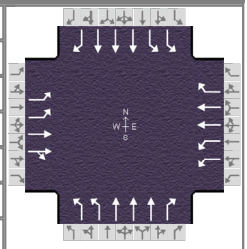
HCS7 Signalized Intersection Results Summary

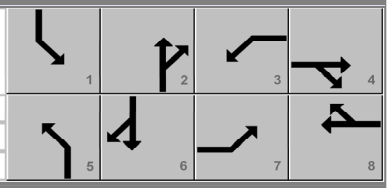
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	152	56	248	220	64	68	876	76	212	1776	444

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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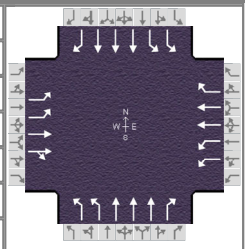
HCS7 Signalized Intersection Results Summary

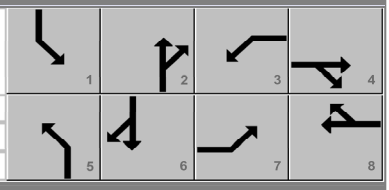
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	352	108	44	296	224	40	56	936	88	244	1836	488

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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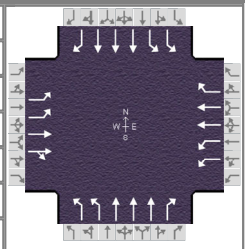
HCS7 Signalized Intersection Results Summary

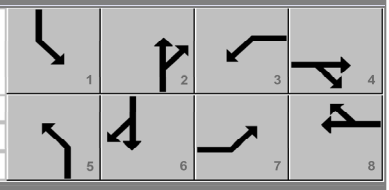
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	144	72	296	268	44	80	1016	72	196	2084	500

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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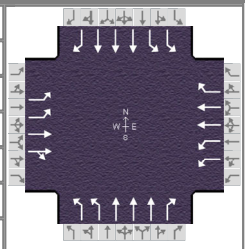
HCS7 Signalized Intersection Results Summary

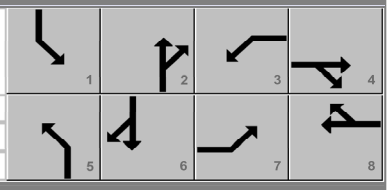
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	172	28	312	276	64	76	1080	96	284	2096	600

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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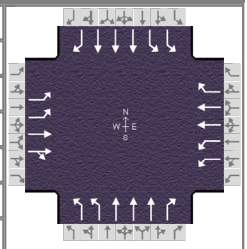
HCS7 Signalized Intersection Results Summary

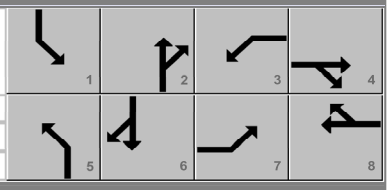
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	132	48	320	176	12	68	836	68	212	1604	504

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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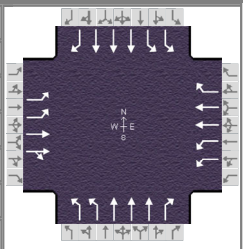
HCS7 Signalized Intersection Results Summary

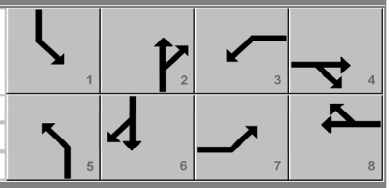
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	128	36	224	192	60	68	760	88	232	1492	452

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

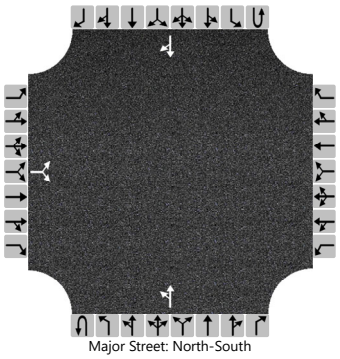
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		6						0	58				121	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			851							1448						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.3								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

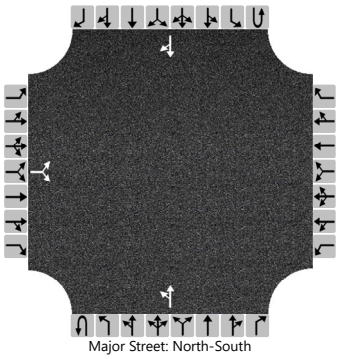
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						4	55				111	15
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			885							1456						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.5						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

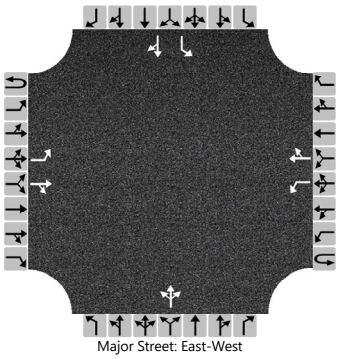
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		22	511	2		40	817	28		4	1	21		14	4	41
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				43					28			15		48
Capacity, c (veh/h)		756				1023					382			191		344
v/c Ratio		0.03				0.04					0.07			0.08		0.14
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2			0.3		0.5
Control Delay (s/veh)		9.9				8.7					15.2			25.5		17.1
Level of Service (LOS)		A				A					C			D		C
Approach Delay (s/veh)	0.4				0.4				15.2				19.1			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

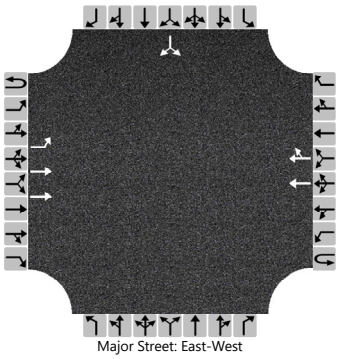
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	4	456				778	34						20		5
Percent Heavy Vehicles (%)	2	2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.14												6.84		6.94
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													27	
Capacity, c (veh/h)		775													237	
v/c Ratio		0.01													0.11	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		9.7													22.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												22.1			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

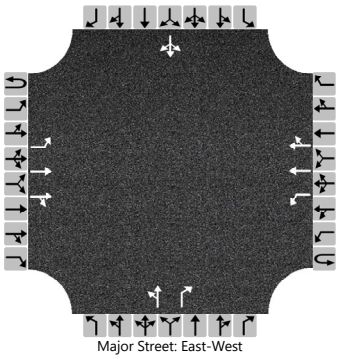
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.98
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	467	7	0	107	789	0		8	0	57		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				109				8		58			0	
Capacity, c (veh/h)		809				1068				152		756				
v/c Ratio		0.00				0.10				0.05		0.08				
95% Queue Length, Q_{95} (veh)		0.0				0.3				0.2		0.2				
Control Delay (s/veh)		9.5				8.8				30.0		10.2				
Level of Service (LOS)		A				A				D		B				
Approach Delay (s/veh)	0.0				1.0				12.6							
Approach LOS									B							

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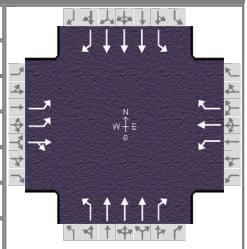
APPENDIX E

2024 BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

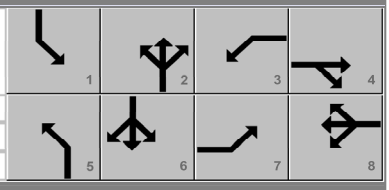
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	0	52	8	12	36	188	824	0	8	360	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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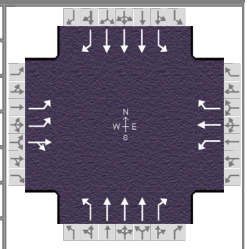
HCS7 Signalized Intersection Results Summary

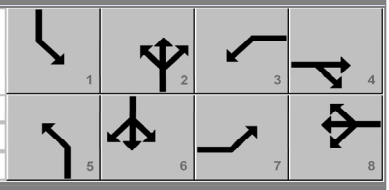
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	8	64	20	16	44	196	1164	8	24	500	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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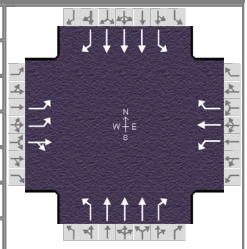
HCS7 Signalized Intersection Results Summary

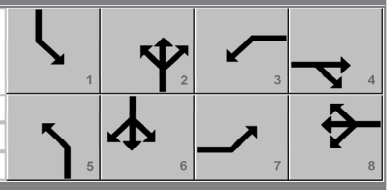
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	4	72	12	12	104	328	1868	8	20	808	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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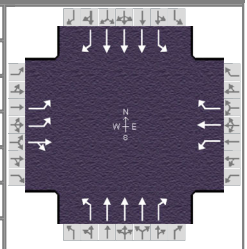
HCS7 Signalized Intersection Results Summary

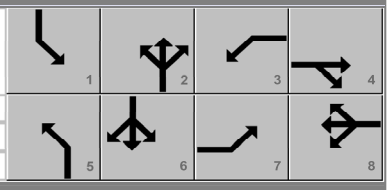
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	64	24	24	96	388	2060	0	32	788	304

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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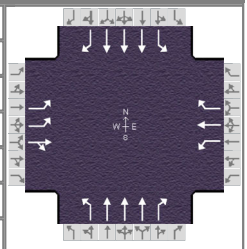
HCS7 Signalized Intersection Results Summary

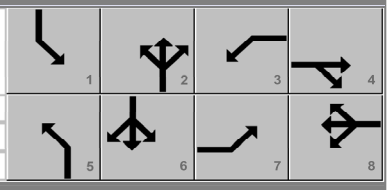
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	0	24	100	392	1720	16	52	704	224

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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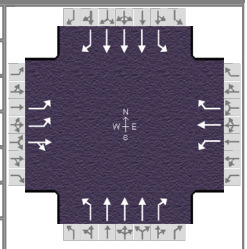
HCS7 Signalized Intersection Results Summary

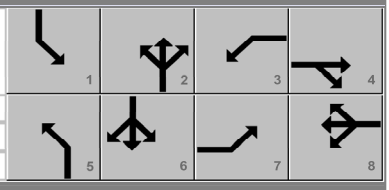
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	12	56	4	36	68	288	1628	8	52	712	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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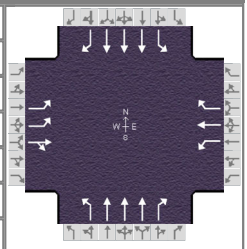
HCS7 Signalized Intersection Results Summary

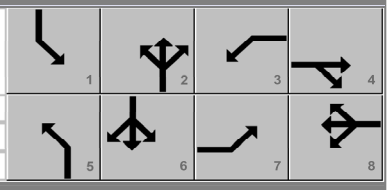
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	4	76	36	28	36	304	1432	4	48	560	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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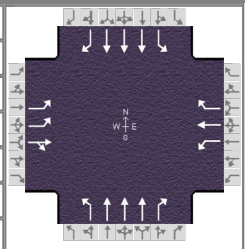
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	12	36	8	32	56	188	1448	0	32	580	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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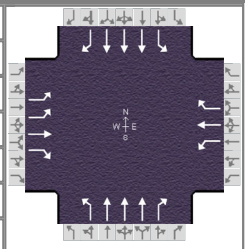
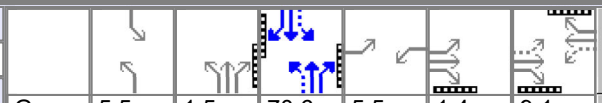
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				

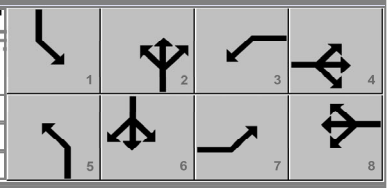


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	24	116	48	48	48	160	1092	60	48	572	12

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	5.5	1.5	70.6	5.5	1.4	9.1
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	1.8	1.0	0.0	4.3



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.9	17.8	9.5	16.4	10.9	78.2	9.5	76.7
Change Period, (*Y+R c*), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	5.9	9.6	4.8	5.0	5.4		3.1	
Green Extension Time (*g e*), s	0.3	0.7	0.1	1.0	0.2	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.78	1.00	1.00		0.78	
Max Out Probability	0.00	0.30	0.00	0.04	0.02		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	24	116	48	48	48	150	1027	56	48	572	12
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	1311	
Queue Service Time (*g s*), s	3.9	1.4	7.6	2.8	2.8	3.0	3.4	10.6	1.1	1.1	7.6	
Cycle Queue Clearance Time (*g c*), s	3.9	1.4	7.6	2.8	2.8	3.0	3.4	10.6	1.1	1.1	7.6	
Green Ratio (*g/C*)	0.14	0.09	0.09	0.13	0.08	0.08	0.67	0.63	0.63	0.66	0.61	
Capacity (*c*), veh/h	479	168	154	231	144	133	630	3185	1073	432	2409	
Volume-to-Capacity Ratio (*X*)	0.276	0.143	0.753	0.208	0.334	0.360	0.239	0.322	0.053	0.111	0.237	
Back of Queue (*Q*), ft/ln (95 th percentile)	78.9	30.5	169.8	58.7	64.4	64.9	55.4	161.2	16.9	16.9	92.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	1.2	6.7	2.3	2.5	2.5	2.2	6.3	0.7	0.7	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.02	0.62	0.29	0.10	0.28	0.23	0.09	0.07	0.11	0.05	
Uniform Delay (*d 1*), s/veh	44.5	48.3	51.1	45.2	50.2	50.3	7.4	9.7	5.9	7.4	10.1	
Incremental Delay (*d 2*), s/veh	0.3	0.5	10.1	0.4	1.9	2.3	0.1	0.3	0.1	0.1	0.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	44.8	48.8	61.2	45.7	52.1	52.7	7.5	10.0	6.0	7.5	10.3	9.0
Level of Service (LOS)	D	D	E	D	D	D	A	A	A	A	B	A
Approach Delay, s/veh / LOS	52.1	D		50.2	D		9.5	A		10.1	B	
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.74	C	2.07	B	2.24	B
Bicycle LOS Score / LOS	0.94	A	0.73	A	1.21	A	0.84	A

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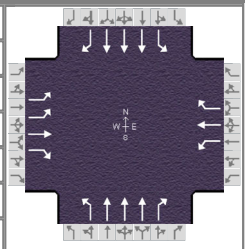
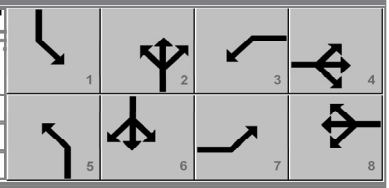
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	44	120	36	36	132	256	1396	116	80	696	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.5	1.6	65.5	4.8	3.5	11.8
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	1.8	1.0	0.0	4.3

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.3	22.7	8.8	19.1	12.0	73.1	10.5	71.6
Change Period, ($Y+R_c$), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (g_s), s	7.8	9.5	4.0	10.6	7.8		4.0	
Green Extension Time (g_e), s	0.5	1.1	0.0	1.0	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.68	1.00	1.00		0.92	
Max Out Probability	0.03	0.38	0.00	0.56	0.24		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	204	44	120	36	36	132	230	1254	104	80	696	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	1307	
Queue Service Time (g_s), s	5.8	2.4	7.5	2.0	2.0	8.6	5.8	13.7	2.1	2.0	10.7	
Cycle Queue Clearance Time (g_c), s	5.8	2.4	7.5	2.0	2.0	8.6	5.8	13.7	2.1	2.0	10.7	
Green Ratio (*g/C*)	0.19	0.13	0.13	0.14	0.10	0.10	0.64	0.58	0.58	0.62	0.57	
Capacity (*c*), veh/h	606	246	226	263	188	174	543	2960	997	360	2225	
Volume-to-Capacity Ratio (*X*)	0.336	0.179	0.531	0.137	0.192	0.760	0.423	0.424	0.104	0.222	0.313	
Back of Queue (*Q*), ft/ln (95 th percentile)	116.4	53.2	155.6	42.6	45.7	192.7	106.4	197.3	33.7	33.4	135.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	2.1	6.1	1.7	1.8	7.5	4.2	7.8	1.3	1.3	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.63	0.04	0.57	0.21	0.07	0.82	0.44	0.12	0.13	0.21	0.07	
Uniform Delay (d_1), s/veh	40.5	44.4	46.6	43.1	47.4	50.3	10.0	10.9	7.0	9.6	13.1	
Incremental Delay (d_2), s/veh	0.3	0.5	2.7	0.2	0.7	9.5	0.4	0.4	0.2	0.2	0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	40.8	44.9	49.3	43.4	48.1	59.8	10.4	11.3	7.2	9.8	13.5	9.9
Level of Service (LOS)	D	D	D	D	D	E	B	B	A	A	B	A
Approach Delay, s/veh / LOS	44.1	D		54.9	D		10.9	B		12.8	B	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.74	C	2.08	B	2.25	B
Bicycle LOS Score / LOS	1.09	A	0.82	A	1.46	A	0.95	A

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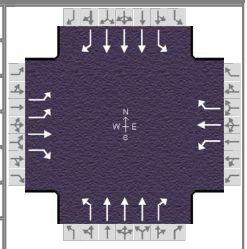
HCS7 Signalized Intersection Results Summary

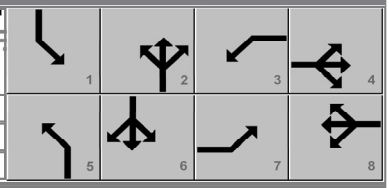
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	88	152	120	72	132	292	2480	112	92	1284	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.6	3.3	59.5	8.8	3.2	12.2						
Yellow	3.0	0.0	4.3	3.0	0.0	3.0						
Red	1.0	0.0	1.8	1.0	0.0	4.3						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	16.0	22.7	12.8	19.5	13.9	68.9	10.6	65.6
Change Period, (*Y+R c*), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	11.2	11.7	8.8	10.6	9.7		4.6	
Green Extension Time (*g e*), s	0.7	1.3	0.2	1.4	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.44	0.86	0.03	0.62	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	344	88	152	120	72	132	280	2382	108	92	1284	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1798	1870	1716	1784	1856	1718	1798	1870	1716	1798	1308	
Queue Service Time (*g s*), s	9.2	4.9	9.7	6.8	4.2	8.6	7.7	37.5	2.7	2.6	27.1	
Cycle Queue Clearance Time (*g c*), s	9.2	4.9	9.7	6.8	4.2	8.6	7.7	37.5	2.7	2.6	27.1	
Green Ratio (*g/C*)	0.24	0.13	0.13	0.18	0.10	0.10	0.61	0.54	0.54	0.57	0.52	
Capacity (*c*), veh/h	735	246	226	292	194	179	338	3055	934	196	2025	
Volume-to-Capacity Ratio (*X*)	0.468	0.357	0.672	0.411	0.372	0.736	0.829	0.780	0.115	0.470	0.634	
Back of Queue (*Q*), ft/ln (95 th percentile)	188.7	109.7	205.9	142.3	93.7	189.7	189.9	486.5	43.7	57.6	316	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.4	4.3	8.1	5.6	3.7	7.4	7.5	19.2	1.7	2.3	12.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.02	0.07	0.75	0.71	0.14	0.81	0.79	0.29	0.17	0.36	0.17	
Uniform Delay (*d 1*), s/veh	36.6	45.5	47.6	41.4	48.0	50.0	21.2	19.0	9.5	22.6	20.0	
Incremental Delay (*d 2*), s/veh	0.5	1.2	6.6	0.9	1.7	8.2	7.5	1.2	0.1	1.3	1.5	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	37.1	46.7	54.1	42.4	49.7	58.2	28.7	20.2	9.6	23.9	21.5	10.0
Level of Service (LOS)	D	D	D	D	D	E	C	C	A	C	C	A
Approach Delay, s/veh / LOS	43.0	D		50.4	D		20.7	C		21.1	C	
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.74	C	2.09	B	2.26	B
Bicycle LOS Score / LOS	1.45	A	1.02	A	2.07	B	1.28	A

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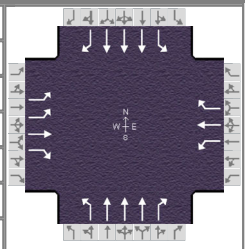
HCS7 Signalized Intersection Results Summary

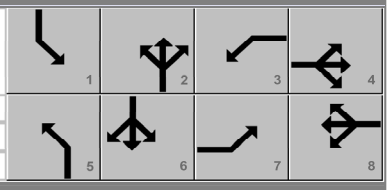
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	132	132	112	84	160	408	2572	224	140	1344	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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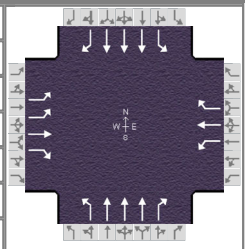
HCS7 Signalized Intersection Results Summary

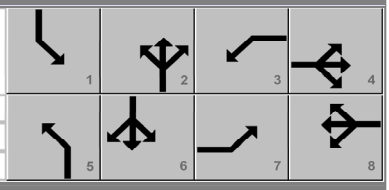
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	116	120	128	76	104	308	2152	328	168	1092	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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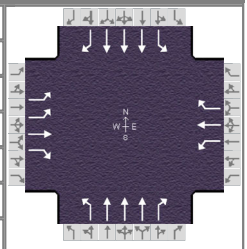
HCS7 Signalized Intersection Results Summary

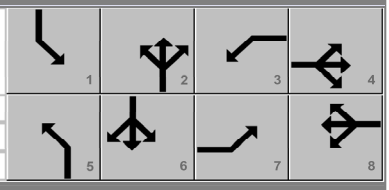
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	120	156	92	88	100	300	1856	368	164	1008	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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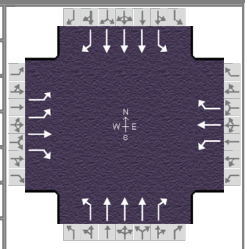
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	72	128	76	104	76	328	1736	192	60	924	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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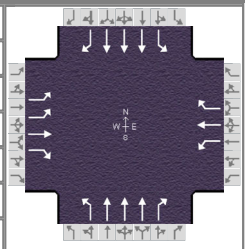
HCS7 Signalized Intersection Results Summary

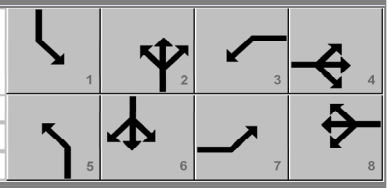
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	56	164	68	68	100	248	1796	72	68	904	44

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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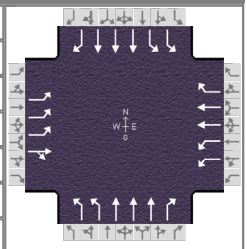
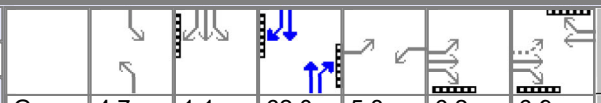
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

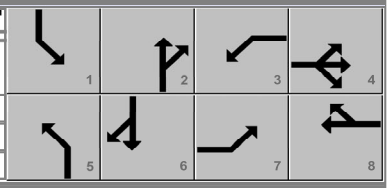


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	44	16	56	8	20	36	952	32	44	492	56

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	4.7	1.1	62.0	5.8	6.2	6.9
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.1	11.8	12.9	8.7	68.3	9.8	69.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	8.3	5.3	3.8	3.3	3.0		3.8	
Green Extension Time (g_e), s	1.0	0.2	0.1	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.83	0.99	1.00		0.83	
Max Out Probability	0.00	0.00	0.06	0.19	0.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	296	60		56	8	20	35	926	31	55	612	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1479	1827		1732	1766	1702	1746	1698	1716	1746	1180	1716
Queue Service Time (g_s), s	6.3	3.3		1.8	0.2	1.3	1.0	13.2	1.0	1.8	8.6	1.7
Cycle Queue Clearance Time (g_c), s	6.3	3.3		1.8	0.2	1.3	1.0	13.2	1.0	1.8	8.6	1.7
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.04	0.54	0.54	0.05	0.55	0.55
Capacity (*c*), veh/h	1128	303		176	213	103	143	2746	925	176	1941	941
Volume-to-Capacity Ratio (*X*)	0.263	0.198		0.319	0.038	0.195	0.245	0.337	0.034	0.312	0.315	0.074
Back of Queue (*Q*), ft/ln (95 th percentile)	103.6	68		36.9	5.1	26.3	20.1	221.9	17.5	36.3	92	29
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	2.7		1.4	0.2	1.0	0.8	8.7	0.7	1.4	3.6	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.18		0.18	0.02	0.18	0.09	0.13	0.05	0.17	0.05	0.06
Uniform Delay (d_1), s/veh	36.2	41.3		52.7	50.9	51.4	47.3	17.5	12.9	55.0	10.4	9.4
Incremental Delay (d_2), s/veh	0.1	0.3		1.0	0.1	0.9	0.8	0.3	0.1	0.7	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.3	41.7		53.7	51.0	52.3	48.1	17.9	12.9	55.7	10.8	9.5
Level of Service (LOS)	D	D		D	D	D	D	B	B	E	B	A
Approach Delay, s/veh / LOS	37.2	D		53.1	D		18.8	B		14.0	B	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.08	A	0.56	A	1.05	A	0.81	A

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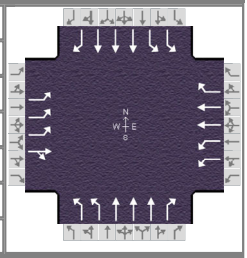
HCS7 Signalized Intersection Results Summary

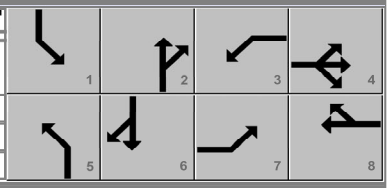
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	108	40	48	36	28	52	1240	88	40	692	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	5.2	0.5	62.0	5.5	6.5	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.5	11.5	13.0	9.7	68.8	9.2	68.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	9.0	10.4	3.5	3.8	3.5		3.4	
Green Extension Time (g_e), s	1.1	0.5	0.0	0.3	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.78	1.00	1.00		0.74	
Max Out Probability	0.01	0.02	0.04	0.46	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	332	148		48	36	28	52	1244	88	42	733	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1826		1732	1766	1702	1746	1698	1716	1746	1172	1716
Queue Service Time (g_s), s	7.0	8.4		1.5	1.1	1.8	1.5	15.9	2.2	1.4	10.9	1.8
Cycle Queue Clearance Time (g_c), s	7.0	8.4		1.5	1.1	1.8	1.5	15.9	2.2	1.4	10.9	1.8
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.05	0.54	0.54	0.05	0.54	0.54
Capacity (*c*), veh/h	1107	310		165	215	104	172	2769	933	158	1897	925
Volume-to-Capacity Ratio (*X*)	0.300	0.478		0.290	0.167	0.270	0.302	0.449	0.095	0.269	0.387	0.082
Back of Queue (*Q*), ft/ln (95 th percentile)	117.1	176.9		31.6	23	37.1	30.1	234.3	37.6	28.2	112.4	30.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	7.0		1.2	0.9	1.4	1.2	9.2	1.5	1.1	4.4	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.47		0.16	0.10	0.25	0.14	0.14	0.10	0.13	0.07	0.07
Uniform Delay (d_1), s/veh	36.4	43.1		52.9	51.2	51.6	47.3	14.4	9.7	55.3	10.8	9.1
Incremental Delay (d_2), s/veh	0.2	1.1		1.0	0.4	1.4	0.9	0.5	0.2	0.6	0.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.5	44.3		53.8	51.6	52.9	48.2	14.8	9.9	55.9	11.4	9.3
Level of Service (LOS)	D	D		D	D	D	D	B	A	E	B	A
Approach Delay, s/veh / LOS	38.9	D		52.9	D		15.8	B		13.4	B	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.28	A	0.58	A	1.25	A	0.93	A

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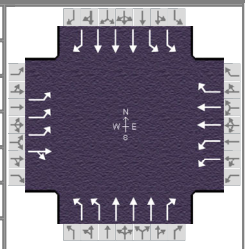
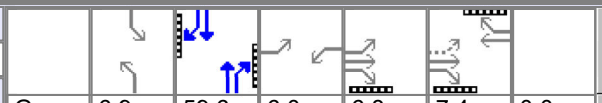
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

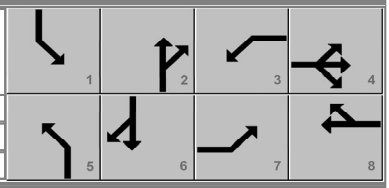


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	648	212	40	60	84	80	124	2008	92	124	1000	256

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.9	59.6	6.0	6.8	7.4	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	0.0
Red	1.0	2.0	3.0	3.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.7	26.2	12.0	13.4	10.9	65.9	10.9	66.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	17.7	17.0	3.9	7.3	6.1		6.6	
Green Extension Time (*g e*), s	1.0	0.5	0.1	0.1	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	1.00		0.99	
Max Out Probability	1.00	1.00	0.08	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	648	252		60	84	80	128	2066	95	140	1128	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1407	1844		1732	1766	1702	1746	1698	1716	1746	1181	1716
Queue Service Time (*g s*), s	15.7	15.0		1.9	2.6	5.3	4.1	31.9	1.5	4.6	23.9	10.3
Cycle Queue Clearance Time (*g c*), s	15.7	15.0		1.9	2.6	5.3	4.1	31.9	1.5	4.6	23.9	10.3
Green Ratio (*g/C*)	0.24	0.18		0.05	0.06	0.06	0.06	0.52	0.52	0.06	0.52	0.52
Capacity (*c*), veh/h	1040	324		180	228	110	209	2641	890	210	1838	890
Volume-to-Capacity Ratio (*X*)	0.623	0.778		0.334	0.369	0.729	0.610	0.782	0.106	0.665	0.614	0.324
Back of Queue (*Q*), ft/ln (95 th percentile)	235.3	314.8		39.5	54.5	124	85.1	322.1	25.6	95.5	230.8	148.4
Back of Queue (*Q*), veh/ln (95 th percentile)	9.3	12.4		1.5	2.1	4.8	3.3	12.7	1.0	3.8	9.1	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.84		0.20	0.23	0.83	0.39	0.20	0.07	0.43	0.14	0.32
Uniform Delay (*d 1*), s/veh	38.8	45.3		52.6	51.5	52.8	54.1	13.9	6.3	55.7	16.6	14.2
Incremental Delay (*d 2*), s/veh	1.0	11.4		1.1	1.0	14.7	2.1	1.7	0.2	2.0	1.2	0.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.8	56.7		53.7	52.5	67.5	56.2	15.7	6.5	57.7	17.8	14.9
Level of Service (LOS)	D	E		D	D	E	E	B	A	E	B	B
Approach Delay, s/veh / LOS	44.5	D		58.2	E		17.6	B		20.9	C	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.41	B
Bicycle LOS Score / LOS	1.97	B	0.67	A	1.71	B	1.25	A

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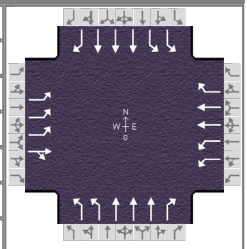
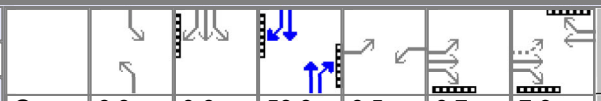
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

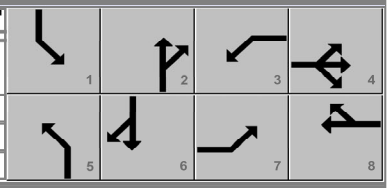


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	672	248	68	80	116	48	112	2188	172	156	1072	296

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.8	0.6	58.8	6.5	6.7	7.3
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	25.1	26.0	12.5	13.3	10.8	65.1	11.4	65.7
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	18.2	21.8	4.6	5.7	5.7		7.3	
Green Extension Time (*g e*), s	0.9	0.0	0.1	0.6	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.92	1.00	1.00		0.99	
Max Out Probability	1.00	1.00	0.21	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	672	316		80	116	48	114	2227	175	163	1117	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1418	1835		1732	1766	1702	1746	1870	1716	1746	1177	1716
Queue Service Time (*g s*), s	16.2	19.8		2.6	3.7	3.1	3.7	29.5	2.7	5.3	27.9	14.1
Cycle Queue Clearance Time (*g c*), s	16.2	19.8		2.6	3.7	3.1	3.7	29.5	2.7	5.3	27.9	14.1
Green Ratio (*g/C*)	0.25	0.17		0.06	0.06	0.06	0.06	0.51	0.51	0.06	0.52	0.52
Capacity (*c*), veh/h	1018	319		195	225	108	207	2871	878	225	1824	887
Volume-to-Capacity Ratio (*X*)	0.660	0.990		0.411	0.516	0.443	0.551	0.776	0.199	0.723	0.612	0.348
Back of Queue (*Q*), ft/ln (95 th percentile)	243.7	483.6		52.8	76.6	64.8	76.3	282.9	42.2	113.3	292.3	264.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	19.0		2.1	3.0	2.5	3.0	11.1	1.7	4.5	11.5	10.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.62	1.29		0.26	0.32	0.43	0.35	0.17	0.11	0.51	0.17	0.57
Uniform Delay (*d 1*), s/veh	38.8	47.4		52.4	52.1	51.9	54.8	12.4	5.8	55.9	23.5	20.3
Incremental Delay (*d 2*), s/veh	1.4	47.6		1.4	1.8	2.8	1.5	1.4	0.3	3.0	1.0	0.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.2	95.0		53.8	54.0	54.7	56.2	13.8	6.1	58.9	24.5	21.0
Level of Service (LOS)	D	F		D	D	D	E	B	A	E	C	C
Approach Delay, s/veh / LOS	57.7	E		54.1	D		15.2	B		27.3	C	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.41	B
Bicycle LOS Score / LOS	2.12	B	0.69	A	1.85	B	1.33	A

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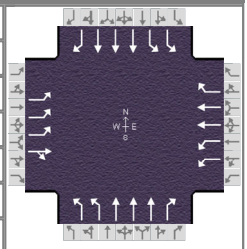
HCS7 Signalized Intersection Results Summary

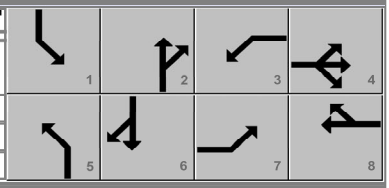
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	592	224	64	80	104	32	164	1904	80	144	944	248

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.9	0.7	58.8	6.5	5.5	8.2
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.8	12.5	14.2	11.6	65.8	10.9	65.1
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	15.9	19.7	4.6	5.2	7.3		6.7	
Green Extension Time (*g e*), s	1.3	0.1	0.1	0.6	0.4	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.92	1.00	1.00		0.99	
Max Out Probability	0.68	1.00	0.21	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	592	288		80	104	32	162	1883	79	144	947	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1431	1834		1732	1766	1702	1746	1870	1716	1746	1177	1716
Queue Service Time (*g s*), s	13.9	17.7		2.6	3.2	2.0	5.3	22.1	1.2	4.7	17.6	7.6
Cycle Queue Clearance Time (*g c*), s	13.9	17.7		2.6	3.2	2.0	5.3	22.1	1.2	4.7	17.6	7.6
Green Ratio (*g/C*)	0.25	0.17		0.06	0.07	0.07	0.07	0.52	0.52	0.06	0.51	0.51
Capacity (*c*), veh/h	1028	316		195	253	122	231	2904	888	210	1807	878
Volume-to-Capacity Ratio (*X*)	0.576	0.913		0.411	0.410	0.262	0.701	0.648	0.089	0.686	0.524	0.283
Back of Queue (*Q*), ft/ln (95 th percentile)	214.8	402.4		52.8	67.2	41.6	109.6	260.3	20.8	99.2	177.2	120.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	15.8		2.1	2.6	1.6	4.3	10.2	0.8	3.9	7.0	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.54	1.07		0.26	0.28	0.28	0.50	0.16	0.05	0.45	0.10	0.26
Uniform Delay (*d 1*), s/veh	38.1	46.8		52.4	51.1	50.5	54.2	12.4	6.1	55.7	14.3	12.0
Incremental Delay (*d 2*), s/veh	0.6	29.1		1.4	1.1	1.1	2.9	0.9	0.2	2.4	0.9	0.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.7	75.8		53.8	52.1	51.6	57.1	13.3	6.3	58.1	15.3	12.7
Level of Service (LOS)	D	E		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	50.8	D		52.7	D		16.4	B		19.4	B	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.42	B
Bicycle LOS Score / LOS	1.94	B	0.67	A	1.67	B	1.22	A

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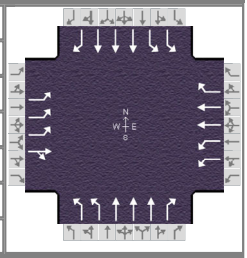
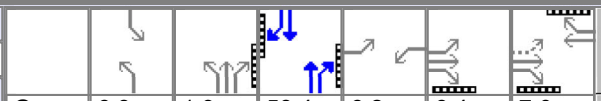
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

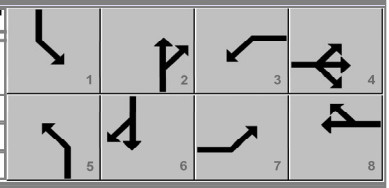


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	628	140	40	68	104	24	192	1648	108	104	832	276

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.8	1.9	58.4	6.2	6.4	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.6	25.4	12.2	13.0	12.7	66.6	10.8	64.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	17.6	12.4	4.2	5.3	8.3		5.5	
Green Extension Time (g_e), s	1.0	0.7	0.1	0.4	0.5	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.89	1.00	1.00		0.97	
Max Out Probability	1.00	0.13	0.12	1.00	0.01		0.29	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	628	180		68	104	24	195	1672	110	108	862	286
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1384	1834		1732	1766	1702	1746	1698	1716	1746	1179	1716
Queue Service Time (g_s), s	15.6	10.4		2.2	3.3	1.5	6.3	21.5	1.9	3.5	15.5	8.9
Cycle Queue Clearance Time (g_c), s	15.6	10.4		2.2	3.3	1.5	6.3	21.5	1.9	3.5	15.5	8.9
Green Ratio (*g/C*)	0.24	0.17		0.05	0.06	0.06	0.08	0.52	0.52	0.06	0.51	0.51
Capacity (*c*), veh/h	984	309		187	215	104	265	2673	900	206	1796	871
Volume-to-Capacity Ratio (*X*)	0.638	0.582		0.364	0.484	0.232	0.736	0.625	0.122	0.524	0.480	0.328
Back of Queue (*Q*), ft/ln (95 th percentile)	231	216.6		44.7	68.7	31.6	127.5	245.7	31.9	72.4	164.6	137.5
Back of Queue (*Q*), veh/ln (95 th percentile)	9.1	8.5		1.7	2.7	1.2	5.0	9.7	1.3	2.9	6.5	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.58	0.58		0.22	0.29	0.21	0.58	0.15	0.08	0.33	0.10	0.30
Uniform Delay (d_1), s/veh	39.3	44.1		52.5	52.3	51.4	51.9	12.6	6.8	55.1	14.2	12.0
Incremental Delay (d_2), s/veh	1.1	2.5		1.2	1.7	1.1	3.2	0.9	0.2	1.3	0.8	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.4	46.6		53.7	53.9	52.6	55.1	13.5	7.0	56.4	15.0	12.9
Level of Service (LOS)	D	D		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	41.8	D		53.7	D		17.2	B		18.1	B	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.42	B
Bicycle LOS Score / LOS	1.82	B	0.65	A	1.56	B	1.15	A

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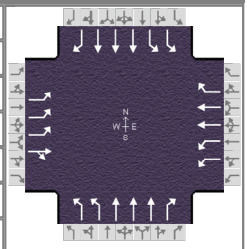
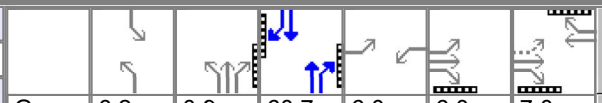
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

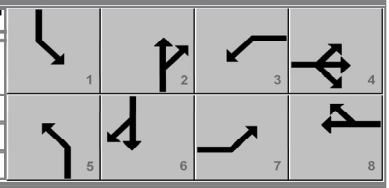


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	452	120	36	60	52	32	152	1516	88	60	820	144

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.2	0.9	60.7	6.0	6.0	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.0	12.0	13.0	11.0	67.8	10.2	67.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	12.8	10.9	3.9	4.1	6.8		4.2	
Green Extension Time (g_e), s	1.3	0.5	0.1	0.3	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	1.00		0.88	
Max Out Probability	0.14	0.04	0.08	0.57	0.00		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	452	156		60	52	32	147	1471	85	66	903	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1382	1832		1732	1766	1702	1746	1698	1716	1746	1173	1716
Queue Service Time (g_s), s	10.8	8.9		1.9	1.6	2.1	4.8	16.5	1.5	2.2	15.2	4.2
Cycle Queue Clearance Time (g_c), s	10.8	8.9		1.9	1.6	2.1	4.8	16.5	1.5	2.2	15.2	4.2
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.06	0.54	0.54	0.05	0.53	0.53
Capacity (*c*), veh/h	1027	303		180	215	104	214	2727	918	187	1856	905
Volume-to-Capacity Ratio (*X*)	0.440	0.515		0.334	0.242	0.309	0.690	0.540	0.093	0.354	0.487	0.175
Back of Queue (*Q*), ft/ln (95 th percentile)	165.9	188.7		39.5	33.5	42.6	97.1	206.4	24.7	43.9	153.3	67.7
Back of Queue (*Q*), veh/ln (95 th percentile)	6.5	7.4		1.5	1.3	1.7	3.8	8.1	1.0	1.7	6.0	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.42	0.50		0.20	0.14	0.28	0.44	0.13	0.06	0.20	0.09	0.15
Uniform Delay (d_1), s/veh	37.9	43.8		52.6	51.5	51.7	52.7	11.0	6.6	54.9	12.3	10.1
Incremental Delay (d_2), s/veh	0.3	1.4		1.1	0.6	1.7	3.4	0.7	0.2	0.8	0.8	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.1	45.1		53.7	52.0	53.4	56.1	11.6	6.8	55.7	13.1	10.5
Level of Service (LOS)	D	D		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	39.9	D		53.0	D		15.2	B		15.2	B	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.49	A	0.61	A	1.45	A	1.05	A

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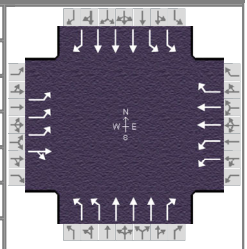
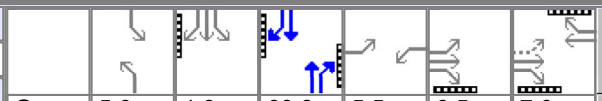
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

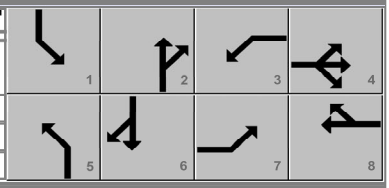


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	380	164	28	48	40	48	48	1536	68	120	708	132

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	5.6	1.3	60.8	5.5	6.5	7.0	
Yellow	3.0	0.0	4.3	3.0	3.0	3.0	
Red	1.0	0.0	2.0	3.0	3.0	3.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.5	11.5	13.0	9.6	67.1	10.9	68.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	10.4	13.1	3.5	5.1	3.6		6.7	
Green Extension Time (g_e), s	1.2	0.5	0.0	0.3	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.78	1.00	1.00		0.99	
Max Out Probability	0.03	0.18	0.04	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	380	192		48	40	48	51	1633	72	142	838	156
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1460	1846		1732	1766	1702	1746	1698	1716	1746	1174	1716
Queue Service Time (g_s), s	8.4	11.1		1.5	1.2	3.1	1.6	21.4	1.4	4.7	12.7	4.0
Cycle Queue Clearance Time (g_c), s	8.4	11.1		1.5	1.2	3.1	1.6	21.4	1.4	4.7	12.7	4.0
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.05	0.53	0.53	0.06	0.54	0.54
Capacity (*c*), veh/h	1079	313		165	215	104	171	2693	907	210	1901	926
Volume-to-Capacity Ratio (*X*)	0.352	0.613		0.290	0.186	0.463	0.298	0.606	0.080	0.675	0.441	0.169
Back of Queue (*Q*), ft/ln (95 th percentile)	135.9	230.5		31.6	25.7	65.4	32.7	259.5	23.7	97.9	126.6	64.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	9.1		1.2	1.0	2.6	1.3	10.2	0.9	3.9	5.0	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.61		0.16	0.11	0.44	0.15	0.16	0.06	0.44	0.07	0.14
Uniform Delay (d_1), s/veh	36.9	44.2		52.9	51.3	52.2	52.9	13.3	7.6	55.8	10.7	9.6
Incremental Delay (d_2), s/veh	0.2	3.3		1.0	0.4	3.2	0.8	0.9	0.1	2.5	0.7	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	47.5		53.8	51.7	55.4	53.7	14.2	7.7	58.3	11.4	10.0
Level of Service (LOS)	D	D		D	D	E	D	B	A	E	B	A
Approach Delay, s/veh / LOS	40.6	D		53.8	D		15.1	B		17.1	B	
Intersection Delay, s/veh / LOS	21.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.43	A	0.60	A	1.40	A	1.02	A

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HCS7 Two-Way Stop-Control Report

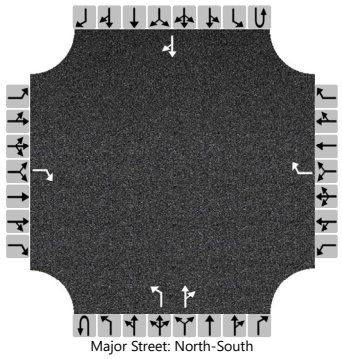
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Rail Runner
Jurisdiction	City of Santa Fe
East/West Street	Rail Runner Entrance
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				7				13		1	154	2			267	5
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				8				14		1						
Capacity, c (veh/h)				746				876		1266						
v/c Ratio				0.01				0.02		0.00						
95% Queue Length, Q_{95} (veh)				0.0				0.0		0.0						
Control Delay (s/veh)				9.9				9.2		7.8						
Level of Service (LOS)				A				A		A						
Approach Delay (s/veh)	9.9				9.2				0.0							
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

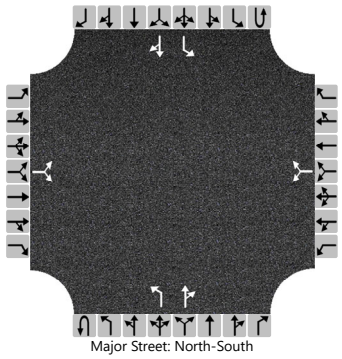
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		9		1		24		14		0	221	29		174	135	1
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				41			0				189		
Capacity, c (veh/h)			372				464			1446				1303		
v/c Ratio			0.03				0.09			0.00				0.15		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.5		
Control Delay (s/veh)			15.0				13.5			7.5				8.2		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	15.0				13.5				0.0				4.6			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

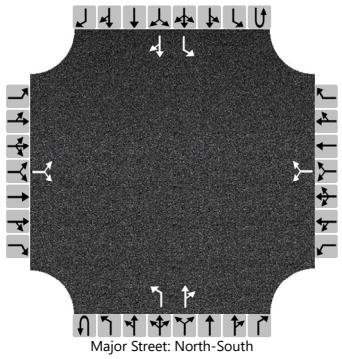
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		7		4		74		100		1	104	21		99	59	2
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				189			1				108		
Capacity, c (veh/h)			602				736			1548				1461		
v/c Ratio			0.02				0.26			0.00				0.07		
95% Queue Length, Q_{95} (veh)			0.1				1.0			0.0				0.2		
Control Delay (s/veh)			11.1				11.6			7.3				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	11.1				11.6				0.1				4.7			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

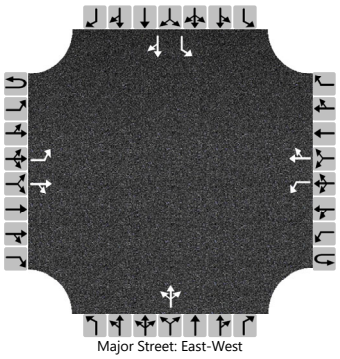
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		46	809	5		19	479	47		3	5	43		35	3	91
Percent Heavy Vehicles (%)		2				0				0	0	2		0	0	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.10				7.10	6.50	6.22		7.10	6.50	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.32		3.50	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				20					54			37		100
Capacity, c (veh/h)		1011				786					315			169		520
v/c Ratio		0.05				0.03					0.17			0.22		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					0.6			0.8		0.7
Control Delay (s/veh)		8.7				9.7					18.8			32.3		13.6
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)		0.5				0.3				18.8				18.7		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

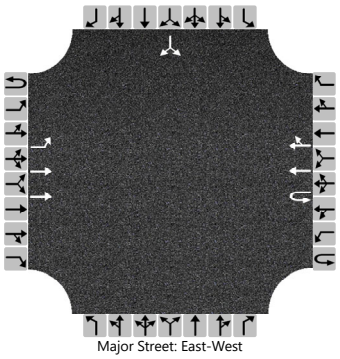
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	2	784		43		500	10						24		6
Percent Heavy Vehicles (%)	0	0			3									0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.10			6.46									6.80		6.90
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.20			2.53									3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2			46										32	
Capacity, c (veh/h)		1036			421										361	
v/c Ratio		0.00			0.11										0.09	
95% Queue Length, Q_{95} (veh)		0.0			0.4										0.3	
Control Delay (s/veh)		8.5			14.6										15.9	
Level of Service (LOS)		A			B										C	
Approach Delay (s/veh)	0.0				1.1								15.9			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

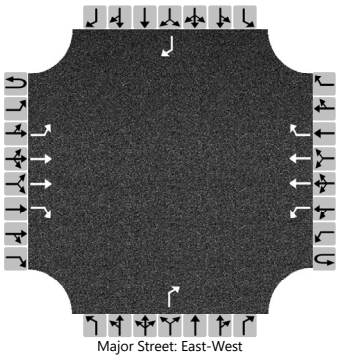
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	0	7	739	111	0	197	399	25				232				108
Percent Heavy Vehicles (%)	0	0			0	2						2				2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1						6.9				6.9
Critical Headway (sec)		4.10				4.14						6.94				6.94
Base Follow-Up Headway (sec)		2.2				2.2						3.3				3.3
Follow-Up Headway (sec)		2.20				2.22						3.32				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				214						252				117
Capacity, c (veh/h)		1111				735						598				788
v/c Ratio		0.01				0.29						0.42				0.15
95% Queue Length, Q_{95} (veh)		0.0				1.2						2.1				0.5
Control Delay (s/veh)		8.3				11.9						15.3				10.4
Level of Service (LOS)		A				B						C				B
Approach Delay (s/veh)	0.1				3.8				15.3				10.4			
Approach LOS									C				B			

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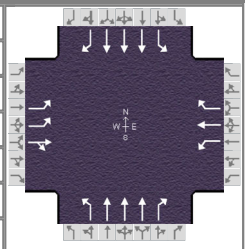
HCS7 Signalized Intersection Results Summary

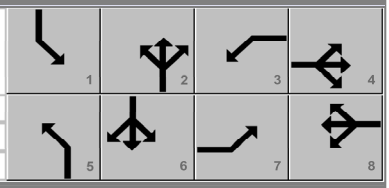
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	148	4	4	44	84	692	16	76	1516	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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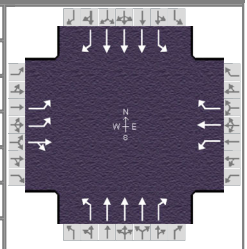
HCS7 Signalized Intersection Results Summary

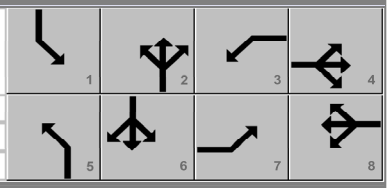
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	244	32	180	8	20	20	92	604	4	108	1284	232

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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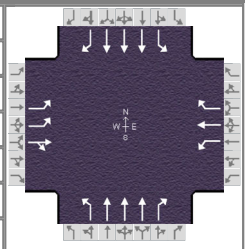
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	16	256	12	32	12	92	768	4	140	1584	248

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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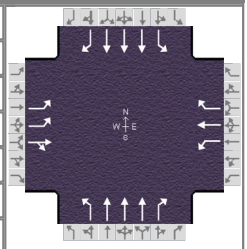
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	28	252	8	20	32	160	732	12	132	1676	272

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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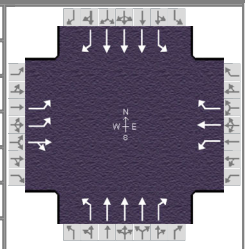
HCS7 Signalized Intersection Results Summary

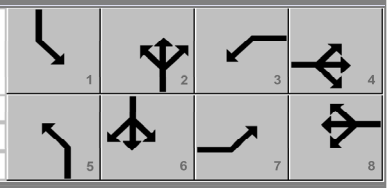
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	824	16	128	1860	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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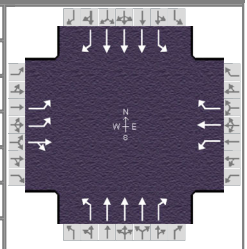
HCS7 Signalized Intersection Results Summary

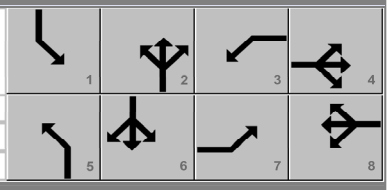
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	324	24	320	24	12	28	120	916	12	152	1900	360

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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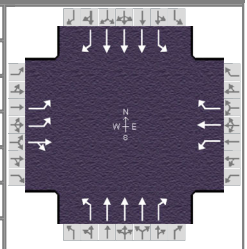
HCS7 Signalized Intersection Results Summary

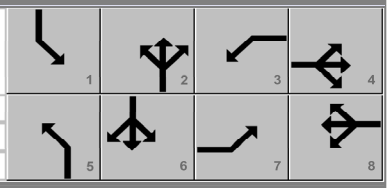
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	40	200	8	12	32	100	684	12	132	1472	252

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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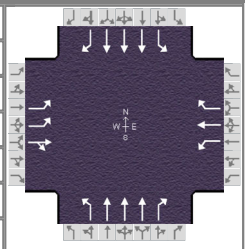
HCS7 Signalized Intersection Results Summary

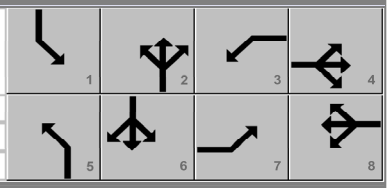
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	208	44	236	16	16	16	104	628	16	148	1324	268

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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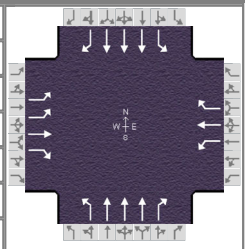
HCS7 Signalized Intersection Results Summary

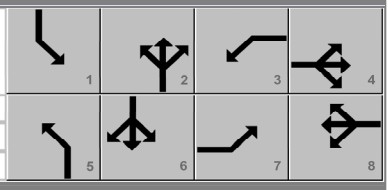
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	64	228	140	120	72	220	1140	44	104	2068	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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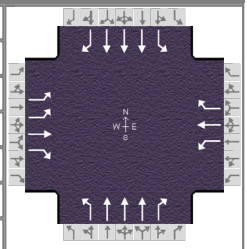
HCS7 Signalized Intersection Results Summary

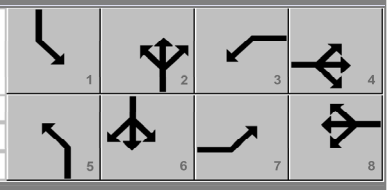
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	64	228	104	128	60	152	984	84	80	1816	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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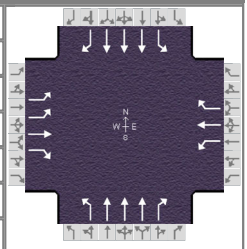
HCS7 Signalized Intersection Results Summary

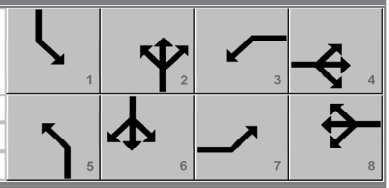
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	88	256	156	132	64	192	1296	56	76	2292	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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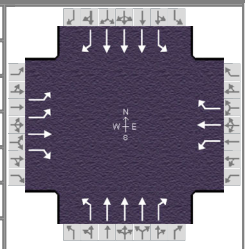
HCS7 Signalized Intersection Results Summary

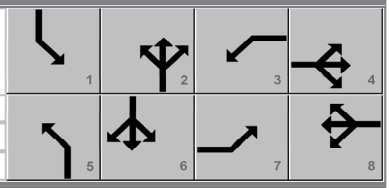
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	116	240	180	132	56	212	1352	64	80	2428	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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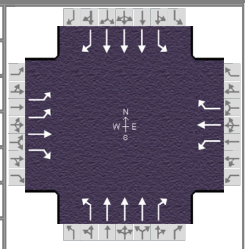
HCS7 Signalized Intersection Results Summary

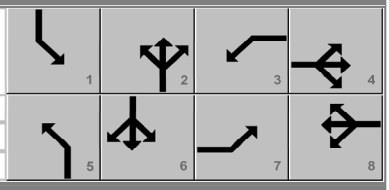
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	156	84	344	132	184	84	232	1416	108	56	2664	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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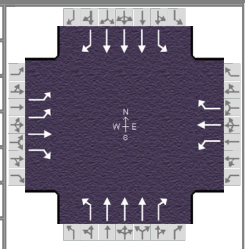
HCS7 Signalized Intersection Results Summary

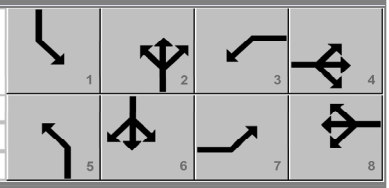
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	120	340	176	168	84	268	1524	84	88	2820	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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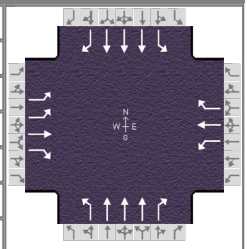
HCS7 Signalized Intersection Results Summary

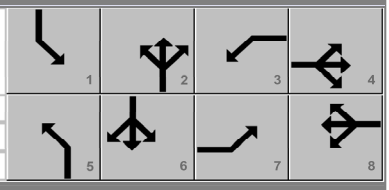
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	92	288	100	136	100	148	1132	124	128	2008	200

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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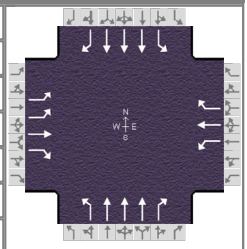
HCS7 Signalized Intersection Results Summary

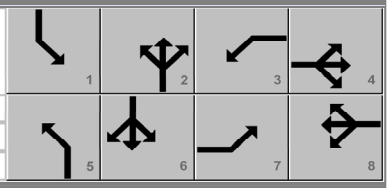
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	84	292	136	80	96	184	1028	100	104	1980	108

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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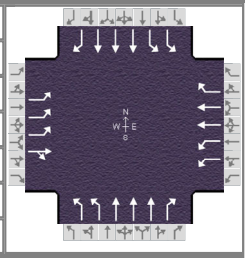
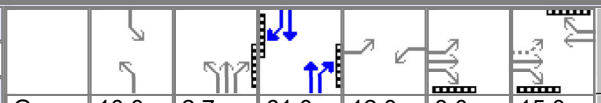
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				

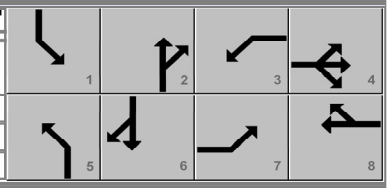


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	68	72	240	200	68	64	832	76	248	1684	392

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	10.0	2.7	61.0	12.0	3.0	15.0
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	3.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	24.0	18.0	21.0	20.7	74.0	14.0	67.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	9.7	11.5	10.7	8.8	4.5		11.0	
Green Extension Time (g_e), s	1.0	1.1	0.5	1.0	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.93		1.00	
Max Out Probability	0.01	0.07	0.22	0.14	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	316	140		240	200	68	72	938	86	242	1646	383
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1480	1788		1746	1781	1716	1746	1698	1716	1746	1182	1716
Queue Service Time (g_s), s	7.7	9.5		8.7	6.8	4.7	2.5	11.1	2.7	9.0	59.8	18.3
Cycle Queue Clearance Time (g_c), s	7.7	9.5		8.7	6.8	4.7	2.5	11.1	2.7	9.0	59.8	18.3
Green Ratio (*g/C*)	0.23	0.14		0.09	0.12	0.12	0.13	0.52	0.52	0.08	0.47	0.47
Capacity (*c*), veh/h	901	248		322	411	198	448	2653	894	269	1665	806
Volume-to-Capacity Ratio (*X*)	0.351	0.566		0.745	0.487	0.343	0.161	0.354	0.096	0.902	0.989	0.476
Back of Queue (*Q*), ft/ln (95 th percentile)	128.4	198.8		183	141.9	95.8	50.2	174.9	46.9	133.7	477.7	173.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	7.8		7.2	5.6	3.8	2.0	6.9	1.8	5.3	18.8	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.53		0.92	0.59	0.64	0.23	0.11	0.12	0.61	0.28	0.38
Uniform Delay (d_1), s/veh	41.6	52.3		57.5	53.9	53.0	53.3	13.2	12.5	62.5	34.6	20.6
Incremental Delay (d_2), s/veh	0.2	2.0		4.0	0.9	1.0	0.2	0.4	0.2	4.3	4.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.8	54.4		61.5	54.8	54.0	53.5	13.5	12.7	66.8	39.1	20.8
Level of Service (LOS)	D	D		E	D	D	D	B	B	E	D	C
Approach Delay, s/veh / LOS	45.7	D		57.9	E		16.1	B		39.0	D	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.86	C	2.56	C	2.43	B
Bicycle LOS Score / LOS	1.24	A	0.91	A	1.02	A	1.77	B

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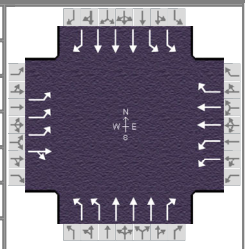
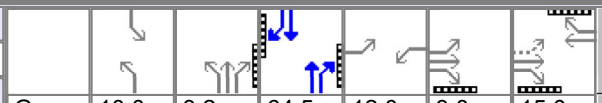
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				

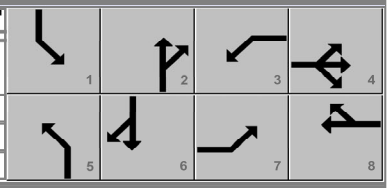


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	84	64	248	144	52	36	728	84	208	1524	296

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	10.0	3.2	64.5	12.0	3.0	15.0
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	3.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	24.0	18.0	21.0	17.2	74.0	14.0	70.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	7.6	12.0	11.0	6.8	3.3		10.2	
Green Extension Time (g_e), s	0.8	0.8	0.5	0.9	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.74		1.00	
Max Out Probability	0.00	0.07	0.28	0.04	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	252	148		248	144	52	37	745	86	220	1614	314
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1574	1800		1746	1781	1716	1746	1698	1716	1746	1188	1716
Queue Service Time (g_s), s	5.6	10.0		9.0	4.8	3.6	1.3	9.4	2.8	8.2	52.1	10.0
Cycle Queue Clearance Time (g_c), s	5.6	10.0		9.0	4.8	3.6	1.3	9.4	2.8	8.2	52.1	10.0
Green Ratio (*g/C*)	0.23	0.14		0.09	0.12	0.12	0.10	0.52	0.52	0.08	0.50	0.50
Capacity (*c*), veh/h	1002	249		322	411	198	356	2653	894	269	1767	851
Volume-to-Capacity Ratio (*X*)	0.251	0.594		0.769	0.350	0.263	0.104	0.281	0.096	0.820	0.914	0.368
Back of Queue (*Q*), ft/ln (95 th percentile)	100.5	209		191.4	100.2	72.4	25.9	157.1	49.7	158.8	423.6	127.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	8.2		7.5	3.9	2.8	1.0	6.2	2.0	6.3	16.7	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.25	0.56		0.96	0.42	0.48	0.12	0.10	0.13	0.72	0.25	0.28
Uniform Delay (d_1), s/veh	40.7	52.6		57.6	53.0	52.5	55.2	14.9	13.2	62.1	23.4	11.9
Incremental Delay (d_2), s/veh	0.1	2.4		5.0	0.5	0.7	0.1	0.3	0.2	9.0	4.4	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.9	55.0		62.7	53.5	53.2	55.3	15.1	13.4	71.1	27.8	12.4
Level of Service (LOS)	D	D		E	D	D	E	B	B	E	C	B
Approach Delay, s/veh / LOS	46.1	D		58.6	E		16.7	B		30.0	C	
Intersection Delay, s/veh / LOS	31.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.86	C	2.56	C	2.42	B
Bicycle LOS Score / LOS	1.15	A	0.85	A	0.95	A	1.60	B

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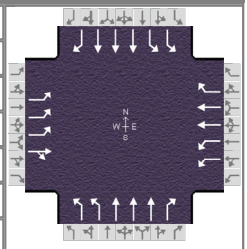
HCS7 Signalized Intersection Results Summary

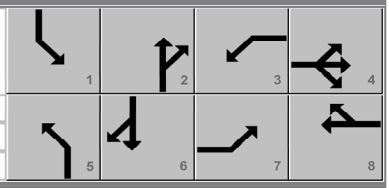
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	164	84	248	256	64	96	876	76	212	1776	524

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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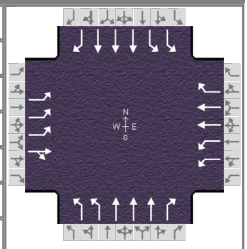
HCS7 Signalized Intersection Results Summary

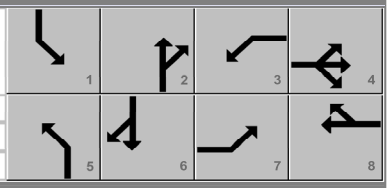
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	128	76	296	260	40	84	936	88	244	1836	568

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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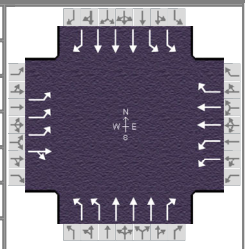
HCS7 Signalized Intersection Results Summary

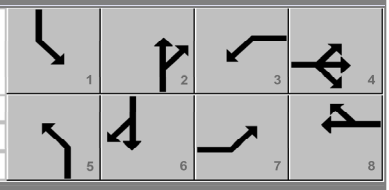
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	432	156	100	296	304	44	108	1016	72	196	2084	584

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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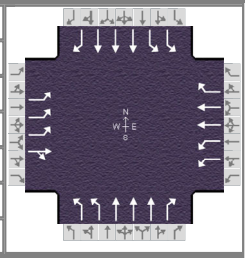
HCS7 Signalized Intersection Results Summary

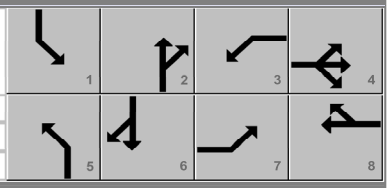
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	180	60	312	312	64	104	1080	96	284	2096	680

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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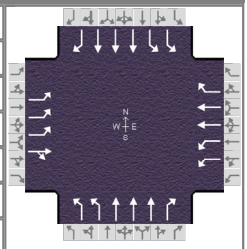
HCS7 Signalized Intersection Results Summary

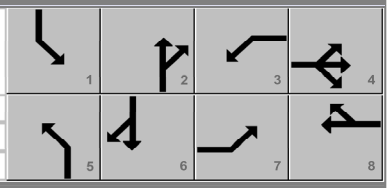
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	116	48	320	176	12	68	836	68	212	1604	504

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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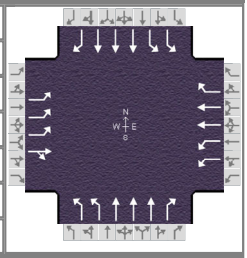
HCS7 Signalized Intersection Results Summary

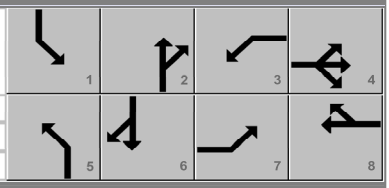
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	284	112	36	224	192	60	68	760	88	232	1492	452

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

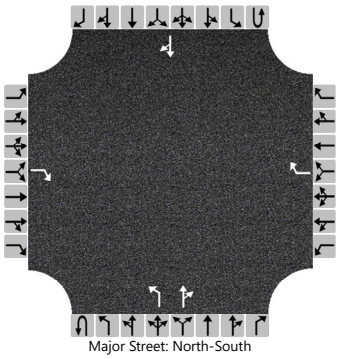
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Rail Runner
Jurisdiction	City of Santa Fe
East/West Street	Rail Runner Entrance
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				6				20		0	143	1			180	5
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				7				22		0						
Capacity, c (veh/h)				843				890		1371						
v/c Ratio				0.01				0.02		0.00						
95% Queue Length, Q_{95} (veh)				0.0				0.1		0.0						
Control Delay (s/veh)				9.3				9.1		7.6						
Level of Service (LOS)				A				A		A						
Approach Delay (s/veh)	9.3				9.1				0.0							
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

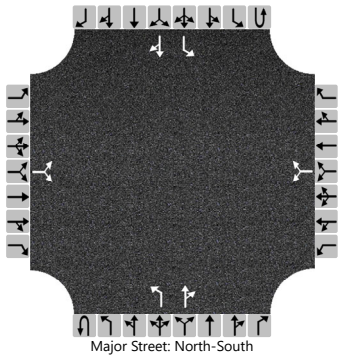
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		5		6		26		14		0	185	19		129	183	11
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				43			0				140		
Capacity, c (veh/h)			560				503			1372				1359		
v/c Ratio			0.02				0.09			0.00				0.10		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.3		
Control Delay (s/veh)			11.6				12.8			7.6				8.0		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		11.6				12.8				0.0				3.2		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

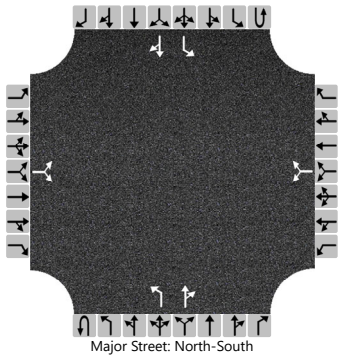
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		2		6		84		99		4	72	13		65	136	16
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				199			4				71		
Capacity, c (veh/h)			757				746			1425				1515		
v/c Ratio			0.01				0.27			0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.0				1.1			0.0				0.1		
Control Delay (s/veh)			9.8				11.6			7.5				7.5		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.8				11.6				0.3				2.2			
Approach LOS	A				B											

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HCS7 Two-Way Stop-Control Report

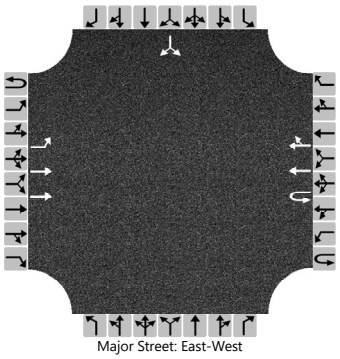
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	4	515		24		817	34						20		5
Percent Heavy Vehicles (%)	0	0			3									0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.10			6.46									6.80		6.90
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.20			2.53									3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4			26										27	
Capacity, c (veh/h)		760			641										300	
v/c Ratio		0.01			0.04										0.09	
95% Queue Length, Q_{95} (veh)		0.0			0.1										0.3	
Control Delay (s/veh)		9.8			10.8										18.2	
Level of Service (LOS)		A			B										C	
Approach Delay (s/veh)	0.1				0.3								18.2			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

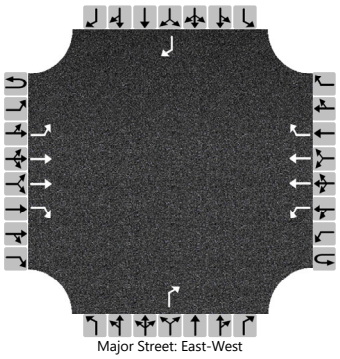
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	0	13	476	69	0	229	765	47				185				60
Percent Heavy Vehicles (%)	0	0			0	2						2				2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1						6.9				6.9
Critical Headway (sec)		4.10				4.14						6.94				6.94
Base Follow-Up Headway (sec)		2.2				2.2						3.3				3.3
Follow-Up Headway (sec)		2.20				2.22						3.32				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				249						201				65
Capacity, c (veh/h)		775				979						740				586
v/c Ratio		0.02				0.25						0.27				0.11
95% Queue Length, Q_{95} (veh)		0.1				1.0						1.1				0.4
Control Delay (s/veh)		9.7				9.9						11.7				11.9
Level of Service (LOS)		A				A						B				B
Approach Delay (s/veh)		0.2				2.2				11.7				11.9		
Approach LOS										B				B		

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APPENDIX F

SAFETY ANALYSIS

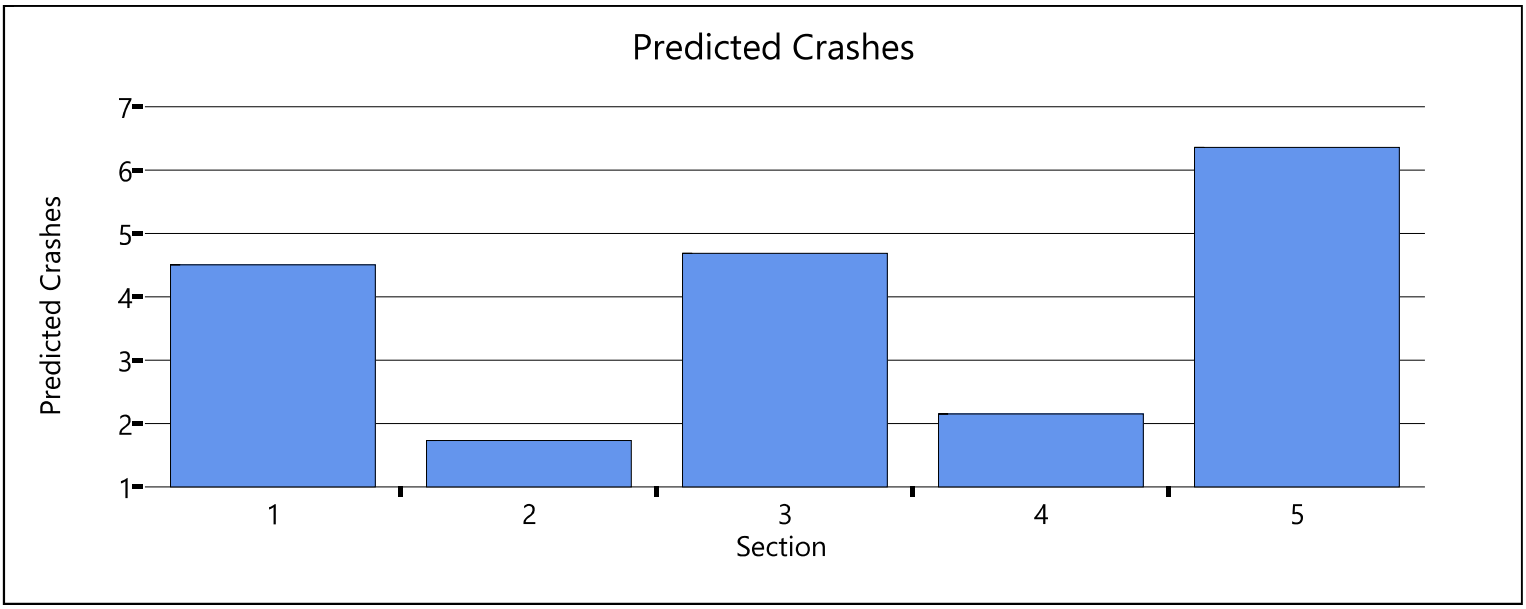
Highway Safety Software Facility Report

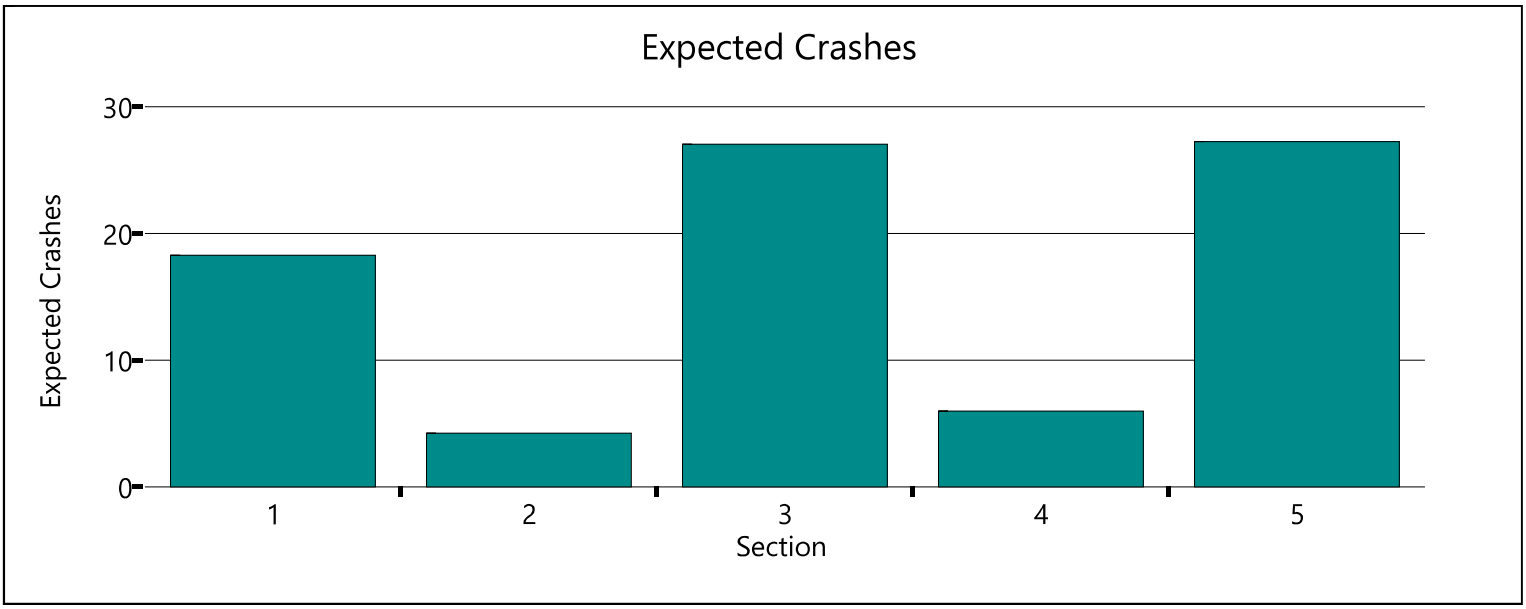
Project Information

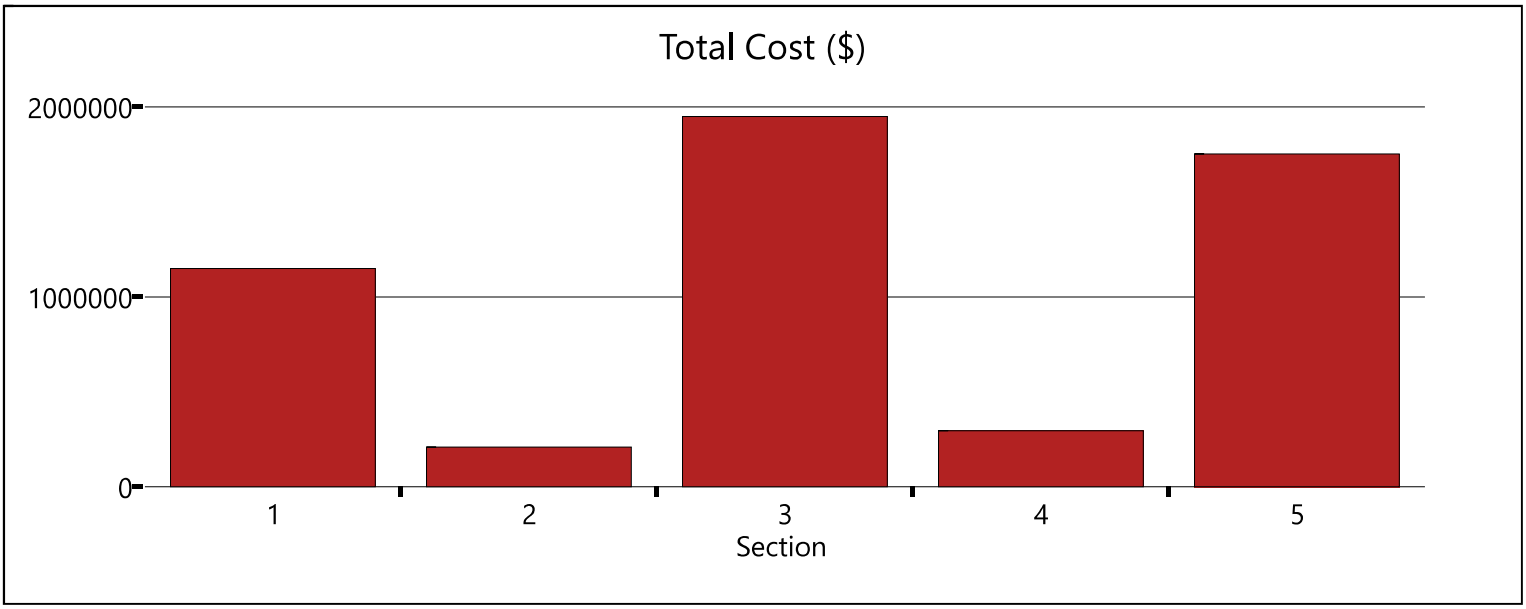
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	St. Francis Drive_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.565	4.506	18.295	$1148517
2	Segment	Four-Lane Divided Segment (4D)	0.330	0.878	1.733	4.233	$208906
3	Intersection	Four Approach Signal (4SG)	-	0.399	4.687	27.047	$1948431
4	Segment	Four-Lane Divided Segment (4D)	0.340	0.877	2.152	5.979	$294508
5	Intersection	Four Approach Signal (4SG)	-	0.491	6.359	27.263	$1752001







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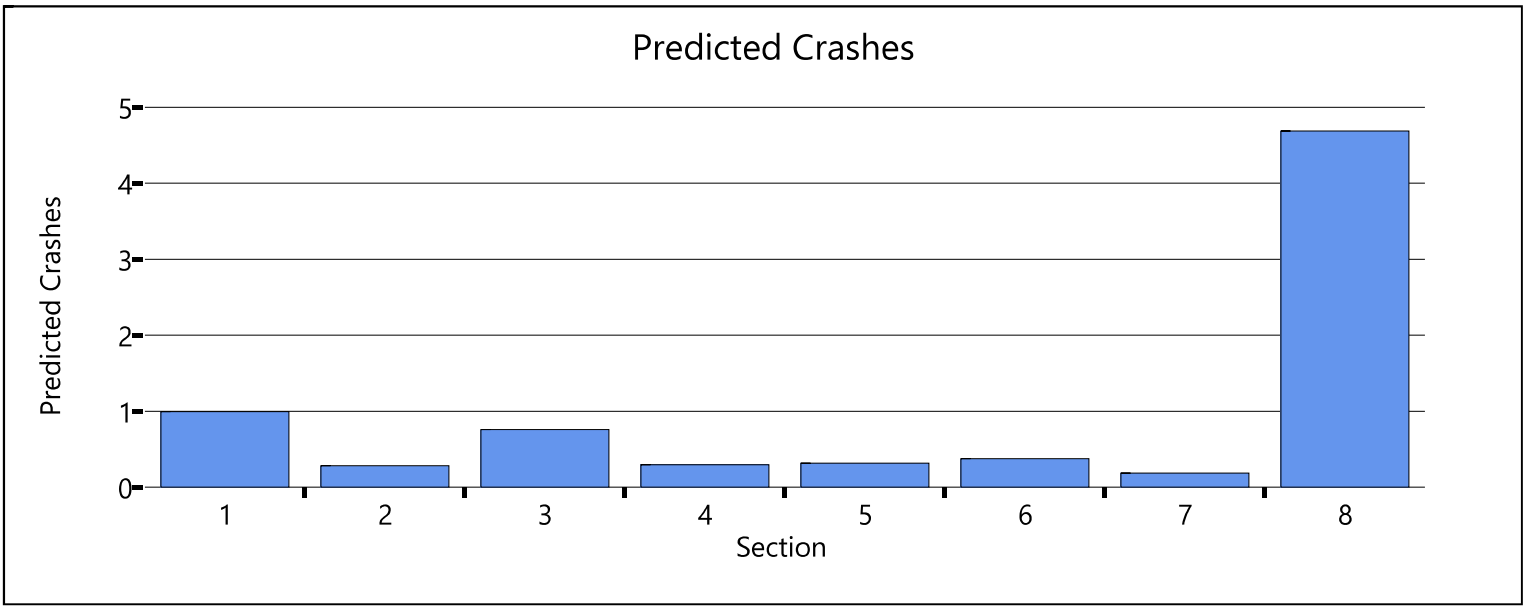
Highway Safety Software Facility Report

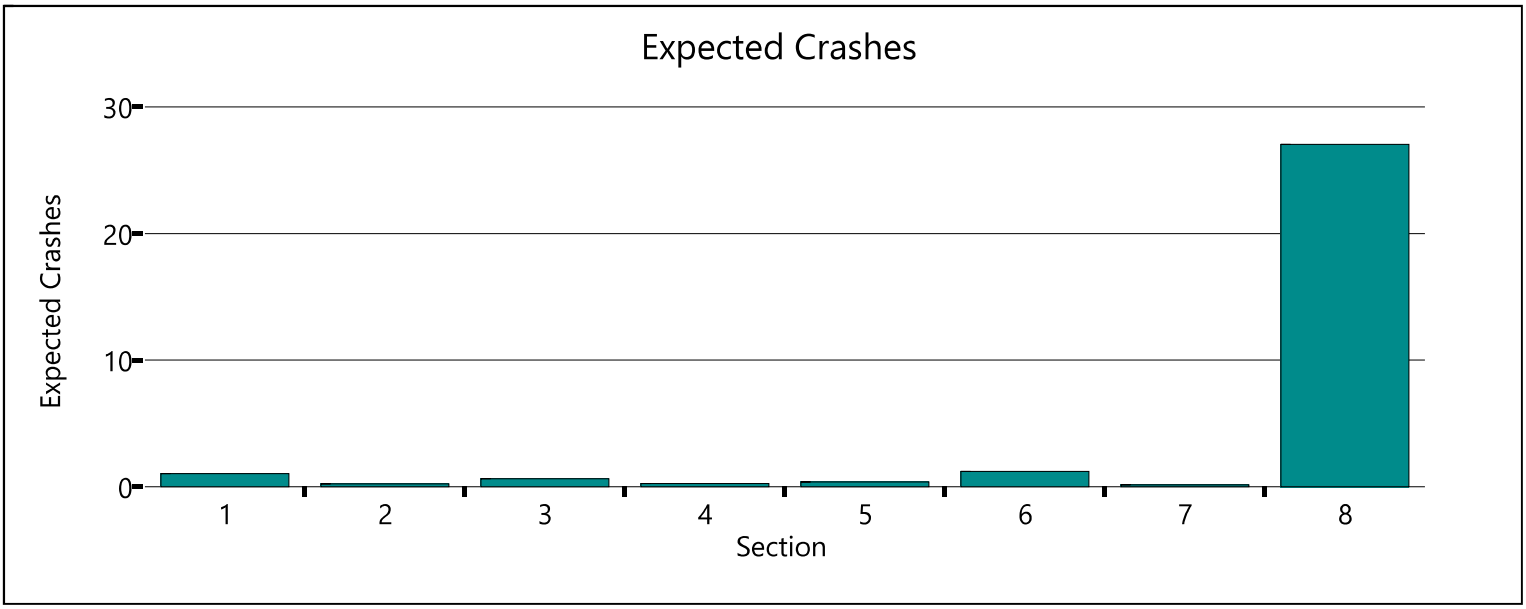
Project Information

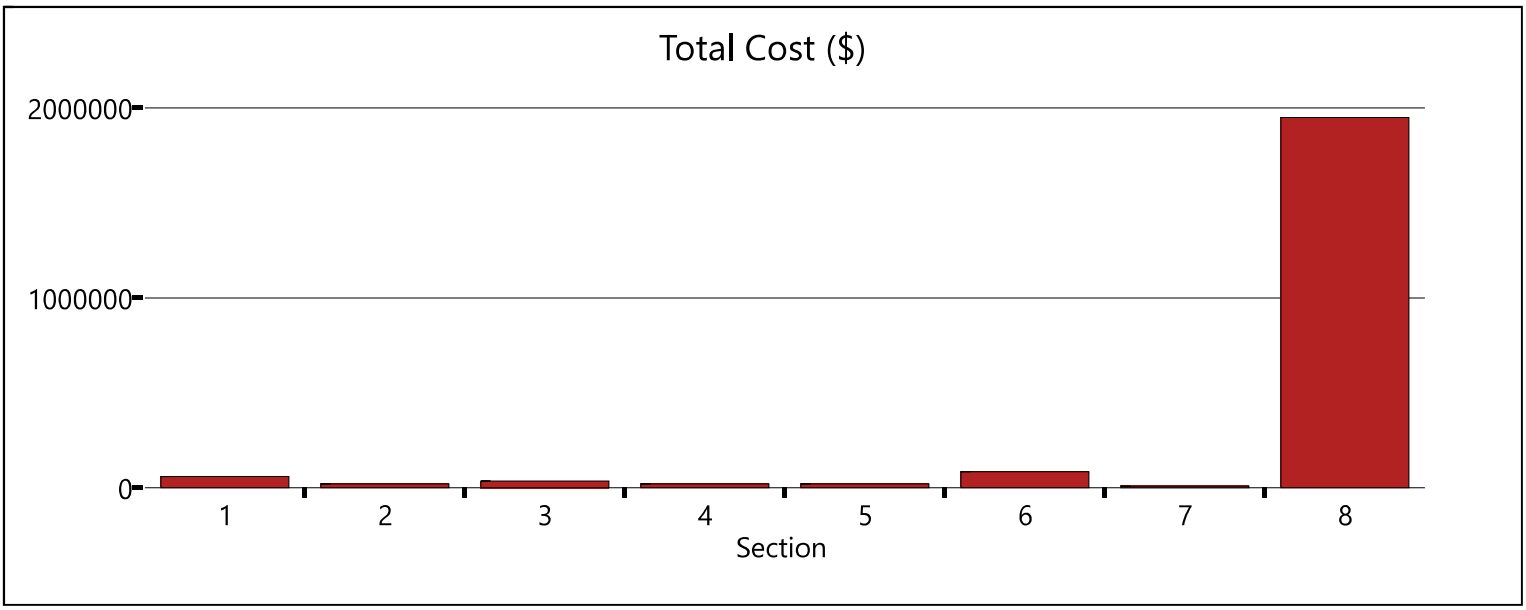
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Zia_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	0.994	1.050	$59504
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.282	0.244	$19975
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.757	0.642	$35033
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.298	0.255	$20897
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.316	0.394	$21416
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.375	1.221	$85217
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.187	0.168	$9284
8	Intersection	Four Approach Signal (4SG)	-	0.399	4.687	27.047	$1948431







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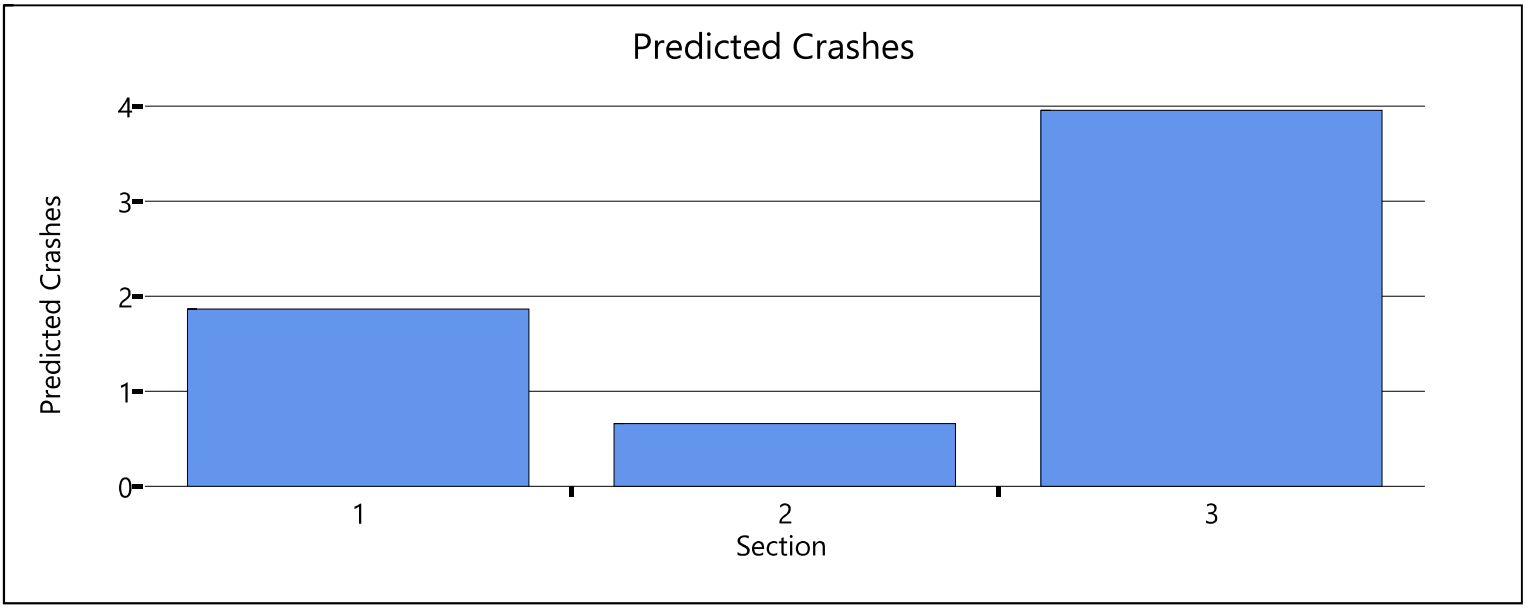
Highway Safety Software Facility Report

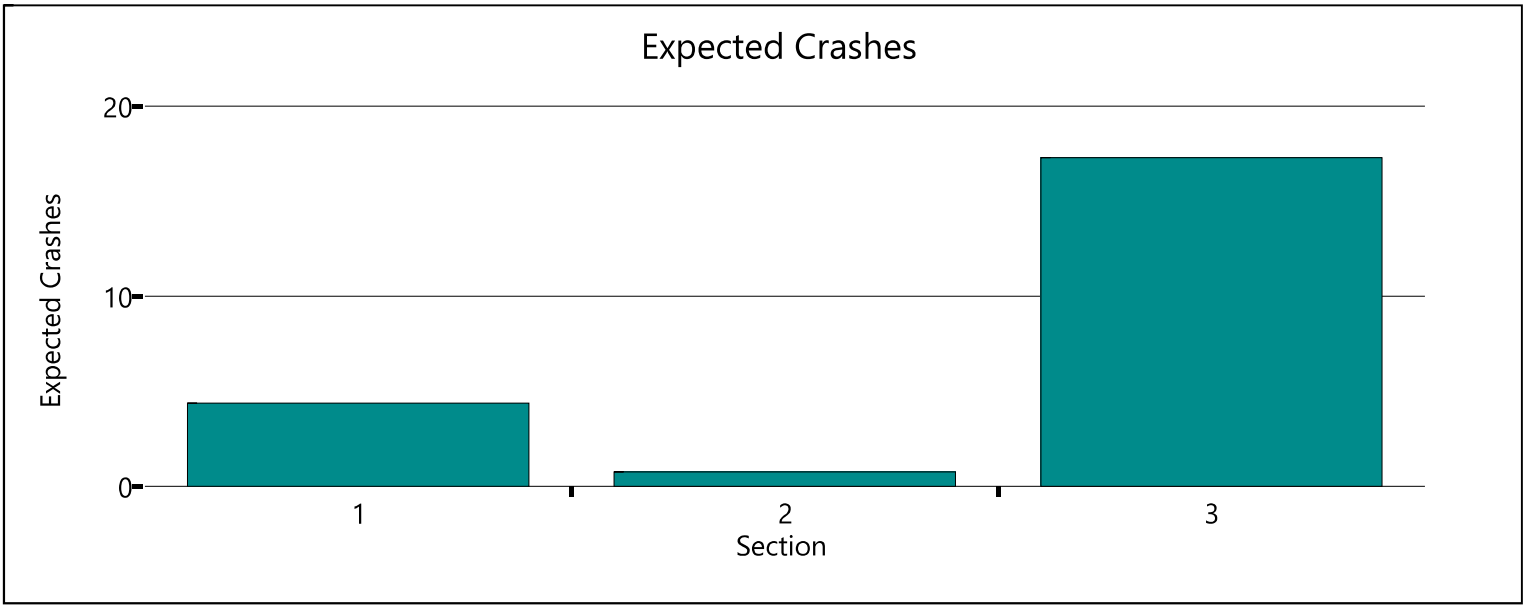
Project Information

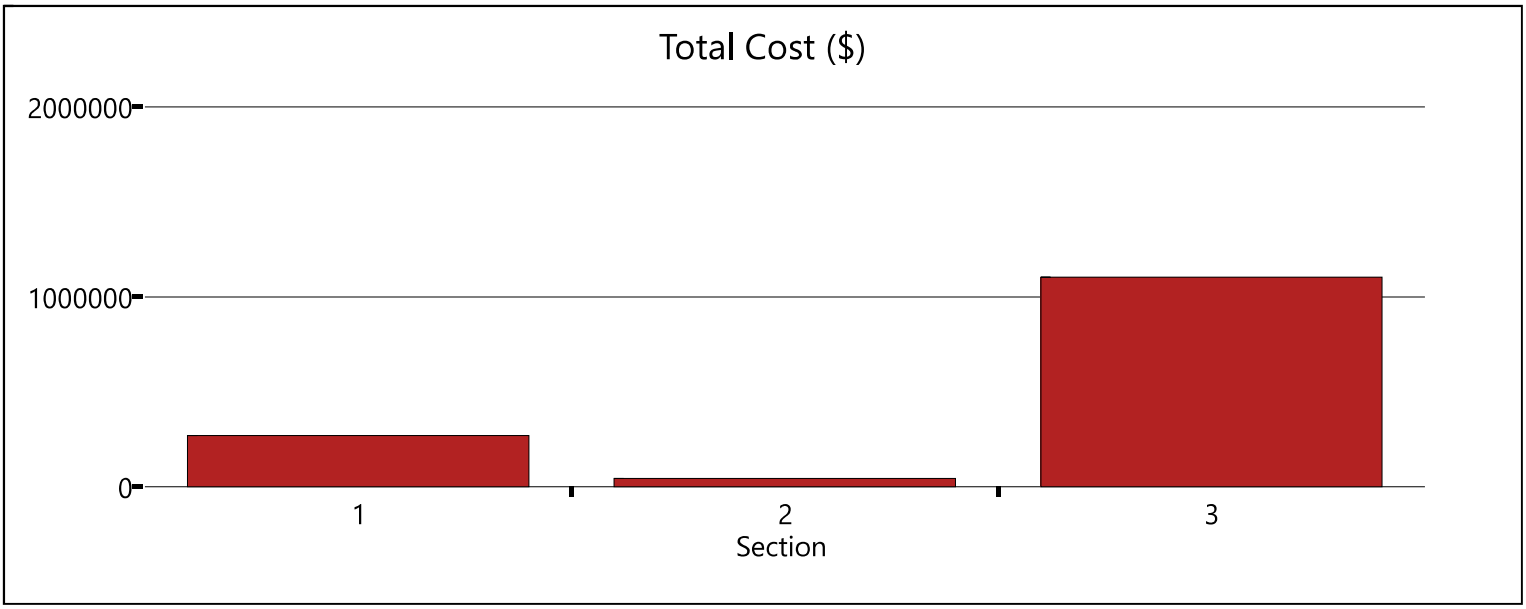
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Sawmill_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	1.865	4.369	$269431
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.659	0.756	$44374
3	Intersection	Four Approach Signal (4SG)	-	0.491	3.956	17.297	$1103471







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Highway Safety Software Urban Intersection Report

Project Information

Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	St. Francis Drive_No Build	Section Number	5

Input Data

Intersection Type	Four Approach Signal (4SG)		
$AADT_{maj}$ (veh/day)	42153	$AADT_{min}$ (veh/day)	9715
Intersection Red Light Cameras	No	Lighting	Yes
Approaches with Left-Turn Lanes	4	Approaches with Right-Turn Lanes	4
Types of Left-Turn Phasing	ProtectedPermissive | ProtectedPermissive | ProtectedPermissive | ProtectedPermissive		
# Alcohol Sales Establishments (<1000 ft)	0	# Bus Stops(<1000ft)	0
School within 1000 ft?	No	Max Lanes Crossed by Pedestrian	9
Pedestrian Crossing Volume (Ped/day)	3200	Calibration Factor	1.00

Crash Modification Factors

Left-Turn Lanes - CMF1	0.660	Red Light Running Cameras - CMF6	1.000
Left Turn Phases - CMF2	0.961	Bus Stops - CMF1p	1.000
Right-Turn Lanes - CMF3	0.850	Schools - CMF2p	1.000
Right-Turn on Red - CMF4	1.000	Alcohol Sales - CMF3p	1.000
Lighting - CMF5	0.911		
Combined CMF (Vehicle)	0.491	Combined CMF (Pedestrian)	1.000

Predicted Roadway Section Crashes

Crash Severity	$N_{spf,rs}$ by Severity	Predicted Crash Frequency
Fatal and Injury (FI)	4.522	2.522
Property Damage Only (PDO)	8.472	4.158
Total	12.995	6.680

Expected Roadway Section Crashes

Crash Severity	Average Observed Crashes	Weight	Expected Crash Frequency
Fatal and Injury (FI)	-	-	10.448
Property Damage Only (PDO)	-	-	17.226
Total	-	-	27.674

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	$158,200.00	10.448	$1,652,802.07
Property Damage Only (PDO)	$7,400.00	17.226	$127,475.75
Total	-	27.674	$1,780,277.82

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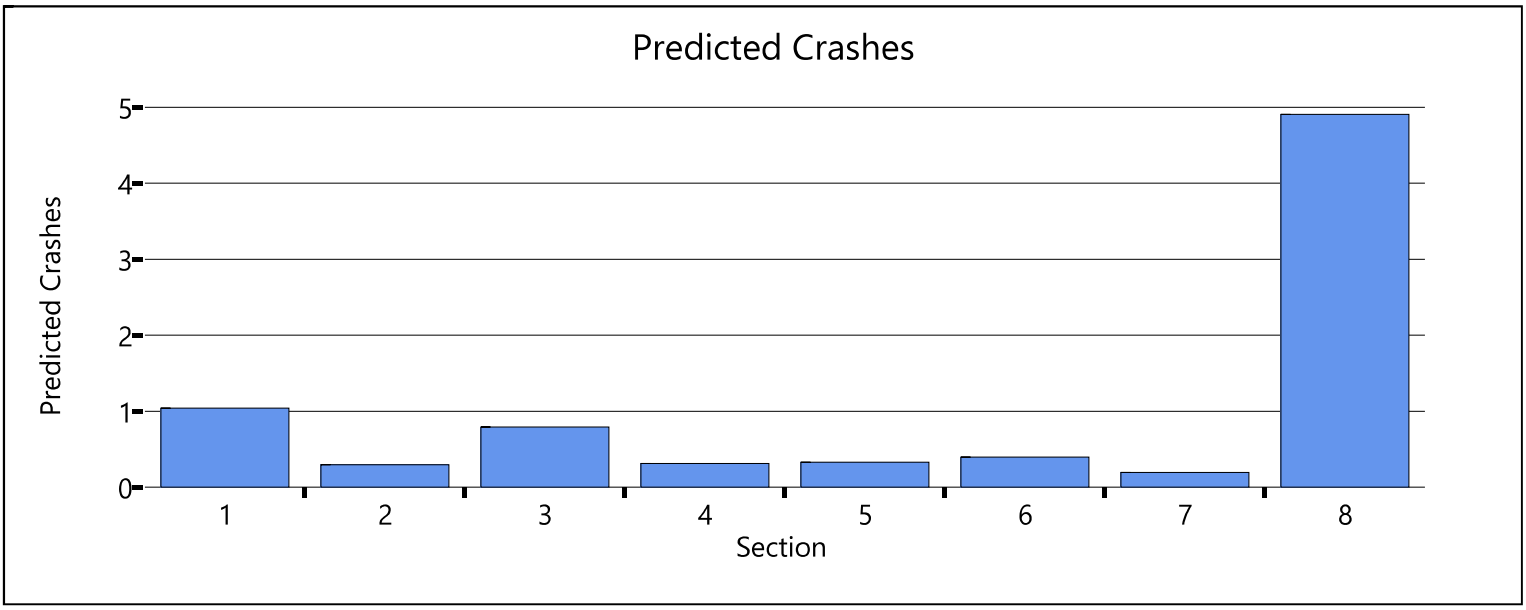
Highway Safety Software Facility Report

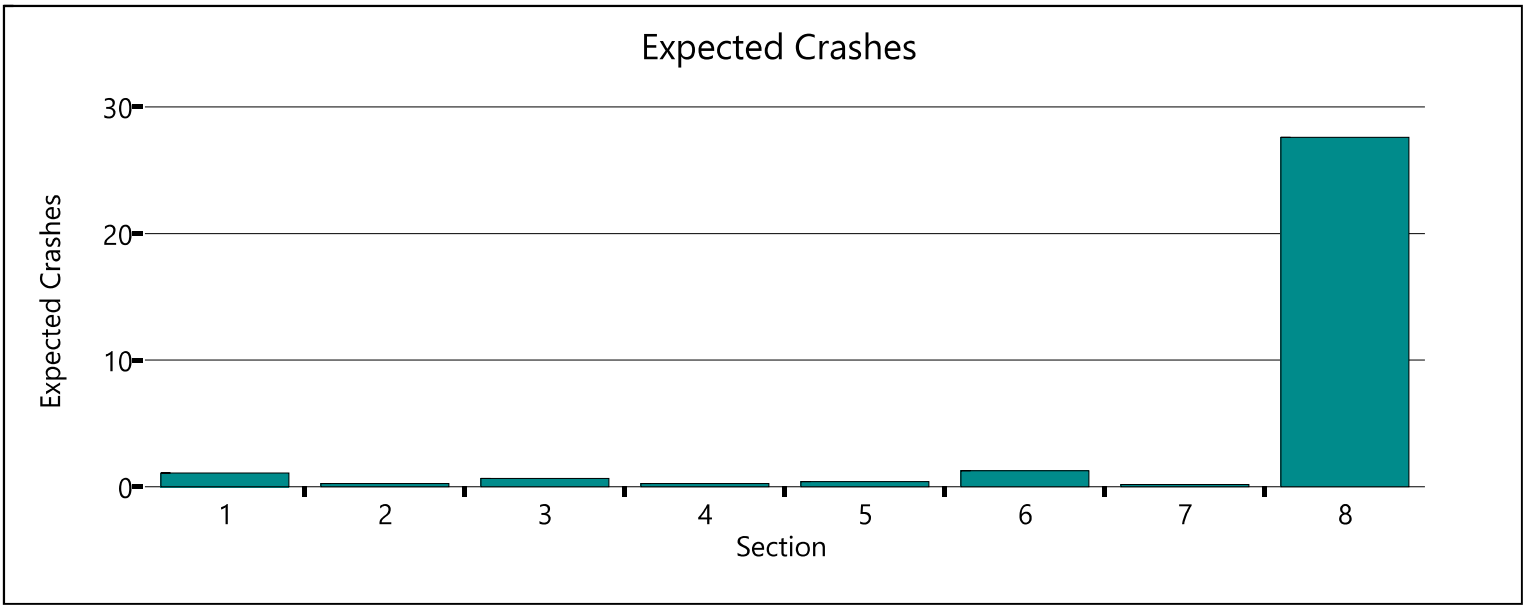
Project Information

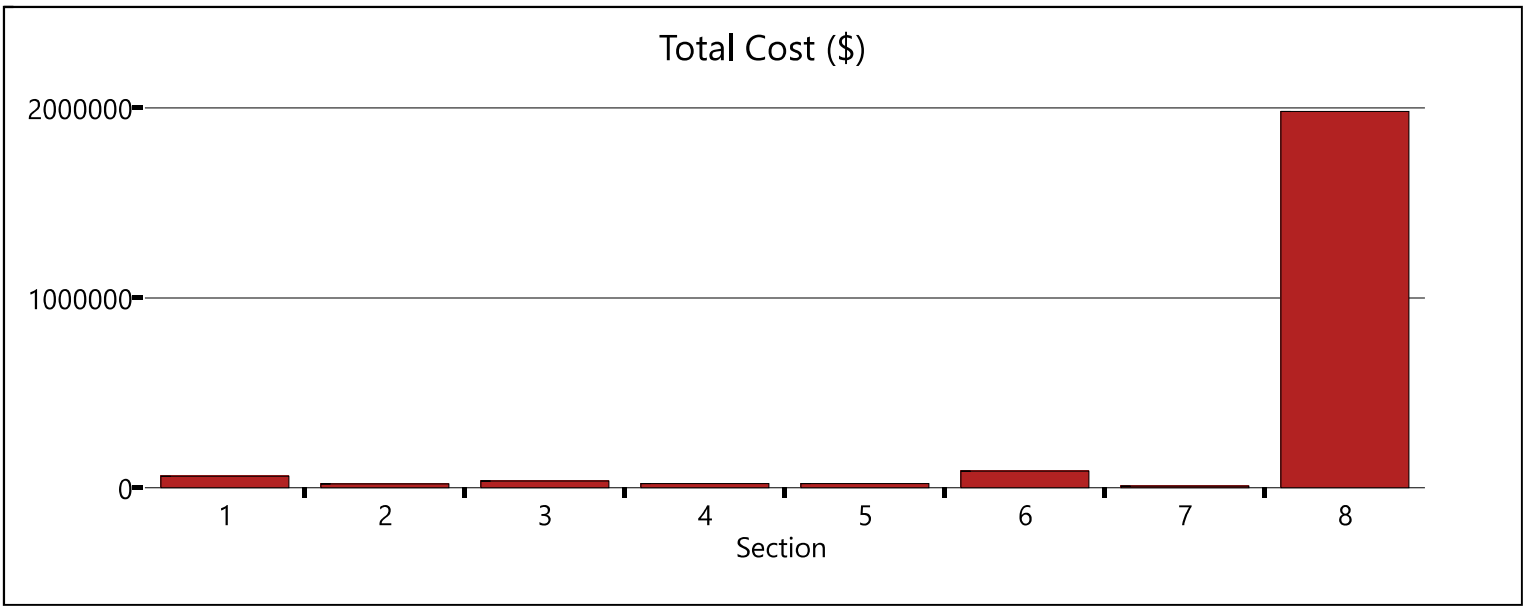
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	1.041	1.085	$61379
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.298	0.255	$20827
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.794	0.663	$36074
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.314	0.266	$21747
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.331	0.410	$22221
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.397	1.277	$88823
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.196	0.175	$9642
8	Intersection	Four Approach Signal (4SG)	-	0.399	4.908	27.587	$1981626







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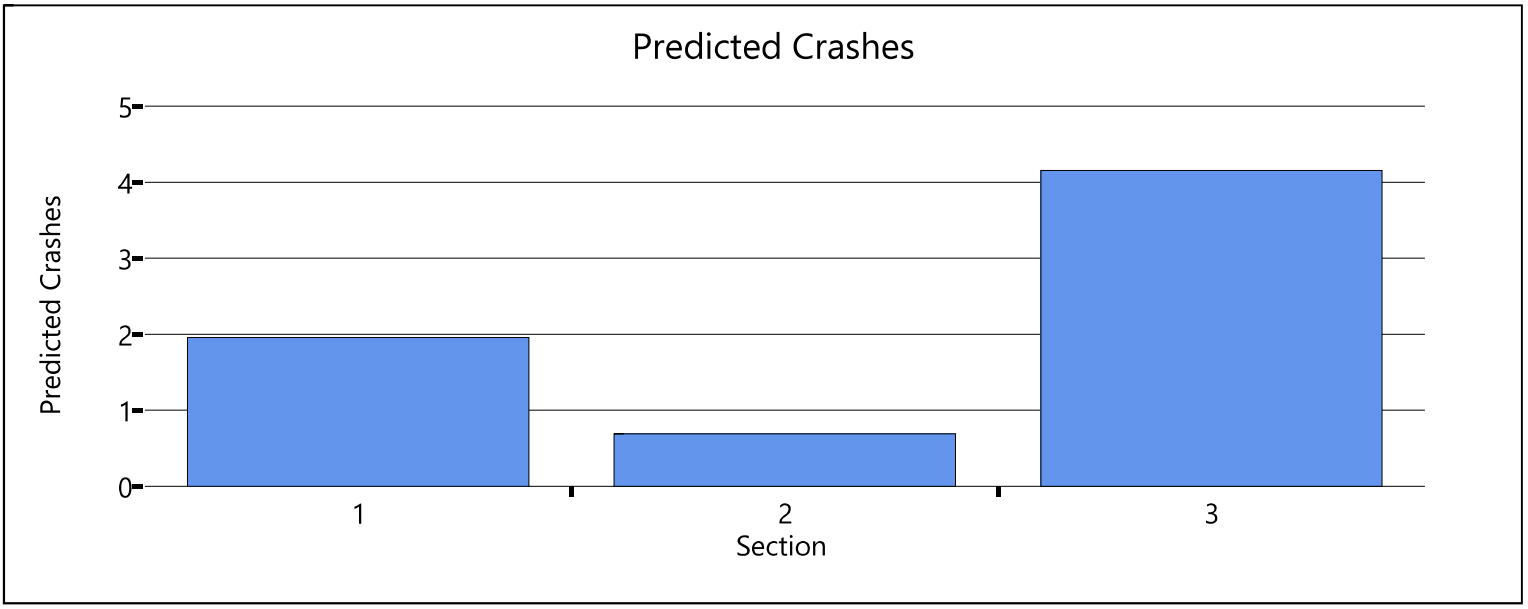
Highway Safety Software Facility Report

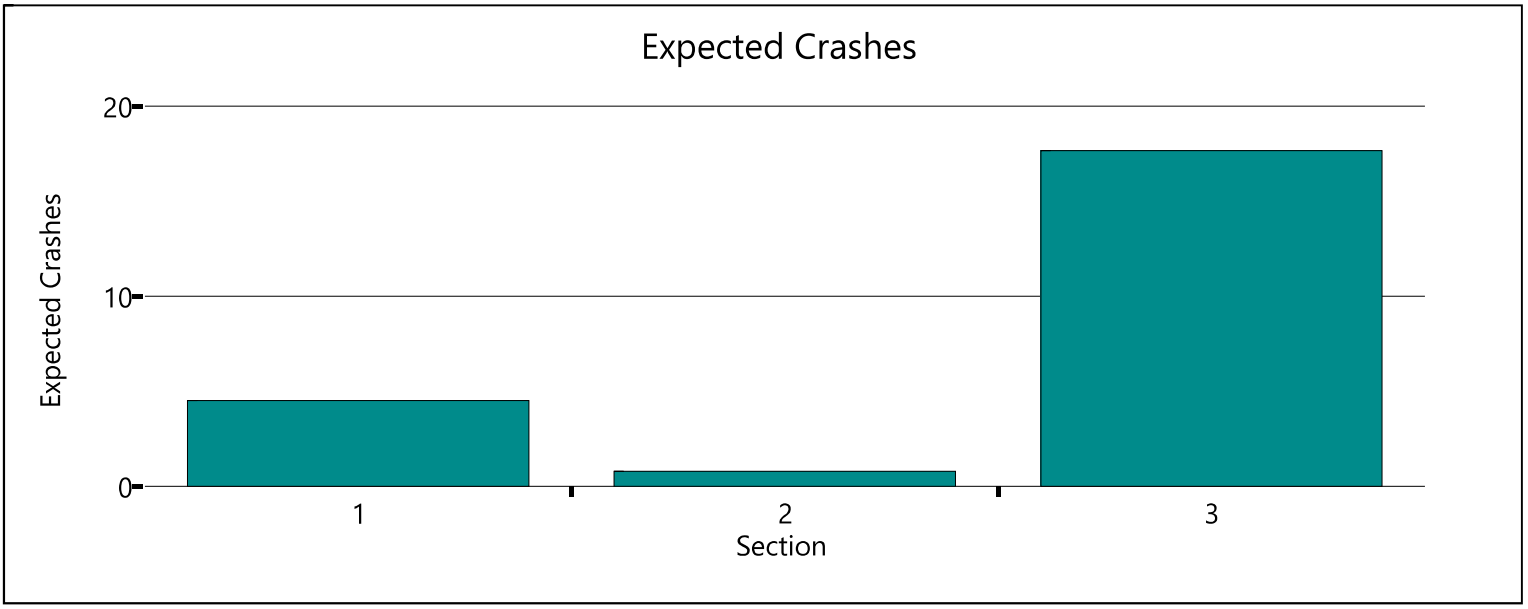
Project Information

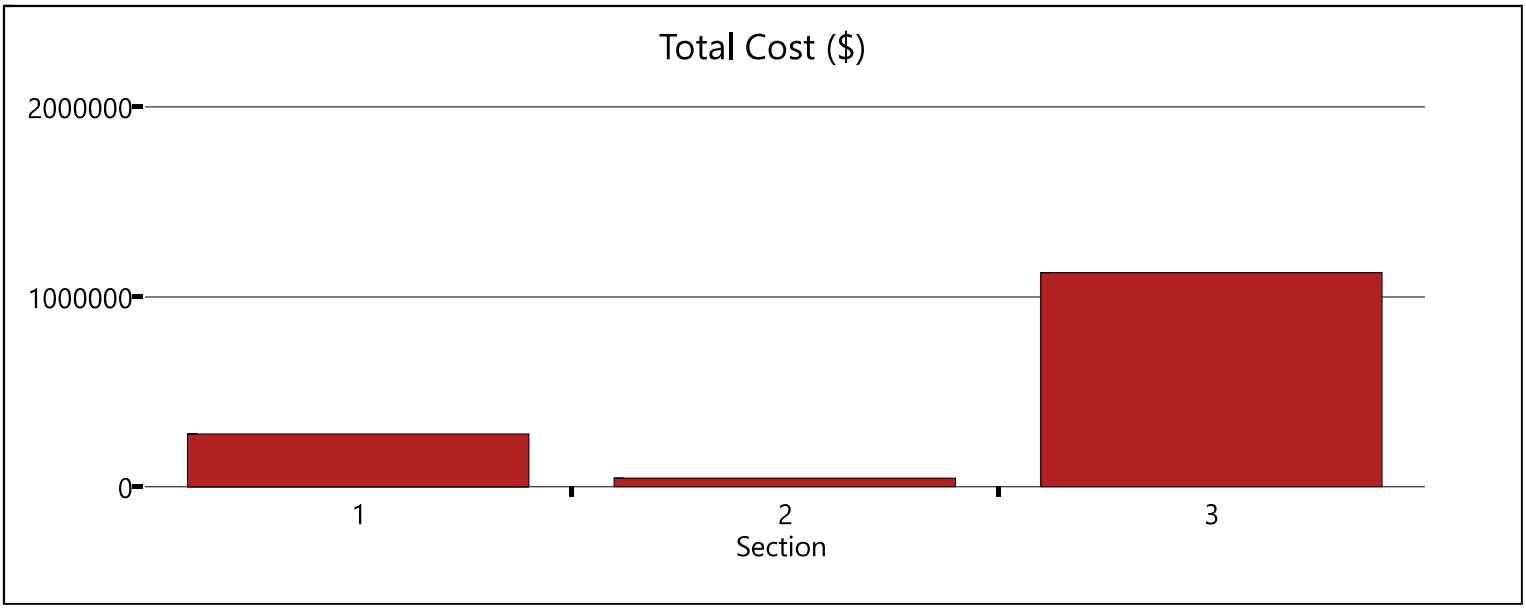
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	1.957	4.504	$277589
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.690	0.783	$45878
3	Intersection	Four Approach Signal (4SG)	-	0.491	4.154	17.661	$1127207







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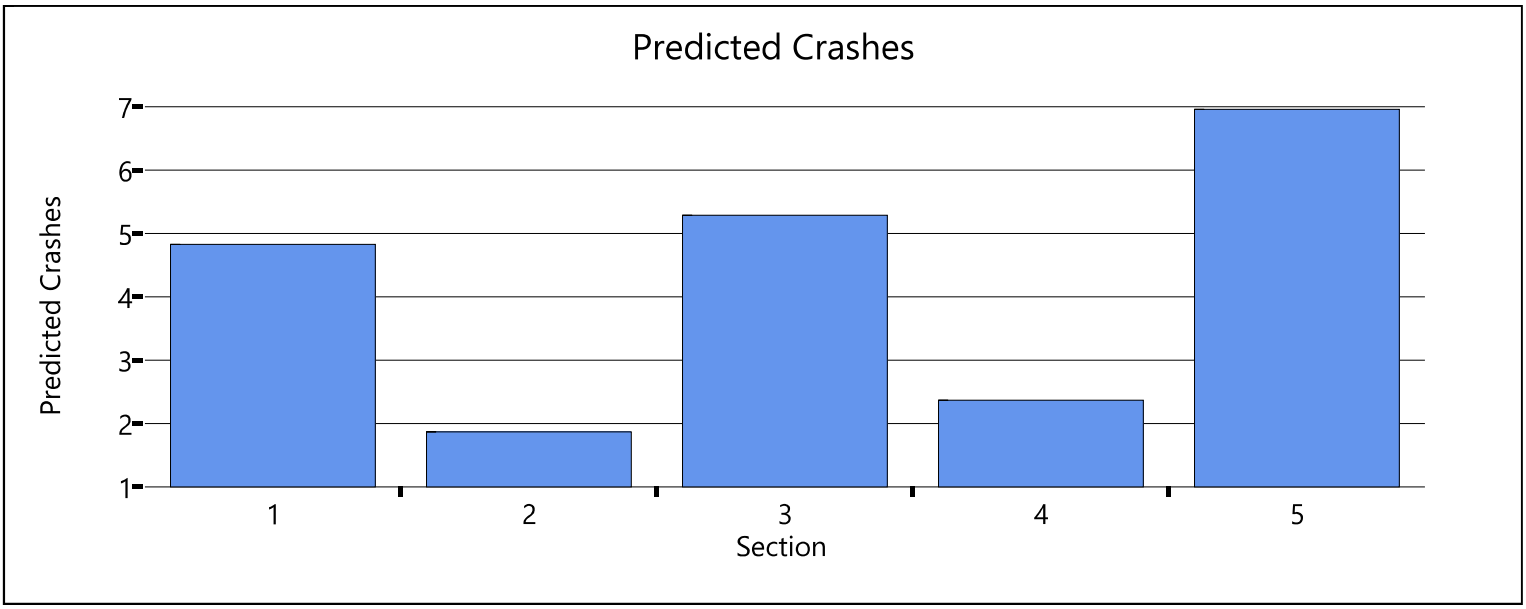
Highway Safety Software Facility Report

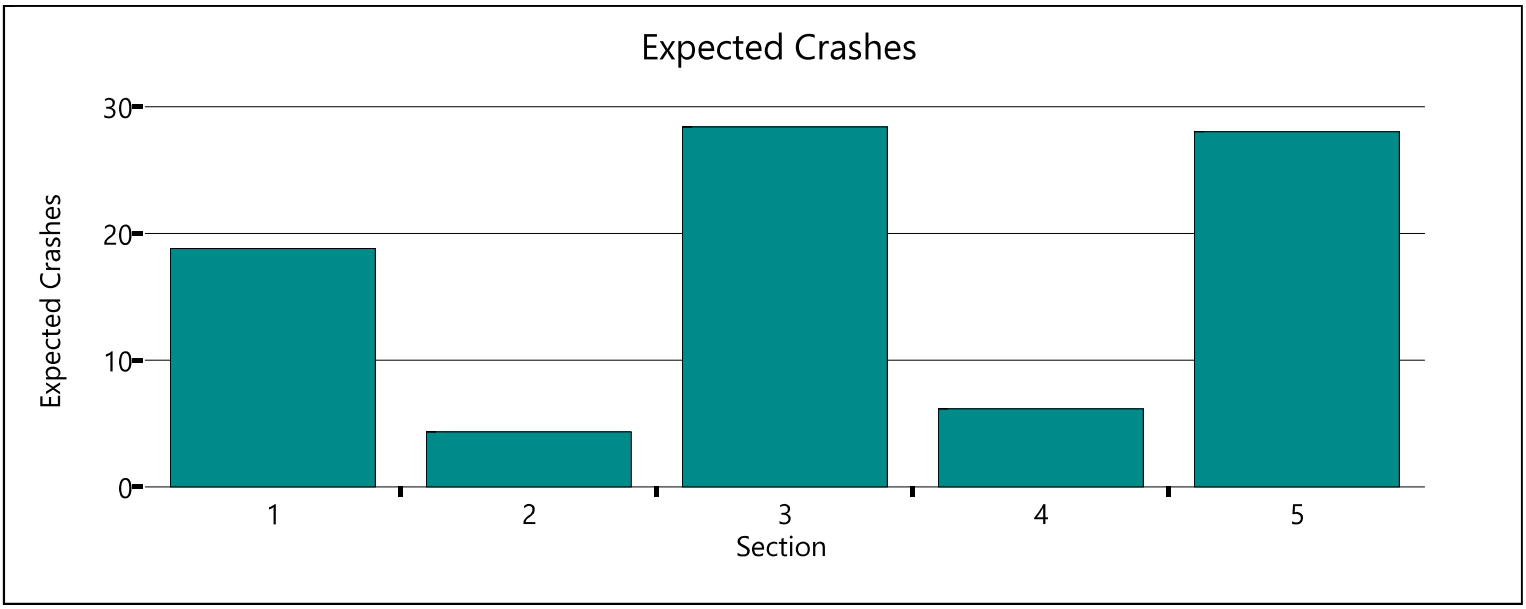
Project Information

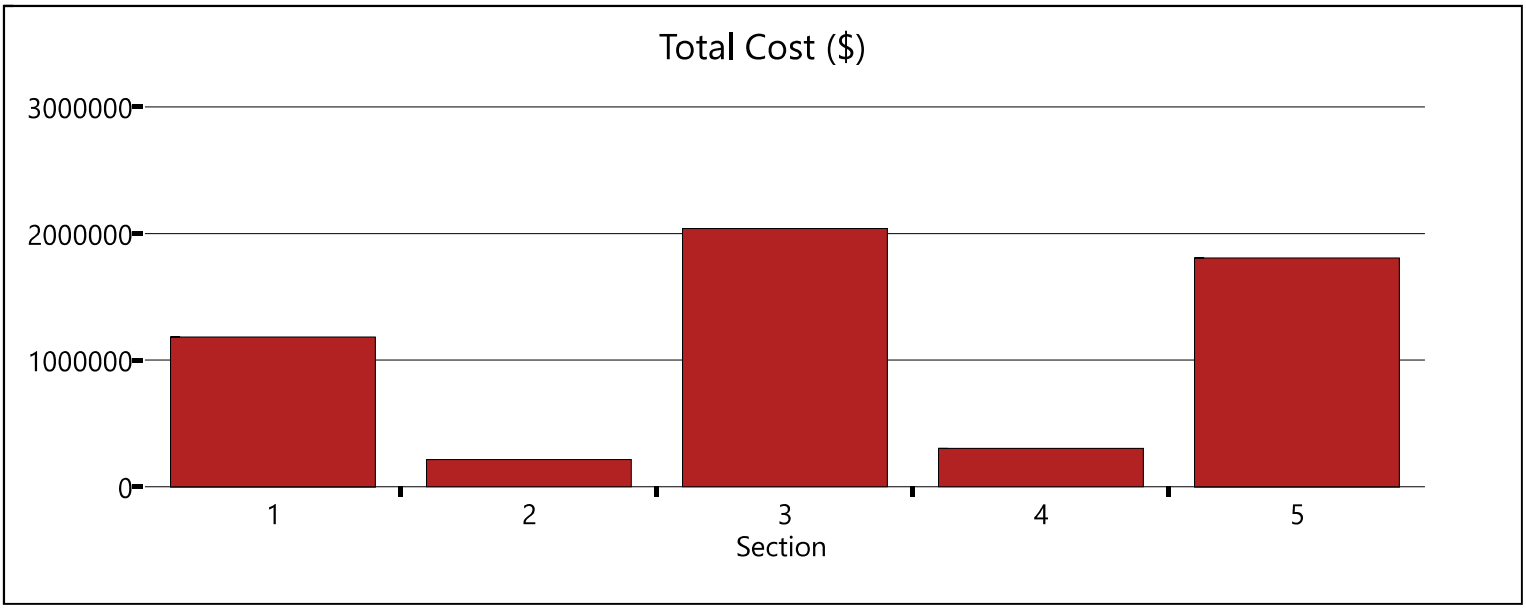
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	St. Francis Drive_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.565	4.831	18.808	$1182673
2	Segment	Four-Lane Divided Segment (4D)	0.330	0.878	1.866	4.349	$214494
3	Intersection	Four Approach Signal (4SG)	-	0.399	5.288	28.422	$2038971
4	Segment	Four-Lane Divided Segment (4D)	0.340	0.877	2.366	6.157	$302875
5	Intersection	Four Approach Signal (4SG)	-	0.491	6.960	28.034	$1805881







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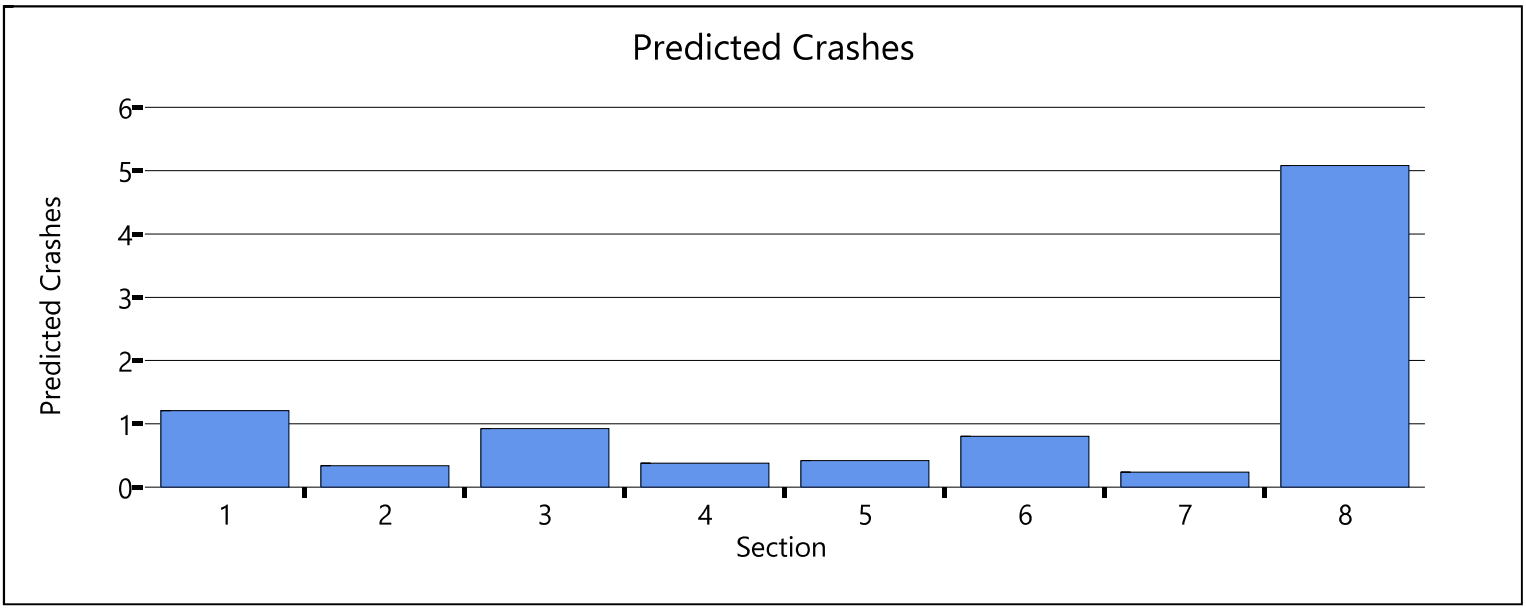
Highway Safety Software Facility Report

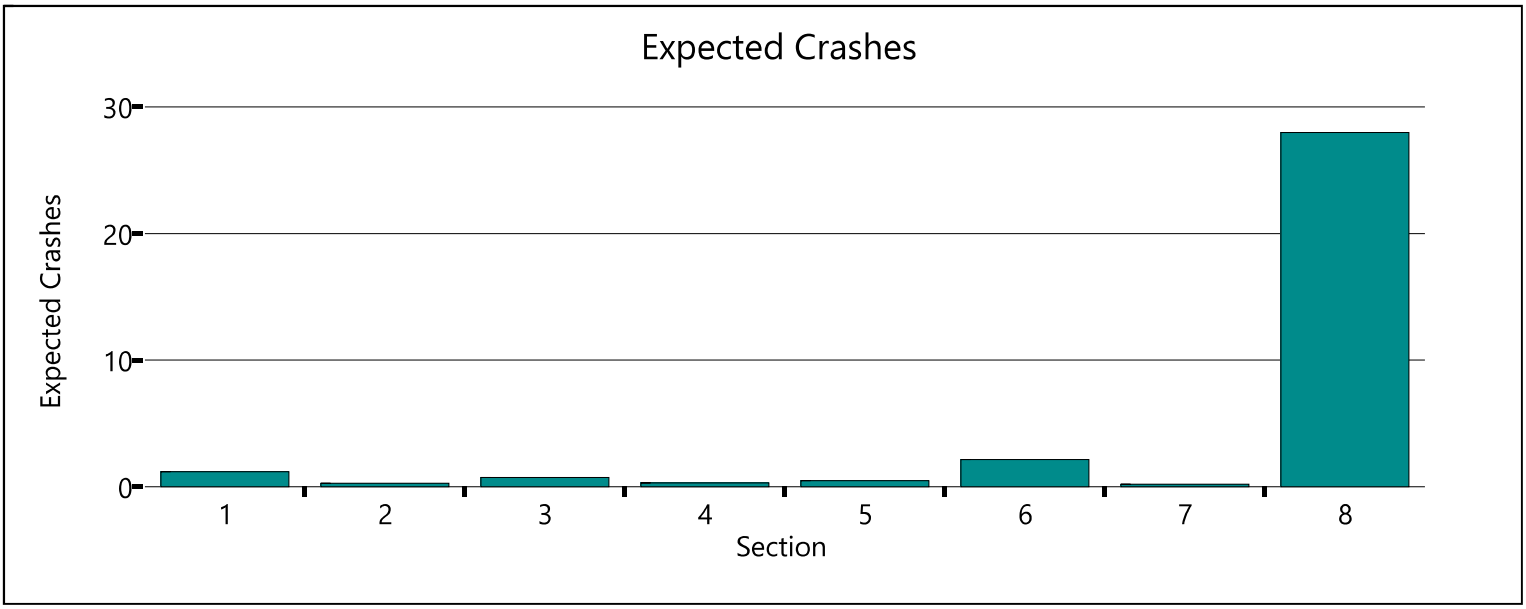
Project Information

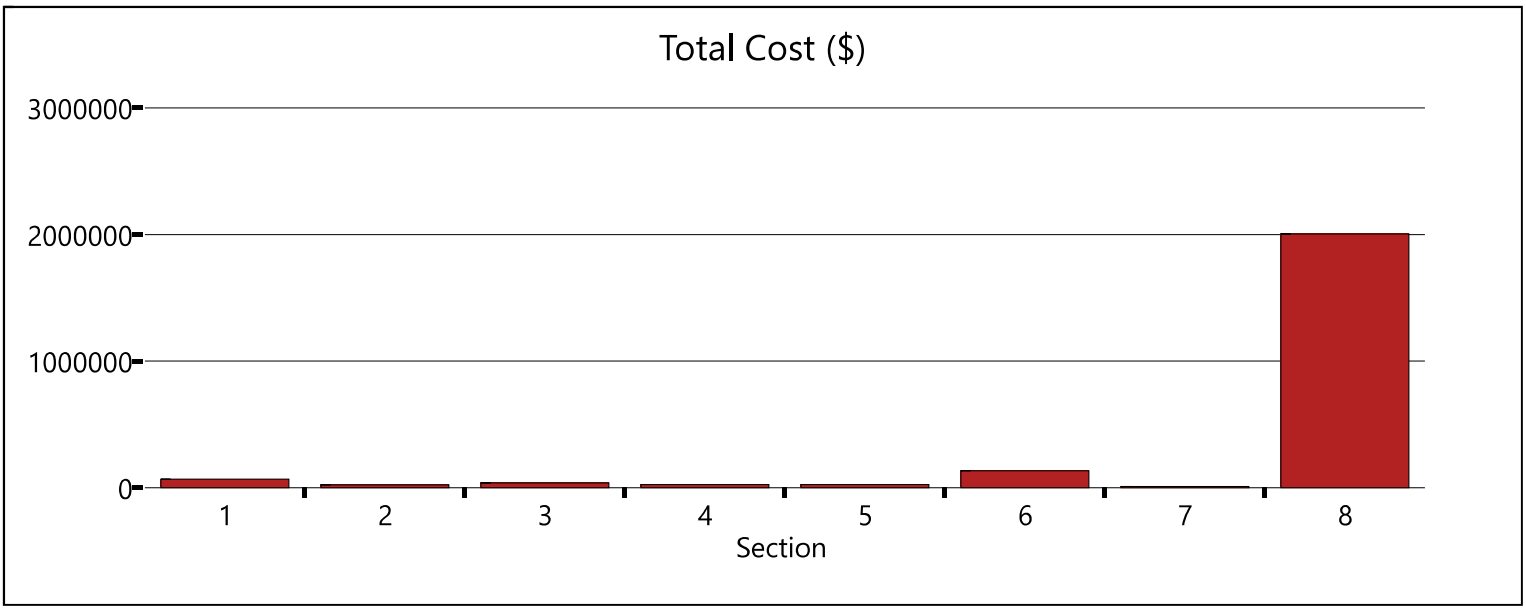
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	1.210	1.207	$67899
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.338	0.283	$23164
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.925	0.730	$39355
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.381	0.311	$25500
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.419	0.497	$26557
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.803	2.162	$134368
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.240	0.208	$11321
8	Intersection	Four Approach Signal (4SG)	-	0.399	5.077	27.986	$2004606







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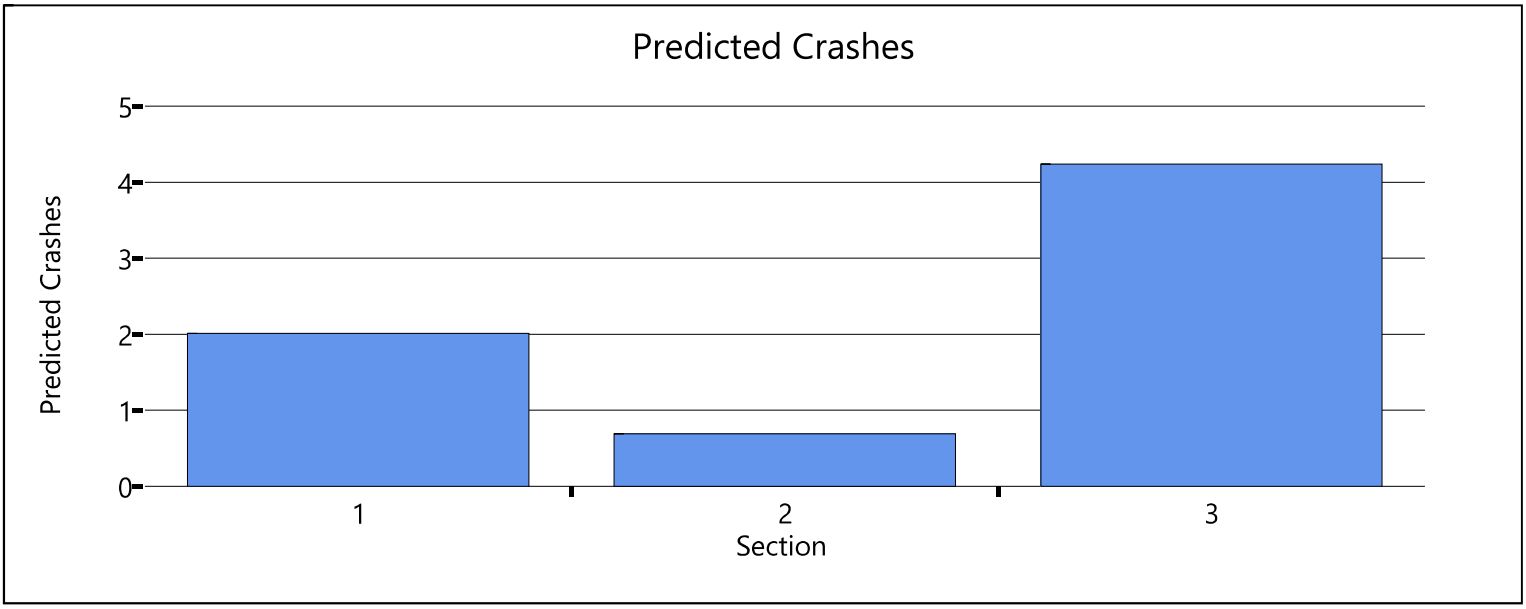
Highway Safety Software Facility Report

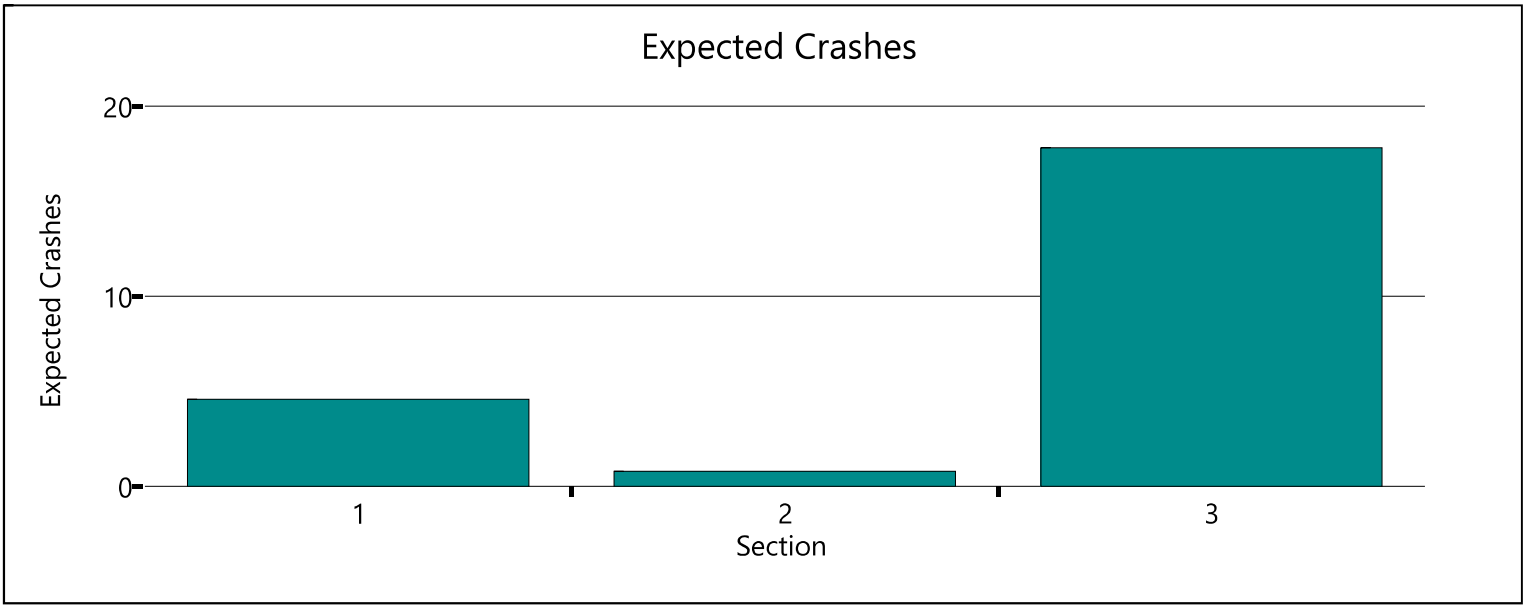
Project Information

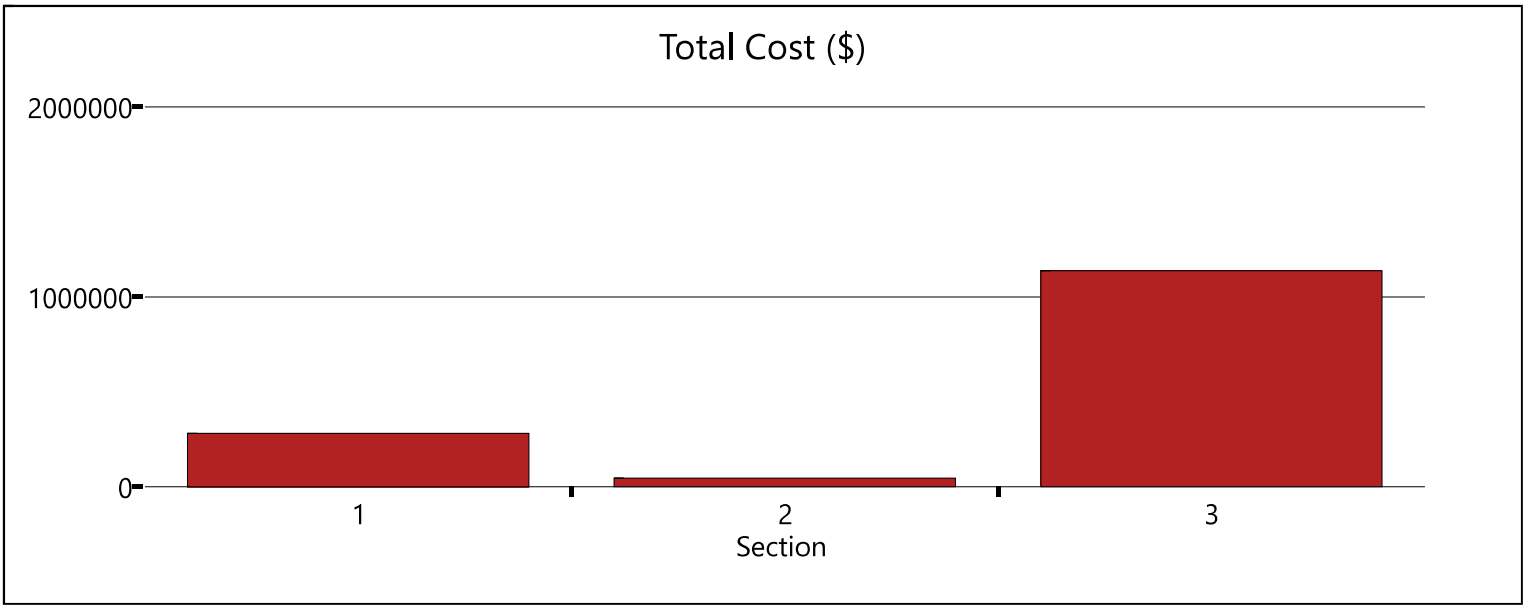
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	2.013	4.584	$282391
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.690	0.783	$45878
3	Intersection	Four Approach Signal (4SG)	-	0.491	4.240	17.810	$1137109







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FIR No. 10672.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** x

Short Title(s): Zia Road Deceleration lane expansion into Candelero Park
Sponsor(s): Councilor Jamie Cassutt

Reviewing Department(s): City Attorney's Office

Staff Completing FIR: Rebecca Mnuk-Herrmann **Date:** 4/4/25 **Phone:** 505-955-6303

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would authorize a lot line adjustment to accommodate a necessary deceleration lane on Zia Road, using approximately one percent (1%) of Candelero Park. In addition, the resolution directs the City Manager to identify a designee to act as the Governing Body's agent to submit the City's application for the necessary lot line adjustment.

Departments Affected:
Land Use and Planning Department, Public Works Department, and Office of City Manager

Consequences of Not Enacting Legislation:
If this legislation is not adopted, construction that is already underway on Zia Road will not be completed. The City required the public road improvements as part of Phase 1 of the Zia Station development, and these public improvements must be completed before the developer can begin building structures. The City Traffic Engineer has determined that the deceleration lane is necessary for the safety of the intersection, particularly in consideration of planned development. The deceleration lane will not be adequate unless it is extended partly into Candelero Park.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None at this time.

Performance and Administrative Implications:
If the resolution is adopted, Zia Road to be expanded into Candelero Park, and the City Manager will identify an appropriate staff person to act as the Governing Body's agent to submit the City's application to the Land Use Department for the necessary lot line adjustment and any other necessary administrative actions to facilitate construction of the deceleration land.

Fiscal Implications:
None.

Fiscal Impact

_____x_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature:

Email: ramnukherrmann@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
CO-SPONSOR(S) TO RESOLUTION NO. 2025-__
Zia Station Lot Line Adjustment for Deceleration Lane

The following members of the Governing Body joined sponsorship of this legislation:

Pilar Faulkner (Apr 12, 2025 12:05 MDT)

Pilar Faulkner, Councilor

April 9, 2025
Date

10672.1

CITY OF SANTA FE

Memorandum

Date: March 21, 2025

To: Governing Body, Economic Development Advisory Committee, Quality of Life Committee, Finance Committee

From: Daniel Hernandez, Director of Metropolitan Development Agency DH
Carly Venditti, Asset Development Manager, Metropolitan Development Agency CV

Via: Mark Scott, City Manager MS
Johanna Nelson, Office of Economic Development Director and Interim Director of Affordable Housing JN

RE: Making a Finding of Necessity in the Midtown LINC Overlay District and Approving the Designation of a Metropolitan Redevelopment Area

---

EXECUTIVE SUMMARY:

The proposed resolution makes a finding of necessity and designates the Midtown Local Innovation Corridor Overlay District (the Midtown "LINC"), other than a small residential portion, as a "Metropolitan Redevelopment Area," as consistent with SFCC 1987, Section 7-2.8 and NMSA 1978, Section 3-60A-8.

BACKGROUND:

For a "finding of necessity", as described in SFCC 1987, Section 7-2.8, the Governing Body must adopt a resolution concluding that one or more particular areas of the City meet the criteria described in code: 1) the area is either a slum or blighted and 2) rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof in the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the city. In this particular case, the Midtown LINC, as described in Section 14-5.5(5)(D)(2) and further defined in Attachment B of the Resolution, is the area of interest. The area of interest also includes the deteriorated sixty-four (64) acre, City-owned parcel known as the "Midtown Site", which has been slated for redevelopment pursuant to the Midtown Master Plan approved in December 2022 through Resolution No. 2022-68.

As is described in the *Midtown Metropolitan Development Plan: Designation Report* ("Report") (attached as Attachment A of the Resolution), the Midtown LINC consists of diverse tracts of land characterized by multiple designation criteria, demonstrating that the Midtown LINC area is inconsistent with the land use goals described in SFCC 1987, Section 14-1.3, "General Purposes".

The goals described under Section 14-1.3 establish that the use of land in Santa Fe as an MRA should "create conditions favorable to the health, safety, convenience, prosperity, and general welfare of the residents of Santa Fe by coordinating streets within proposed subdivisions with existing or planned streets or other features of the general plan; providing parks and trails, providing sewer, water and other infrastructure; providing adequate open space for traffic, recreation, drainage, light and air; and providing for appropriate distribution of population and traffic." Specifically of note, the Report identifies conditions such as faulty platting, defective and inadequate street layout, as well as deteriorating structures and infrastructure, that negatively impact economic development, redevelopment, and diverse uses, including housing, in the proposed designated area.

The Midtown LINC also lies within two designated census tracts, 11.03 and 10.02, which are "qualified opportunity" zones, as defined by 26 USCA, Section 1400Z–1. This section of United States Code creates an economic development tool that allows people to invest in distressed areas, the purpose of which is to spur economic development and job creation in distressed communities by providing tax benefits to investors.

ATTACHMENTS:
Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Mayor Alan Webber

Councilor Jamie Cassutt

Councilor Amanda Chavez

A RESOLUTION

MAKING A FINDING OF NECESSITY AND DESIGNATING AN AREA COMPRISED OF A MAJORITY OF THE MIDTOWN LOCAL INNOVATION CORRIDOR OVERLAY DISTRICT AS A METROPOLITAN REDEVELOPMENT AREA.

WHEREAS, the New Mexico Legislature adopted a Metropolitan Redevelopment Code to, among other things, provide strategies for municipalities to finance redevelopment projects; and

WHEREAS, SFCC 1987, Section 7-2.3 provides that the City of Santa Fe ("City") can declare and designate a metropolitan development area as "appropriate for a metropolitan development project"; and

WHEREAS, SFCC 1987, Section 7-2.8**,** provides that, in order to designate an area as a metropolitan redevelopment area, the City must first adopt a resolution establishing the following two criteria: 1) the area is either a slum or blighted; and 2) rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof in the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the city; and

WHEREAS, the Midtown Local Innovation Corridor Overlay District (the "LINC") consists of diverse tracts of land which, according to a study commissioned by the City, the

Midtown Metropolitan Development Plan: Designation Report, Attachment A, is characterized by deteriorated or deteriorating structures, defective or inadequate street layout, faulty lot layout, deterioration of sites or other implements, a lack of adequate housing facilities, obsolete or impractical platting, and a significant number of vacant or struggling commercial businesses, all of which are inconsistent with the described goals in SFCC 1987, Section 14-1.3 of the land-use code, to "create conditions favorable to the health, safety, convenience, prosperity and general welfare of the residents of Santa Fe by coordinating streets within proposed subdivisions with existing or planned streets or other features of the general plan; providing parks and trails; providing sewer, water and other infrastructure; providing adequate open space for traffic, recreation, drainage, light and air; and providing for the appropriate distribution of population and traffic"; and

WHEREAS, the LINC lies within two designated census tracts, 11.03 and 10.02, which as defined in 26 USCA § 1400Z–1, are "qualified opportunity zones": distressed areas, identified by the federal government as needing targeted investment in economic development; and

WHEREAS, the purpose of identifying opportunity zones was to spur economic development and job creation in distressed communities by providing tax benefits to investors; and

WHEREAS, the economically challenging conditions in these census tracts have impaired the sound growth, development, and economic well-being of the City, creating an economic and social burden detrimental to the public health, safety, and welfare of the City; and

WHEREAS, the LINC includes a multi-unit residential property, more specifically described as the area covered by Lot 3B1**,** as recorded in instrument number 1171143, Book 482, Page 35, of the Santa Fe County Clerk ("Multi-Unit Residential Property"); and

WHEREAS, as the only residential property in the LINC, the Multi-Unit Residential Property's interests and needs are distinct from the rest of the LINC.

NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF THE CITY OF SANTA FE finds that a blighted area exists in the LINC, depicted in Attachment

B, and the rehabilitation, conservation, and redevelopment of the area is necessary and is in the interest of the public health, safety, and welfare of the residents of the City of Santa Fe.

BE IT FURTHER RESOLVED that the area within the LINC, defined by SFCC 1987, Section 14-5.5D (2), other than the Multi-Unit Residential Property, is designated a Metropolitan Redevelopment Area, pursuant to SFCC 1987, Section 7-2.8, and NMSA 1978, Section 3-60A-8.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

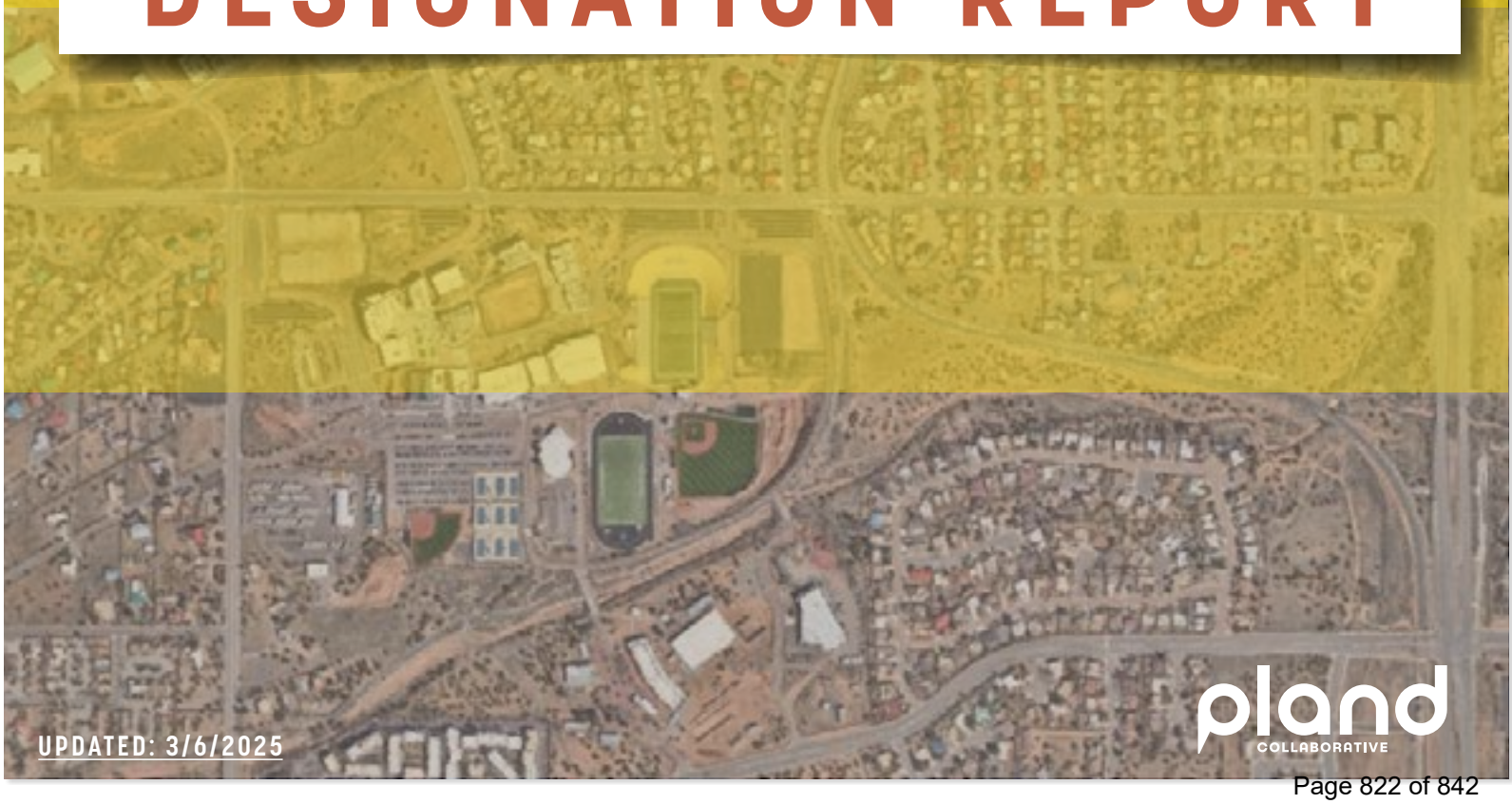
ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Midtown Redevelopment Area Designation

Attachment A

MIDTOWN METROPOLITAN
REDEVELOPMENT PLAN

DESIGNATION REPORT



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INTRODUCTION

The Santa Fe Midtown Metropolitan Redevelopment Area (MRA) is a bold step toward revitalizing the heart of Santa Fe. Building on years of community-driven planning, this initiative will transform the Midtown District into a hub for arts, culture, economic growth, and mixed-income housing.

By designating the district as an MRA, Santa Fe can unlock key funding sources, attract private investment, and improve public infrastructure—creating new jobs, enhancing walkability, and expanding housing options. This strategic action was included in the Midtown Community Development Plan and aligns with the Midtown Master Plan to ensure mixed-use, sustainable redevelopment. With strategic public-private partnerships and financial tools like tax incentives and infrastructure investments, the MRA will move Midtown into motion, fostering an inclusive, thriving district for all Santa Fe residents.

BACKGROUND

The Midtown Site, located in the geographic center of Santa Fe, and the broader St. Michael's Drive / Cerrillos Road corridor, are full of possibilities. The Midtown Redevelopment Plans, which included the Midtown Master Plan and the Midtown Community Development Plan, were unanimously approved by the City of Santa Fe Governing Body in November 2022 and January 2023. This marked a significant milestone for realizing the community and economic development potential of both the city-owned 64-acre Midtown Site and the broader Midtown District.

The redevelopment plans for the Midtown Site capitalized on the groundbreaking planning and rezoning work that was approved in October 2016, known as the Midtown Local Innovation Corridor (LINC) Overlay District. Additionally, the Midtown District was designated a federal Opportunity Zone in 2017 to spur economic development by providing tax benefits to investors and encouraging long-term investments in low-income neighborhoods.

These efforts stand on the shoulders of the 2012 RE:Mike project. This process re-envisioned the St. Michael's Drive commercial corridor. It established community priorities for redesigning and rebuilding the public right of way to create safe pedestrian and bike-friendly streets along a mixed-use corridor that incentivized housing affordability and transit-oriented development.

These critical public acts serve as the foundation for taking the next step toward implementing the Midtown District vision, goals, and plans. The district will be a center for arts and cultural innovation, create economic growth and job opportunities, improve socioeconomic equality, and present opportunities for mixed-income housing.

THE SANTA FE METROPOLITAN REDEVELOPMENT AGENCY

Establishing the Santa Fe Metropolitan Redevelopment Agency brought real estate acumen and an entrepreneurial approach to redevelopment in the City of Santa Fe. The MRA works with community and real estate experts to promote the triple-bottom-line, mission-driven development strategies focused on the economic, social, and environmental health of neighborhoods and districts and the people who live, work, play, and learn there.

LEGAL FRAMEWORK

The New Mexico Metropolitan Redevelopment Code (§3-60A-1 to 3-60A48 NMSA 1978) provides municipalities in New Mexico with the power to correct conditions in areas or neighborhoods that "substantially impair or arrest the sound and orderly development" within the city. These powers can help reverse an area's decline and stagnation. However,

the municipality may only use these powers within designated Metropolitan Redevelopment Areas (MRAs) with adopted redevelopment plans.

MRA AREA DESIGNATION CRITERIA

The designation of the Midtown Metropolitan Redevelopment Area is based on existing conditions that hinder redevelopment and economic growth within the area. Under state and local law, the designation of an MRA requires a finding of blight as defined in Section 3-60A-4 of the New Mexico Metropolitan Redevelopment Code. This designation is a necessary step to unlock redevelopment tools and incentives that can revitalize Midtown and attract investment.

A blighted area is defined as one that meets one or more of the following conditions:

- ☑ *A substantial number of deteriorated or deteriorating structures negatively impact the area's livability and economic potential.*
- ☑ *A defective or inadequate street layout that limits accessibility, walkability, and connectivity.*
- ☑ *Faulty lot layout that reduces the usefulness, accessibility, or redevelopment potential of properties.*
- ☑ *Deterioration of sites or other improvements, making the area less viable for new development.*
- ☑ *A lack of adequate housing facilities or conditions that prevent the provision of needed housing accommodations.*
- ☑ *Obsolete or impractical planning and platting, leading to underutilized land and inefficient land use.*
- ☑ *A significant number of vacant or struggling commercial businesses, reducing economic activity and job opportunities.*
- ☑ *Low levels of commercial or industrial activity, contributing to economic stagnation and disinvestment.*

A combination of these or other conditions impair economic growth and the overall well-being of the city.

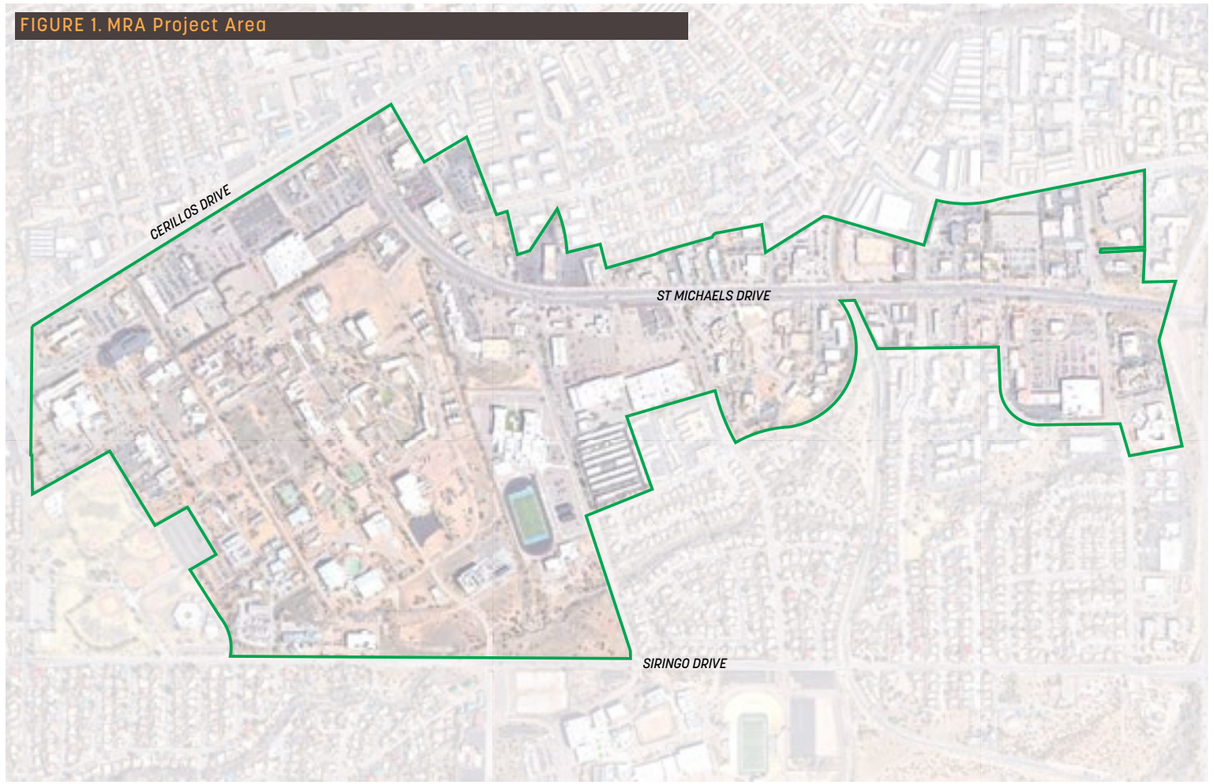
The Midtown MRA Designation Report is being conducted to formally assess these conditions and justify the use of redevelopment tools such as public-private partnerships, financial incentives, infrastructure investment, and zoning adjustments. By identifying the Midtown as an MRA, the City of Santa Fe increases its ability to implement the Midtown Redevelopment plans and facilitate redevelopment projects in the district.

PROJECT BOUNDARY

The Midtown MRA Plan area follows the boundary of the Midtown Local Innovation Corridor (Midtown LINC) Overlay District, which was adopted in 2016 (Ord. 2016-39). The Midtown LINC Overlay District was originally created to strengthen the built environment, foster economic growth, and enhance connectivity within Santa Fe's geographic and demographic center. It aimed to bridge the gap between two major employment hubs—the city-owned Midtown site to the west and Christus St. Vincent Regional Medical Center to the east—by incentivizing mixed-use, pedestrian-oriented redevelopment.

The boundary selection for the LINC district was strategic and deliberate. It excludes established residential neighborhoods to minimize disruption while incorporating 372.8 acres of primarily commercial, industrial, and institutional properties along St. Michael's Drive and Cerrillos Road, as well as the former Santa Fe University of Art and Design (SFUAD) campus. The intent was to free underutilized land for multi-family residential and complementary non-residential uses while maintaining zoning flexibility. Additionally, the boundary allows for higher-density development, improved multimodal transit options, and walkable public spaces, reinforcing Santa Fe's broader urban planning goals.

FIGURE 1. MRA Project Area



The Midtown MRA Designation Area aligns with the LINC Overlay boundary with one minor omision of a residential property. There is no residential property within the Midtown MRA Designation Area. The Study Area encompasses 182 parcels, including the 64-acre city-owned Midtown Redevelopment Site. Its commercial zoning layout creates a natural corridor for business growth and redevelopment while ensuring buffers for existing residential areas. The geographic scope of the MRA extends to West San Mateo Lane to the north, St. Francis Drive to the east, Siringo Road to the south, and Camino Carlos Rey and St. Michael's Drive to the west, positioning it as a key mixed-use redevelopment corridor for Santa Fe's future.

EXISTING CONDITIONS ASSESSMENT

This section provides an in-depth analysis of physical, economic, and social conditions in the study area to address the criteria identified in the New Mexico Metropolitan Redevelopment Code. The assessment includes a policy review to identify existing planning efforts, community goals, and policies that guide and govern this area.

A. POLICY REVIEW

The following section outlines existing planning initiatives, policies, reports, and documents related to the Midtown MRA site. They are listed chronoligically by the following categories: Midtown District Plans, Midtown Site Plans, and citywide/Santa Fe plans.

Over the years, multiple efforts have aimed to activate and revitalize this area, but with limited success. Many of these plans and policies were developed with the goal of redeveloping and reinvigorating the MRA area; however, they have yet to achieve significant, lasting impact.

At the conclusion of each discussed plan, policy, or initiative, we provide a summary outlining how it addresses the MRA designation criteria or key takeaways if it does not. This is essential, as many previous planning efforts have already identified and attempted to address the same challenges highlighted in this designation report. Additionally, key takeaways from these past initiatives will help support the justification for the MRA designation.

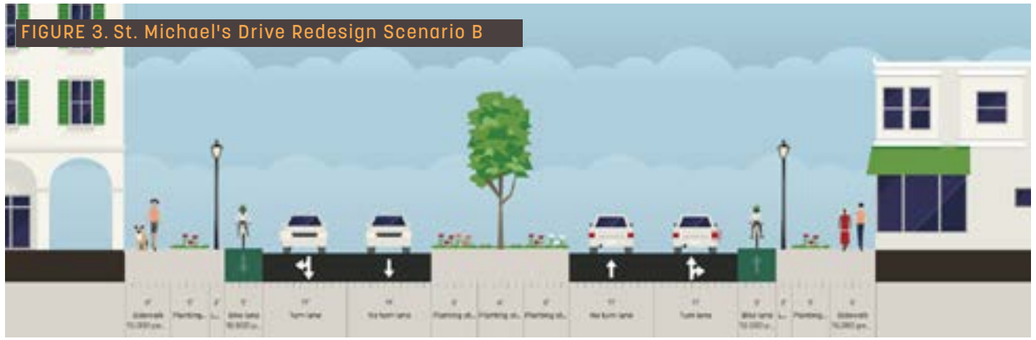
RE:MIKE (2012)

The RE:MIKE Report outlines efforts to reimagine and revitalize the St. Michael's Drive Corridor in Santa Fe, aiming to transform it into a more vibrant, pedestrian-friendly, and economically diverse area. This initiative is a public-private partnership involving the City of Santa Fe, local businesses, educational institutions, and community organizations. It builds on previous studies and planning efforts, incorporating extensive data collection and urban prototyping.

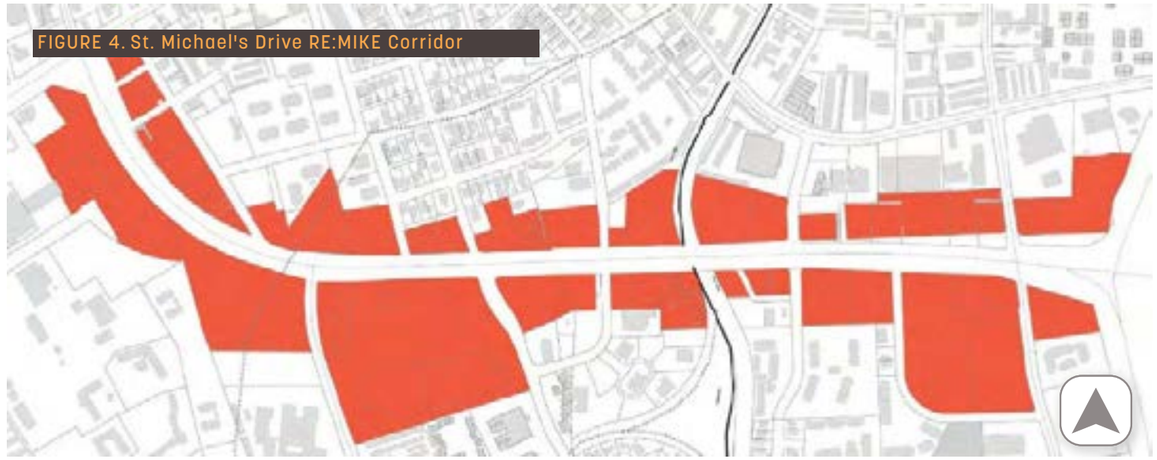
The RE:MIKE initiative began in 2012 with a large-scale urban prototyping festival that engaged the public in shaping the future of the corridor. The event revealed strong community support for walkability, bicycle accessibility, safety improvements, zoning changes, and mixed-use development. The study identified key challenges, such as aging infrastructure, high traffic speeds, a lack of identity, and unsafe intersections.

Following the festival, the report proposed specific action items, including investigating city ownership of St. Michael's Drive, implementing zoning changes to encourage mixed-use development, fostering business engagement, adding green space through fixed and mobile parklets, developing a pop-up business ordinance, and improving the area's overall identity. There was also a focus on transportation safety enhancements, investment in public spaces, and the promotion of small businesses and cultural identity.

The recommendations aim to balance economic growth, sustainability, and livability, setting the stage for future redevelopment efforts that align with community values. While there was broad public support, improvements from RE:MIKE have not been implemented. These recomendations would contribute significantly to creating a mixed-use commercial corridor.



Design scenarios for St. Michael's Drive, based on Santa Fe arterial design standards (Streetmix)



ADDRESSING MRA CRITERIA

- ☑ **Deteriorated or Aging Infrastructure:** Many commercial properties along St. Michael's Drive feature large, aging buildings that are underutilized or in various states of decline. The corridor's suburban-style development pattern, dominated by vast parking lots, creates a fragmented urban fabric, discouraging walkability and vibrant economic activity.
- ☑ **Defective and Inadequate Street Layout:** St. Michael's Drive was originally built as a bypass highway in the 1950s, but as Santa Fe has grown, it has become an essential corridor for retail, transportation, and other business activity. However, it still retains its highway-like design, with seven lanes of traffic, dangerous intersections, and limited pedestrian access. This design increases the risk of collisions as drivers pull in and out of shopping centers. The area lacks effective multimodal transportation options, further isolating surrounding neighborhoods.
- ☑ **Faulty Lot Layout and Inefficient Land Use:** The corridor's strip mall development pattern and excessive parking requirements have created underutilized parcels with limited connection with surrounding neighborhoods. This inefficient land use makes it difficult to redevelop sites into more compact, mixed-use developments that would better serve the community and create much needed housing choices in the center of the city.
- ☑ **Deterioration of Public Spaces and Site Improvements:** Public spaces in the area lack investment, making them uninviting and underutilized. Surveys conducted as part of the RE:MIKE initiative show that residents view St. Michael's Drive as an area with "no identity" and "a place they avoid walking or spending time in" due to its car-centric nature and lack of engaging public amenities.
- ☑ **Decline of Commercial and Business Activity:** While St. Michael's Drive is a central commercial district, the dominance of large retail centers with little pedestrian access has discouraged economic diversification.
- ☑ **Lack of Adequate Housing Facilities:** The corridor lacks a sufficient mix of housing types, particularly affordable and workforce housing.

OVERLAY DISTRICT: MIDTOWN LINC ZONING OVERLAY (2016)

The Midtown LINC Overlay District was established through Ordinance #2016-39, which was adopted by the City of Santa Fe in 2016. The district was created to enhance connectivity and development in Santa Fe's midtown area, linking key employment centers such as Santa Fe University of Art and Design and Christus St. Vincent Regional Medical Center.

The overlay is a framework for revitalizing Santa Fe's midtown area, transforming underutilized spaces along western St. Michael's Drive into a vibrant, economically diverse district. The initiative encourages mixed-use development, improved urban design, and pedestrian-friendly infrastructure.

The district promotes multi-family residential development alongside complementary commercial uses, creating a dynamic, street-oriented environment. Updated zoning regulations increase development capacity while maintaining buffers for existing neighborhoods. Planned urban enhancements focus on pedestrian and bicycle accessibility, traffic calming measures, and expanded public spaces to improve mobility and safety.

To encourage investment, the city offers fee incentives for qualifying projects, waiving certain development and utility fees. Design standards prioritize four-story mixed-use buildings, street-facing architecture, and enhanced landscaping to foster a more cohesive urban fabric. Additional requirements for signage, bicycle parking, and green infrastructure ensure that new development contributes to a more connected and livable midtown. The Midtown LINC Overlay aligns with Santa Fe's broader goals for sustainable growth while preserving the city's unique character.

FIGURE 5. Midtown LINC Overlay District

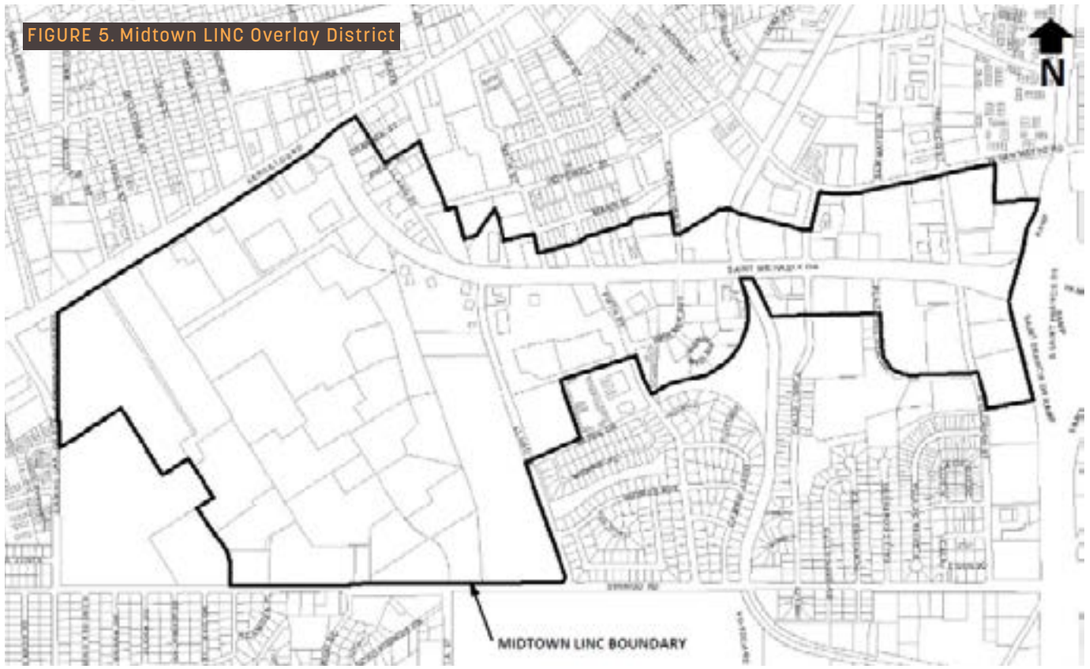


Image source: MIDTOWN LINC Summary Presentation (2017)

While there was broad public support for the LINC, there have not been qualifying projects that the LINC zoning intended to facilitate.

ADDRESSING MRA CRITERIA:

- ☑ Deteriorated or aging infrastructure: Several structures and public spaces within the corridor show signs of physical decline, limiting their usability and attractiveness for redevelopment.
- ☑ **Defective and inadequate street layout:** St. Michael's Drive and adjacent streets prioritize vehicular traffic, creating barriers to pedestrian and bicycle movement. The street design lacks adequate connectivity between key destinations and discourages mixed-use development.
- ☑ **Obsolete and impractical planning:** The existing zoning and development regulations in the Midtown area have historically favored single-use commercial developments, which have contributed to underutilization of land and inefficient site layouts.
- ☑ **Significant business closures and low commercial activity:** Economic stagnation is evident, especially within the Midtown site. This large site has experienced long-term vacancies and reduced activity, leading to declining tax revenues and community disinvestment.
- ☑ **Lack of adequate housing facilities:** The area has a lack of housing variety or housing choices in adjacent districts, particularly affordable and mixed-income housing, despite its proximity to major employment and institutional centers. This imbalance between jobs and housing options contributes to increased commuting and a reduced sense of community within the district.
- ☑ **Deterioration of public spaces and site improvements:** Public spaces lack consistent investment and maintenance, making them less inviting and underutilized by the community.

MIDTOWN REDEVLOPMENT PLANS

The Midtown Master Plan and Midtown Community Plan together create the Midtown Redevelopment Plan. These include both land use and urban design guidelines for the future of the Midtown Site. The blighted Midtown Site is key to improving and creating the economic resiliency of the adjacent commercial corridor and broader Midtown District.

MIDTOWN MASTER PLAN (2022)

The Midtown Master Plan, approved on November 30, 2022, provides a framework for the redevelopment of the Midtown Site in Santa Fe. This site, formerly home to the Santa Fe University of Art and Design (SFUAD) until its closure in 2018, represents a significant opportunity for business, housing, and cultural development in the city. The plan outlines a long-term vision driven by community input, prioritizing sustainability, economic vitality, and the creation of a mixed-use urban center.

The City of Santa Fe took control of the planning process in 2020. Since then, the city has worked with stakeholders to create a comprehensive strategy that balances housing affordability, job creation, transit improvements, and climate resilience. The plan promotes walkability, public spaces, and a variety of uses, including film and media production, arts and culture, and higher education.

KEY TAKEAWAYS

- ☑ The Midtown Site will serve as a new center for Santa Fe, integrating housing, employment, public spaces, and cultural institutions.
- ☑ Over 1,000 new housing units are planned, with a focus on affordability and accessibility.
- ☑ A pedestrian-friendly, mixed-use neighborhood is envisioned, encouraging walkability and sustainable design.
- ☑ Community Arts and Culture will be a major focus for economic and social viability.
- ☑ More than 5 acres of public parks and open spaces will enhance community engagement and recreation.
- ☑ The Midtown LINC Zoning Area, adopted in 2016, will guide redevelopment efforts and encourage higher-density mixed-use projects.
- ☑ Infrastructure improvements, including transit enhancements and multimodal connections, will support growth and mobility.
- ☑ The plan aligns with existing city policies and sustainability goals, aiming to create an equitable and environmentally responsible development.

MIDTOWN COMMUNITY DEVELOPMENT PLAN (2023)

The Midtown Community Development Plan is a policy-driven framework designed to guide the redevelopment of the Midtown Site in Santa Fe. This plan was developed as part of the Midtown Master Plan and is utilized in conjunctions with the Midtown Master Plan to ensure that new development aligns with community priorities related to housing affordability, job access, arts and culture, and public amenities. It was created through an extensive public

engagement process that involved thousands of community members, emphasizing inclusivity, equity, and sustainability.

The plan outlines strategies to increase housing opportunities, expand public services, support economic development, and preserve cultural heritage. It sets clear expectations for community benefits that developers must incorporate into their projects. Additionally, the plan integrates sustainability initiatives such as green infrastructure, multimodal transportation improvements, and energy-efficient development standards to ensure a long-term, resilient future for the Midtown Site.

KEY TAKEAWAYS

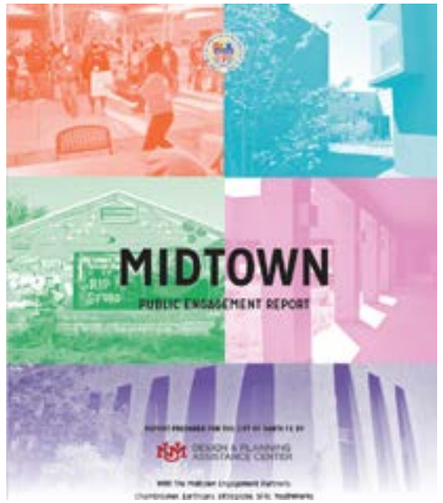
- ☑ It encourages job creation, business innovation, and workforce training programs to support local employment.
- ☑ Community arts, cultural landmarks, and civic spaces will be preserved and enhanced to maintain Santa Fe's unique identity.
- ☑ Walkability, improved public transit access, and safe bicycle infrastructure are prioritized to enhance connectivity.
- ☑ Green building standards, integrated stormwater management, and energy-efficient design are required for sustainability.
- ☑ Clear guidelines ensure developers prioritize public amenities, workforce development, and long-term affordability.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Aging Structures:** Many buildings on the former Santa Fe University of Art and Design (SFUAD) campus have deteriorated due to prolonged vacancies and lack of maintenance. While some structures are suitable for adaptive reuse, others require significant investment to meet modern building standards. Demolition is expected to begin on some of the structures in the near future.
- ☑ **Defective and Inadequate Street Layout:** The existing street network prioritizes automobile traffic and lacks safe pedestrian and bicycle connections, making it difficult for residents to navigate the area without a vehicle. The street design fails to provide adequate connectivity between neighborhoods and key destinations such as Cerrillos Road, St. Michael's Drive, Siringo Road, and nearby employment centers.
- ☑ **Obsolete or Inefficient Land Use Planning:** The Midtown Site is a large, underutilized property in the heart of Santa Fe. Originally developed for institutional use, its current land use does not align with modern mixed-use urban development practices. The lack of higher-density housing, neighborhood-serving retail, and active public spaces has contributed to the area's economic stagnation.
- ☑ **Significant Business Closures and Low Commercial Activity:** Many commercial and institutional properties in the Midtown area remain vacant or underused, limiting economic growth and reducing local employment opportunities. The lack of reinvestment has weakened the area's economic vitality, creating an environment where businesses struggle to thrive.
- ☑ **Lack of Adequate Housing Facilities**: The Midtown redevelopment plans emphasize the need for additional housing, particularly affordable and workforce housing. The area does not currently provide sufficient residential options to support local employees, students, and artists who could benefit from living near emerging economic hubs.
- ☑ **Deterioration of Public Spaces and Site Infrastructure:** Many public spaces and streetscapes within the Midtown area are outdated, poorly maintained, or lacking entirely. The absence of high-quality parks, plazas, and gathering places discourages pedestrian activity and limits opportunities for community engagement.

MIDTOWN PUBLIC ENGAGEMENT REPORT (2022)

The Midtown Public Engagement Report documents the extensive community outreach process undertaken to shape the future of the Midtown Santa Fe site. Following the closure of the Santa Fe University of Art and Design in 2018, the City of Santa Fe launched the Midtown Redevelopment Process to engage residents, stakeholders, and organizations in envisioning a new purpose for the site. This effort aimed to gather diverse perspectives and inform development strategies that align with community needs, aspirations, and priorities.



The Midtown Public Engagement process reached a broad and diverse cross-section of Santa Fe residents through a variety of outreach methods. A total of 2,089 surveys were collected, providing valuable insights into community priorities and ensuring representation from different demographic and economic backgrounds. In addition to surveys, over 3,300 people participated in public meetings, tenant clinics, and food distribution events, fostering meaningful dialogue about the future of Midtown.

Beyond in-person engagement, the outreach campaign recorded over 20,000 points of contact through media campaigns, newsletters, canvassing, and digital platforms, expanding access to those who might not have attended events. The process successfully reflected Santa Fe's demographic diversity, with 53.6% of respondents identifying as Hispanic/Latinx, 24.8% as non-Hispanic White, and 10.9% as Indigenous. Economic diversity was also a key factor, with 67% of participants earning $55,000 or less annually, and a mix of homeowners (47.3%) and renters (42.4%), ensuring that housing needs were a central focus of the discussions.

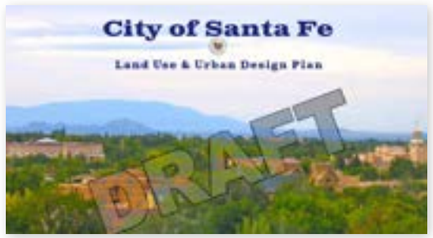
The purpose of this report was to synthesize public input into actionable development guidelines for the Midtown area and informed

the final master plan and recommendations. The engagement process prioritized themes such as housing, economic development, public spaces, sustainability, and transportation. By integrating these community-driven insights, the city sought to ensure that redevelopment efforts foster equity, cultural preservation, economic opportunity, and environmental responsibility.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** The Midtown Public Engagement Report identifies multiple vacant or deteriorating buildings on the former Santa Fe University of Art & Design (SFUAD) campus. Residents voiced concerns about abandoned buildings contributing to safety issues, lack of activation, and visual blight.
- ☑ **Defective and Inadequate Street Layout:** The current street network prioritizes vehicles over pedestrians, creating safety concerns and discouraging walkability. The report highlights the need for multimodal transportation improvements, such as safer intersections, expanded bike lanes, and improved public transit access. Community members repeatedly raised concerns about difficult pedestrian crossings, missing sidewalks, and the absence of transit options that connect Midtown to other parts of the city.
- ☑ **Obsolete or Inefficient Land Use Planning:** The existing land use pattern in Midtown is outdated, originally designed for institutional and commercial purposes rather than the mixed-use, high-density development needed today. The report identifies large underutilized parcels and restrictive zoning as key barriers to redevelopment. Residents expressed frustration that the area feels disconnected from surrounding neighborhoods, lacks essential services like grocery stores, and does not support a vibrant, mixed-use environment.
- ☑ **Decline of Commercial and Business Activity**: The report highlights a significant decline in commercial activity, with many properties either vacant or underutilized, limiting job opportunities and economic growth. Community members noted the loss of local businesses and the difficulty of attracting new investment. The need for small business support and zoning flexibility was a recurring theme in public engagement efforts .
- ☑ **Lack of Adequate Housing Facilities:** Midtown's shortage of affordable and workforce housing is a major challenge identified in the report. Despite its proximity to major employers, the area lacks sufficient housing options, leading to displacement and long commutes for workers. The community strongly emphasized the need for diverse housing options, including affordable units and mixed-income developments .
- ☑ **Deterioration of Public Spaces and Site Infrastructure:** The report identifies a lack of investment in public spaces, with outdated or underutilized parks and civic spaces. Community members consistently voiced the need for more parks, gathering spaces, and cultural centers to create a more welcoming and vibrant Midtown.

CITY OF SANTA FE LAND USE & URBAN DESIGN PLAN (1999)



The City of Santa Fe Land Use & Urban Design Plan serves as a comprehensive framework for guiding urban development, ensuring that growth is sustainable, efficient, and aligned with the city's cultural and environmental priorities. The plan establishes policies to promote a compact urban form, support mixed-use development, and preserve Santa Fe's historic character while addressing economic development, housing affordability, and transportation improvements. It emphasizes the importance of infill development, higher residential densities, pedestrian connectivity, and alternative transportation options, all while maintaining the city's unique identity and sense of place.

Originally adopted in 1999, the plan was designed to provide long-term guidance for land use and urban growth management. Currently, the City of Santa Fe is in the process of updating the plan to better address modern challenges, including sustainability, climate adaptation, and economic diversification. This plan update involves community engagement, policy revisions, and new strategies to ensure that development continues to align with the city's long-term vision.

The 1999 plan does not address the Midtown District because, at the time it was drafted, the area was still an active school.

KEY TAKEAWAYS

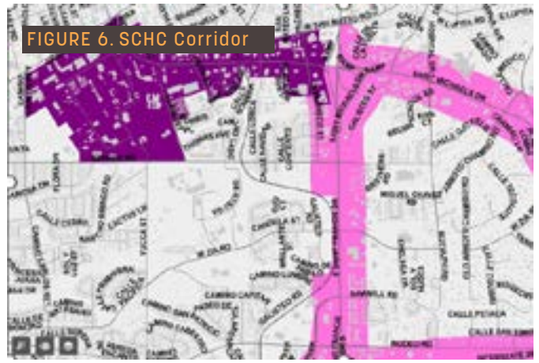
- ☑ The City of Santa Fe Land Use & Urban Design Plan was developed before targeted planning initiatives aimed at revitalizing this area. The current plan update will incorporate community goals and long-range planning efforts established since its 1999 adoption.

OVERLAY DISTRICT: SOUTH-CENTRAL HIGHWAY CORRIDOR PROTECTION DISTRICT (SCHC)

The South-Central Highway Corridor Protection District (SCHC) overly applies to a small portion of the MRA. The overlay encompasses land within 600 feet of the edge of the right-of-way on both sides of St. Michael's Drive, Old Pecos Trail, St. Francis Drive, Rodeo Road, and Interstate 25 and its frontage roads.

This designation aims to preserve the scenic quality and manage development along these corridors. The SCHC imposes specific regulations on land use, density, and design to maintain the visual appeal and character of these areas. For instance, there are increased minimum building setbacks.

FIGURE 6. SCHC Corridor



KEY TAKEAWAYS

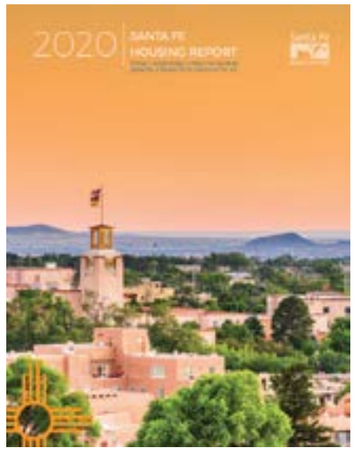
- ☑ Public input strongly emphasized the need for affordable and diverse housing options, ensuring long-term affordability and minimizing displacement risks.
- ☑ Economic development is a key focus, with a strong push for job creation, small business support, and workforce training programs to strengthen the local economy.
- ☑ Residents prioritized preserving historical and cultural assets, enhancing public parks, open spaces, and civic amenities to foster a sense of community.
- ☑ Sustainability remains a central theme, with recommendations for green building standards, integrated stormwater management, and climate-conscious urban design.
- ☑ Mobility and connectivity improvements will support walkability, bike access, public transit expansion, and safer pedestrian infrastructure, ensuring a well-connected and accessible Midtown district.

SANTA FE HOUSING REPORT (2020)

The 2020 Santa Fe Housing Report provides a comprehensive analysis of Santa Fe's housing market, affordability challenges, and policy recommendations. It emphasizes the need for increased housing supply, improved affordability measures, and stronger policies to address displacement risks. The report highlights that Santa Fe faces rising housing costs, stagnant wages, and a growing demand for affordable units, making housing one of the most pressing issues in the city.

A key focus is on the Midtown District, which presents an opportunity for mixed-use, high-density development that can alleviate housing pressures. The report discusses strategies such as inclusionary zoning, leveraging public land for affordable housing, and mixed-income housing models to ensure long-term affordability.

The Midtown site, given its central location and size, is identified as a prime area for addressing housing needs through strategic urban planning.



ADDRESSING MRA CRITERIA:

- ☑ **Lack of Adequate Housing Facilities:** The 2020 Housing Report identifies a severe shortage of affordable and workforce housing in Santa Fe, limiting accessibility for low- and moderate-income residents. The city fails to provide sufficient housing to meet demand, leading to displacement risks and long commutes for many workers. The report also notes that without intervention, new development in Santa Fe could further exacerbate affordability issues, pricing out existing residents
- ☑ **Efficient Land Use Planning:** Midtown is identified as a prime location for mixed-use and high-density development, yet existing zoning and infrastructure are not conducive to such growth. The report calls for zoning and policy changes to promote mixed-income housing, integrate public spaces, and create a more walkable, transit-friendly environment.

B. LAND USE AND ZONING

EXISTING LAND USES (COMMERCIAL, RESIDENTIAL, MIXED-USE).

Outside of the Midtown site, the majority of the MRA is occupied by commercial uses. The land use of the area is defined by retail, light office and light industrial. The retail in this area is a mixture of small pad sites and large shopping centers. The entire area is defined by large, underutilized parking lots and buildings that are set back significantly from the adjacent street. There is a lack of connectivity between and among the parcels in the MRA. This area lacks a cohesive identity or character and is autocentric.

ZONING ANALYSIS (POTENTIAL FOR REDEVELOPMENT UNDER CURRENT ZONING).

The current zoning, primarily commercial, limits the redevelopment potential of this area. The Cerrillos section of the LINC was planned prior to 2016 and could not prioritize mixed-use or best practices, giving it a strip mall appearance. Future zoning should allow a mix of uses to encourage the development of walkable, mixed-use, transit-oriented areas desired, as articulated by community stakeholders. Specifically, higher density housing should be encouraged to redevelop commercial areas into vibrant mixed-use and walkable activity centers.

SOUTH-CENTRAL HIGHWAY CORRIDOR PROTECTION

A small portion of the MRA overlaps with the South-Central Highway Corridor Protection District overlay. Provisions include building height limitations to maintain the visual character of the corridor. The SCHC also imposes design standards to ensure that new developments or alterations harmonize with the existing landscape and architectural character of the corridor. Where overlay districts overlap, the most strict requirements prevail.

LINC OVERLAY DISTRICT

The Midtown LINC Overlay District prioritizes higher-density housing, economic activity, multimodal transportation, and sustainability. The incentives and design standards aim to transform St. Michael's Drive into a dynamic and attractive corridor, encouraging private investment while ensuring community benefits.

The district allows for a variety of uses consistent with underlying zoning, with additional permitted uses of multiple-family housing. Certain uses are prohibited to maintain the district's character, including mobile homes, mobile home parks, sexually oriented businesses, outdoor storage of vehicles and equipment, and specific industrial activities like warehouse and freight movement.

To encourage development that aligns with the district's objectives, the Midtown LINC Overlay District defines "qualifying projects" those that contribute to a mixed-use, pedestrian-friendly environment. Qualifying Residential Projects include new developments consisting solely of multiple-family dwellings or mixed-use projects where residential units serve as the primary use, supported by eligible non-residential components. Qualifying Non-Residential Projects encompass new developments or modifications to existing structures intended for designated commercial and industrial uses, such as research laboratories, light assembly and manufacturing spaces (including "maker" spaces), neighborhood grocery stores, and laundromats, ensuring a balanced mix of residential and economic activity in the district.

Projects in this overlay district also have to adhere to specific architectural and landscaping standards to improve the overall appeal of the district.

VACANT OR UNDERUTILIZED PROPERTIES

While most of the properties in the area are occupied, many of them are underutilized. The large parking lots fronting many of properties are rarely if ever full. The land value of this centrally located district could support a greater diversity of uses. In a city with such a shortage of housing, the large parcels could support the development of a variety of housing units.

D. PHYSICAL CONDITIONS

City of Santa Fe MRA staff performed an assessment of the Study Area in February 2024 to document physical conditions. This report summarizes findings for the LINC and the Midtown Site separately, as conditions are very different. The assessment demonstrates that the properties included in the Study Area exhibit a combination of factors that contribute to the lack of redevelopment, as defined by New Mexico State Statute 3-60A.1-41, 1978.

MIDTOWN LINC:

The Midtown LINC Overlay District exhibits significant challenges related to land use, transportation, infrastructure, and economic activity, many of which align with the criteria for Metropolitan Redevelopment Area (MRA) designation. Originally developed with a suburban, car-oriented layout, the corridor has struggled to transition into a walkable, mixed-use urban district. Despite incentives introduced through the LINC Overlay in 2016, there has been no new residential development in the area, and underutilized properties, deteriorating infrastructure, and high crime rates persist.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** Many buildings within the LINC were constructed 30 to 40 years ago as large-lot strip malls and big-box retail centers. Over time, some have been subdivided into standalone properties surrounded by expansive parking lots, while others remain vacant or underutilized.
- ☑ **Defective and Inadequate Street Layout:** St. Michael's Drive was originally designed as a two-lane bypass highway in the 1950s and later widened in the 1970s. Today, it is one of Santa Fe's busiest streets, carrying 25,000–30,000 vehicles per day across a seven-lane roadway (six through lanes plus a center turn lane). The street lacks bike lanes, mid-block pedestrian crossings, street trees, and adequate public transit infrastructure, making it unsafe and uninviting for pedestrians and cyclists. The City of Santa Fe has formally recognized these deficiencies and, in a March 28, 2022 memo to NMDOT, proposed reducing lanes and implementing multimodal safety improvements.
- ☑ **Faulty Lot Layout and Infrastructure Deficiencies:** The LINC area consists of large commercial properties with individual curb cuts onto St. Michael's Drive, few shared access points, and no internal connectivity between parcels. If a driver misses an entrance, they must exit onto a neighborhood street and loop back, or park at a separate business and navigate through poorly maintained landscaping and parking lots. Several properties are isolated by surrounding parcels, with no viable cross-access for pedestrians or vehicles. Parking lots dominate the landscape, yet they remain underutilized and many are in poor condition with potholes, poor drainage, and failing pavement.
- ☑ **Deterioration of Public Spaces and Site Improvements:** Many properties feature planter strips that are either poorly maintained, overgrown, or dead. Several sidewalks are impassable due to overgrown landscaping, while bus stops lack proper shelters. No street trees exist along the corridor, as the entire planter strip was paved over when the State transferred St. Michael's Drive to the City of Santa Fe in 2018.
- ☑ **Decline of Commercial and Business Activity:** Many commercial properties within the LINC are vacant or struggling, contributing to a high percentage of underutilized parcels. The LINC Overlay was originally established to incentivize redevelopment, particularly multi-family housing, but no new residential development has occurred since its adoption in 2016.
- ☑ **Lack of Adequate Housing Facilities:** The LINC area is zoned C-2 General Commercial, allowing multi-family housing with no density cap, yet no housing projects have been proposed due to outdated infrastructure, high costs of redevelopment, and poor pedestrian connectivity. Large vacant parcels within the Midtown Project Site and along Warner Avenue remain undeveloped, limiting opportunities for much-needed workforce housing.
- ☑ **High Crime Rates:** The Midtown LINC area represents just 1.7% of Santa Fe's total land area, yet between January and May 2022, it accounted for 7.4% of the city's total reported crimes. Crime incidents include property crime, vandalism, and safety concerns, which further discourage investment and walkability in the corridor.

FIGURE 7. Zoning

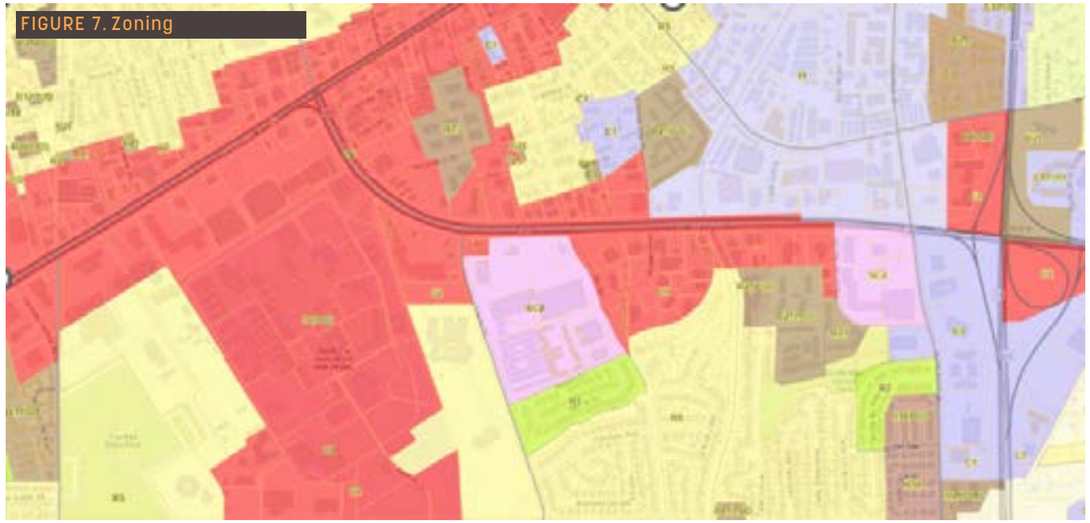


FIGURE 8. South-Central Highway Corridor Protection + LINC Overlay District

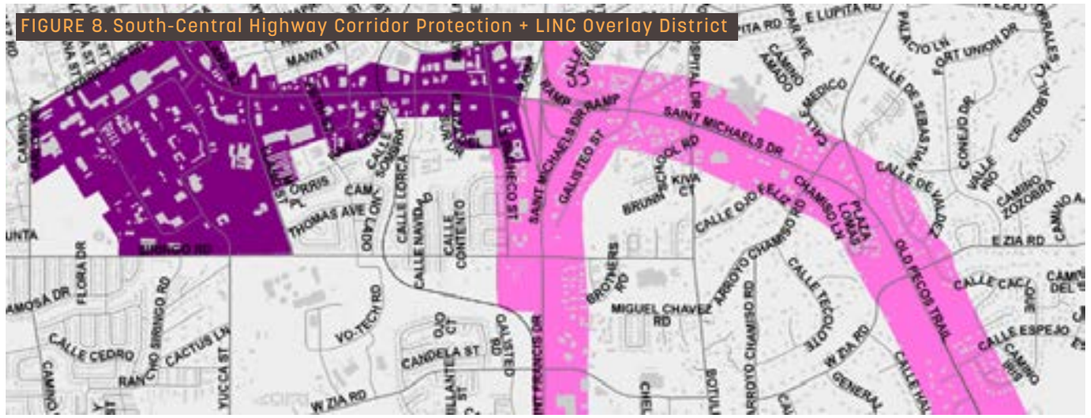
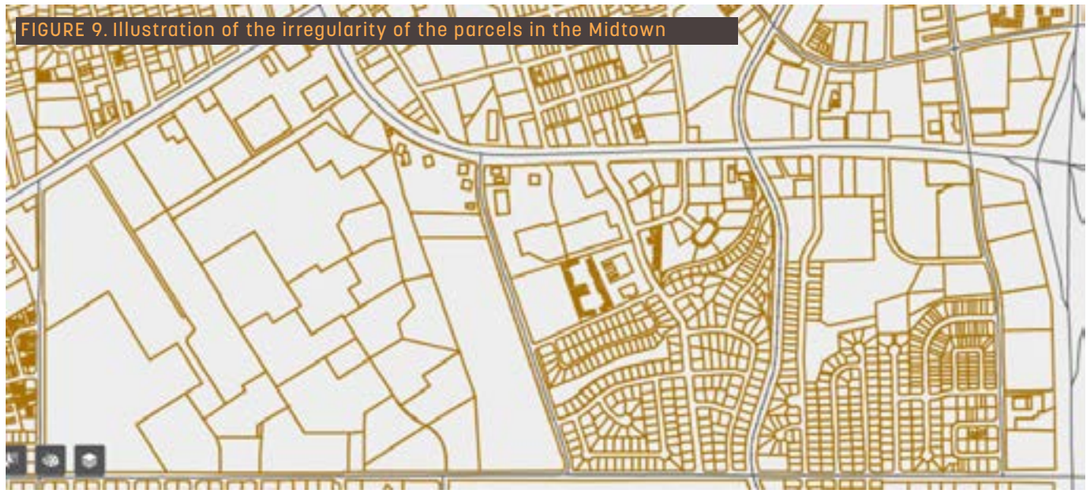


FIGURE 9. Illustration of the irregularity of the parcels in the Midtown



Vacant buildings and weeds (Midtown site)

Vacant land (Midtown site)

Street missing sidewalks

Bus stop without amenities

CERILLOS DRIVE

ST MICHAELS DRIVE

SIRINGO DRIVE

Vacant land and weeds (Midtown site)

Vacant land, weeds and litter

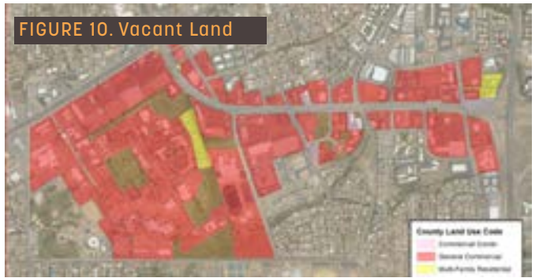
Underutilized land

Vacant land

Underutilized and unsightly storefront

Vacant land, weeds and litter

FIGURE 10. Vacant Land



County Land Use Map: Brown parcels are vacant

FIGURE 11. Building Footprints

Building Footprints within MRA Study Area Boundary

FIGURE 12. Vacant SIte

Vacant site on Llano St.

FIGURE 13. Parking Lots

Surface parking lots in the MRA area

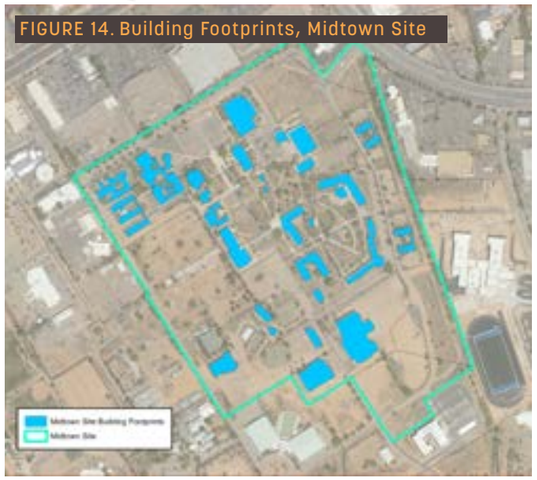
MIDTOWN SITE: THE KEY TO THE OVERALL ECONOMIC SUCCESS, RESILIENCY, AND SUSTAINABILITY OF THE MIDTOWN DISTRICT

The Midtown Santa Fe Site was originally developed as a sprawling educational campus, with large, irregular parcels that do not easily accommodate new development or redevelopment under modern mixed-use planning principles. The Midtown Master Plan, Community Development Plan, and Land Development Plan collectively identify multiple structural, infrastructure, and land use deficiencies, aligning with the Metropolitan Redevelopment Area (MRA) designation criteria under the New Mexico Metropolitan Redevelopment Code.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** The 2022 facility assessment by Wilson & Company found that many buildings on the Midtown site are structurally deficient, outdated, or in disrepair due to age, disuse, and obsolete building systems. Asbestos remediation is needed across multiple structures, adding to redevelopment costs. Of the 38 existing buildings, 10 are slated for demolition, 13 for short-term reuse before demolition, and 15 for rehabilitation. The former dormitories are not viable for conversion to modern residential use due to narrow hallways, shared bathrooms, and outdated building standards.
- ☑ **Faulty Lot Layout and Inefficient Land Use:** The site's original subdivision layout, designed for an educational campus, does not align with mixed-use redevelopment needs. Some parcels are so large and irregular that they hinder infill development. One 22+ acre parcel contains at least 17 buildings and spans the entire site. Currently, only 7.74% of the land is built upon, with 20 acres of completely vacant parcels. Until 2022, the site lacked master planning and remained zoned R-5 Residential, which was unsuitable for redevelopment. The recent Planned Unit Development (PUD) zoning and master planning efforts are expected to improve development feasibility.
- ☑ **Defective and Inadequate Street Layout:** The Midtown Site is isolated from surrounding areas, with only two access points—one at St. Michael's Drive and one at Siringo Road. The St. Michael's Drive entrance lacks a traffic signal, making left turns difficult and unsafe during peak hours. While the Siringo Road entrance is signalized, overall connectivity to the surrounding street network is inadequate. The Midtown Master Plan proposes a new internal street network, but implementation will require significant investment and collaboration with adjacent property owners to create pedestrian, bike, and road connections.
- ☑ **Deterioration of Public Spaces and Environmental Hazards:** The remains of the former barracks on Tract O—burned down in a 2017 fire—were razed, covered with topsoil, and fenced off, but the site still contains asbestos-based materials and underground cementitious pipes. A basic 12-inch surface remediation alone is expected to cost at least $2.3 million.
- ☑ **Lack of Adequate Housing Facilities:** As a former college campus, the only housing that ever existed on the site was dormitory housing, which is unsuitable for modern residential use due to outdated building codes and lack of essential amenities like kitchens. However, with the adoption of the Midtown Master Plan in 2022-2023, the site is now planned for at least 1,100 new housing units, with a minimum of 30% designated as affordable housing for households earning 80% or less of the Area Median Income (AMI).

FIGURE 14. Building Footprints, Midtown Site



Building Footprints within Midtown Site

FIGURE 15. Midtown: Building Preservation Plan

Midtown Buildings: Color Designates Which Building Will be Kept or Demolished

Complete Street Example - Midtown Master Plan (2022)

E. ECONOMIC CONDITIONS

RETAIL AND COMMERCIAL MARKET TRENDS

The Midtown Redevelopment Area has historically experienced higher vacancy rates, fluctuating rents, and lower occupancy compared to Santa Fe's overall office and retail markets. However, recent trends indicate a stabilization in demand, with significant improvements in occupancy rates and reductions in vacancies. While the broader Santa Fe market has demonstrated steady growth, the MRA area remains a more volatile submarket, characterized by lower rental rates and a price-sensitive tenant base. This section examines key trends in office and retail markets within the MRA area in comparison to Santa Fe's overall market performance.

OFFICE MARKET COMPARISON: MRA AREA VS. SANTA FE (2017-2024)

Vacancy Rate Trends: The MRA area saw extreme volatility in office vacancies, peaking at 20% in 2014, compared to 8.2% in the City. By 2024, the MRA's vacancy rate dropped to 0%, indicating a strong recovery.

Occupancy Rate Trends: The MRA's occupancy rate was as low as 80% in 2014-2015, lagging behind the overall market, which consistently remained above 95%. However, the MRA rebounded to 100% occupancy in 2024, suggesting stabilization.

Net Absorption Trends: The MRA had major negative absorption (-52,257 SF in 2018) but recovered with positive absorption in 2019 and 2024. Santa Fe's overall market also experienced fluctuations, notably -81,826 SF in 2020, during the economic downturn.

Office Rent Trends: The overall market saw steady rent growth, reaching $23.68/SF in 2024 from $17.07/SF in 2016. The MRA's office rents have been highly inconsistent, with rates ranging from $24.07/SF in 2022 to as low as $7.13/SF in 2024, suggesting weaker demand and a less stable office environment.

RETAIL MARKET COMPARISON: MRA AREA VS. SANTA FE (2017-2024)

Vacancy Rate Trends: Santa Fe's retail vacancy rate declined steadily from 6.3% in 2013 to 2.3% in 2024, reflecting strong demand. The MRA area had a much higher peak vacancy of 14.8% in 2013 but has since fallen to 1.6% in 2024.

Occupancy Rates: Both markets maintain high occupancy, with Santa Fe at 97.7% and the MRA slightly higher at 98.4% in 2024.

Net Absorption Trends: Santa Fe saw significant fluctuations, particularly in 2024 (-129,935 SF). The MRA also experienced volatility, with negative absorption in 2023 (-13,551 SF) but a rebound in 2024 (+4,266 SF).

Retail Rent Trends: Santa Fe's retail rents have increased to $19.15/SF in 2024, while the MRA area has struggled with lower, more volatile rents, ranging from $13.09/SF in 2013 to $8.23/SF in 2020, before rising to $15.90/SF in 2024.

KEY TAKEAWAYS

- ☑ Office rents in the MRA remain far below Santa Fe's overall market, suggesting weaker demand and less desirable space.
- ☑ Retail rents in the MRA are similarly lower than Santa Fe's average, despite increasing occupancy, indicating potential economic challenges or slower retail growth.
- ☑ The MRA area has been more volatile, with significant swings in vacancy, absorption, and rents, compared to Santa Fe's overall steady market trends.
- ☑ Despite lower rents, vacancy rates in the MRA are now at historic lows, meaning spaces are being utilized, even if at lower price points.
- ☑ While the MRA has shown recent stabilization, it remains a transitioning area, requiring further investment and strategic initiatives to ensure long-term stability and competitiveness.
- ☑ The data suggests that while demand for office and retail space in the MRA area is improving, continued investment, economic incentives, and tenant attraction strategies will be crucial for ensuring the district's long-term success.
- ☑ The MRA area has historically had higher vacancy rates and lower occupancy than the overall market but has made significant improvements in recent years.

CONCLUSION

The Midtown Metropolitan Redevelopment Area (MRA) in Santa Fe has been designated to address a range of challenges that have hindered its economic growth, livability, and development potential. The findings in the MRA Designation Report highlight several conditions that meet the criteria for an MRA designation under the New Mexico Metropolitan Redevelopment Code. By implementing a comprehensive revitalization strategy, the City of Santa Fe aims to transform Midtown into a dynamic, mixed-use district that fosters economic development, enhances mobility, and supports diverse housing opportunities.

RESPONDING TO THE MRA CRITERIA

A substantial number of deteriorated or deteriorating structures negatively impact the area's livability and economic potential.

- ☑ *Many structures in the Midtown area are underutilized, outdated, or deteriorating, making them unattractive for reinvestment.*
- ☑ *Large commercial properties, particularly along St. Michael's Drive, feature extensive parking lots and aging buildings that lack pedestrian connectivity and modern amenities.*

A defective or inadequate street layout that limits accessibility, walkability, and connectivity.

- ☑ *The Midtown area, particularly St. Michael's Drive, was originally designed for high-speed vehicular traffic rather than for pedestrians, cyclists, or transit users.*
- ☑ *The wide road, large setbacks, and disconnected parcels create barriers to walkability and safe transportation alternatives.*

Faulty lot layout that reduces the usefulness, accessibility, or redevelopment potential of properties.

- ☑ *The corridor is dominated by suburban-style strip malls and big-box retail centers with excessive surface parking, resulting in underutilized land that does not support a vibrant, mixed-use environment*
- ☑ *The lack of a cohesive development pattern has limited opportunities for housing and commercial revitalization.*

Deterioration of sites or other improvements, making the area less viable for new development.

- ☑ *Public spaces in the Midtown area are outdated and underutilized, failing to provide inviting, functional spaces for community engagement.*
- ☑ *Green infrastructure, parks, and pedestrian-friendly streetscapes are lacking, contributing to an unwelcoming environment.*

A lack of adequate housing facilities or conditions that prevent the provision of needed housing accommodations.

- ☑ *Despite its central location, the Midtown district lacks diverse and affordable housing options.*
- ☑ *The demand for mixed-income housing remains unmet, pushing workers and lower-income residents to live farther from their jobs and increasing commuting burdens.*

Obsolete or impractical planning and platting, leading to underutilized land and inefficient land use.

A significant number of vacant buildings, reducing economic activity and job opportunities.

- ☑ *The Midtown property specfically has suffered from high vacancy rates, with redevelopment struggling to remain viable due to outdated infrastructure, low foot traffic, and limited accessibility.*
- ☑ *Economic stagnation and disinvestment have further contributed to job losses and underutilization of properties.*

Low levels of commercial or industrial activity, contributing to economic stagnation and disinvestment.

- ☑ *The Midtown area has seen declining levels of investment over the past decade, limiting economic opportunities for local businesses and workers.*
- ☑ *The lack of incentives and infrastructure improvements has made it difficult to attract new businesses and industries.*

Through the MRA designation the City of Santa Fe can unlock key funding sources, attract private investment, and improve public infrastructure—creating new jobs, enhancing walkability, and expanding housing options.

This MRA designation aligns with the Midtown Master Plan and community input to ensure thoughtful, sustainable redevelopment. With strategic public-private partnerships and financial tools like tax incentives and infrastructure investments, the MRA will move Midtown into motion, fostering an inclusive, thriving district for all Santa Fe residents.

BENEFITS OF AN MRA DESIGNATION AND MRA PLAN

The MRA Designation allows for the contribution of Public Resources to Private Redevelopment projects, thereby helping catalyze reinvestment in the area.

The MRA Plan will outline specific redevelopment projects and activities and focus on unlocking critical opportunities, such as:

INCENTIVES FOR PROPERTY OWNERS - MRAs allow municipalities to offer incentives to property owners to encourage private investment. These incentives can include direct contributions of public funds, infrastructure improvements, below-market leases, land swaps, zoning changes, and favorable development bonds.

PUBLIC-PRIVATE PARTNERSHIP OPPORTUNITIES - MRAs allow property owners to engage with local governments in projects that involve the contribution of public funds to the redevelopment of private property. This also includes entering into development agreements to redevelop underutilized public properties.

DISTRICT-WIDE PUBLIC IMPROVEMENTS - MRAs allow for the effective planning and construction of public infrastructure and right-of-way improvements including streetscaping, transit-oriented development, stormwater management, and utility upgrades. It allows the municipality to contribute public resources to infrastructure upgrades that benefit private landowners, including waiving fees.

INCREASED COMMERCIAL ACTIVITY AND JOB GROWTH - Through the designation and planning for MRAs, many communities attract and grow commercial activity in an area, leading to long-term redevelopment and a stronger local business market.

TAX INCENTIVES & FINANCING TOOLS - A municipality may offer tax abatements and/or establish a Tax Increment Financing District (TIF) or Tax Increment Development District (TIDD). The municipality may also issue MRA Bonds for private projects. These tools do not change or increase taxes. Other available financing tools include:

- *Property Tax deferrals or credits*
- *Issuance of Revenue Bonds*
- *State/Federal Brownfield funding opportunities*

- *NMMFA Low-Income Housing Tax Credits bonus points*
- *CDBG Funding eligibility (without meeting LMI criteria).*

FACILITATE PUBLIC PRIVATE PARTNERSHIPS - MRAs are exempt from the Anti-Donation Clause because the activities authorized by the Metropolitan Redevelopment Code are considered to be in the public interest. MRAs allow local governments to sell public assets, enter into public-private partnerships, and issue bonds, loans, and grants. Other perks include:

- *Allows the sale of public property at "fair value" (below appraisal) when there are tangible public benefits through Development Agreements*
- *No prohibition on "Retail Uses" as exists in LEDA (>10,000 pop)*
- *"3-60A-48. Liberal Interpretation: The Metropolitan Redevelopment Code shall be liberally construed to carry out its purposes." Gives municipality discretion on how to best leverage MRA district opportunities.*

NEXT STEPS

After the MRA site is designated, a MRA plan will be created. Following the MRA Designation Report, an MRA Plan will be created, which will identify specific redevelopment projects that, when implemented, will eliminate the blighted conditions and stimulate economic activity. These projects can include land/building acquisition, multi-modal transportation infrastructure, stormwater management infrastructure, community facilities, housing, and public places.

The MRA planning effort will include a market and economic analysis to understand the opportunities associated with funding mechanisms and programs, such as tax increment financing, and link the MRA Plan's goals and strategies to those opportunities.

The governing municipality, in this case, the City of Santa Fe, has full discretion on which of these incentives the City uses and prioritizes to implement the MRA Plan. These decisions will be made during the planning process with public engagement and in collaboration with City departments and elected officials.

A

Attachment B

0 250 500 m

FIR No. 10662.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** x

Short Title(s): Midtown Metropolitan Redevelopment Area Designation

Sponsor(s): Mayor Alan Webber and Councilor Jamie Cassutt

Reviewing Department(s): Community Development Department **(**Midtown Development Agency Office of Economic Development), City Attorney's Office

Staff Completing FIR: Daniel Hernandez, Director of Midtown Development Agency; Carly Vendetti, Asset Development Manager, Midtown Development Agency **Date:** 3/3/2025

Phone: (505) 795-0675; (505) 531-7296

Reviewed by City Attorney: Erin McSherry **Date:** Mar 21, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Mar 21, 2025

Summary:
The proposed resolution makes a finding of necessity and designates the Midtown Local Innovation Corridor Overlay District (the Midtown "LINC"), other than a small residential area, as a Metropolitan Redevelopment Area, as consistent with SFCC 1987, Section 7-2.8 and NMSA 1978, Section 3-60A-8. The boundaries of this overlay district are described in SFCC 1987, Section 14-5.5(5)(D)(2), "Midtown Local Innovation Corridor (Midtown LINC) Overlay District", as modified in Attachment B.

Departments Affected:
Community Development (Office of Economic Development and Metropolitan Redevelopment Agency)

Consequences of Not Enacting Legislation:
If this legislation is not adopted, the specified area in the Midtown LINC, will not be declared a metropolitan redevelopment area.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
Ordinance No. 2016-39 created a new subsection of Chapter 14, the "Midtown Local Innovation Corridor Overlay District" (14-5.5(D)), which established permitted uses, definitions, standards and incentives for qualifying projects within the relevant district. This ordinance also defined the boundaries of the Midtown LINC.

Performance and Administrative Implications:
If the proposed resolution is adopted, then the Metropolitan Redevelopment Commission could exercise its powers and duties established in SFCC 1987, Section 7-2.6.

Fiscal Implications:
None at this time. While designating a metropolitan redevelopment area is a step towards being able to exercise certain redevelopment financial tools, future steps are required to implement the tools. Future required steps include the Governing Body's adoption of a metropolitan redevelopment plan, before a fiscal impact is possible.

Fiscal Impact

_____x_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature:

Email: mscott@santafenm.gov

Signature:

Email: dahernandez@santafenm.gov

Signature:

Email: jcnelson@santafenm.gov

Signature:

Email: cavenditti@santafenm.gov