Agenda

Regular Meeting of the Quality of Life Committee
April 23, 2025 at 5:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Quality of Life Committee Meeting

Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel. The YouTube live stream can be accessed from most smartphones, tablets, or computers.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Consent Agenda
5. Presentations
    a. Overview of Current Housing Conditions in Santa Fe (Johanna Nelson, Office of Economic Development Director; jcnelson@santafenm.gov and Avilla Buieno, Director - Root Policy Research; Avilla@rootpolicy.com)
6. Action Items: Consent Agenda
    a. Request for Approval of the April 2, 2025, Quality of Life Committee Meeting Minutes. (Marcella A. Apodaca, Business Operations Manager; maapodaca1@santafenm.gov)

        Committee Review:
        Quality of Life Committee: 04/23/2025

    b. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $90,000 into FY25 Revenue and Expenses for Transitional Housing and Shelter Facilities for Victims of Domestic Violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

        Committee Review:
        Quality of Life Committee: 04/23/2025
        Finance Committee: 04/28/2025
        Governing Body: 04/30/2025

    c. Request for Approval of Grant Agreement from the State of New Mexico's

Department of Health in the Amount of $818,387.10 for a Coordinated Community Response to Community Violence to Include but not Limited to Youth Violence and Gun Violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.10 into FY25 Revenue and Expenses for a Coordinated Community Response to Community Violence.

Committee Review:
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

d. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro)
A Resolution Authorizing the Sale and Consumption of Beer and Wine During the Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market on July 9, 10, and 11, 2025, Pursuant to Subsection 23-6.2(C) SFCC 1987. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduction): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

e. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Signe Lindell)
A Resolution Correcting the Required Permit Named for Resolutions 2025-16, Regarding the Movies in the Park Event Series; and 2025-23, Regarding the Summer Scene Concert Event Series, Changing Each from a Special Dispenser Permit to a Public Celebration Permit. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

f. 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

g. CONSIDERATION OF Bill NO. 2025-9. ADOPTION OF ORDINANCE NO. 2025____. (Councilor Michael Garcia, Councilor Amanda Chavez, Councilor Alma Castro, and Councilor Pilar Faulkner)
A Bill Amending Section 11-14.5 of the Economic Development Fund Ordinance to Change the Sunset Date for Depositing Certain Land Sale Revenues in the Affordable Housing Trust Fund from December 31, 2025, to December 31, 2030. (Johanna Nelson, Director of Office of Economic Development and Interim Director of Office of Affordable Housing; jcnelson@santafenm.gov)

Committee Review
Governing Body (Introduced): 02/26/2025
Governing Body (Public Comment): 03/12/2025
Economic Development Advisory Committee: 04/02/2025
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 05/14/2025

h. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro, Councilor Signe Lindell, Councilor Michael Garcia)
A Resolution Amending the Immigration Committee's Purpose and Membership. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Immigration Committee: 04/14/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

7. Action Items: Discussion Agenda

a. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Carol Romero-Wirth, Councilor Signe Lindell, Councilor Jamie Cassutt, and Councilor Alma Castro)
A Resolution Establishing a Plan for Use of Budgeted Funds to Study Hiring Council Staff. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2035

8. Executive Session

9. Matters from Staff

10. Matters from the Committee
11. Matters from the Chair
12. Next Meeting: May 7, 2025
13. 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.

QUALITY OF LIFE COMMITTEE
WEDNESDAY, APRIL 2, 2025, 5:00 PM
CITY COUNCIL CHAMBERS, CITY HALL
200 LINCOLN AVENUE, SANTA FE, NEW MEXICO

1. CALL TO ORDER

A meeting of the Quality of Life Committee was called to order on Wednesday, April 2, 2025, at 5:04 pm, by Councilor Cassutt, Chair, at City Hall, in the City Council Chambers, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT
Councilor Jamie Cassutt, Chair
Councilor Michael Garcia
Councilor Pilar Faulkner
Councilor Alma Castro

MEMBERS ABSENT
Councilor Amanda Chavez, Excused

OTHERS PRESENT
Mark Scott, City Manager
Marcella Apodaca, Committee Liaison
Joanna Nelson, Director, Economic Development, Acting Director, Affordable Housing
Henri Hammond-Paul, Director, Community Health and Safety
Elizabeth Martin, Stenographer, virtually

3. APPROVAL OF AGENDA

MOTION A motion was made by Councilor Michael Garcia, seconded by Councilor Castro, to approve the agenda as presented.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Faulkner, yes; Councilor Michael Garcia, yes; Chair Cassutt, yes.

4. APPROVAL OF CONSENT AGENDA

Items 6 B, C and E were pulled for discussion.

MOTION A motion was made by Councilor Faulkner, seconded by Councilor Castro, to approve the Consent Agenda as amended.

VOTE The motion passed on roll call vote as follows:

Councilor Castro, yes; Councilor Faulkner, yes; Councilor Michael Garcia, yes; Chair Cassutt, yes.

5. PRESENTATIONS

a. ECONOMIC DEVELOPMENT STRATEGIC PLANNING-DATA COLLECTIONS AND ANALYSIS KEY FINDINGS

Presentation was given.

6. ACTION ITEMS: CONSENT AGENDA

a. REQUEST FOR APPROVAL OF THE MARCH 19, 2025, QUALITY OF LIFE COMMITTEE MEETING MINUTES.

Approved on consent.

b. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) TO ALLOCATE $794,164 FROM LODGERS TAX FUND BALANCE TO THE ARTS AND CULTURE DEPARTMENT FY25 BUDGET FOR ONGOING ARTS AND CULTURE INITIATIVES AND GREER GARSON THEATER FEASIBILITY STUDY.

MOTION A motion was made by Councilor Castro, seconded by Councilor Faulkner, to approve the BAR.

VOTE The motion passed on roll call vote as follows:

Councilor Castro, yes; Councilor Faulkner, yes; Councilor Michael Garcia, yes; Chair Cassutt, yes.

c. REQUEST FOR APPROVAL OF AN ADMINISTRATIVE SERVICES CONTRACT WITH BLUE CROSS AND BLUE SHIELD OF NEW MEXICO FOR HEALTH BENEFITS ADMINISTRATION SERVICES IN THE AMOUNT OF $23,054,885 FOR THE FIRST YEAR EXCLUDING NMGRT AND TOTAL AMOUNT OF $92,219,540 INCLUDING NMGRT FOR THE TERM OF THE FOUR-YEAR CONTRACT BASED ON

AVAILABLE BUDGET AND SERVICES PROVIDED.

MOTION A motion was made by Councilor Faulkner, seconded by Councilor Castro, to approve the request.

VOTE The motion passed on roll call vote as follows:

Councilor Castro, yes; Councilor Faulkner, yes; Councilor Michael Garcia, yes; Chair Cassutt, yes.

d. CONSIDERATION OF RESOLUTION NO. 2025-_____. A RESOLUTION AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE RAILYARD PLAZA SUMMER SCENE CONCERT SPONSORED BY SITE SANTA FE ON JUNE 25, 2025, PURSUANT TO SUBSECTION 23-6.2 C SFCC 1987.

Approved on consent.

e. CONSIDERATION OF RESOLUTION NO. 2025-_____. 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.

Councilor Faulkner left the meeting and was excused.

MOTION A motion was made by Councilor Michael Garcia, seconded by Councilor Castro, to approve the Resolution.

VOTE The motion passed on roll call vote as follows:

Councilor Castro, yes; Councilor Faulkner, yes; Councilor Michael Garcia, yes; Chair Cassutt, yes.

7. ACTION ITEMS: DISCUSSION AGENDA

None.

8. EXECUTIVE SESSION

None.

9. MATTERS FROM STAFF

Heard.

10. MATTERS FROM THE COMMITTEE

None.

11. MATTERS FROM THE CHAIR

None.

12. NEXT MEETING: WEDNESDAY, APRIL 23, 2025

13. ADJOURN

There being no further business before the Committee, the meeting adjourned at 6:33 pm.

Councilor Jamie Cassutt, Chair

Elizabeth Martin
Elizabeth Martin (Apr 10, 2025 15:37 MDT)

Elizabeth Martin, Stenographer

CITY OF SANTA FE

The Purchasing Memo

Date: April 2, 2025

To: Governing Body and Finance Committee and Quality of Life Committee

From: Julie Sanchez, Youth and Family Services Division Director

Via: Henri Hammond-Paul, Community Health and Safety Department Director

Subject: Approval of Grant Agreement from the State of New Mexico's Department of Finance and Administration in the amount of $90,000 for transitional housing and shelter facilities for victims of domestic violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Budget $90,000 into FY25 Revenue and Expenses for transitional housing and shelter facilities for victims of domestic violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

ITEM AND ISSUE:

Request for Approval of a Grant Agreement from the State of New Mexico's Department of Finance and Administration in the Total Amount of $90,000 for Transitional Housing and Shelter Facilities for Victims of Domestic Violence.(Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

1. Requests for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $90,000 into FY 25 Revenue and Expenses for Transitional Housing and Shelter Facilities for Victims of Domestic Violence.

BACKGROUND AND SUMMARY:

The City of Santa Fe has received an appropriation from the State of New Mexico's Department of Finance and Administration for $90,000 to reimburse funding for transitional housing and shelter facilities for victims of domestic violence. All reimbursement requests must be made by July 15th, 2025.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: [Human Services Fund/240]

Munis Org Name/Number: [Youth and Family/2400122]

Munis Object Name/Number: [Furniture and Fixtures >$5000/570600]

Budget Officer / Designee: Andy Hopkins **Date:** Apr 3, 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: _____

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

Comment/Exceptions: _____

ATTACHMENTS:

Grant agreement
Budget Amendment Resolution (BAR)
Project Ledger

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

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

DEPARTMENT / DIVISION NAME	DATE
Community Health and Safety/Communtiy Services/Youth and Family Services Division	3/27/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Furniture and Fixtures > $5000	2400122	570600	COM2524002	90,000.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM Department of Finance and Administration	2400122	490210	COM2524002	(90,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

NM Department Finance and Adminstration Grant 24-Z15052-15 for Transitional Housing and Shelter Facilities for Domestic Violence for Facilities in New Mexico.

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

Fund(s) Affected	Fund Balance Increase/(Decrease)
TOTAL:	**0**

Marcella Apodaca — 3/27/2025
Prepared By *{print name}* — Date

JULIE SANCHEZ (Apr 2, 2025 13:37 MDT) — Apr 2, 2025
Division Director Signature *{optional}* — Date

Apr 2, 2025
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 — Apr 3, 2025
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: 3/6/2025

Project Title: Consuelo's Place Furniture

Project Type: ☐ CIP ☑ Grant ☑ Internal Tracking

Project ID: COM2524002
Grant ID: S2562
Approved By: Erika Lujan (Mar 28, 2025 17:19 MDT)
CT (Finance Use Only)

Department: Community Health and Safety Project Manager: Julie Sanchez Ext: 6678

Project Date Range: 3/6/2025 to 6/30/2025 ☐ Create Fixed Asset

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☐ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NM Department of Finance and Administration % of Funding: 100

MUNIS ORG: 2400122 MUNIS OBJ: 490210 Awarded Amount: 90,000

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: Furnitures and Fixtures MUNIS ORG: 2400122 MUNIS OBJ: 570600

Grants Only (list all grants if applicable):

Grantor Name: NMDFA CAP# 24-Z15052-15 Awarded Amount: 90,000

AR Charge Code: 2400122.490210 ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700007 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

REIMBURSING AGENCY: Department of Finance and Administration

Business Unit: 341

APPROPRIATIONRECIPIENT:

City of Santa Fe

APPROPRIATION NUMBER:	APPROPRIATION AMOUNT:	REVERSION DATE:
24-ZI5052-15	**$90,000**	**June 30, 2025**

APPROPRIATION LANGUAGE

Ninety Thousand dollars ($90,000) for transitional housing and shelter facilities for victims of domestic violence for facilities in New Mexico. Funds unexpended by June 30th, 2025, will be reverted to the State of New Mexico's general fund unless reauthorized by the state legislature.

APPROPRIATION REIMBURSMENT

The appropriation funds will be disbursed through a reimbursement process. The Appropriation Recipient will submit to the Reimbursing Agency the Exhibit A: Request for Payment form along with supporting document(s) that evidence the expenses to be reimbursed. The Reimbursing Agency will review these documents to ensure all expenses to be reimbursed reflect the intent and purpose of the appropriation language. All expenditures for which the Appropriation Recipient requests reimbursement must occur prior to the reversion date. The latest date the Appropriation Recipient may submit a Request for Payment is July 15th, 2025. With the submission of the final Exhibit A: Request for Payment, the Appropriation Recipient must include a completed Exhibit B: Final Report form in order to receive the final reimbursement.

CERTIFICATION

I hereby certify that City of Santa Fe

1. Will only use the appropriation funds to carry out and/or perform activities described in appropriation language.
2. Will comply with 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.
3. Ensures that the appropriation funds only benefit entities in accordance with applicable law, including, but not limited to Article IX, Section 14 of the Constitution of the State of New Mexico, "Anti-Donation Clause."
4. Will follow the procedure described in "Appropriation Reimbursement" for reimbursement of appropriated funds.

_____ _____

Appropriation Recipient Representative — Date

_____ _____

Appropriation Recipient CFO — Date

APPROVAL

In accordance with the authority conferred on the Department of Finance & Administration by the statute appropriating these funds, I hereby approve this certification for appropriation number 24-ZI5052-15 in the amount of $90,000.

_____ _____

Cecilia Mavrommatis — Date
Director, Local Government Division

IN WITNESS WHEREOF, the Parties have executed this Appropriation as of the date of their signatures by the required approval authorities.

CITY OF SANTA FE:

_____
CITY MANAGER

DATE: _____

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

_____
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
FINANCE DIRECTOR

STATE OF NEW MEXICO

HB2 Transitional Housing Appropriation

Request for Payment Form

Exhibit A

I. Grantee Information

(Make sure information is complete & accurate)

A. Grantee: _____

B. Address: _____

(Complete Mailing, including Suite, if applicable)

_____

City, State, Zip

C. Contact Name/Phone #: _____

D. Grant No: _____

E. Project Title: _____

F. Grant Expiration Date: _____

II. Payment Computation

A. Payment Request No. _____

B. Grant Amount: $0

C. AIPP Amount *(If Applicable)* : $0

D. Funds Requested to Date: $0

E. Amount Requested this Payment: $0

F. Reversion Amount (*If Applicable*): $0

G. Grant Balance: $0

H. ☐ GF ☐ GOB ☐ STB (*attach wire if first draw*)

I. ☐ Final Request for Payment (*if Applicable*)

III. Fiscal Year : _____

(The State of NM Fiscal Year is July 1, 20XX through June 30, 20XX of the following year)

IV. ☐ 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

REIMBURSING AGENCY: Department of Finance and Administration

Business Unit: 341

STATE OF NEW MEXICO
HB2 Transitional Housing Final Report Form
Exhibit B

Appropriation Recipient: _____

Appropriation Number: _____

Use of Appropriation Funds	**Amount**
Capital Expenses	$0
Other	$0
	$0
	$0
Total Amount of Appropriation Funds Expended	$0

Narrative *Describe the outcomes, results, benefit, and or uses of the appropriation funds*

CITY OF SANTA FE

The Purchasing Memo

Date: April 3, 2025

To: Governing Body and Finance Committee and Quality of Life Committee

From: Julie Sanchez, Youth and Family Services Division Director JULIE SANCHEZ (Apr 3, 2025 15:23 MDT)

Via: Henri Hammond-Paul, Community Health and Safety Department Director

Subject: Approval of Grant Agreement from the State of New Mexico's Department of Health in the amount of $818,387.10 for a coordinated community response to community violence to include but not limited to youth violence and gun violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.00 into FY25 Revenue and Expenses for a coordinated community response to community violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

ITEM AND ISSUE:

The Youth and Family Services Division respectfully requests Approval of Grant Agreement from the State of New Mexico's Department of Health in the amount of $818,387.10 for a coordinated community response to community violence to include but not limited to youth violence and gun violence.

Additionally, the Youth and Family Services Division respectfully requests Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.10 into FY25 Revenue and Expenses for a coordinated community response to community violence.

BACKGROUND AND SUMMARY:

The City of Santa Fe Youth and Family Services Division in collaboration with Santa Fe County Community Services Department and the Santa Fe Police Department applied for and received a grant from the State of New Mexico's Department of Health for $818,387.10 as part of our coordinated response to community and youth violence. All reimbursement requests must be made by June 30, 2026.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: [Juvenile Justice Fund/223]

Munis Org Name/Number: [Juvenile Justice/2230123]

Munis Object Name/Number: [Grants and Services/510400] [Other Consulting/510340]

Budget Officer / Designee: Andy Hopkins **Date:** Apr 4, 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: _____

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

Comment/Exceptions: _____

ATTACHMENTS:

Grant agreement
Budget Amendment Resolution (BAR)
Project Ledger

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

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

DEPARTMENT / DIVISION NAME	DATE
Community Health and Safety/Youth & Family	4/3/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Grants and Services	2230123	510400	YFD2522302	404,437.00	
Software (Non-Exempt)	2230315	570850	POL2522303	354,000.00	
Other Consulting	2230123	510340	YFD2522302	60,000.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM Department of Health - Violence Intervention Fund - Communtiy Health and Safety Department - Youth and Family Division Portion	2230123	490180	YFD2522302	(464,437)	
NM Department of Health - Violence Intervention Fund - Santa Fe Police Department Portion	2230315	490180	POL2522303	(354,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

NM DOH Violence Intervention Grant for Communtiy Based Contracts and Police Department Gun Violence Technology.

{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 #:

Marcella Apodaca	4/3/2025	Andy Hopkins	Apr 4, 2025
Prepared By *{print name}*	Date	Budget Officer	Date
JULIE SANCHEZ (Apr 3, 2025 15:23 MDT)	Apr 3, 2025		
Division Director Signature *{optional}*	Date	Finance Director *{≤ $5,000}*	Date
	Apr 3, 2025		
Department Director Signature	Date	City Manager *{≤ $60,000}*	Date

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 02/19/2025

Project Title: NMDOH - Violence Intervention Grant

Project Type: ☐ CIP ☑ Grant ☐ Internal Tracking

Project ID: POL2522303

Grant ID: S2560

Approved By: Erika Lujan (Apr 2, 2025 17:08 MDT)

CT (Finance Use Only)

Department: Police/SFPD Project Manager: AM BOWEN Ext: 6678

Project Date Range: 2/20/25 to 06/30/2025 ☐ Create Fixed Asset

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☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NMDOH IGA 25.665.2011.00001.00 % of Funding: 43

MUNIS ORG: 2230315 MUNIS OBJ: 490180 Awarded Amount: 354000.00

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: software MUNIS ORG: 2230315 MUNIS OBJ: 570850

Grants Only (list all grants if applicable): (GRANT ALSO TIED TO PROJ. YFD2522302-464287.00)

Grantor Name: NMDOH IGA 25.665.2011.00001.00 Awarded Amount: 818,387.10

AR Charge Code: 2230315.490180 ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700003 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 02/19/2025

Project Title: NMDOH - Violence Intervention Grant

Project Type: ☐ CIP ☑ Grant ☐ Internal Tracking

Project ID: YFD2522302

Grant ID: S2560

Approved By: Erika Lujan (Apr 2, 2025 17:09 MDT)

CT (Finance Use Only)

Department: Comm. Health and Safety Project Manager: Julie Sanchez Ext: 6678

Project Date Range: 2/20/25 to 06/30/2025 ☐ Create Fixed Asset

---

☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NMDOH IGA 25.665.2011.00001.00 % of Funding: 57

MUNIS ORG: 2230123 MUNIS OBJ: 490180 Awarded Amount: $464,387.00

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: GRANTS/SVCS & OTH CNSLTNG MUNIS ORG: 2230123 MUNIS OBJ: 510400/510340

Grants Only (list all grants if applicable): (GRANT ALSO FUND PROJ: POL2522303-354000.00)

Grantor Name: NMDOH IGA 25.665.2011.00001.00 Awarded Amount: 818,387.10

AR Charge Code: 2230123.490180 ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700003 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

gunshot detection technology.			
III. Community-based service provider(s) partnerships	Narrative report detailing partnerships implemented with community-based service provider(s).	Not to exceed $404,437.10	III. Invoice @ $404,437.10 not to exceed quantity of 1. Report due no later than July 10, 2025
Total Budget		**$818,387.10**	

Funding Information:
06101 General Funds

THIS SECTION IS INTENTIONALLY LEFT BLANK

STATE OF NEW MEXICO
DEPARTMENT OF HEALTH
INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT is made and entered into by and between the State of New Mexico, **DEPARTMENT OF HEALTH**, hereinafter referred to as the "Agency," and **CITY OF SANTA FE**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Agency.

WHEREAS, the Agency is the State agency and desires to engage and the contractor is willing to provide the services outlined pursuant to Article II **-** Scope of Work.

NOW THEREFORE, the Agency and the Contractor in consideration of mutual covenants and agreements herein contained, do hereby agree as follows:

ARTICLE I. Term of Agreement

THIS AGREEMENT SHALL BECOME EFFECTIVE ON THE DATE UPON WHICH IT IS EXECUTED BY THE AGENCY SECRETARY OR DESIGNEE. This Agreement shall terminate **June 30, 2025,** unless terminated pursuant to Article VI (Termination of Agreement), or Article XIX (Appropriations).

ARTICLE II. Scope of Work

The Contractor shall provide the program of services as set forth in the scope of work which is attached hereto as "**Attachment 1 – Scope of Work**" and incorporated herein by reference, unless Attachment 1 is amended or this agreement is terminated pursuant to Article VI (Termination of Agreement), or Article XIX (Appropriations), infra. In consideration for the provision of those services, the Agency agrees to purchase and the Contractor agrees to perform the services identified in the scope of work.

ARTICLE III. Limitation of Cost

The total amount of the monies payable to the Contractor under this Agreement shall not exceed **$818,387.10.** The annual budget is attached hereto as "**Attachment 2 – Budget**" and incorporated herein by reference.

ARTICLE IV. Payment

The Agency shall make monthly payments to the Contractor for services and costs specified in **Attachment 2 - Budget**. The Contractor shall submit certified and documented invoices and vouchers quarterly for actual work performed and expenses incurred to the Agency. The Contractor's failure to submit such payment vouchers, invoices, and supporting documentation within fifteen (15) days after they are due may result in the non-availability of funds for payment and/or the denial of payment by the Agency.

ARTICLE V. Return of Funds

Upon termination of this Agreement, or after the services provided for herein have been rendered, surplus money, if any, shall be returned by the Contractor to the Agency.

ARTICLE VI. Termination of Agreement

A. Grounds. 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.

B. Notice; Agency Opportunity to Cure.

1. Except as otherwise provided in Article (VI)(B)(3), the Agency shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2. 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.

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 Agency; (ii) if, during the term of this Agreement, the Contractor is suspended or debarred by the State Purchasing Agent; or (iii) the Agreement is terminated pursuant to Article XXII, "Appropriations", of this Agreement.

C. Liability. Except as otherwise expressly allowed or provided under this Agreement, the Agency'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 AGENCY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

D. Termination Management. Immediately upon receipt by either the Agency 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 Agency; 2) comply with all directives issued by the Agency in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the Agency shall direct for the protection, preservation, retention or transfer of all property titled to the Agency 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 Agency upon termination and shall be submitted to the Agency as soon as practicable.

ARTICLE VII. Funds Accountability

The parties shall provide for strict accountability of all monies made subject to this Agreement. The Contractor shall maintain fiscal records, follow generally accepted accounting principles, and account for all receipts and disbursements of funds transferred to the Contractor pursuant to this Agreement. The Contractor will include all monies made subject to this Agreement in the annual audit and will provide the Agency with a copy of the annual audit.

ARTICLE VIII. Maintenance of Records

The Contractor shall maintain detailed expenditure records that indicate the date, 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 Agency, the New Mexico Department of Finance and Administration and the New Mexico State Auditor. The Agency shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the Agency to recover excessive or illegal payments.

ARTICLE IX. Confidentiality

A. 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 Agency.

ARTICLE X. Amendments

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 Agency 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 VI herein, or to agree to the reduced funding.

ARTICLE XI. 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 Agency.

ARTICLE XII. 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 exclusive 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.

ARTICLE XIII. Acquisition of Property

The parties agree that neither party shall acquire any property as the result of this Agreement, unless approved by the Agency or defined in the scope of work.

ARTICLE XIV. Liability

Each party shall be solely responsible for fiscal or other sanctions occasioned as a result of its own violation or alleged violation of requirements applicable to the performance of the Agreement. Each party shall be liable for its actions according to this Agreement subject to the immunities and limitations of the New Mexico Tort Claims Act, Sections 41-4-1, et. seq., NMSA 1978, as amended.

ARTICLE XV. Execution of Documents

The Agency and the Contractor agree to execute any document(s) necessary to implement the terms of this Agreement.

ARTICLE XVI. Sub-Contracts

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval by the Agency Secretary or Designee. No such subcontract shall relieve the primary Contractor from any obligations and liabilities under this Agreement, nor shall subcontract obligate direct payment from the Agency. Contractor must notify subcontractors that they are subject to Article VIII - Maintenance of Records of this agreement.

ARTICLE XVII. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws, 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 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.

ARTICLE XVIII. 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 Agency.

ARTICLE XIX. Appropriations

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, this Agreement shall terminate immediately upon written notice being given by the Agency to the Contractor. The Agency's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the Agency 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.

THIS SECTION IS INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the Agency and the Contractor have caused this Agreement to be executed, said Agreement to become effective as of the date set forth below upon which it is executed by Agency Secretary or Designee.

Contractor – CITY OF SANTA FE

_____ Date: _____
Alan Webber, Mayor

_____
Printed Title of Authorized Signatory

_____ Date: _____
City Clerk

_____ Date: Mar 6, 2025
Assistant City Attorney

_____ Date: 04/18/2025
Finance Director

Agency – DEPARTMENT OF HEALTH

_____ Date: _____
Secretary or Designee, DOH

_____ Date: _____
Chief Financial Officer, DOH

Approved as to legal form and sufficiency.

_____ Date: _____
Office of General Counsel, DOH

THIS SECTION IS INTENTIONALLY LEFT BLANK

Attachment 1 – Scope of Work

The Contractor Shall perform the following work:

Summary of scope

Per CH56-HB68-2022 Violence Intervention Program Act, the Grantee, The City of Santa Fe, in collaboration with Santa Fe County, have identified the creation of a coordinated community response to community violence to include but not limited to youth violence and gun violence. This Violence Prevention Program is a Public Health approach that will aim to support, educate and engage youth that are at high risk of being perpetrators or victims of youth violence, or gun violence. Direct program participants are youth and young adults up to age 24 who are on parole, are suspected of a firearms assault, or have experienced gun violence. Intergenerational healing programs include families and caregivers of impacted youth and young adults. Youth violence interruption goals are to increase supportive services; train community-based partners in restorative justice best practices; deliver culturally responsive, trauma-informed, strengths-focused case management; and cultivate economic stability and economic justice for program participants. Violence Interruption coordinates with community partners, in a multisectoral partnership, to reimagine community safety with strong preventative measures that amplifies the voices of those impacted by gun violence.

The Violence Prevention Unit (VPU) is currently housed in the City of Santa Fe, the unit will collaborate with key community stakeholders—Santa Fe County, County and City Law Enforcement, Juvenile Probation and Parole Officers (JPPO), Public Defenders, local nonprofits (such as Gerard's House, YouthWorks and others), public and charter schools, and the District Attorney's office—to identify youth and young adults who are at the highest risk for victimization or retaliation due to their involvement in cycles of violence. By working together, these agencies will combine their expertise and data to select individuals who are most vulnerable to becoming embroiled in gun violence or aggravated assault. Funding will be sub-granted to local organizations who work with youth ages 11-24 that are involved in or at risk of being involved in gun violence.

Recognizing that certain populations, particularly those from systemically marginalized or historically underserved communities, are disproportionately impacted by gun violence and aggravated assault. Therefore, the VPU is intentional with partnering with community organizations that have deep ties to these populations, ensuring that the voices and perspectives of those directly affected by violence are heard and integrated into the development of strategies. Participants will participate in CONNECT, a coordinated care network run jointly by the City and County of Santa Fe. Spanning 60 supportive programs at local organizations, CONNECT network navigators are linked through a shared technology platform whereby they send and receive secure electronic referrals, address residents' social needs, and improve individual and community health.

A. Grantee will implement a VIP to include:
   1) clearly defined, measurable objectives of the program to improve public health and safety through evidence-based violence reduction interventions;
   2) a comprehensive violence reduction strategic plan, including consistent quality improvement and quality assurance measures, and a description of the strategies and tasks developed; describing the goals of the plan, including community-based services or joint community-based services and law enforcement intervention strategies;
   3) Per CH56-HB68-2022 Violence Intervention Program Act, Grantee is required to use at least fifty percent of its grant for the purpose of entering into agreements with one or more community-based service providers in the locally focused geographic area in which the grant funds would be used;
   4) Per CH56-HB68-2022 Violence Intervention Program Act, Grantee shall report to the appropriate criminal justice coordinating council established pursuant to Section 31-28-3 NMSA 1978 regarding outcomes of the grant;
   5) Per CH56-HB68-2022 Violence Intervention Program Act, a final report for FY25 is due to the NMDOH no later than November 1, 2025. At a minimum the final report shall include: (1) purpose and amount of this FY25 grant received by the grantee; and (2) processes, outputs and outcomes resulting from this FY25 grant, including relevant data as required by department rules.

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Attachment 2 – Budget

The total amount of this agreement shall not exceed $818,387.10.

Per diem and mileage, and other miscellaneous expenses, will be paid in accordance with the Department of Finance and Administration (DFA) Rule 2.42.2 NMAC.

Task Description	Deliverable	Budget	Due Date
Project administration contract	Quarterly report of completed contractual project administration.	Not to exceed $60,000.00	Invoice @ up to $30,000.00 per quarter not to exceed quantity of 2 Quarter 1 (January, February & March) due no later than April 10, 2025 Quarter 2 (April, May & June) due no later than July 10, 2025
Increase gun violence detection and response infrastructure and technology through receipt of technical assistance for implementation of purchased gunshot detection technology.	Proof of purchase and any technical assistance received.	Not to exceed $354,000.00	Invoice @ $354,000.00 upon receipt of purchase, due no later than July 10, 2025
Community-based service provider(s) partnerships	Narrative report detailing partnerships implemented with community-based service provider(s).	Not to exceed $404,437.10	
Total Budget		**$818,387.10**	

Funding Information:
06101 General Fund

DoH Grant Memo and BAR Packet Signed

Final Audit Report 2025-04-18

Created:	2025-04-18
By:	Justin Gonzales (jmgonzales@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAACakbPiDywTnGqtQ-b-rLIQq979b-0tsa

"DoH Grant Memo and BAR Packet Signed" History

Document created by Justin Gonzales (jmgonzales@santafenm.gov)
2025-04-18 - 2:39:22 PM GMT- IP address: 63.232.20.2

Document emailed to EMILY OSTER (ekoster@santafenm.gov) for signature
2025-04-18 - 2:41:04 PM GMT

Email viewed by EMILY OSTER (ekoster@santafenm.gov)
2025-04-18 - 3:20:38 PM GMT- IP address: 104.47.65.254

Document e-signed by EMILY OSTER (ekoster@santafenm.gov)
Signature Date: 2025-04-18 - 3:24:10 PM GMT - Time Source: server- IP address: 73.42.112.179

Agreement completed.
2025-04-18 - 3:24:10 PM GMT

Powered by Adobe Acrobat Sign

CITY OF SANTA FE

Memorandum

Date: March 24, 2025

To: Governing Body and Quality of Life Committee

From: Andréa Salazar, City Clerk AS

RE: Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market

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EXECUTIVE SUMMARY:

The proposed resolution would grant permission to As Above, So Below distillery to serve beer and wine at the Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market ("IFAM") on City of Santa Fe ("City") property, in the Railyard Plaza, on July 9, 10, and 11, 2025.

BACKGROUND:

SFCC 1987, Section 23-6.1, requires the Governing Body to adopt a resolution for the sale and consumption of alcohol for locations on City property that are not specifically listed in Section 23-6.2(A). The resolution must identify the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance as required by the City's Code.

The proposed resolution addresses the required elements:

- the event is the Railyard Plaza Summer Scene Concerts sponsored by the IFAM;
- the location is the Railyard Plaza;
- the dates are July 9, 10, and 11, 2025;
- the alcohol served will be beer and wine;
- 500 to 1,000 attendees are expected;
- a Public Celebration Permit is required; and
- the liquor liability and general liability insurance will list the City as an additional insured in the amount of not less than $2,000,000.00, per occurrence and in the aggregate.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

A RESOLUTION

AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE RAILYARD PLAZA SUMMER SCENE CONCERTS SPONSORED BY THE INTERNATIONAL FOLK ART MARKET ON JULY 9, 10, AND 11, 2025, PURSUANT TO SUBSECTION 23-6.2(C) SFCC 1987.

WHEREAS, SFCC 1987, Section 23-6.2 governs the consumption of alcohol on City property; and

WHEREAS, for serving alcohol at City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, permits, and insurance, at least thirty (30) days prior to the event; and

WHEREAS, the Railyard Plaza Summer Scene Concert event series has taken place annually for sixteen (16) years; and

WHEREAS, the Railyard Plaza Summer Scene Concerts on July 9,10, and 11, 2025, will be sponsored by the International Folk Art Market ("IFAM"); and

WHEREAS, IFAM is the world's largest folk art market and it has taken place in Santa

Fe every July since 2004, bringing together over one hundred (100) artists from nearly sixty (60) different countries; and

WHEREAS, IFAM intends to work with "As Above, So Below", a local distillery, to serve beer and wine for the event, promoting a local business to the community.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that alcohol service during the Railyard Plaza Summer Scene Concerts sponsored by IFAM, is hereby approved according to the following parameters:

Event:	Railyard Plaza Summer Scene Concerts Sponsored by IFAM
Dates:	July 9, 2025; July 10, 2025; and July 11, 2025
Hours:	6:30 p.m. to 9:30 p.m.
Location:	Railyard Plaza
Number of expected attendees:	500 to 1,000, per event
Type of alcohol to be served:	Beer and wine
Required Permits:	Public Celebration Permit
Required Insurance:	Liquor Liability and General Liability insurance with limits not less than $2,000,000, per occurrence and in aggregate, with the City of Santa Fe, its officials, directors, employees, and agents as additional insureds on a primary and noncontributory basis. As Above, So Below Distillery shall provide the City with Certificates of Insurance and applicable endorsements evidencing such coverage.

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/Railyard Plaza Summer Scene Concerts Sponsored by IFAM

FIR No. 10667.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market

Sponsor(s): Councilor Alma Castro

Reviewing Department(s): City Clerks Office

Staff Completing FIR: Andréa Salazar **Date:** 3/24/2025 **Phone:** (505) 955-6327

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 the sale and consumption of beer and wine at the Railyard Plaza Summer Scene Concerts sponsored by the International Folk Art Market ("IFAM"). The Railyard Plaza Summer Scene Concerts sponsored by IFAM will be held at the Railyard Plaza on July 9, 10, and 11, 2025, from 6:30 p.m. to 9:30 p.m. The request is pursuant to SFCC 1987, Section 23-6.2, which requires the Governing Body to adopt a Resolution for events on Santa Fe City property that are not specifically listed in Section 6.2(A).

Departments Affected:
City Clerk's Office

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the Railyard Plaza Summer Scene Concerts on July 9, 10, and 11, 2025, will not be able to serve beer and wine.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None.

Performance and Administrative Implications:
None.

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: asalazar@santafenm.gov

CITY OF SANTA FE

Memorandum

Date: March 2, 2025

To: Governing Body and Quality of Life Committee

From: Andréa Salazar, City Clerk AS

RE: Updating the Permit Requirement on Alcohol Approval Resolution Nos. 2025-16 and 2025-23

SUMMARY:

In order to serve alcohol on City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance, at least thirty (30) days prior to the event.

Resolutions 2025-16 and 2025-23 authorized the sale and consumption of alcohol in Railyard Park for the Railyard Movies in the Park event series and in the Railyard Plaza for the Railyard Plaza Summer Scene Concerts event series, respectively. The resolutions both identified the permit type as a "Special Dispenser Permit" when it should have been a "Public Celebration Permit". The proposed resolution would correct the named required permits from a Special Dispenser Permit to a Public Celebration Permit.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Lindell

A RESOLUTION

CORRECTING THE REQUIRED PERMIT NAMED FOR RESOLUTIONS 2025-16, REGARDING THE MOVIES IN THE PARK EVENT SERIES; AND 2025-23, REGARDING THE SUMMER SCENE CONCERT EVENT SERIES, CHANGING EACH FROM A SPECIAL DISPENSER PERMIT TO A PUBLIC CELEBRATION PERMIT.

WHEREAS, SFCC 1987, Section 23-6.2 governs the consumption of alcohol on City Property; and

WHEREAS, in instances of serving alcohol on City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance, at least thirty (30) days prior to the event; and

WHEREAS, SFCC 1987, Section 23-6.3(3)(a), requires that the alcohol provider obtain the required permit(s), which shall be approved by the state of New Mexico and the City of Santa Fe; and

WHEREAS, Resolutions 2025-16 and 2025-23 each authorized the sale and consumption of alcohol in the Railyard—Resolution 2025-16 in the Railyard Park for the Movies in the Park event series and Resolution 2025-25 in the Railyard Plaza for the Summer Scene Concerts event series; and

WHEREAS, the required permit listed in Resolution 2025-16 and in 2025-23 is a Special Dispenser Permit; and

WHEREAS, a Public Celebration Permit is required for both the Railyard Movies in the Park and the Railyard Plaza Summer Scene Concerts event series.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the required permit for the events approved for serving alcohol in Resolution 2025-16 and 2025-23, respectively, shall be a Public Celebration Permit rather than a Special Dispenser Permit.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

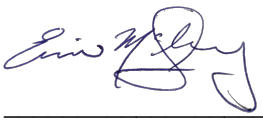
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Updating the Required Permit for Resolution Nos. 2025-16 and 2025-23

FIR No. 10670.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Updating the Permit Requirements on Alcohol Approval Resolution Nos. 2025-16 and 2025-23

Sponsor(s): Councilor Signe Lindell

Reviewing Department(s): City Clerk's Office

Staff Completing FIR: Andréa Salazar, City Clerk **Date:** 4/2/2025 **Phone:** _____

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would correct the required permit for the Railyard Movies in the Park event series and in the Railyard Plaza for the Railyard Plaza Summer Scene Concerts event series, approved for alcohol service on City of Santa Fe ("City") property, respectively, in Resolutions 2025-16 and 2025-23. SFCC 1987, Section 23-6.3(3)(a), requires that the resolution approving alcohol service on City property name the required permit(s) that are approved by the state of New Mexico and the City. The required permit for the Railyard Movies in the Park event series and the Railyard Plaza Summer Scene Concerts event series is a Public Celebration Permit and the original approvals stated that the events would get special dispenser permits.

Departments Affected:
City Clerk's Office

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the required permit listed in Resolution Nos. 2025-16 and 2025-23 will be incorrect.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
The proposed resolution corrects the required permit that is listed in Resolution Nos. 2025-16 and 2025-23.

Performance and Administrative Implications:
None.

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: ANDREA SALAZAR (Apr 2025 11:37 MDT)

Email: asalazar@santafenm.gov

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

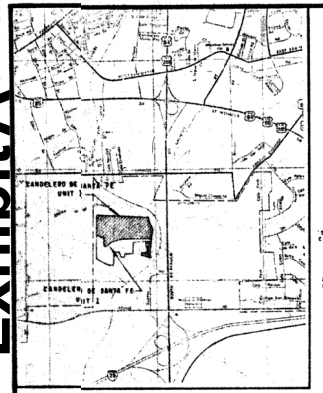
Legislation/2023/Resolutions/Zia Station Lot Line Adjustment for Deacceleration Lane

CANDELERO DE SANTA FE

UNIT II

CITY OF SANTA FE, NEW MEXICO

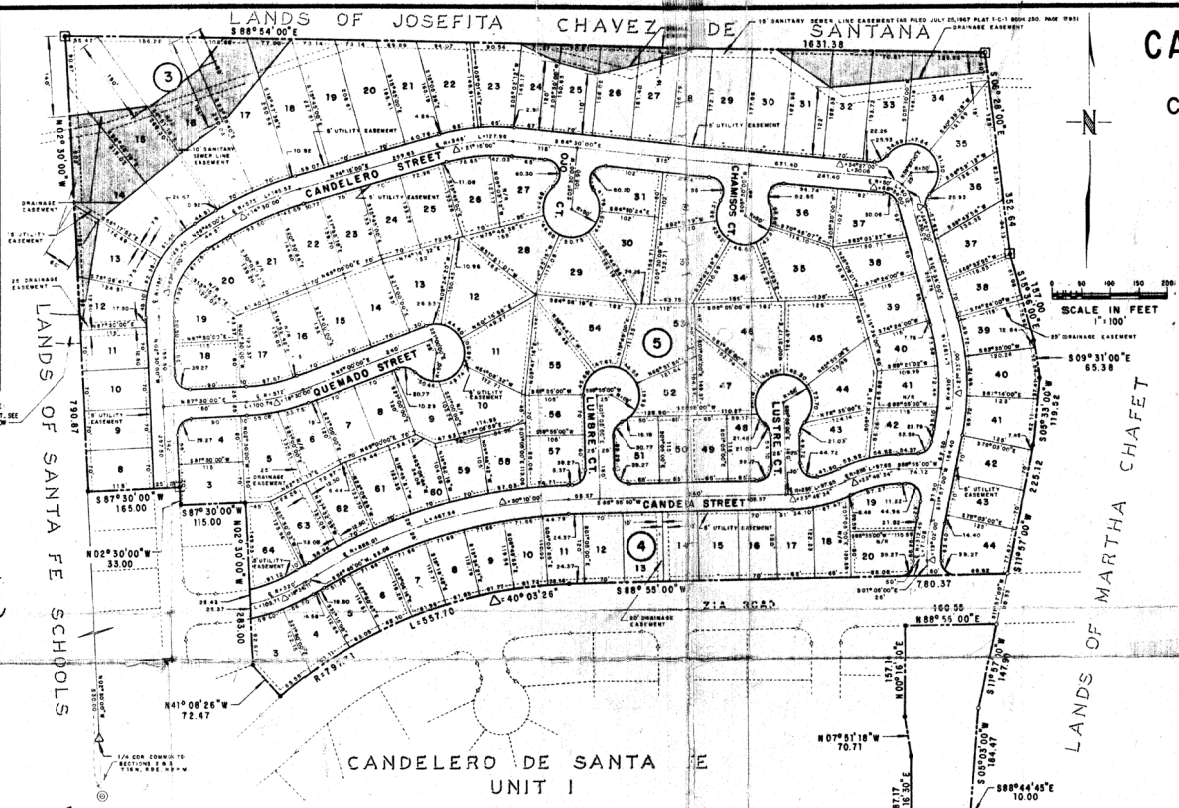
WITHIN SECTION 2, T16N, R9E, N.M.P.M.



VICINITY MAP

0 .25 .5 Mile

NOTE: FOR EASEMENT, SEE INSET BELOW



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, 530.00 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 66°28'00" E, 352.64 feet; thence S 15°36'00" E, 157.00 feet; thence S 05°33'00" E, 65.38 feet; thence S 09°31'00" E, 119.52 feet; thence S 11°57'00" W, 225.12 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 11°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, 147.90 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 shown, 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 herein 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 tract 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, Vice President for Gerhard Muller, President
for Florence Muller, Secretary

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

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, Vice President

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

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









419,984

STATE OF NEW MEXICO)
COUNTY OF SANTA FE)ss
I am my Hand and Seal of Office
DANNY ORTIZ
Clerk, Santa Fe County, N.M.

I hereby certify that this instrument was filed for record on the 10 day of May A.D. 1978 at 2:40 o'clock P. M. and was duly recorded in my book, 423, 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: Rosie Trujillo Deputy

SCALE: 1" = 100 FT.

Notary Public: Joyce Gardner

My Commission Expires: 4/28/79

AMEC

By: Charles A. Haegelin

Charles A. Haegelin, Executive 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.

Notary Public: Joyce Gardner

My Commission Expires: 4/28/79

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.

Arthur L. Trujillo, Mayor — Yvonne Lopez, 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 — May 10, 1978 Date

Public Service Co. of New Mexico (Power) — 5-5-78 Date

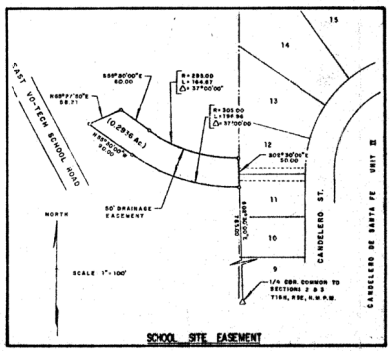
Public Service Co. of New Mexico (Water) — 5-5-78 Date

Mountain Bell Telephone — 4-27-78 Date

Gas Company of New Mexico — 4-27-78 Date

LEGEND

- □ PERMANENT SURVEY MONUMENT (CONCRETE)
- ● BOUNDARY CONTROL (FOUND IN PLACE)
- ○ BOUNDARY CONTROL (TO BE SET WITH 3/4" IRON PIPE)
- ◎ BLOCK CONTROL



SCHOOL SITE EASEMENT

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.

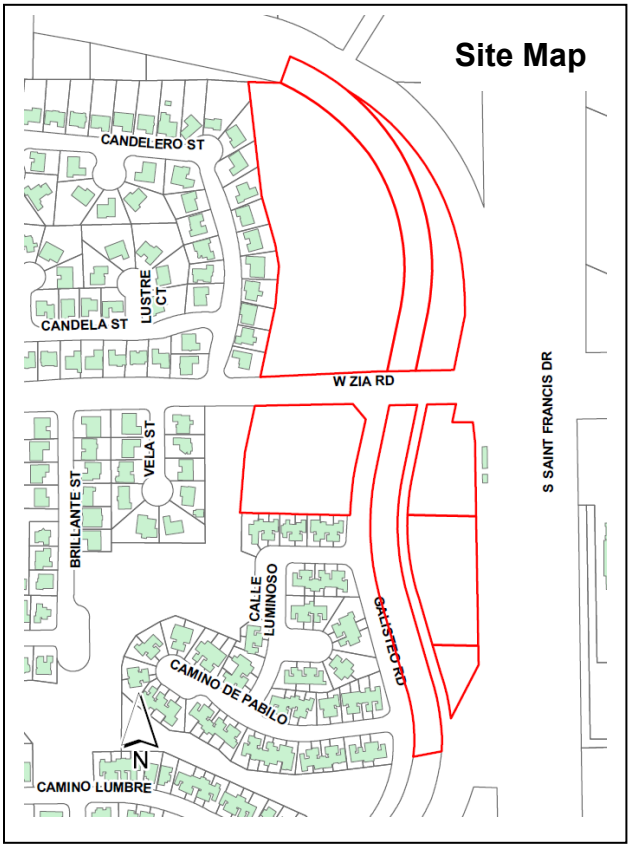
Robert L. Aldrich
N.M.L.S. No. 5817

3/9/78
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.

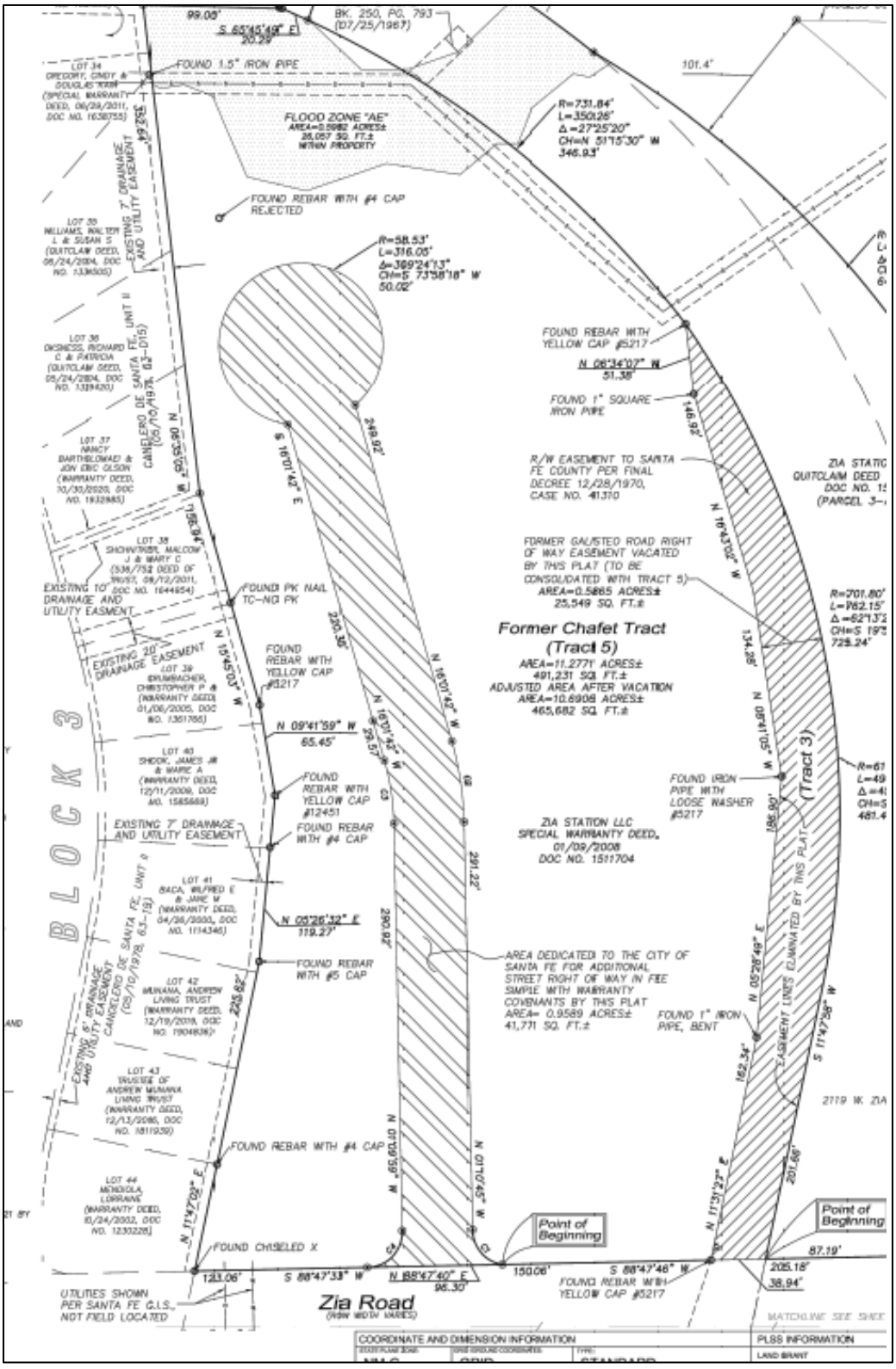
V. EXISTING CONDITIONS

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.

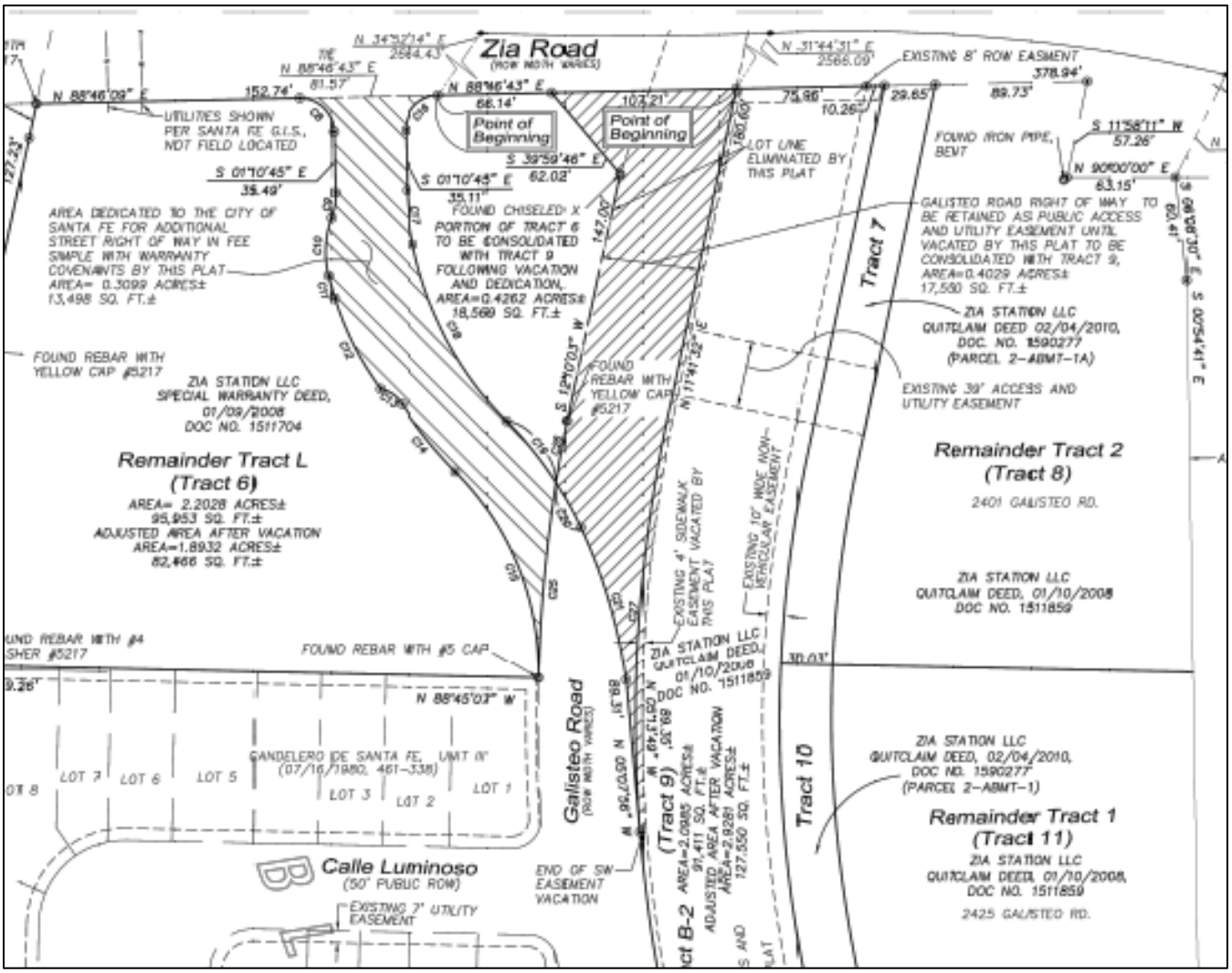
VI. GALISTEO REALIGNMENT

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

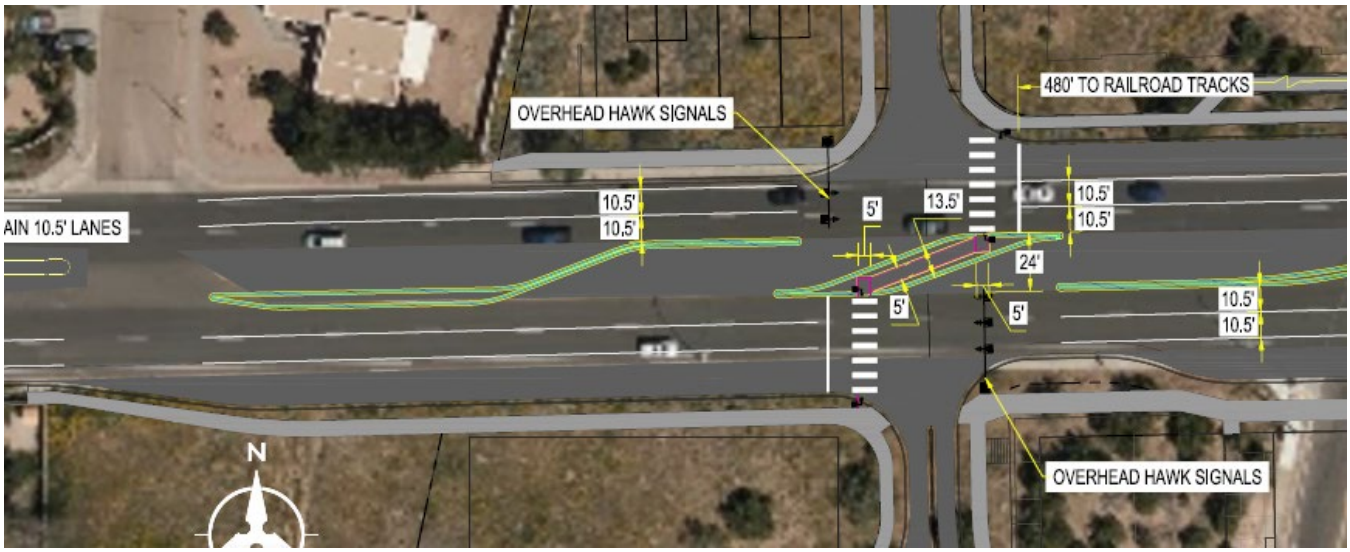
The plan includes access to Zia Flats via the new north extension of Galisteo Road, which is required to be dedicated as a 50-foot public right-of-way terminating in a cul-de-sac. The roadway is required to be constructed substantially in conformance with sub-collector standards. However, in accordance 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:

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LAND USE | PROJECT MANAGEMENT

ZIA STATION
TRAFFIC IMPACT ANALYSIS
NOVEMBER 2020









ZIA STATION TRAFFIC IMPACT ANALYSIS

Date:

November 2020

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Appendix D 2024 No Build Intersection Capacity Analysis
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.

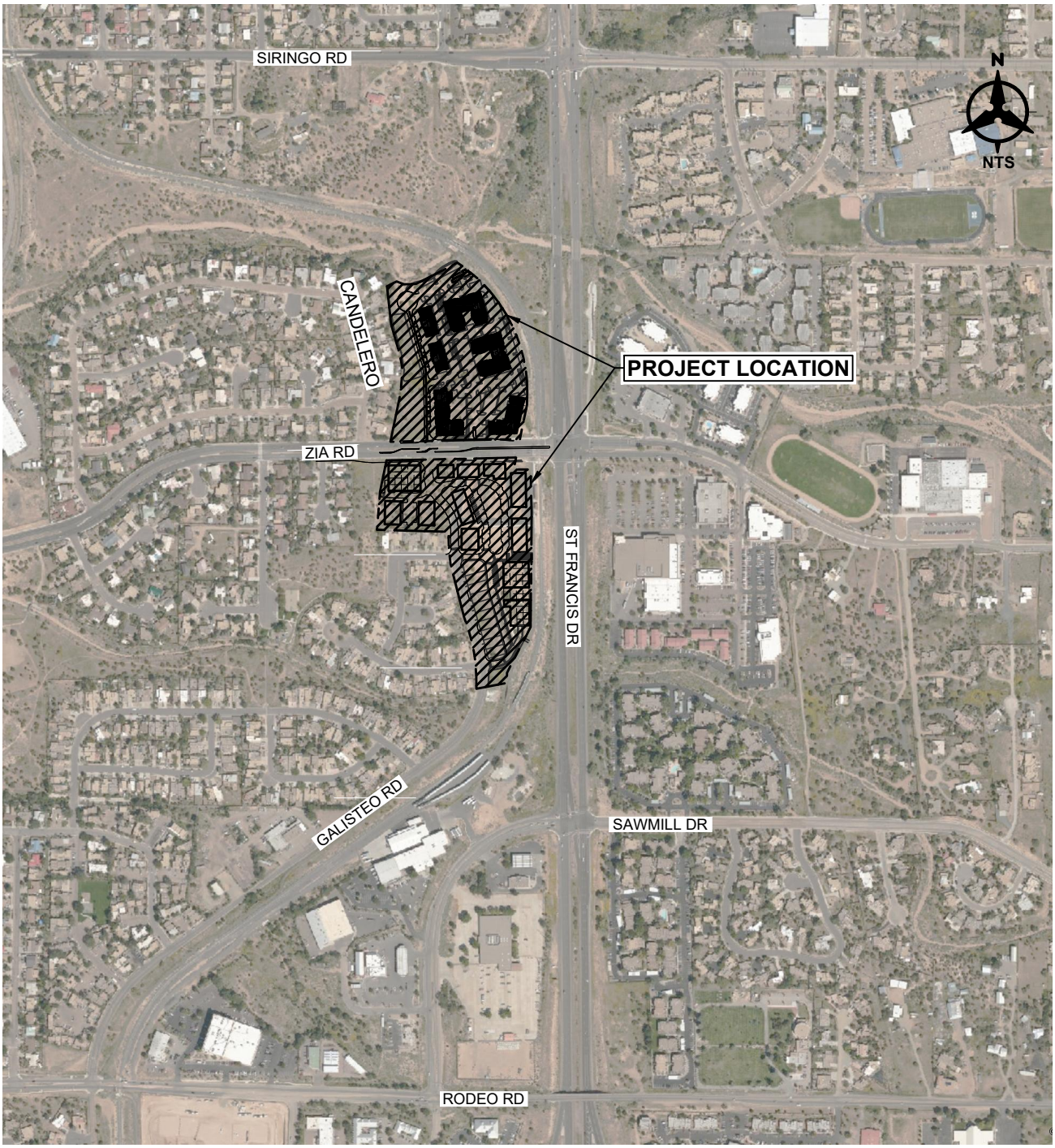
In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, 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

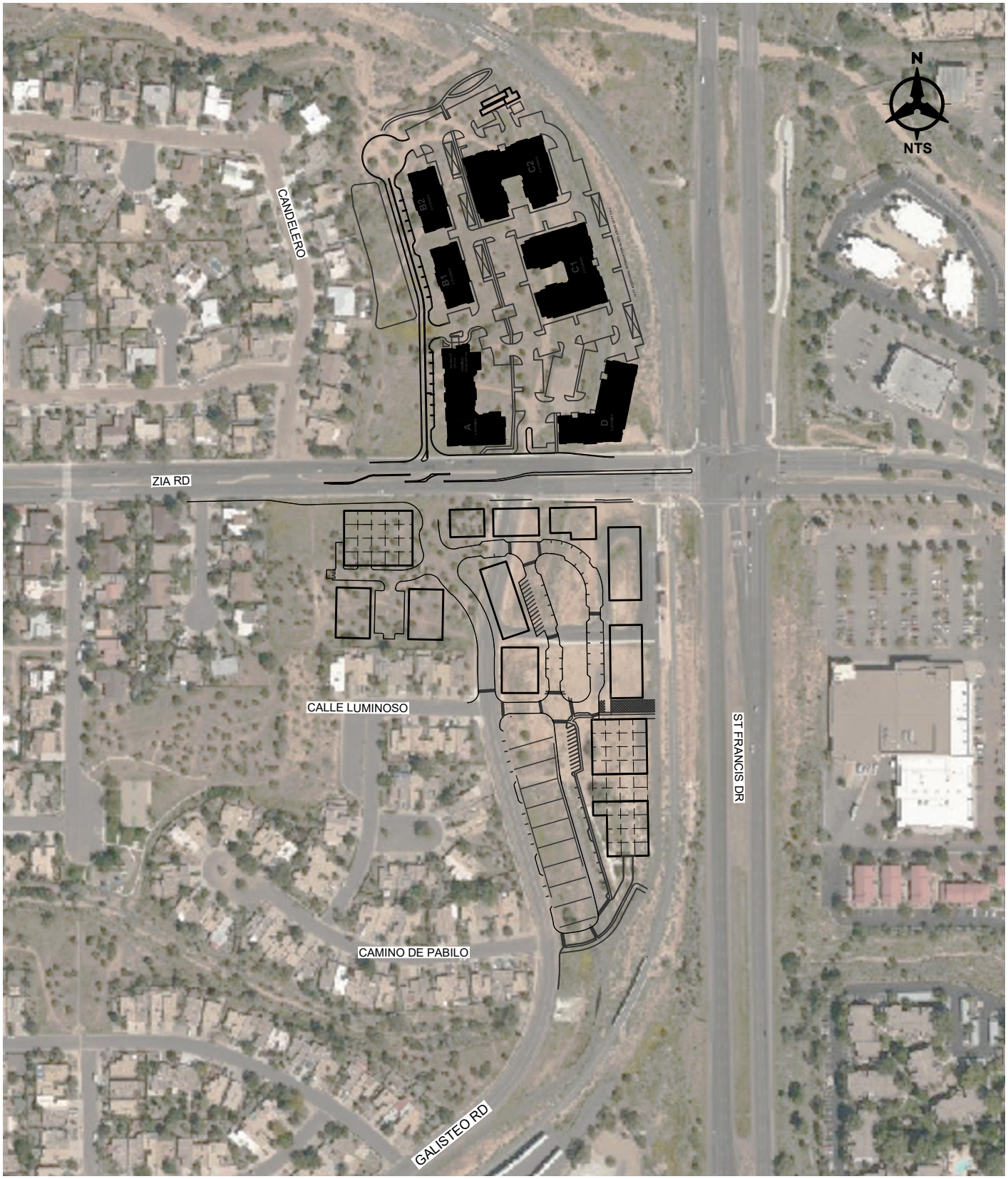
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length 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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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

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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*

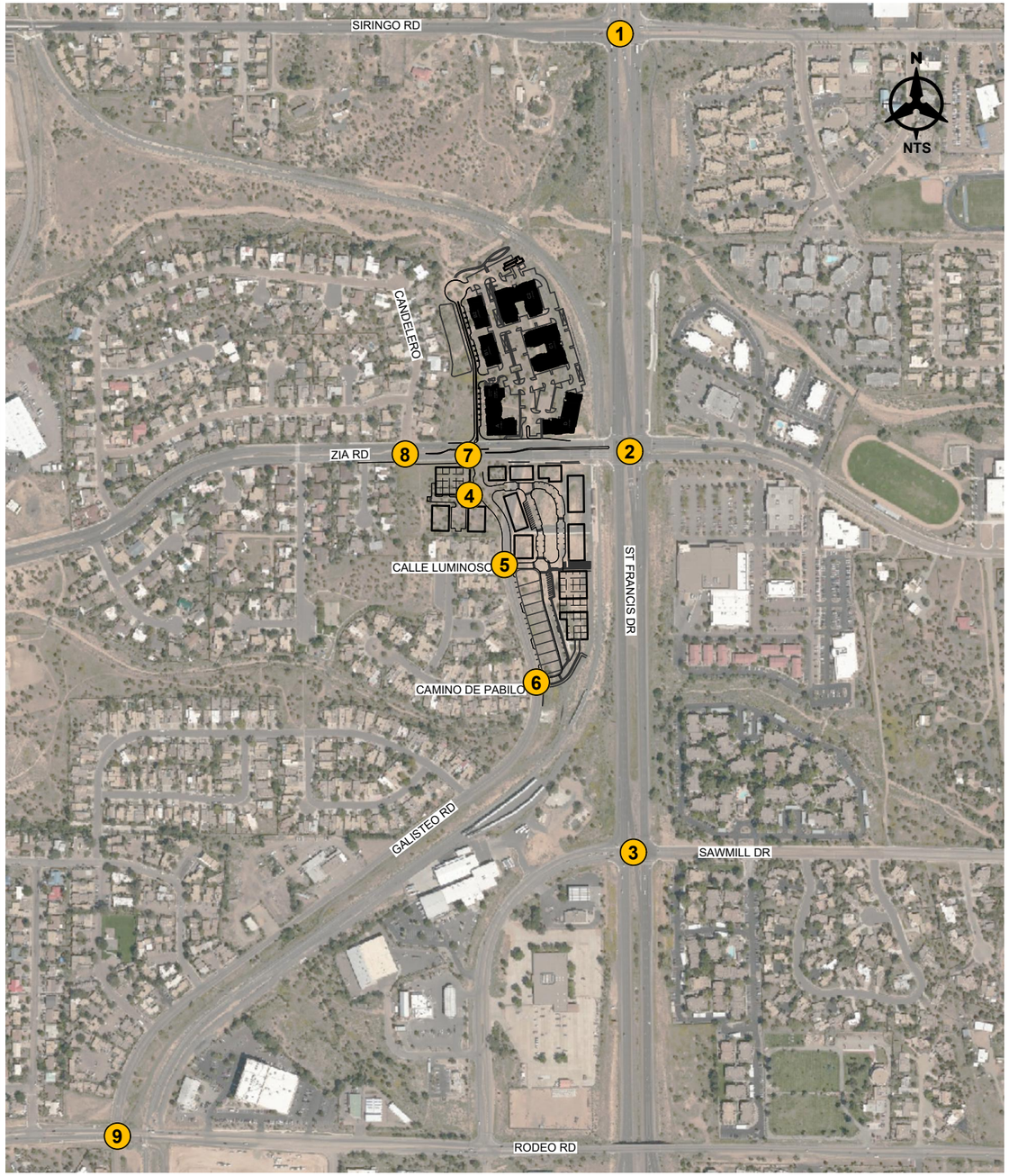
The analysis indicates the unsignalized intersections currently operate at acceptable levels of service in both AM and PM peak hours. Queueing is typically one car or less and the LOS does not operate at E or F.

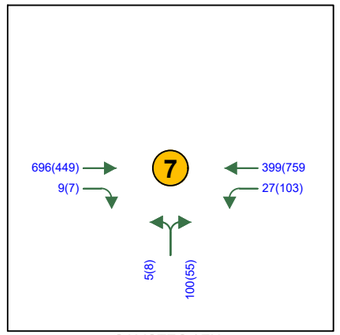
Queue spillover from eastbound Zia and St Francis may impact the northbound approach of the unsignalized Zia and Galisteo intersection. The reported intersection results for Zia and Galisteo considers drivers performing a two-stage gap movement, where the northbound left turn from Galisteo onto Zia will 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

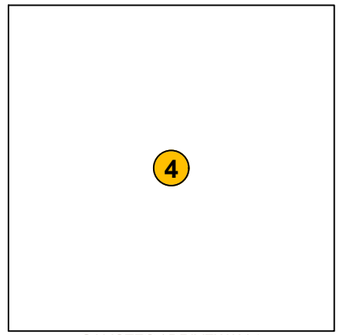
	2020 AM Peak				2020 PM Peak			
Intersection/Movement	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Zia and Candelero	-	-	-	-	-	-	-	-
Southbound Approach	15.9	0.09	25	C	20.8	0.10	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.3	0.00	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

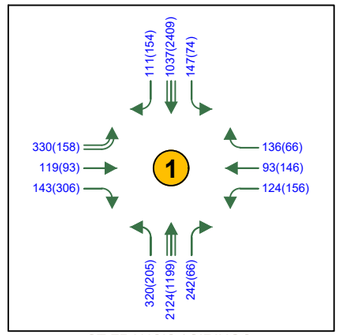




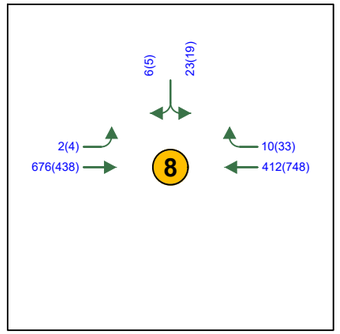
GALISTEO / ZIA



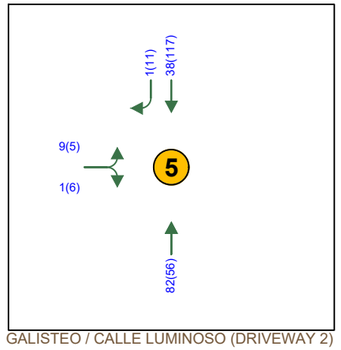
GALISTEO / DRIVEWAY 1



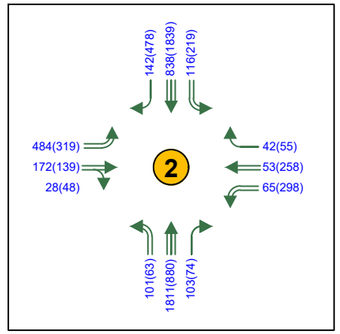
ST FRANCIS / SIRINGO



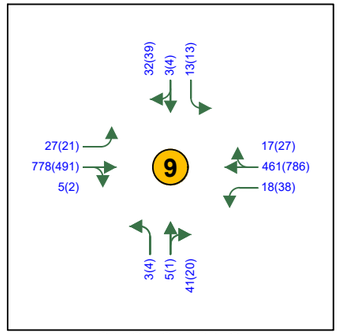
CANDELERO / ZIA



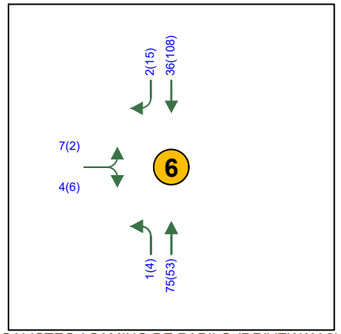
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



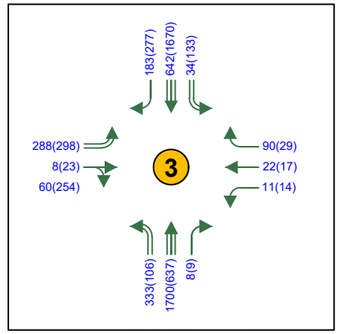
ST FRANCIS / ZIA



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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SITE TRAFFIC ANALYSIS

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.

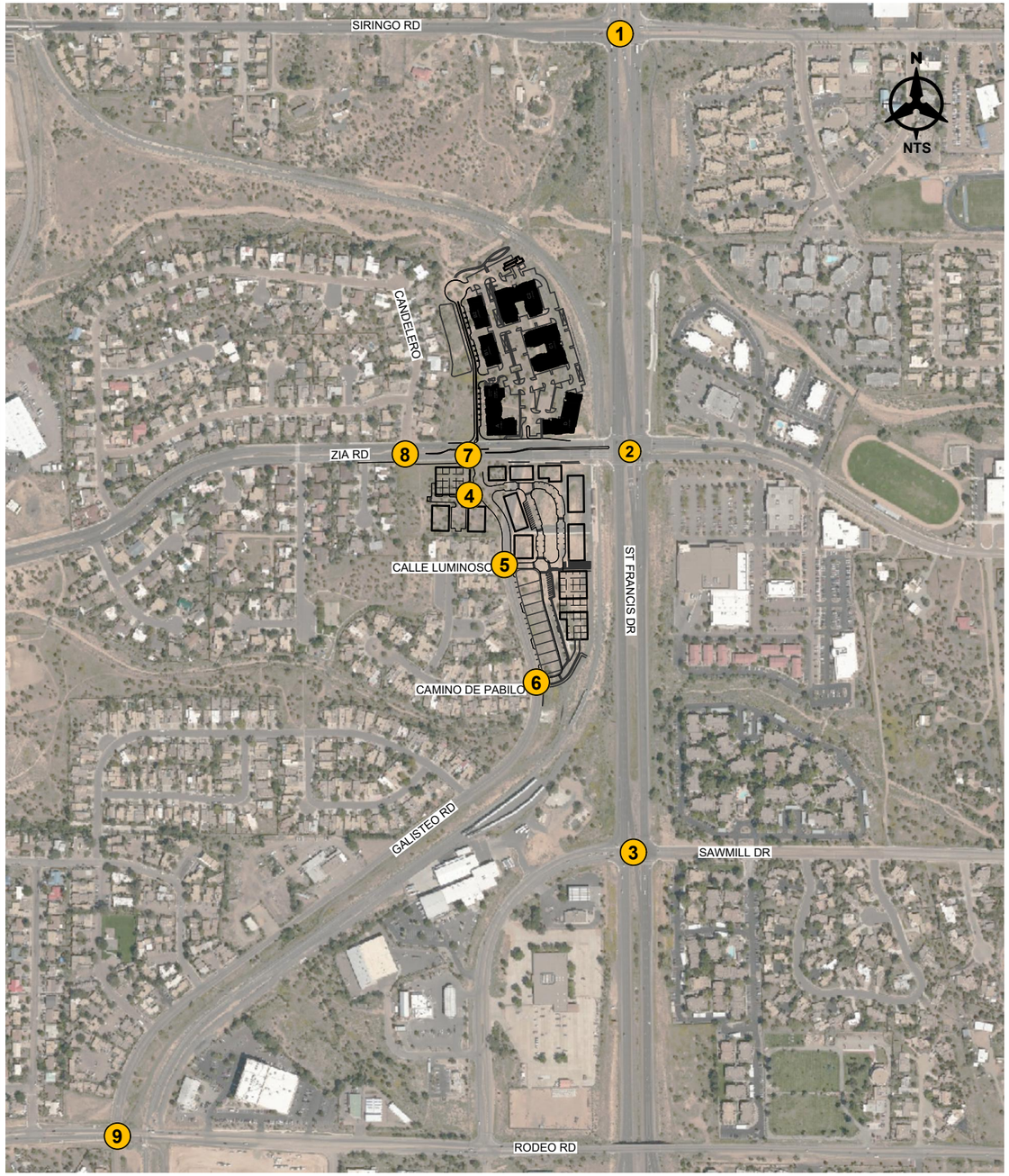
Driveway trip assignments were based on estimates of the percentage of trips to each parking lot serving the proposed buildings.

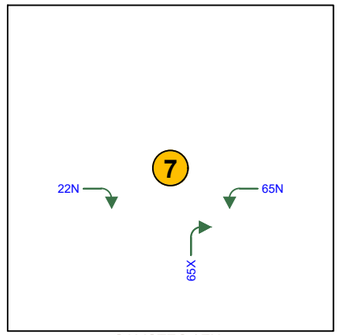
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 through Figure 13.

3. 2024 No Build Traffic Projections

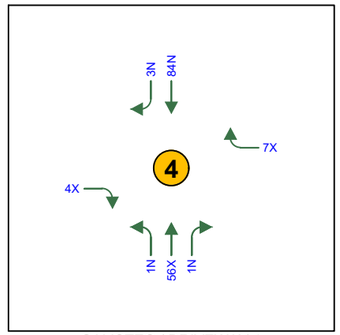
A review of NMDOT Permanent Count Stations near the project site found a -0.6% background growth rate on St Francis Drive, so a growth rate of 1.0% was assumed. The future traffic estimates did not make any adjustments to traffic to traffic growth for future work-from-home reductions that may occur due 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.

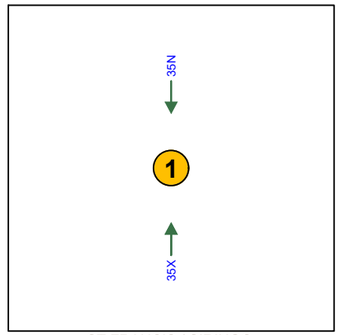




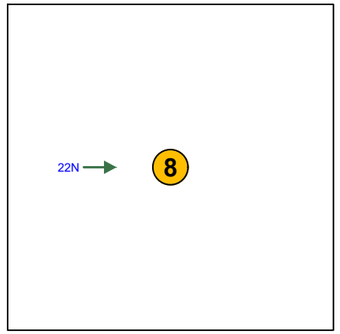
GALISTEO / ZIA



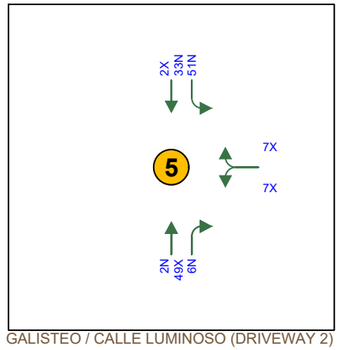
GALISTEO / DRIVEWAY 1



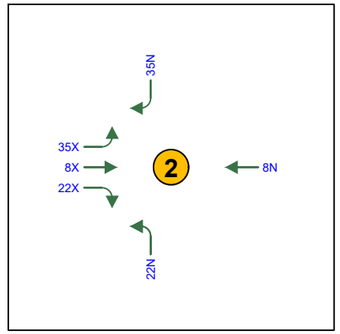
ST FRANCIS / SIRINGO



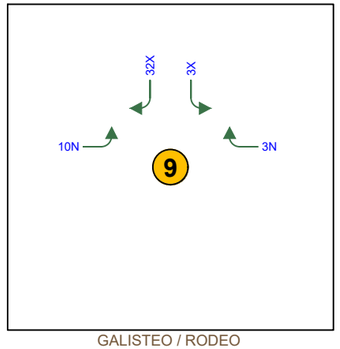
CANDELERO / ZIA



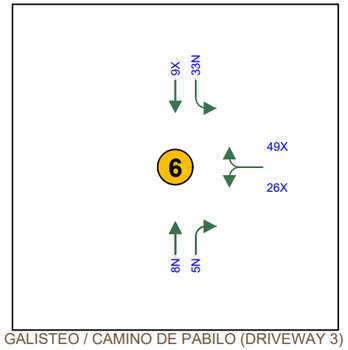
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



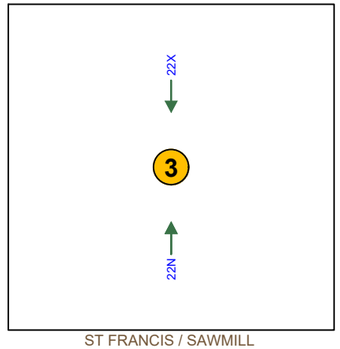
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

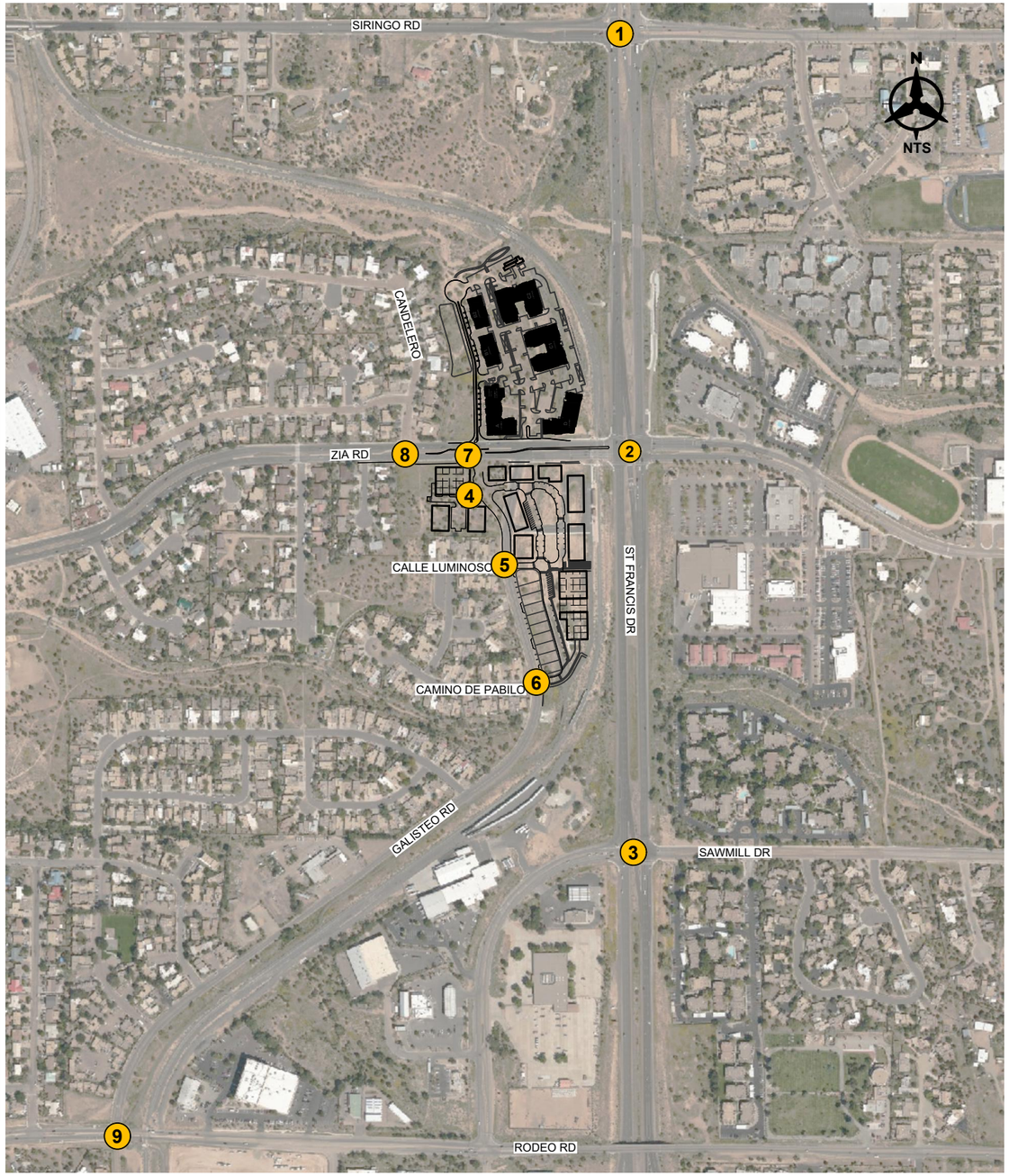
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- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

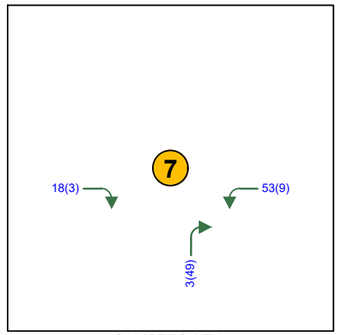
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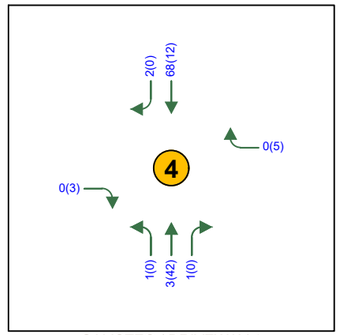
ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE

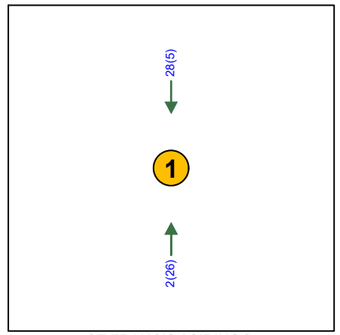




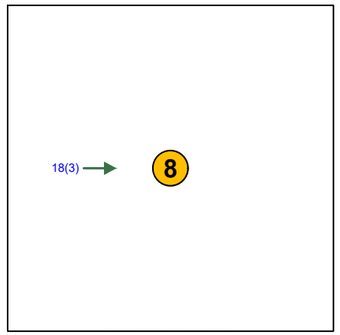
GALISTEO / ZIA



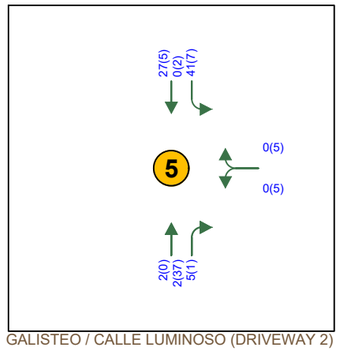
GALISTEO / DRIVEWAY 1



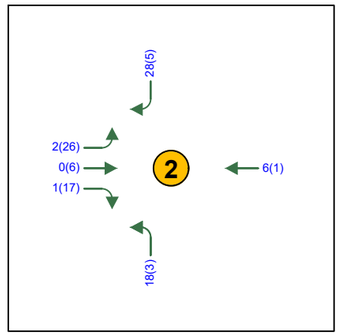
ST FRANCIS / SIRINGO



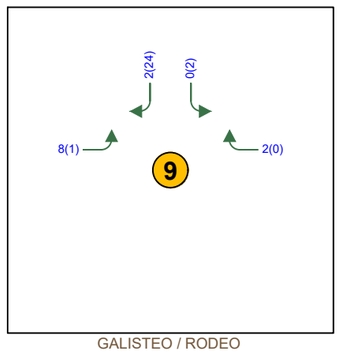
CANDELERO / ZIA



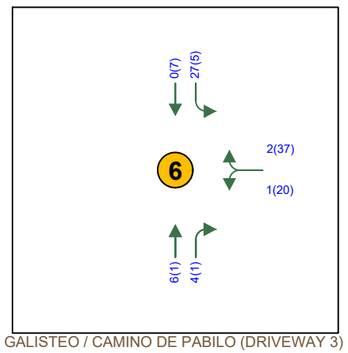
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



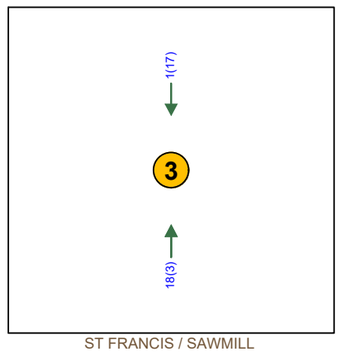
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

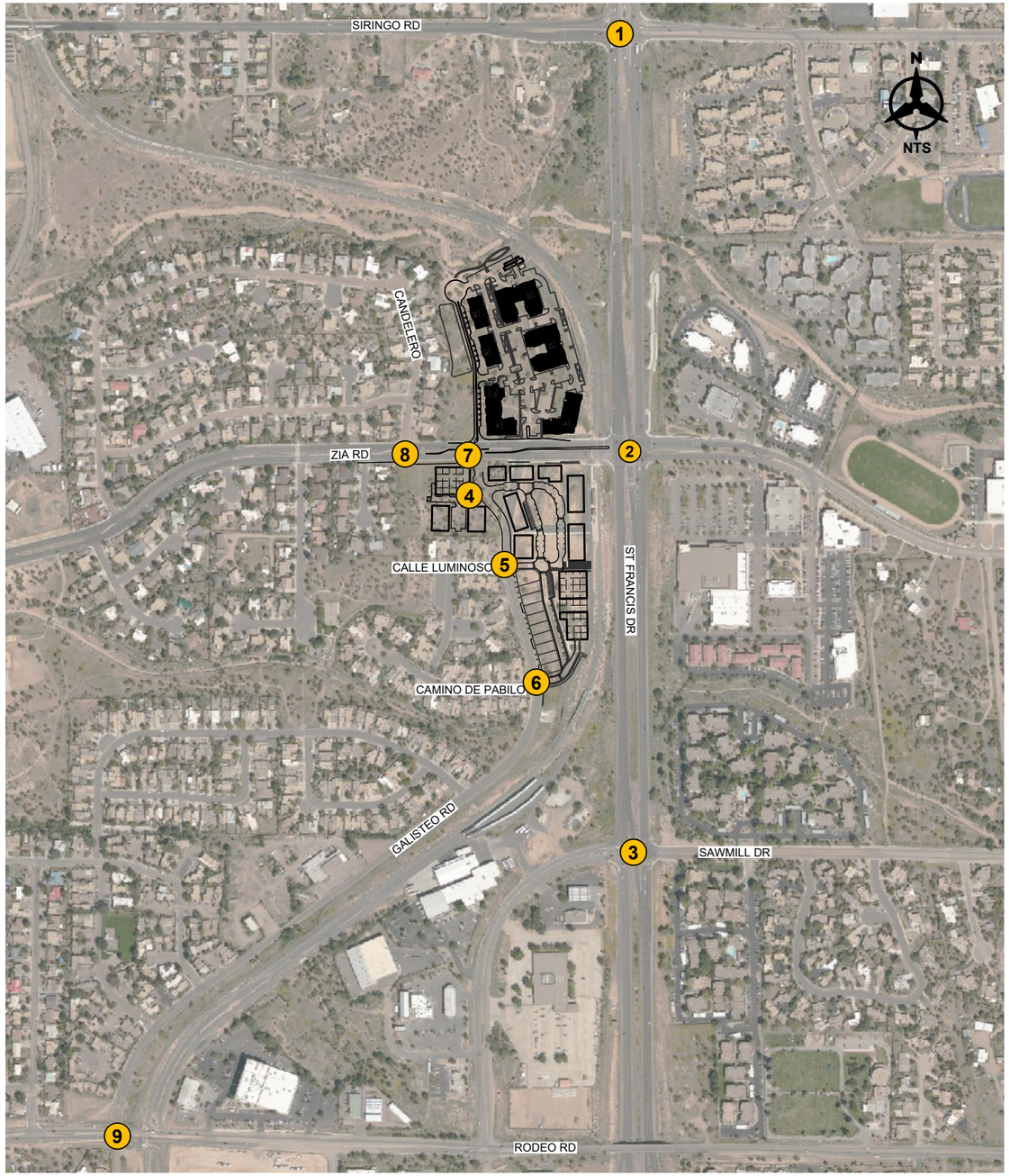
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- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

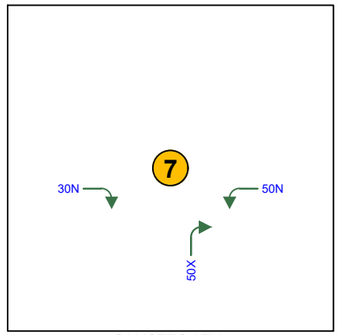
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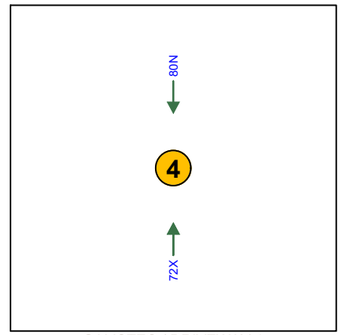
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SITE TRAFFIC ANALYSIS

FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE

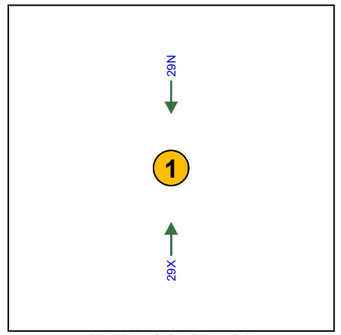




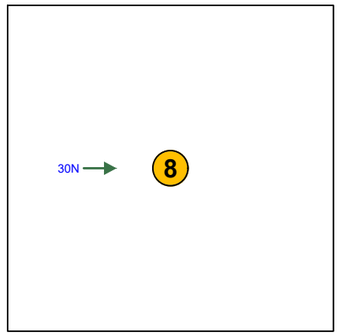
GALISTEO / ZIA



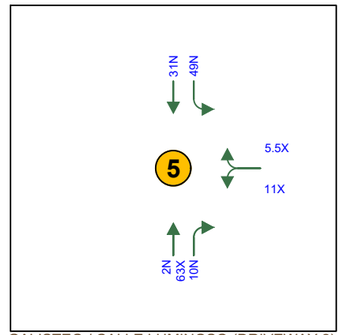
GALISTEO / DRIVEWAY 1



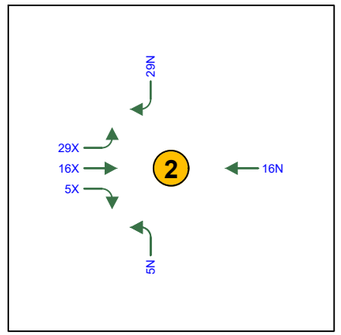
ST FRANCIS / SIRINGO



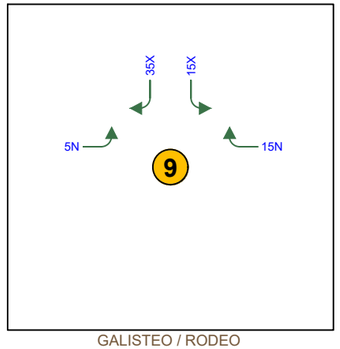
CANDELERO / ZIA



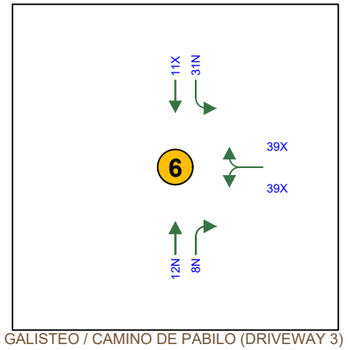
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



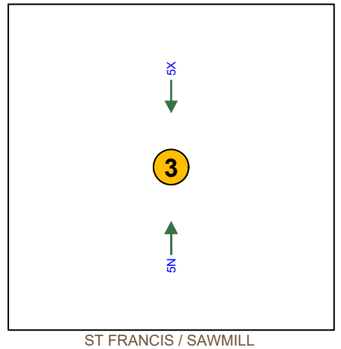
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

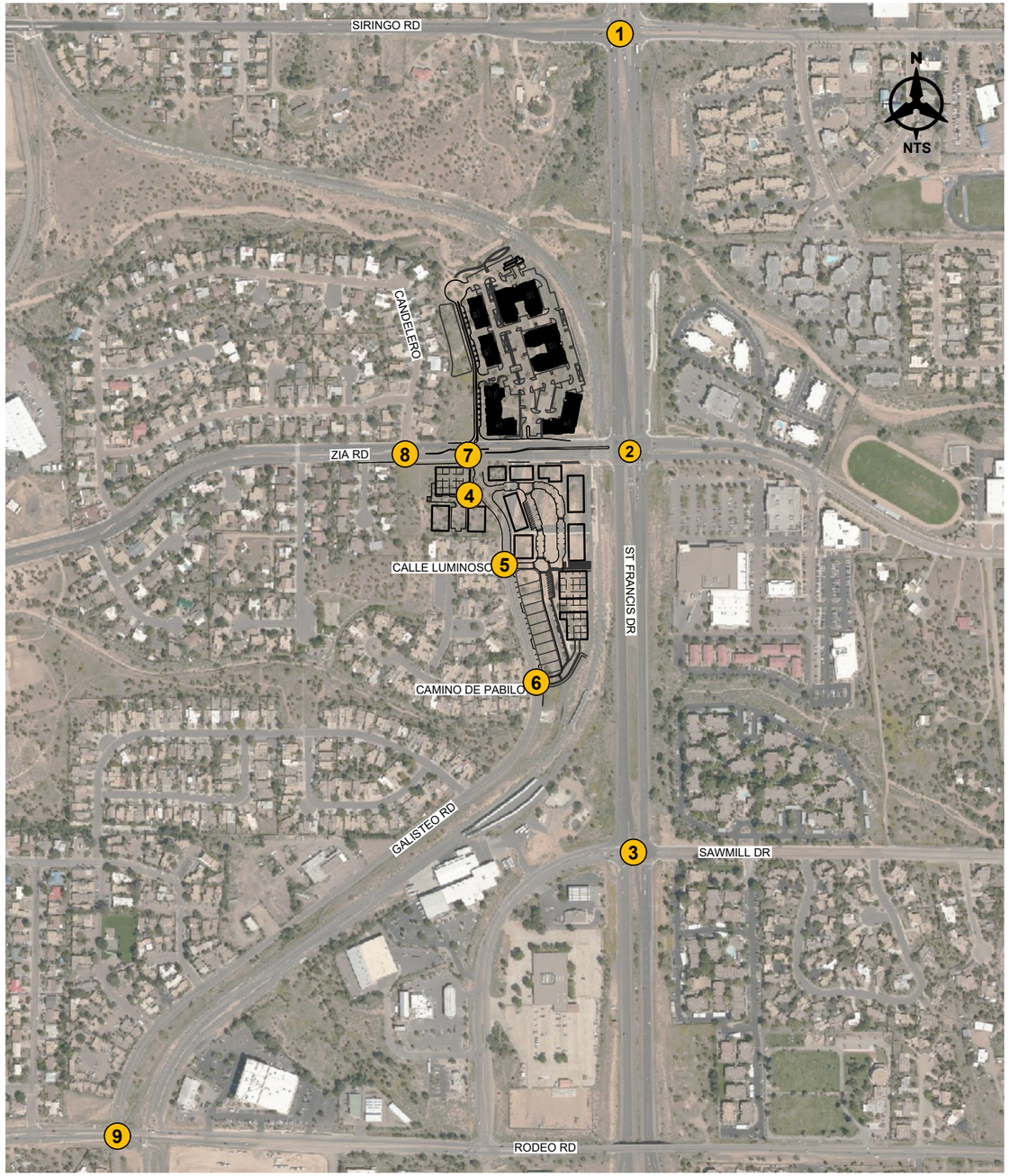
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

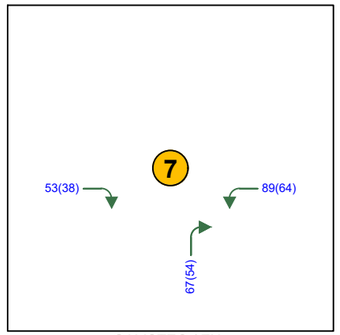
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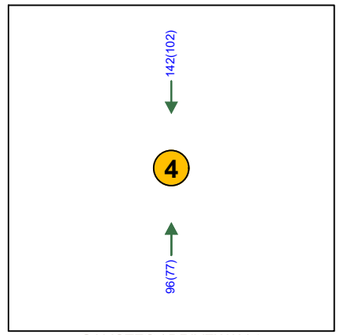
FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL

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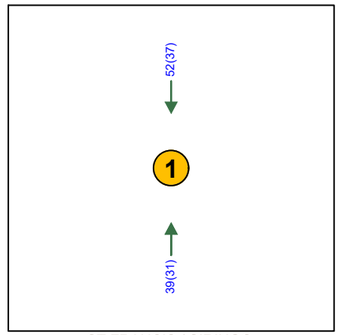




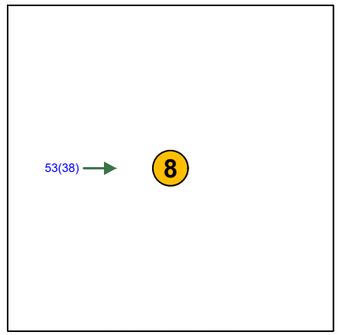
GALISTEO / ZIA



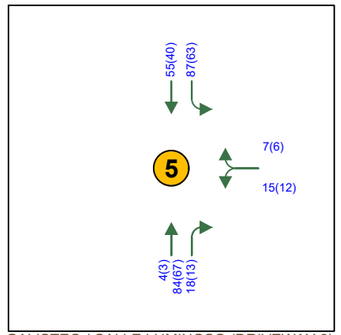
GALISTEO / DRIVEWAY 1



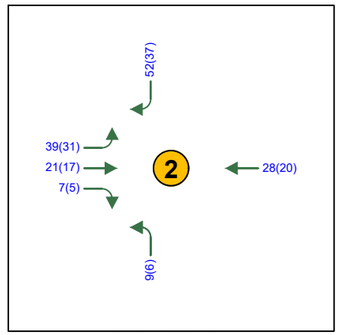
ST FRANCIS / SIRINGO



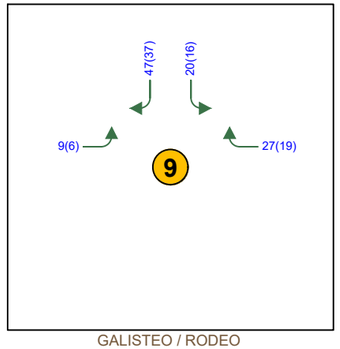
CANDELERO / ZIA



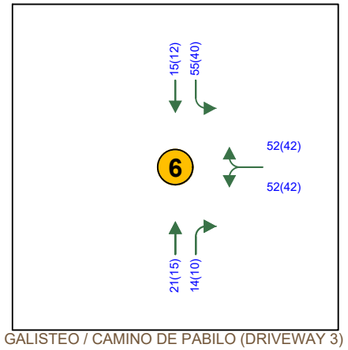
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



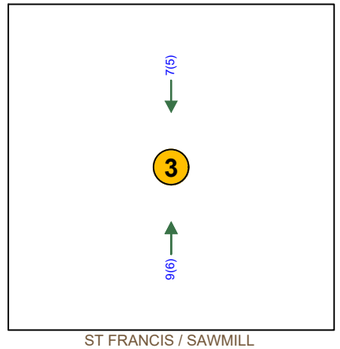
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

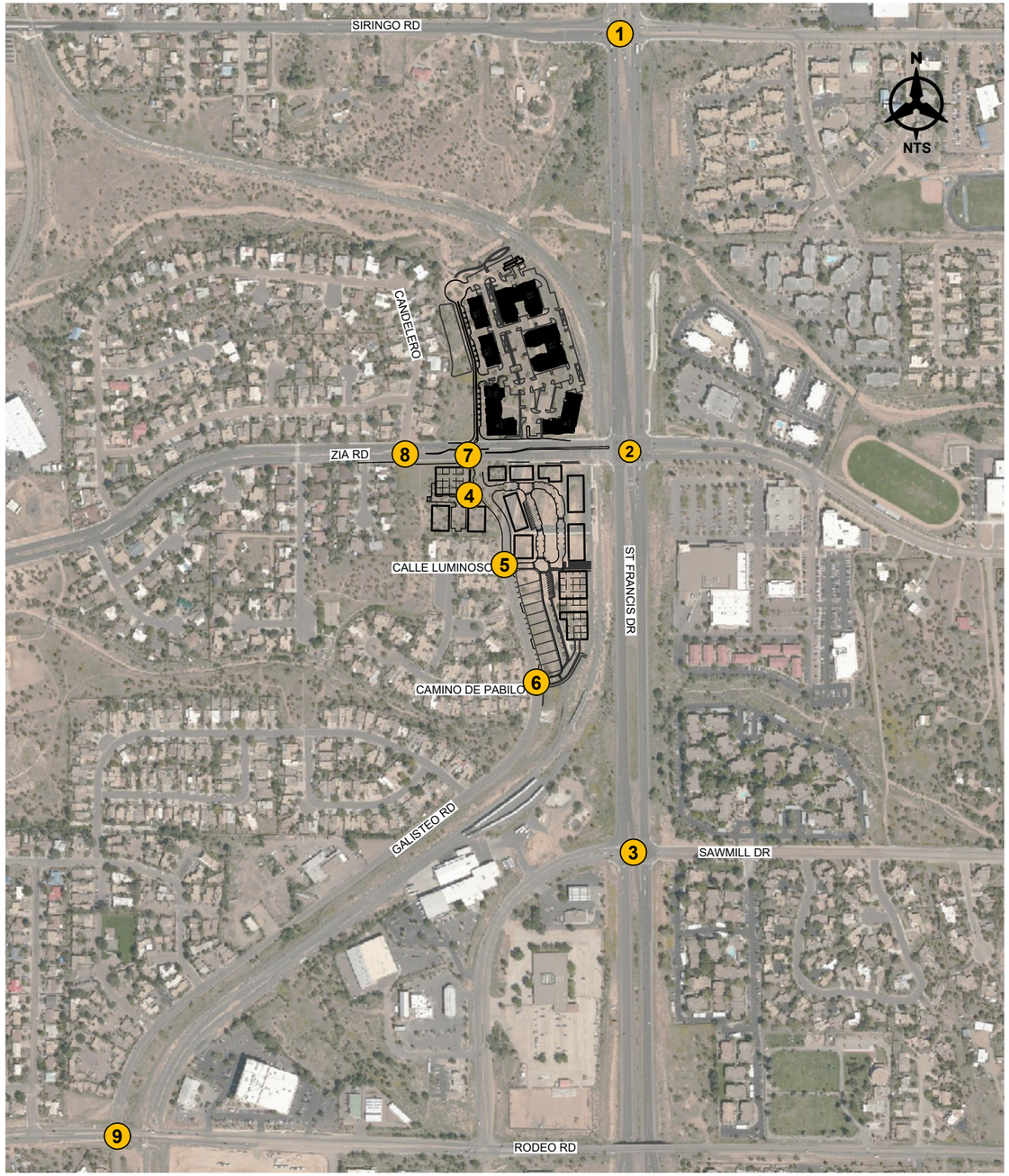
1234(1234) AM(PM) Traffic Counts

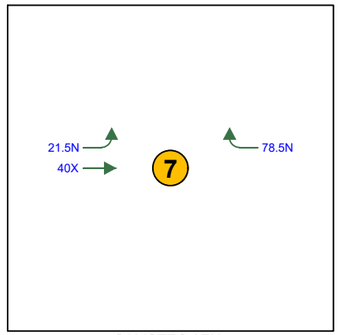
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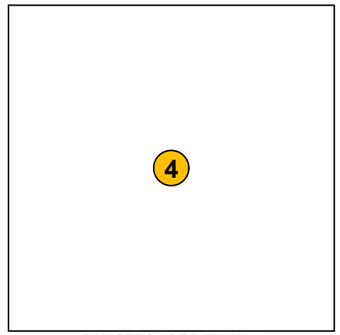
ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 7
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RETAIL

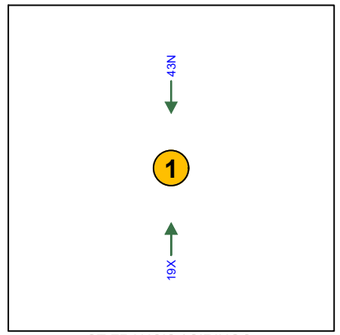




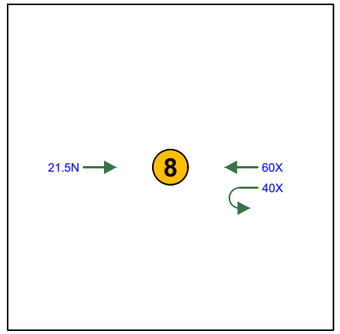
GALISTEO / ZIA



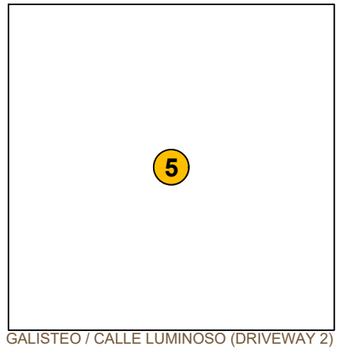
GALISTEO / DRIVEWAY 1



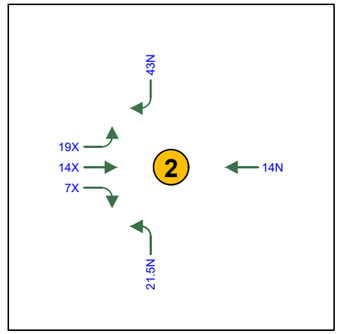
ST FRANCIS / SIRINGO



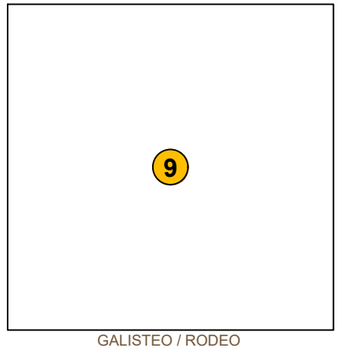
CANDELERO / ZIA



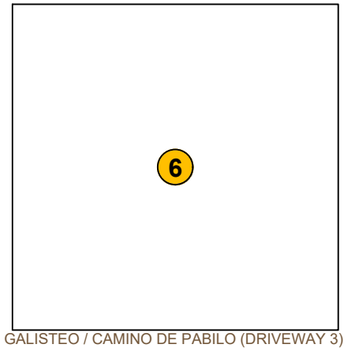
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



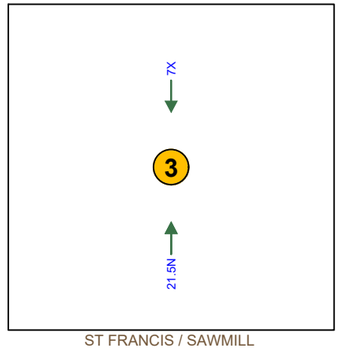
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

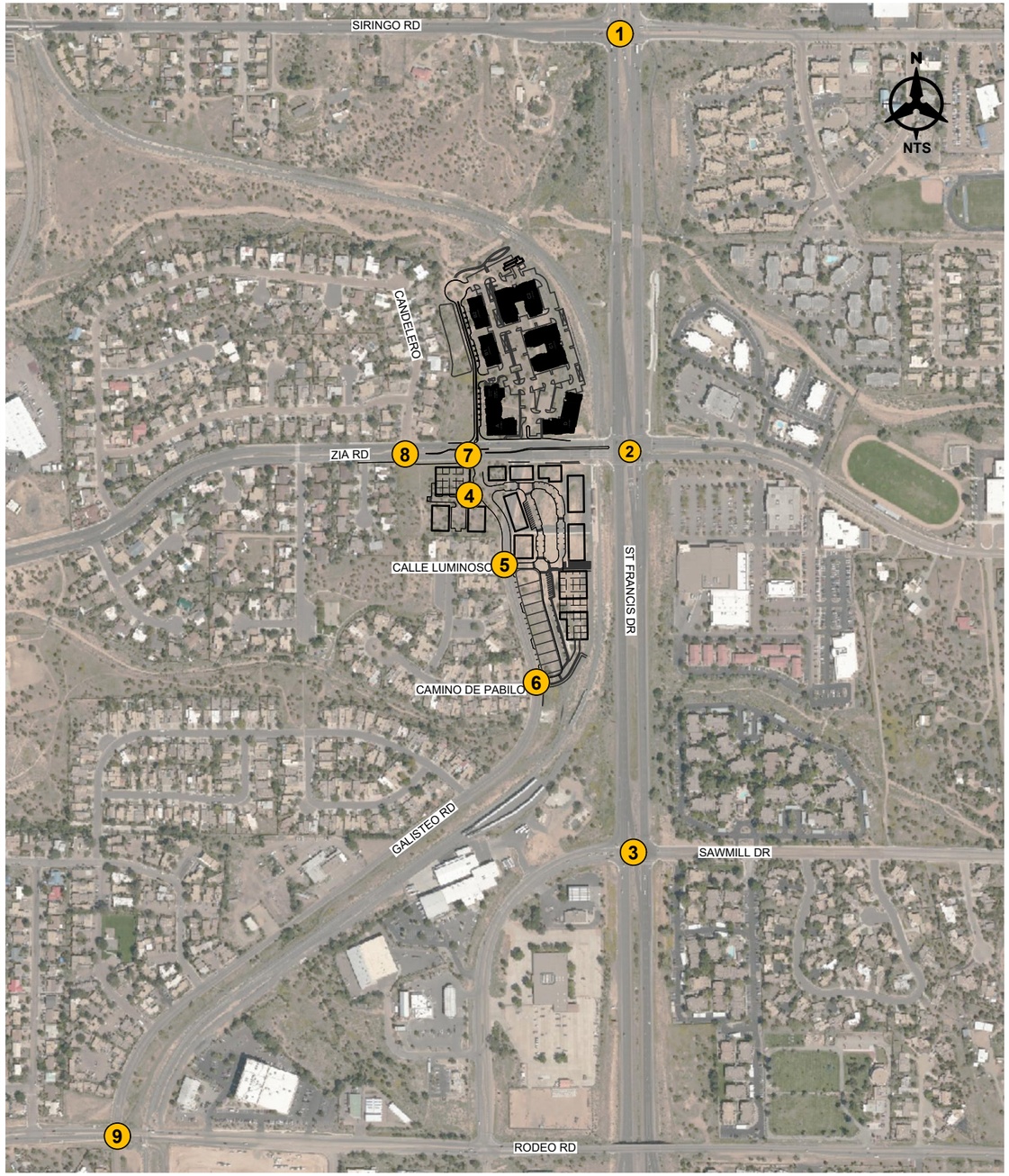
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

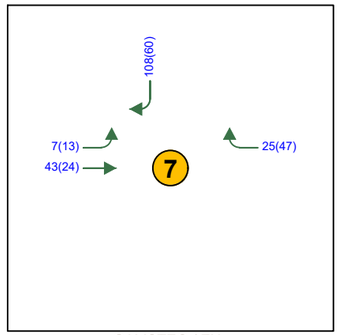
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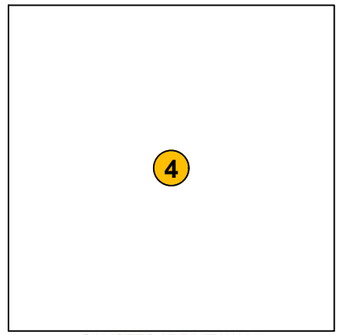
FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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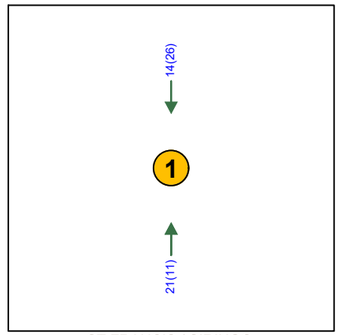




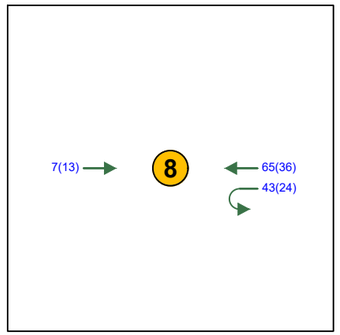
GALISTEO / ZIA



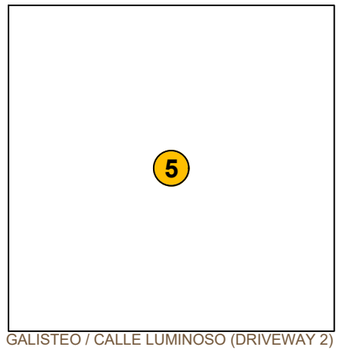
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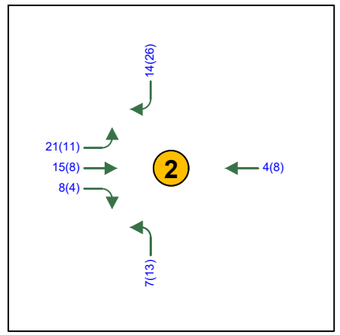
ST FRANCIS / SIRINGO



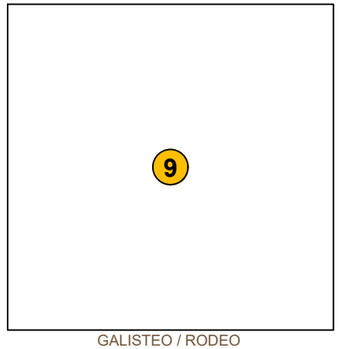
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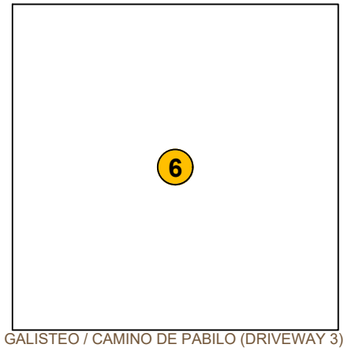
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



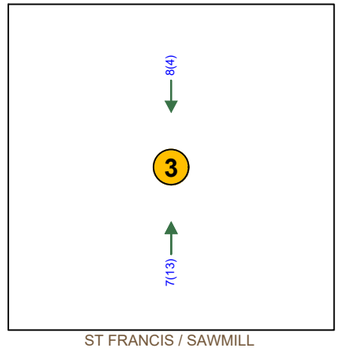
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

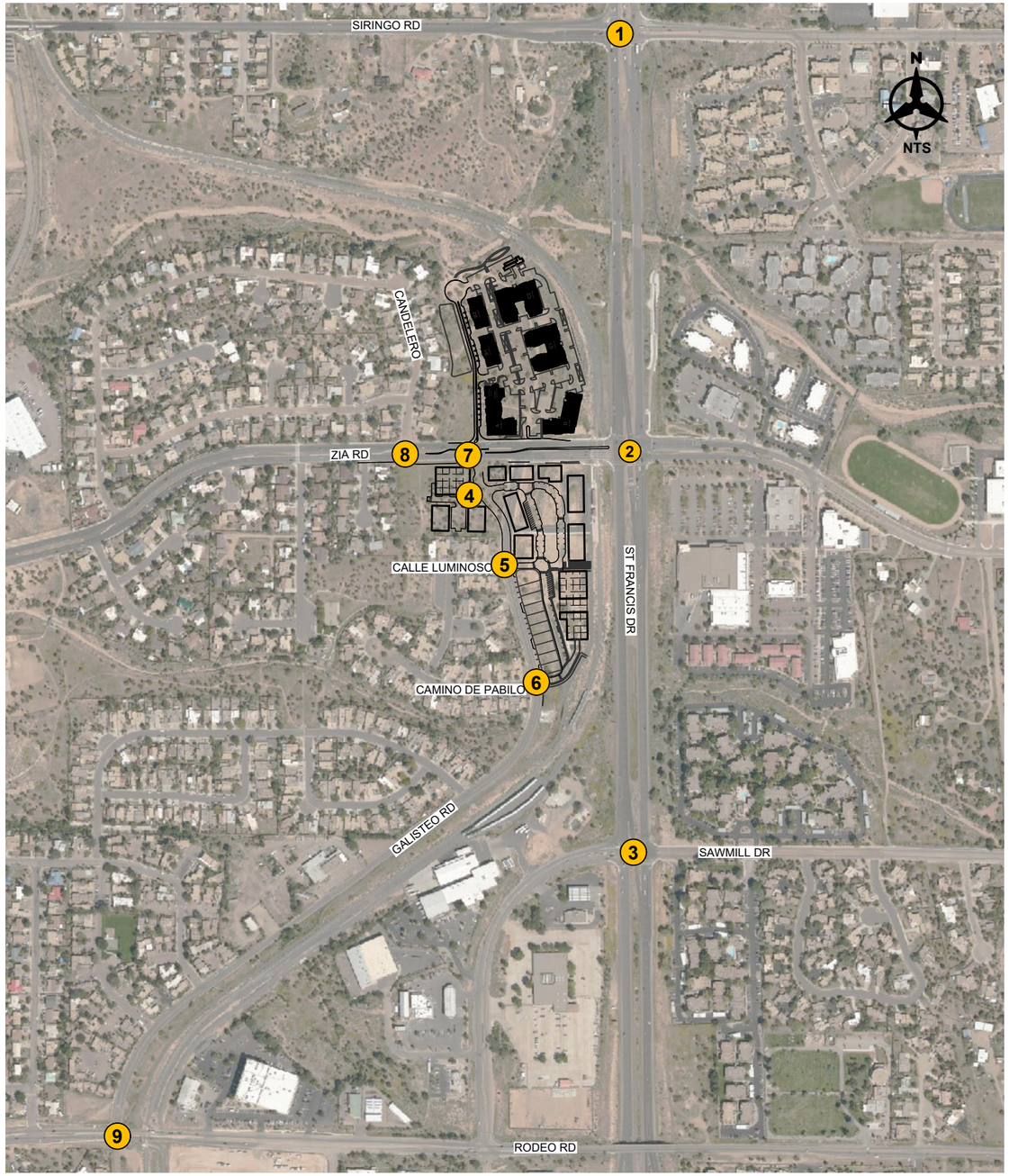
1234(1234) AM(PM) Traffic Counts

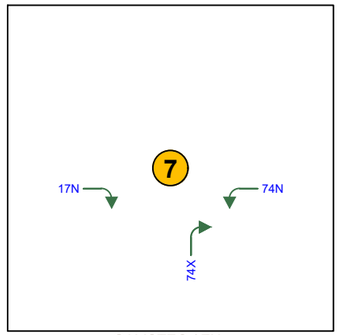
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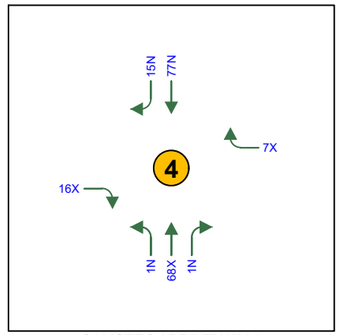
FIGURE 9
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
NORTH

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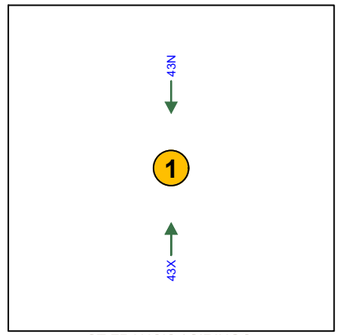




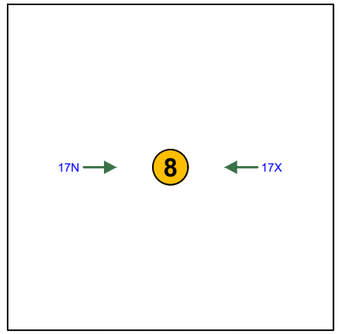
GALISTEO / ZIA



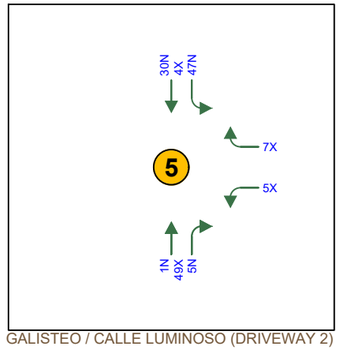
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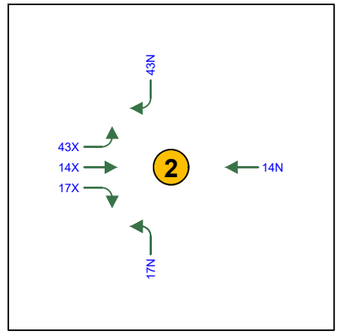
ST FRANCIS / SIRINGO



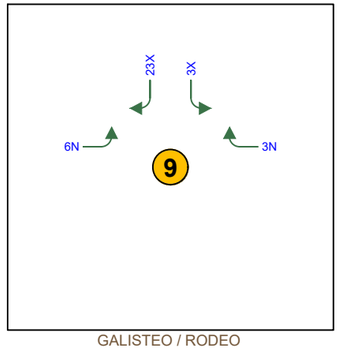
CANDELERO / ZIA



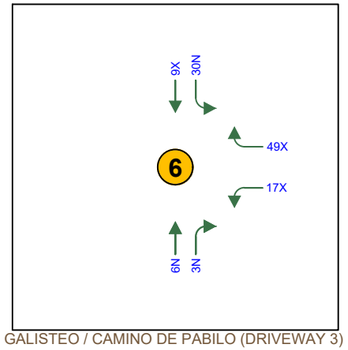
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



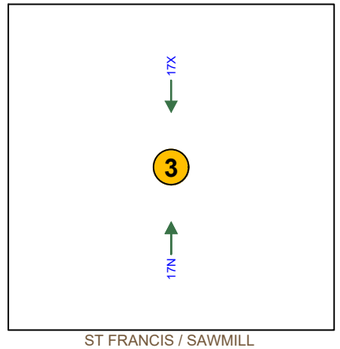
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

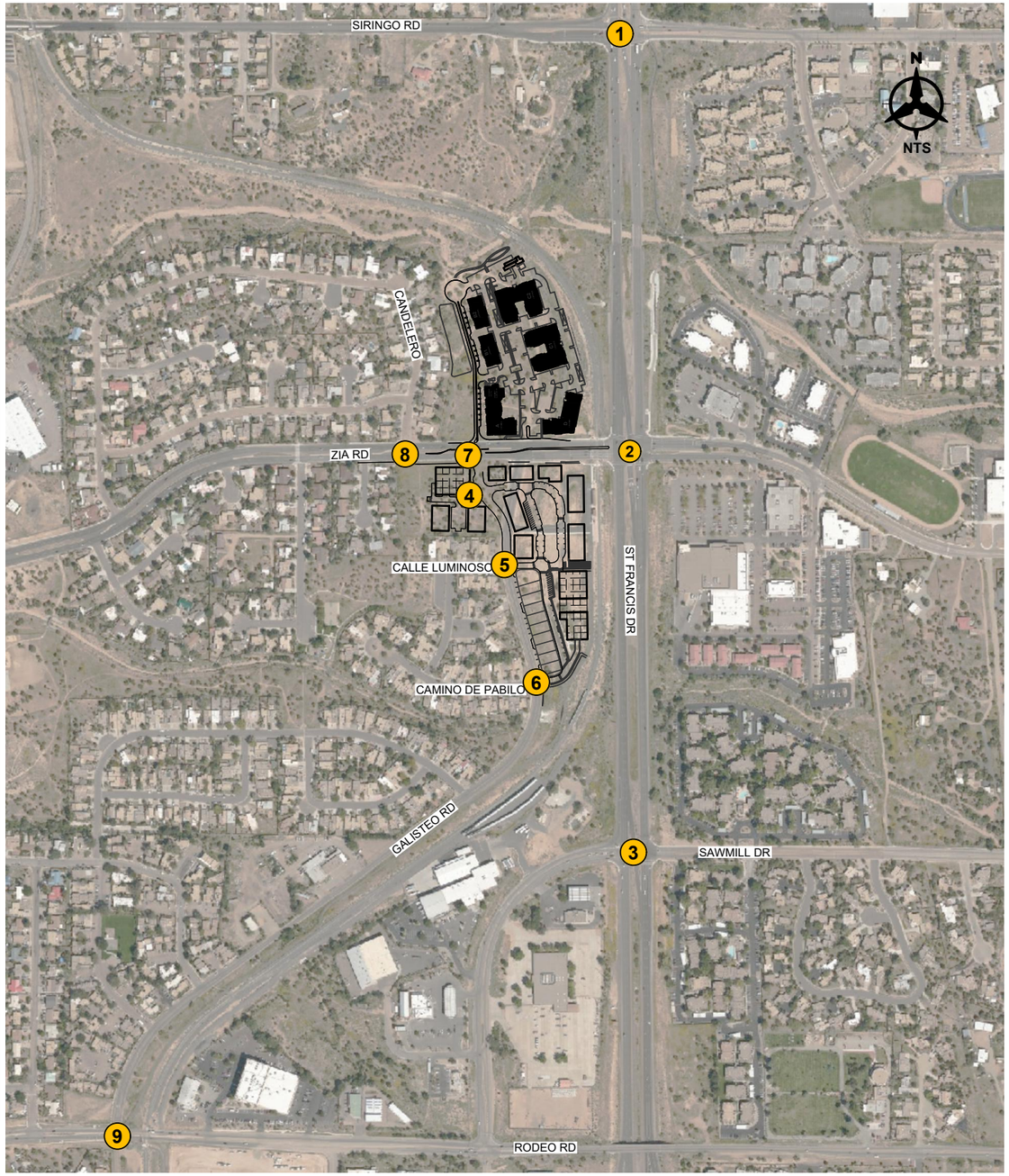
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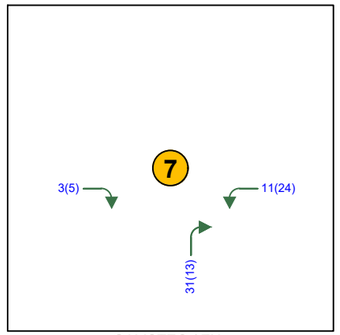
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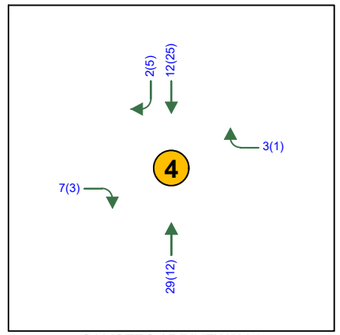
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FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

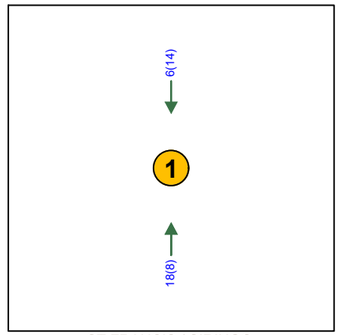




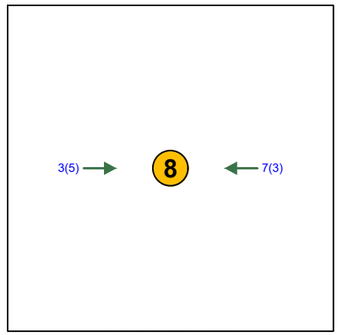
GALISTEO / ZIA



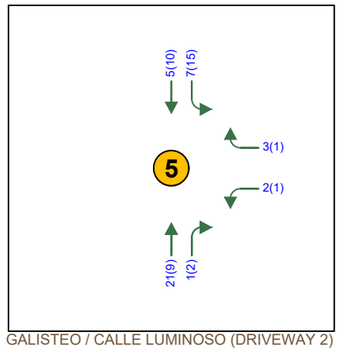
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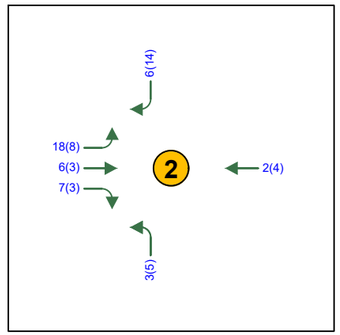
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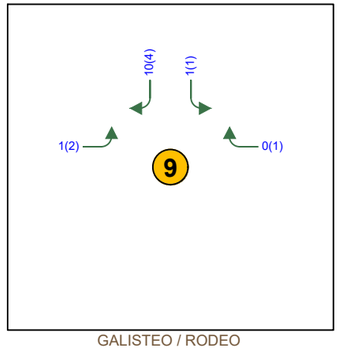
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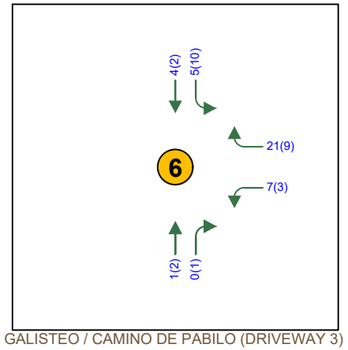
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



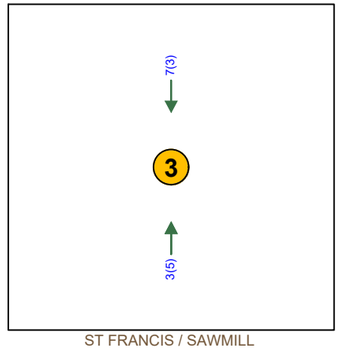
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

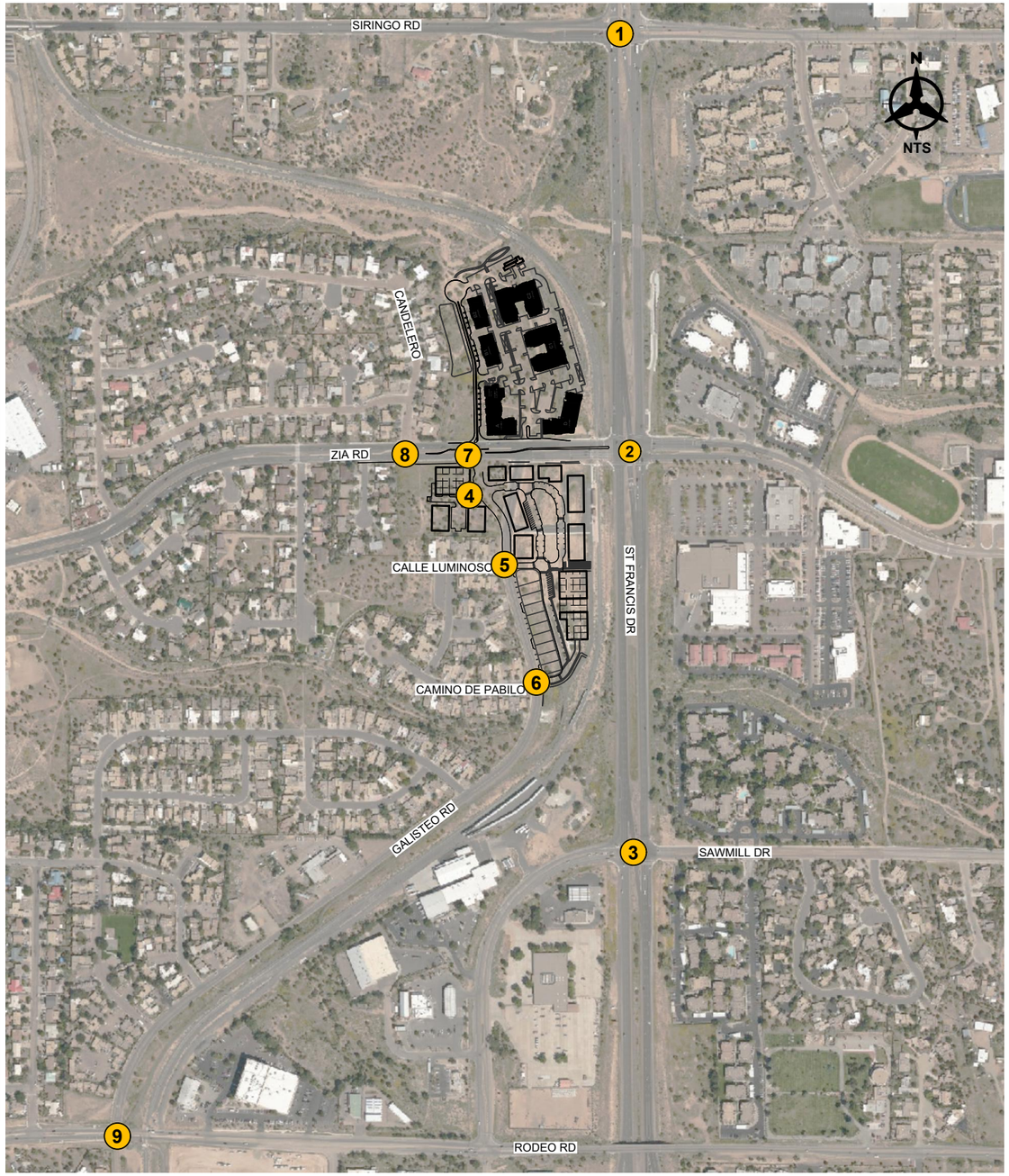
1234(1234) AM(PM) Traffic Counts

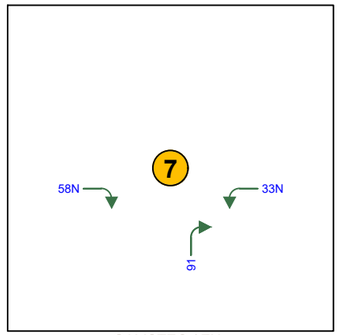
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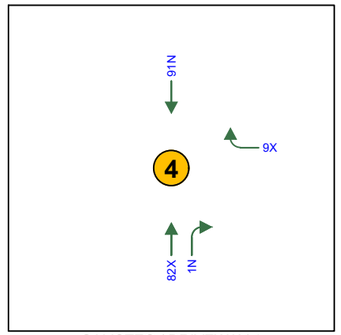
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FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT VOLUMES AM (PM) - RESIDENTIAL SOUTH

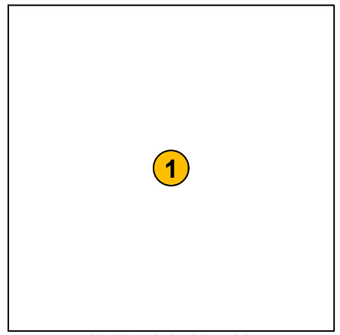




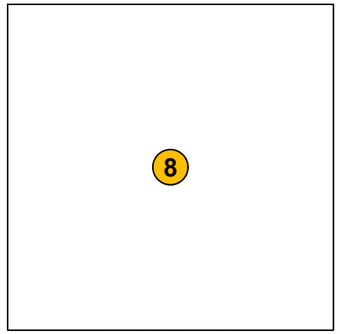
GALISTEO / ZIA



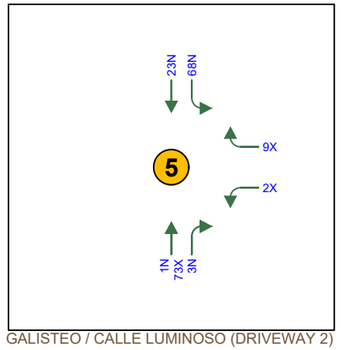
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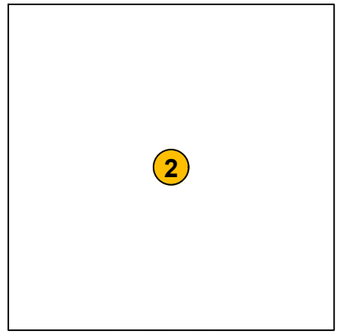
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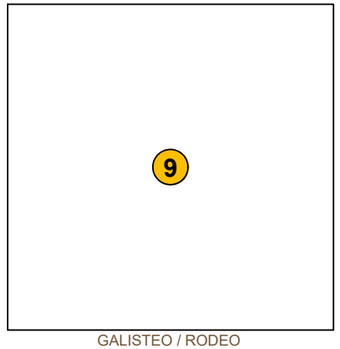
CANDELERO / ZIA



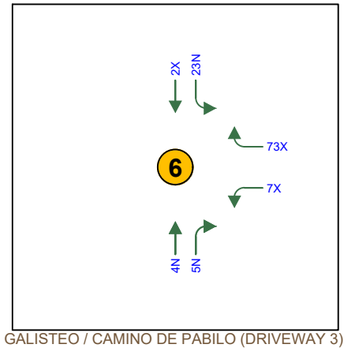
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



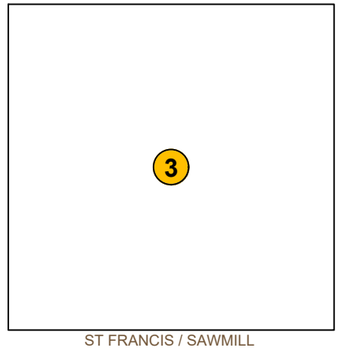
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

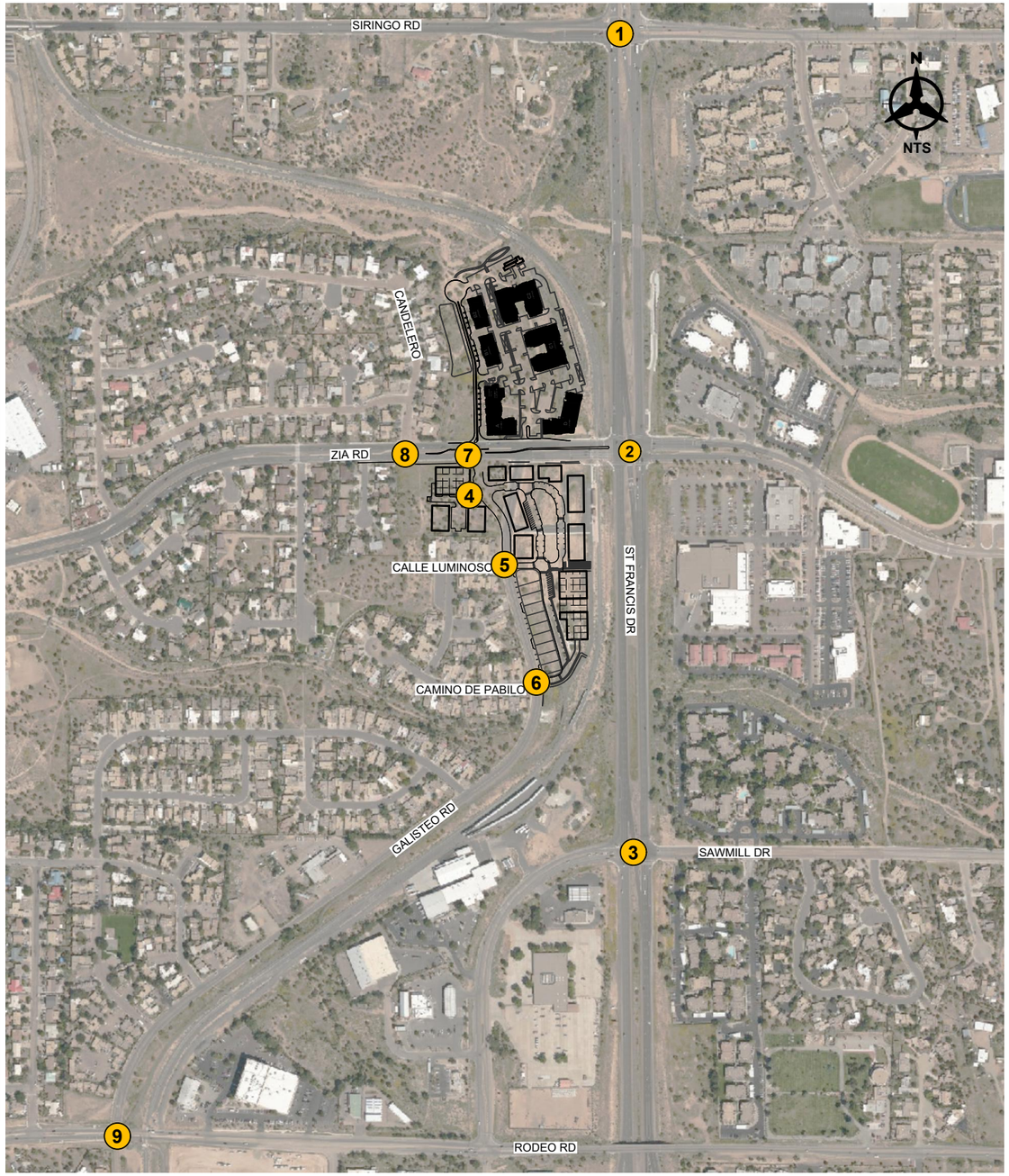
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1234(1234)	Trip Assignment Percentages
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X	Exiting

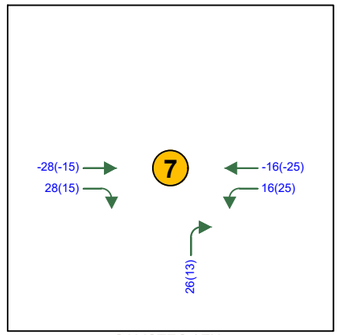
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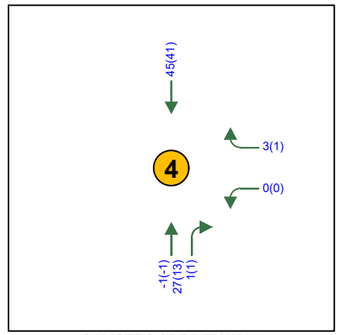
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FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY

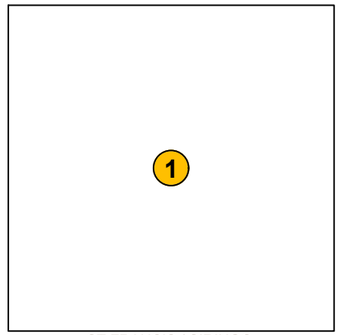




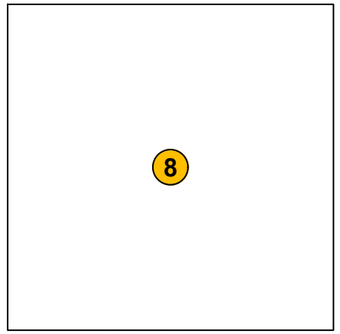
GALISTEO / ZIA



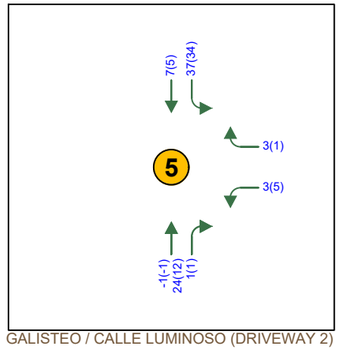
GALISTEO / DRIVEWAY 1



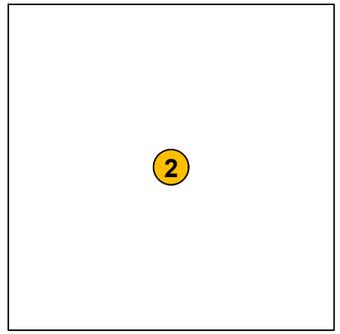
ST FRANCIS / SIRINGO



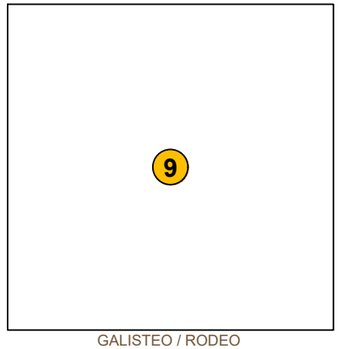
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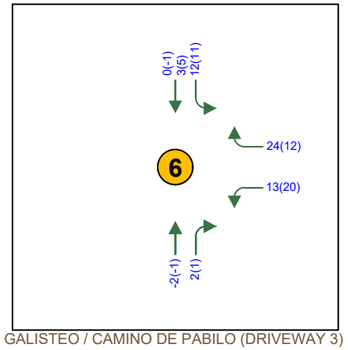
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



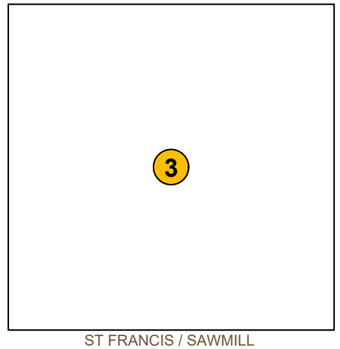
ST FRANCIS / ZIA



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 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.

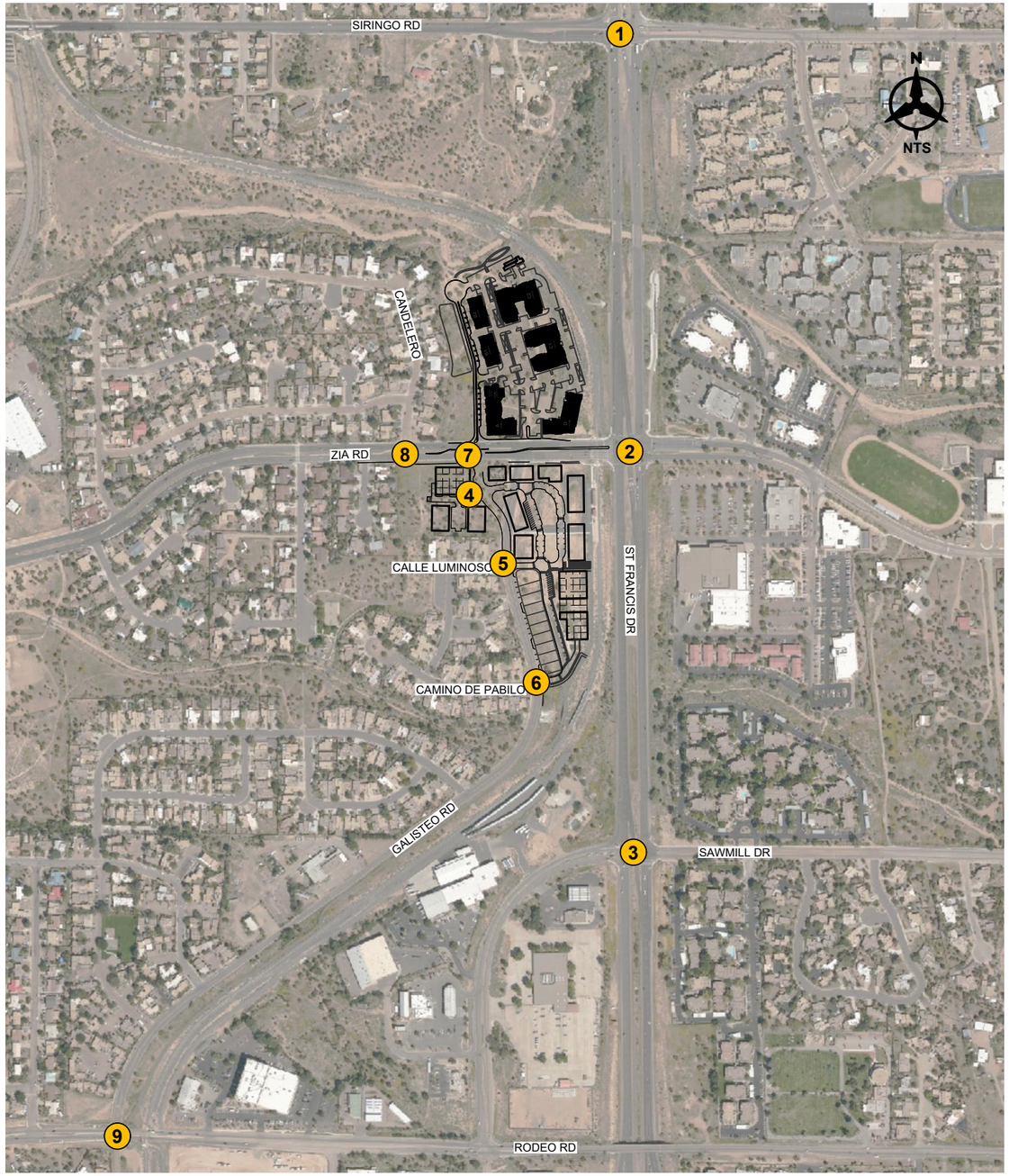
Table 9 | 2024 No Build Signalized Intersection Results (St Francis & Sawmill)							
2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14.1	B	0.64	16:00	25.2	C	0.83
7:15	16.5	B	0.72	16:15	23	C	0.88
7:30	27.5	C	0.91	16:30	27.3	C	0.93
7:45	29.2	C	0.95	16:45	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

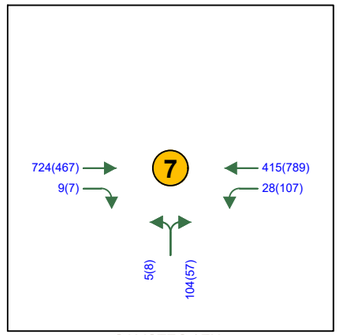
d) *Unsignalized Intersections*

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.

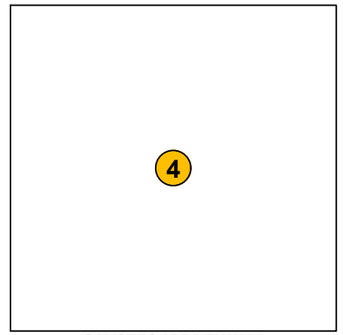
Again, the northbound left turn from Galisteo onto Zia was evaluated with two-stage gap acceptance and results in lower delay for this movement.

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								

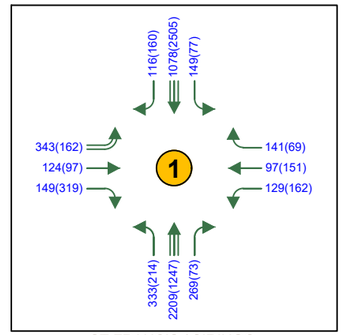




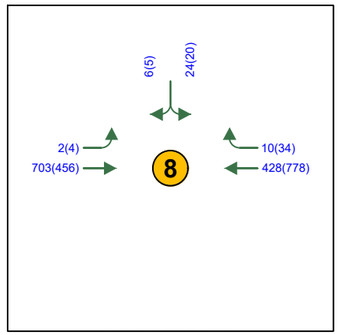
GALISTEO / ZIA



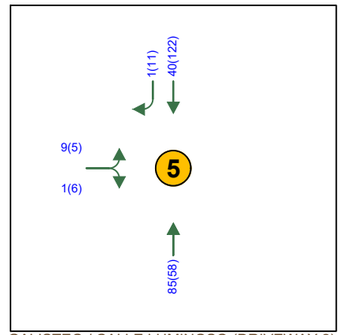
GALISTEO / DRIVEWAY 1



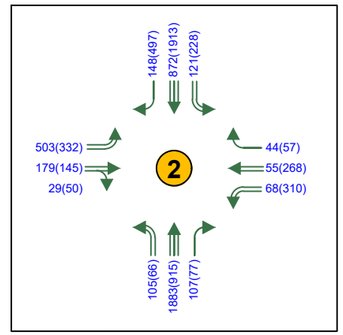
ST FRANCIS / SIRINGO



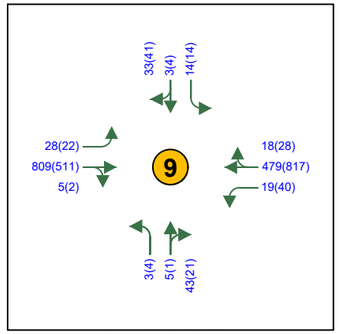
CANDELERO / ZIA



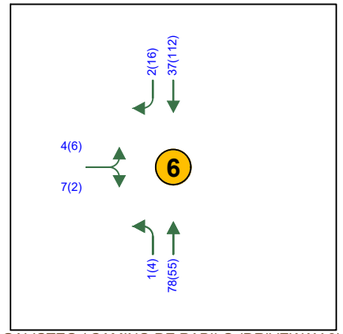
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



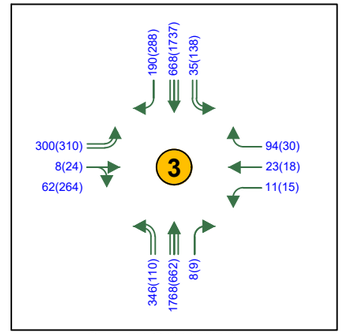
ST FRANCIS / ZIA



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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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

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								

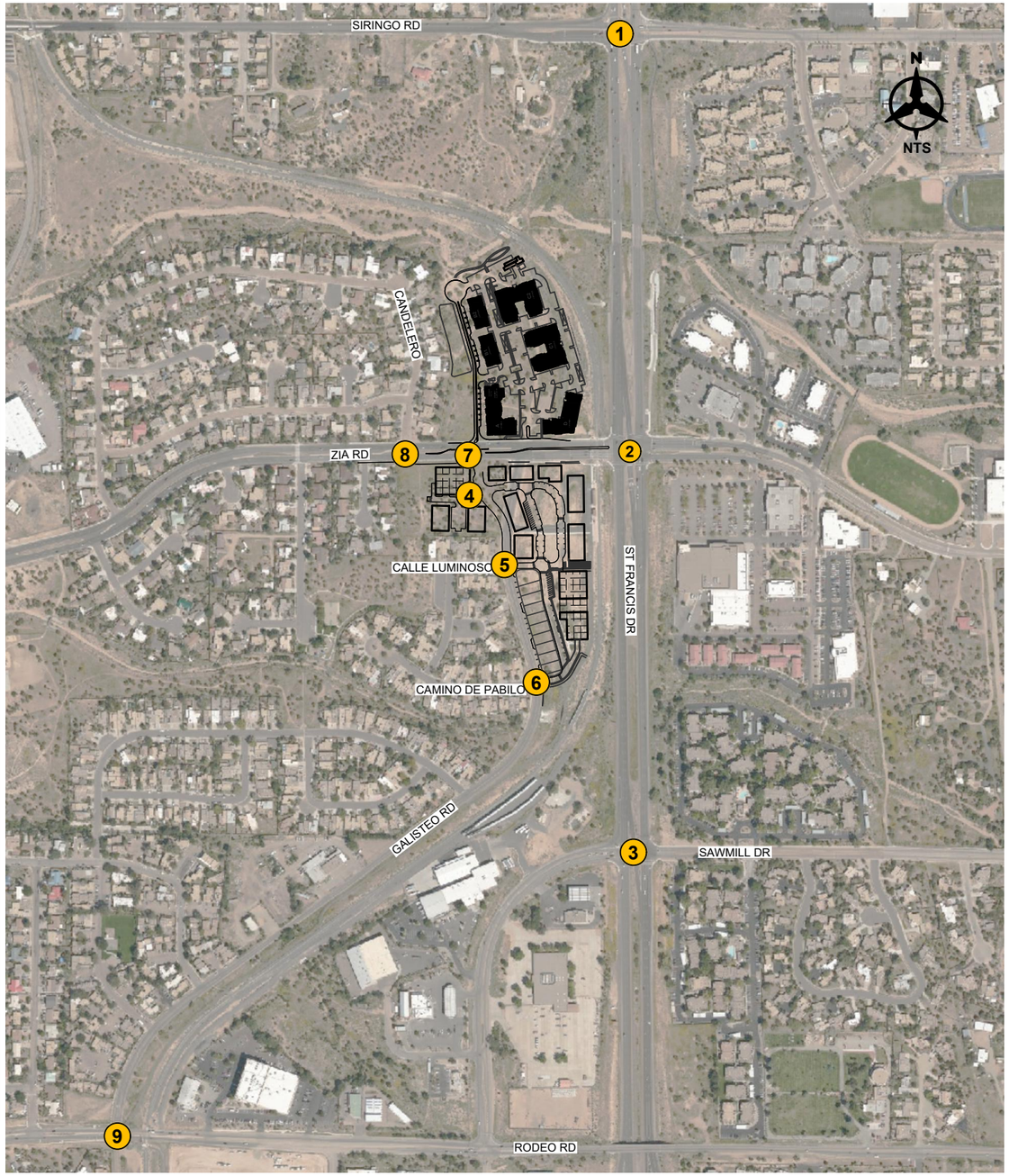
e) *Queue Discussion*

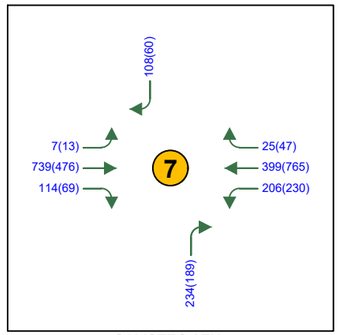
The following section reports the expected maximum queueing for new movements on Zia.

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.

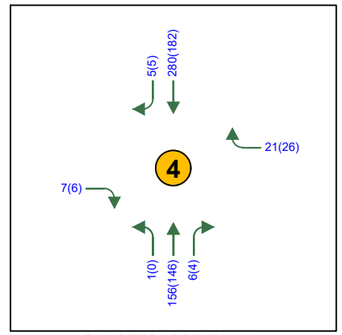
The eastbound and westbound left turn bays at Zia Road and Galisteo Road, and the westbound u-turn at Candelero, are not expected to queue beyond available storage.

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

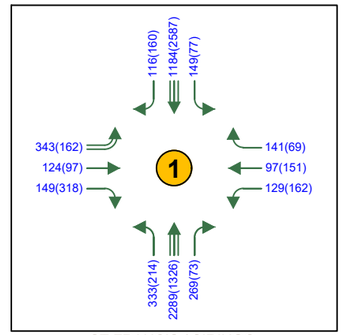




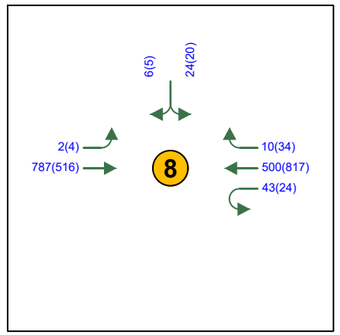
GALISTEO / ZIA



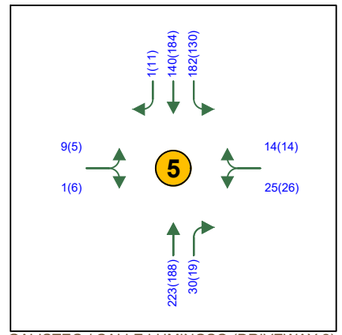
GALISTEO / DRIVEWAY 1



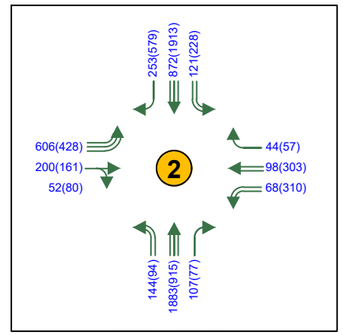
ST FRANCIS / SIRINGO



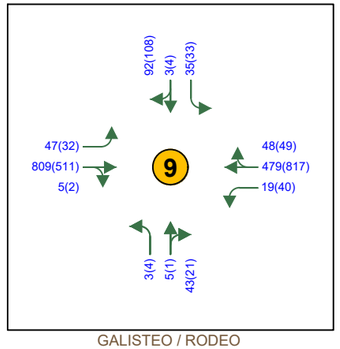
CANDELERO / ZIA



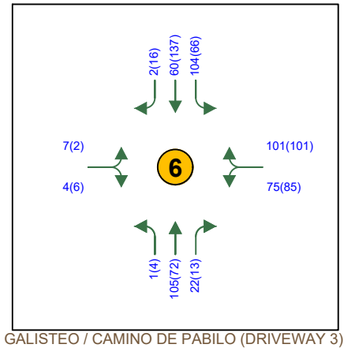
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



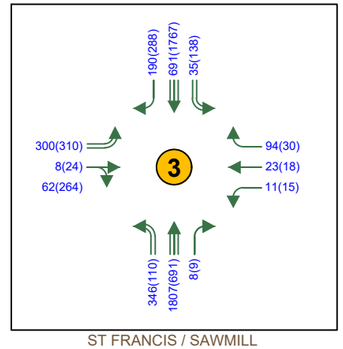
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

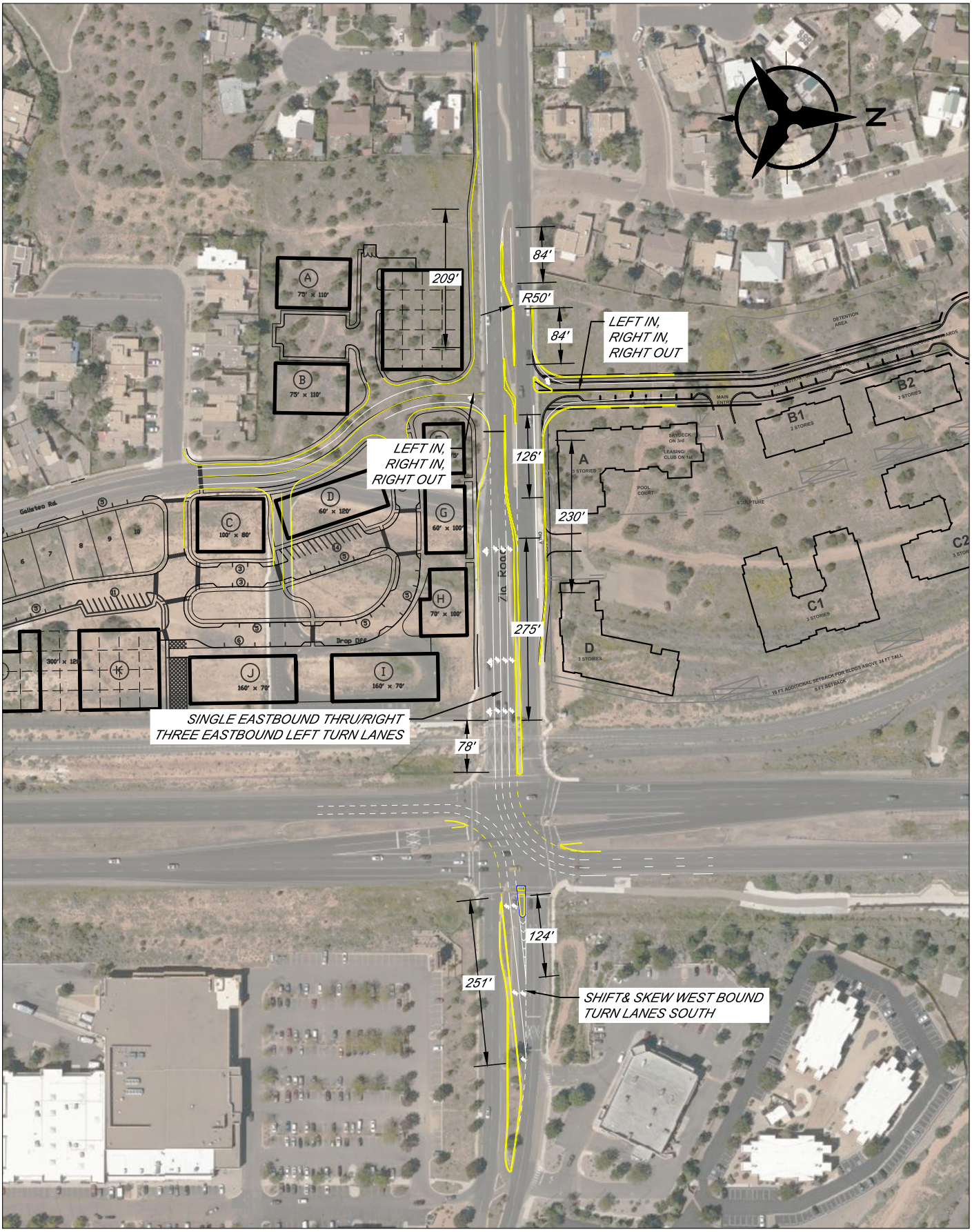
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 15
2024 BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES

P:\20200464\TRANS\Study\Report-Production\Report Figures\20200464_Figures.dwg Oct 01, 2020 - 10:12am



P:\20200464\TRANS\Study\Report-Production\Report Figures\Galisteo_Redlignment_TRANSMIT.dwg Sep 23, 2020 - 11:36am

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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 16
RECOMMENDED IMPROVEMENTS

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
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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

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
Page No : 1

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
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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																					
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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

File Name : Galisteo & Camino de Pabilo
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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
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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

File Name : Galisteo & Railrunner Entrance
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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
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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
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
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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
Page No : 3

	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

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Zia
Site Code : 00000000
Start Date : 3/3/2020
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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

	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	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	
Priority Preemption		Yel-Red To Grn	
Outputs Only During Hold		Flash All Outputs	
Terminate Overlap ASAP		Terminate Phases	
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
		Ped Dark	
		Ped Active	
		Zero Ped Clr Time	
		Ped Clr Thru Yel	

	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	
Priority Preemption		Yel-Red To Grn	
Outputs Only During Hold		Flash All Outputs	
Terminate Overlap ASAP		Terminate Phases	
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
		Ped Dark	
		Ped Active	
		Zero Ped Clr Time	
		Ped Clr Thru Yel	

	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 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	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	.	.	.	.	.	.	.	.	.	.	.	.
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. . .	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

Plan		Detector 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

Plan		Detector 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

Timing / Backup	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phase Must Gap With Phase	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	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

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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

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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:

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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

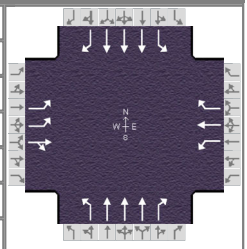
Plan	Detector	Counts	Act	Pres	Multiplier

APPENDIX B

2020 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

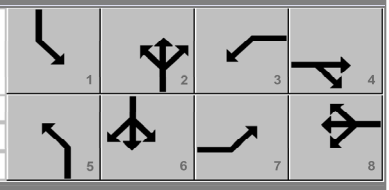
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

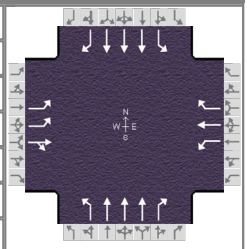
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

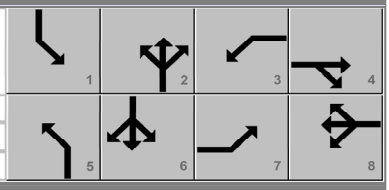
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

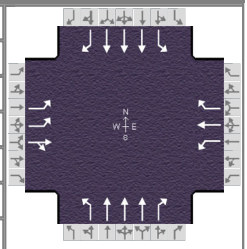
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

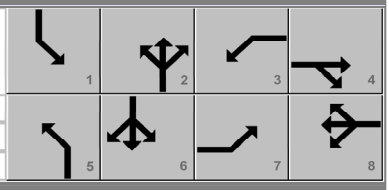
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

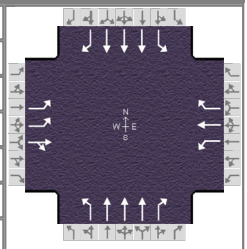
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

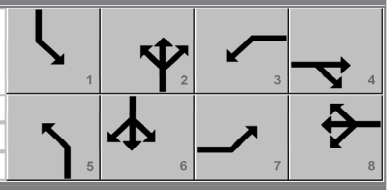
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

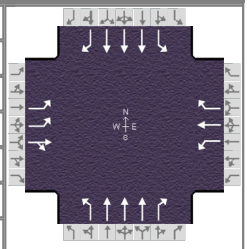
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

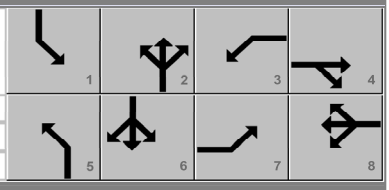
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

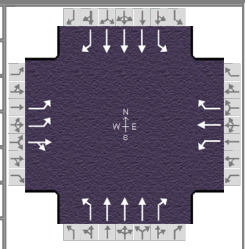
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

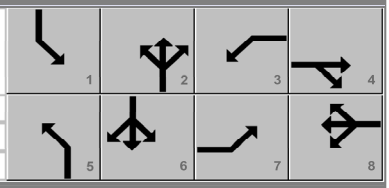
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

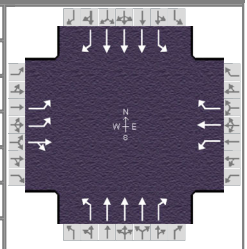
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

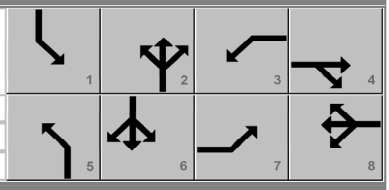
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

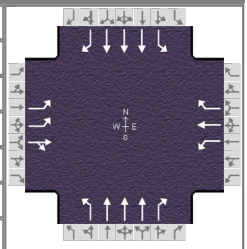
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

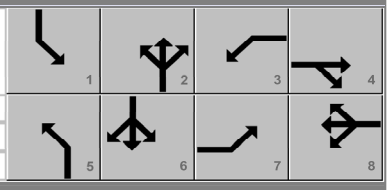
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project 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

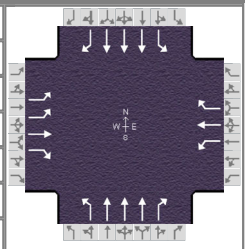
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

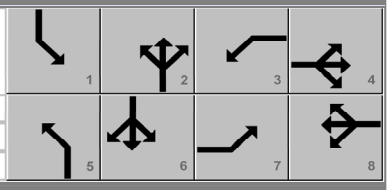
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

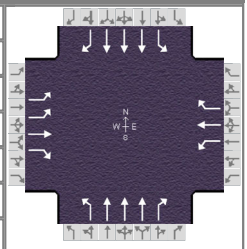
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

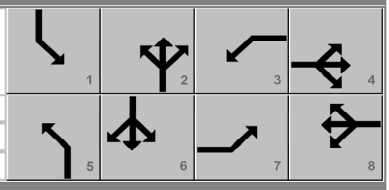
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

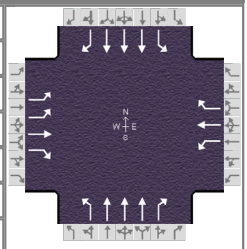
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

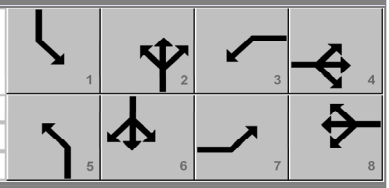
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

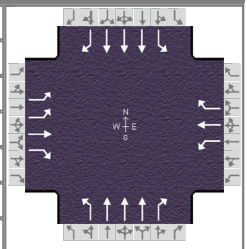
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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	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

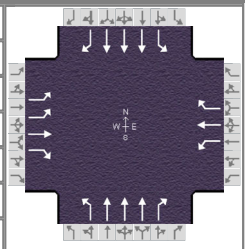
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

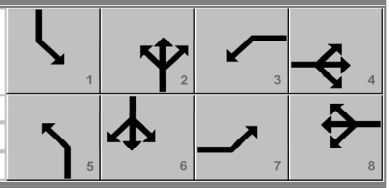
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

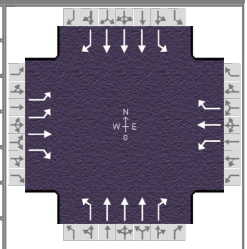
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

								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

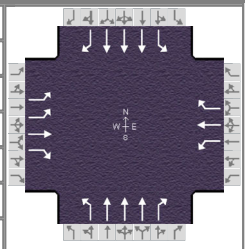
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

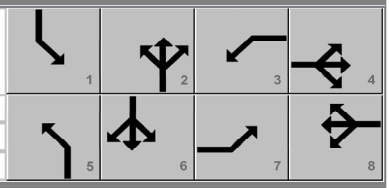
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

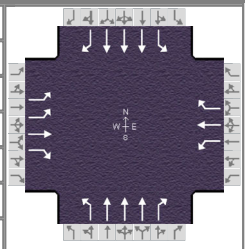
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

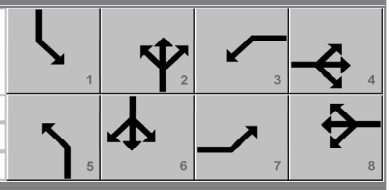
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project 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

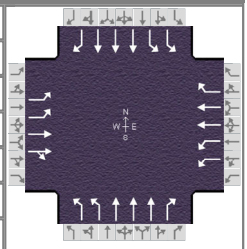
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

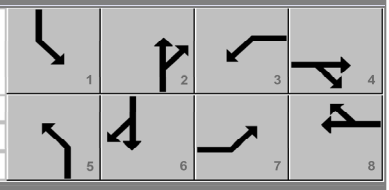
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

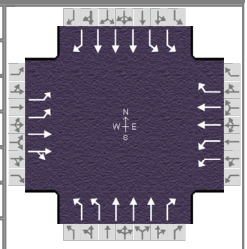
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

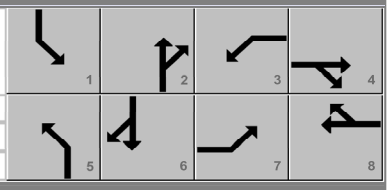
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

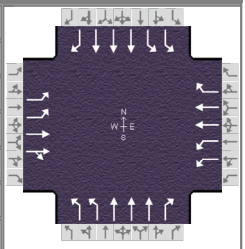
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

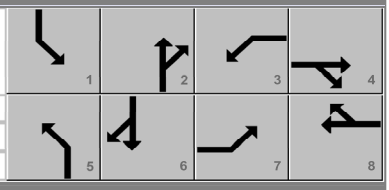
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

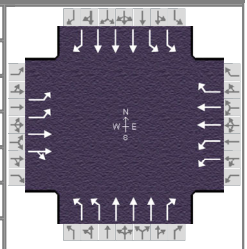
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

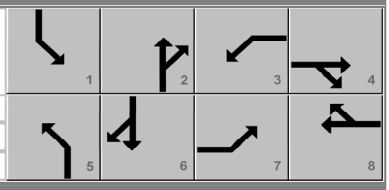
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

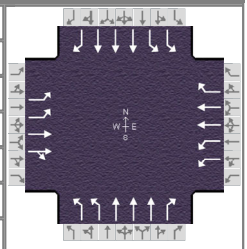
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

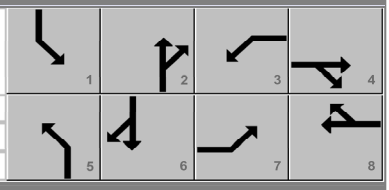
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

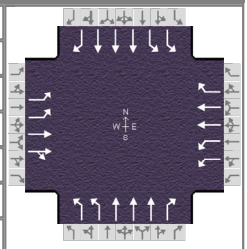
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

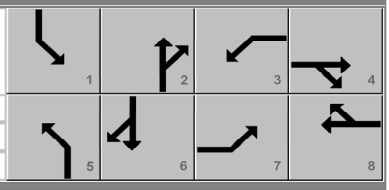
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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

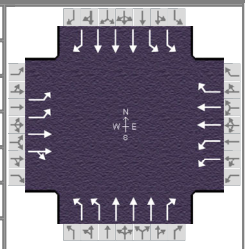
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

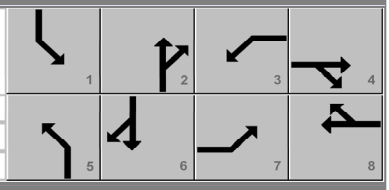
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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						
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

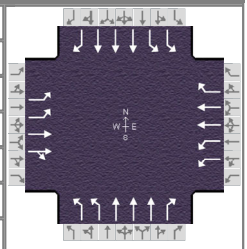
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

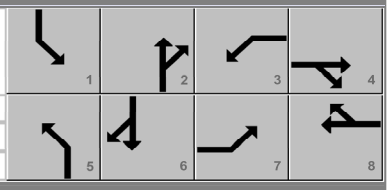
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project 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					

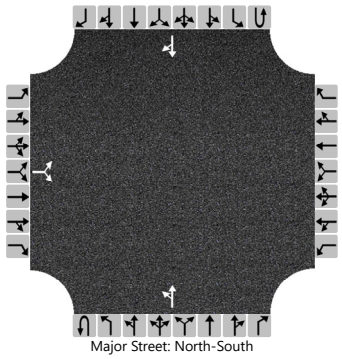
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MB	Intersection	Galisteo and Calle Lumino
Agency/Co.	BHI	Jurisdiction	City of Santa Fe
Date Performed	8/6/2020	East/West Street	Calle Luminoso
Analysis Year	2020	North/South Street	Galisteo
Time Analyzed	Existing AM	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Zia Station		

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

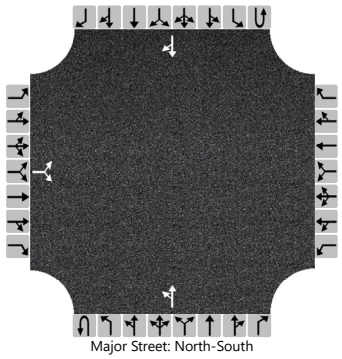
General Information

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

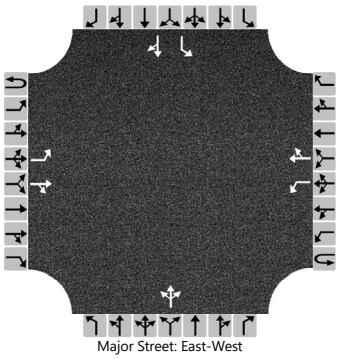
General Information

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

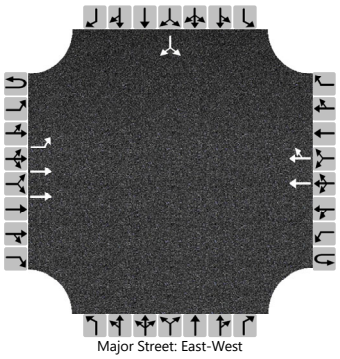
General Information

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


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	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

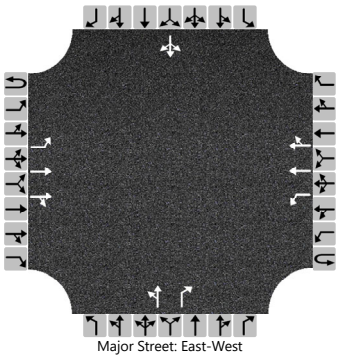
General Information

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

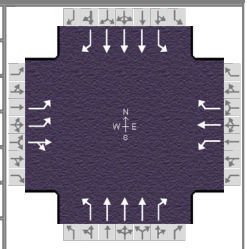
Delay, Queue Length, and Level of Service

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

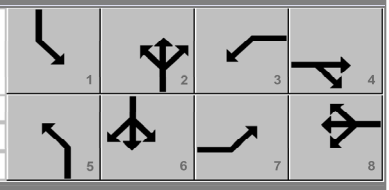
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

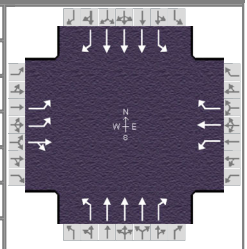
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

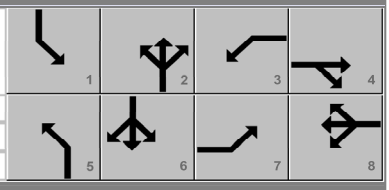
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

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

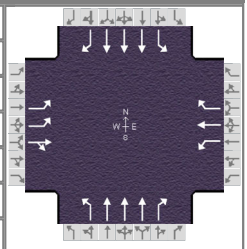
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

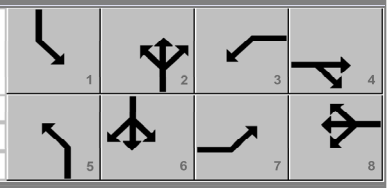
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

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

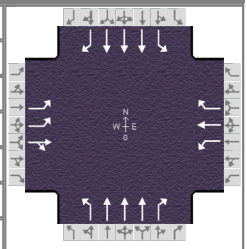
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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	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

								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

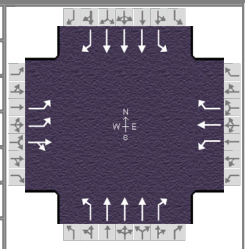
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

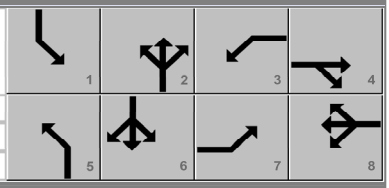
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

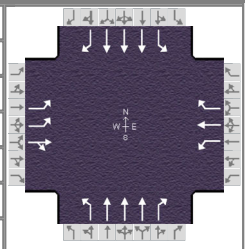
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

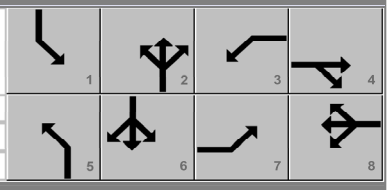
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

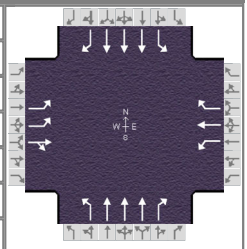
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

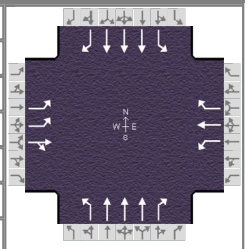
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

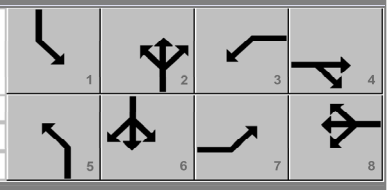
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project 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

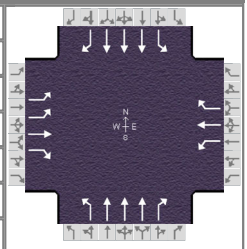
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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	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

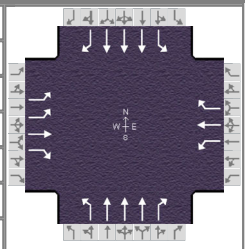
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

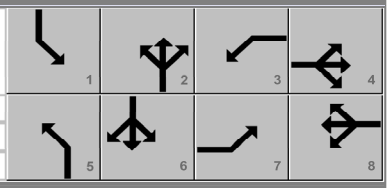
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

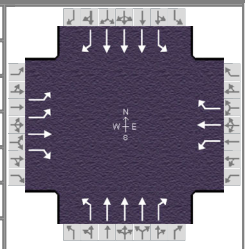
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

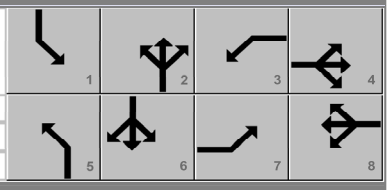
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

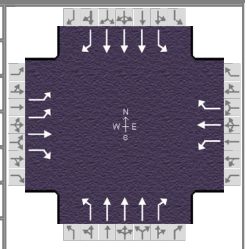
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

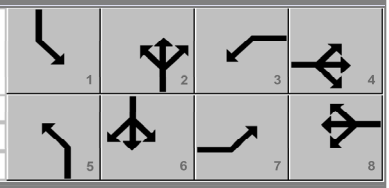
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

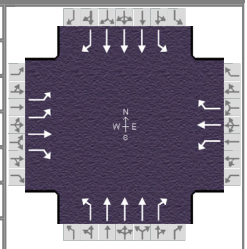
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

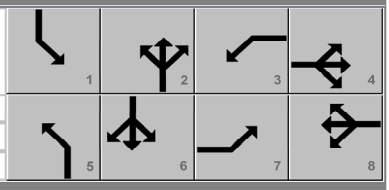
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

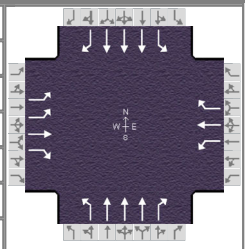
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

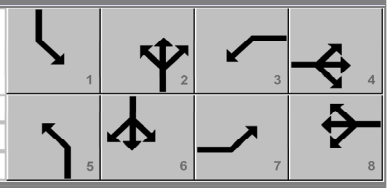
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

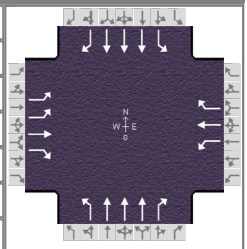
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

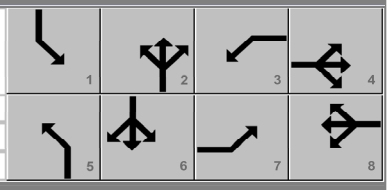
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project 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

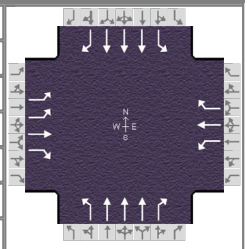
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

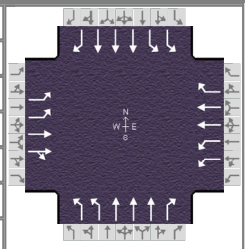
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

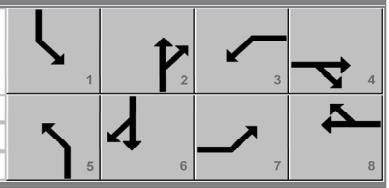
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

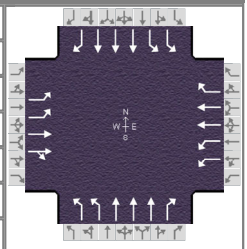
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

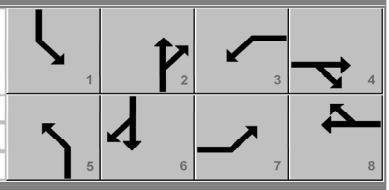
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

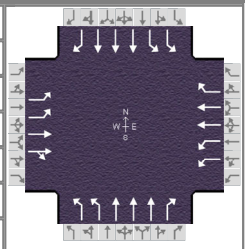
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

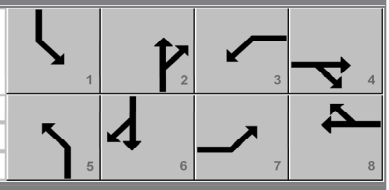
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

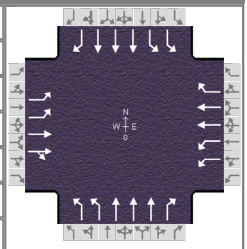
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

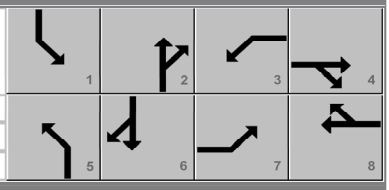
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

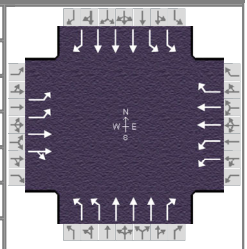
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

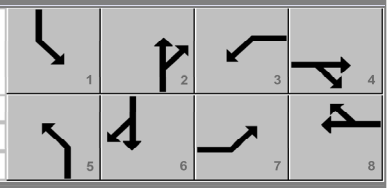
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

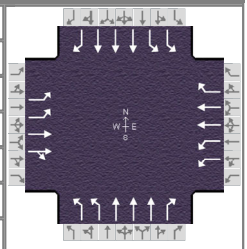
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

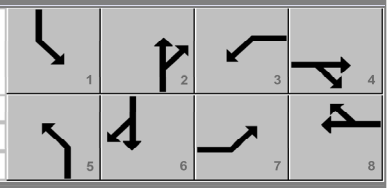
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

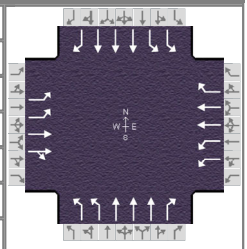
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

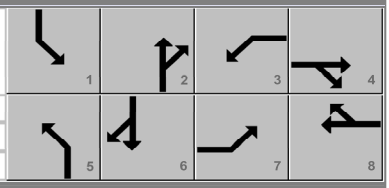
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

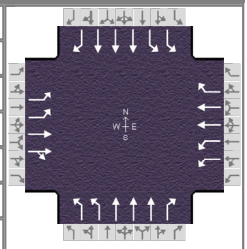
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

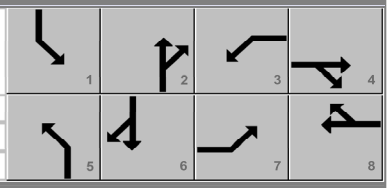
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project 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

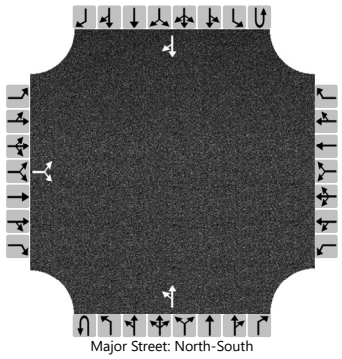
General Information

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

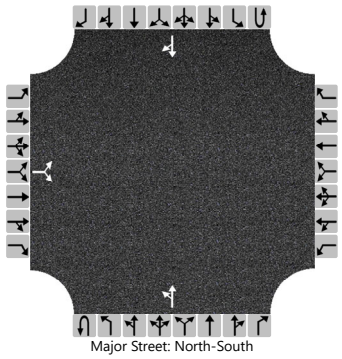
General Information

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

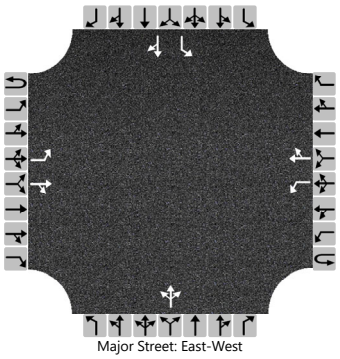
General Information

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


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	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

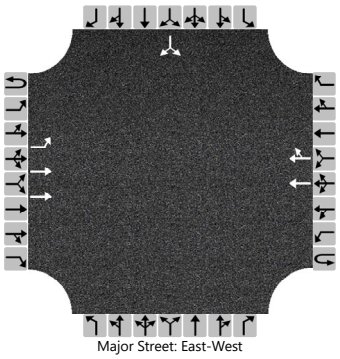
General Information

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


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	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

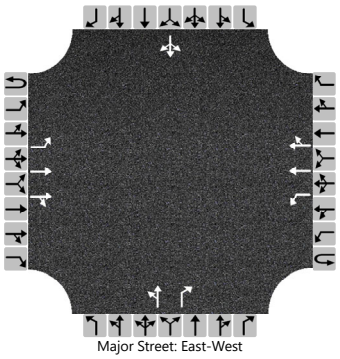
General Information

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



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

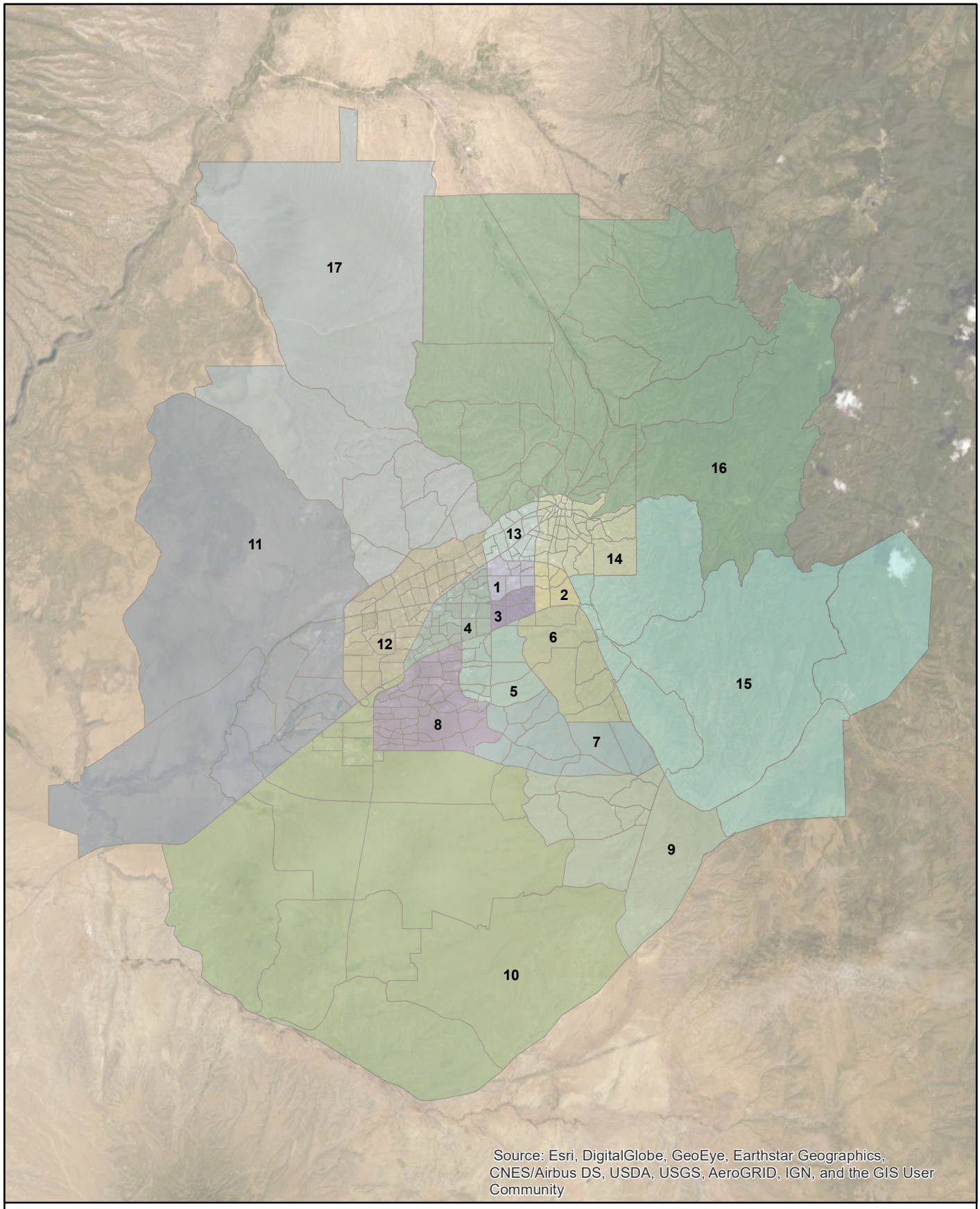
210 - Single-Family Detached Housing	5	3	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	27	15	0.00%	0.00%	0	0
710 - General Office Building	14	75	0.00%	0.00%	0	0
936 - Coffee/Donut Shop without Drive-Through Window	39	38	34.00%	34.00%	13	13
925 - Drinking Place	32	17	0.00%	0.00%	0	0
930 - Fast 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



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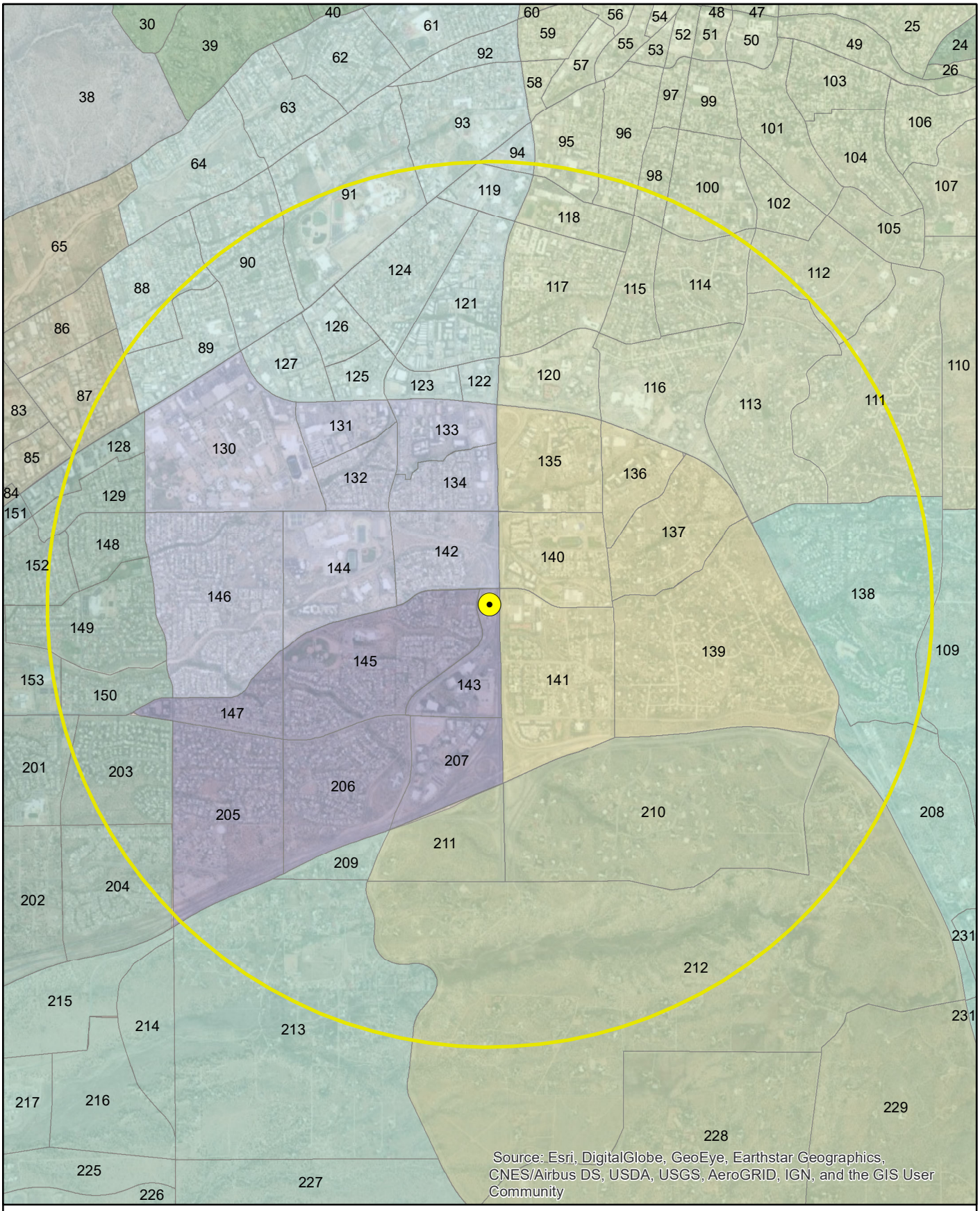
0 11,500 23,000 Feet
1 in = 23,791 ft

Zia Station

Santa Fe Region Subareas

P:\20200242\TRANS\Study\Analysis\GIS\SantaFe_BaseMap.mxd
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	2040	2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Zia - To/From West % Utilizing	% DU/D Dist. Utilizing	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 % Utilizing	St. Francis - To/From North % Employment/D Dist. Utilizing	St. Francis - To/From North 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	St. Francis - To/From South % Employment/D Dist. Utilizing	St. Francis - To/From South % 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*	

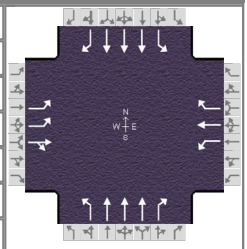
growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter	5.0%					15.0%							Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	35.0%	
												50	
Trip Distribution % Enter	10.0%					3.0%							Office
Trip Distribution % 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

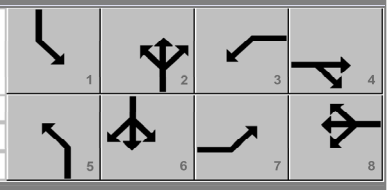
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

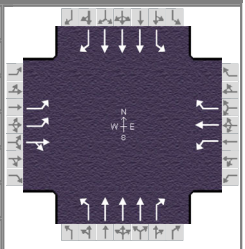
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

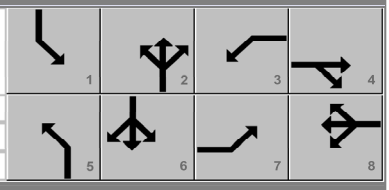
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

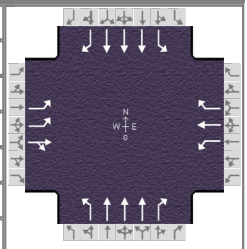
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

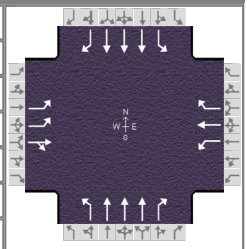
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

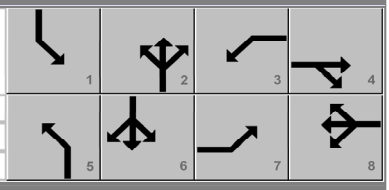
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

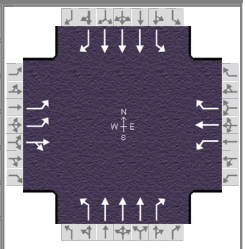
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

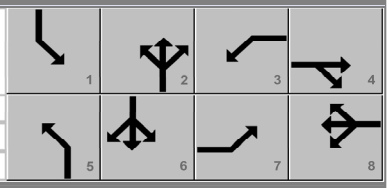
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

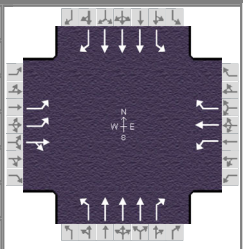
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

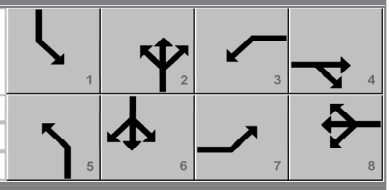
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

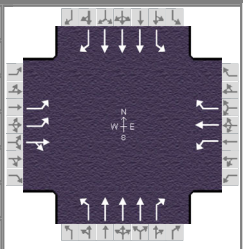
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

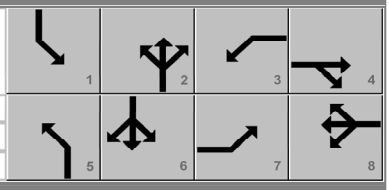
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

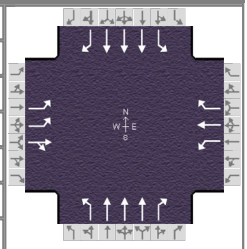
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

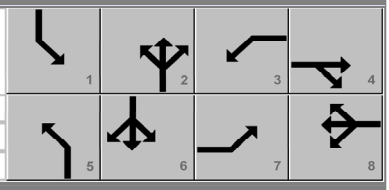
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project 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

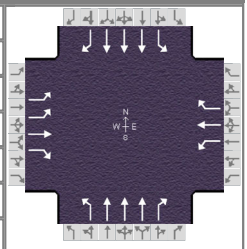
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

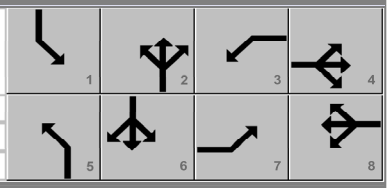
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

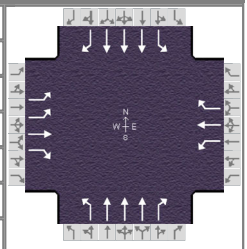
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

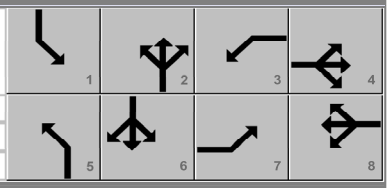
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

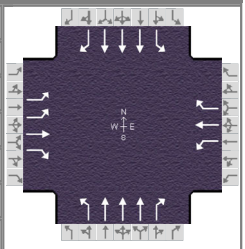
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

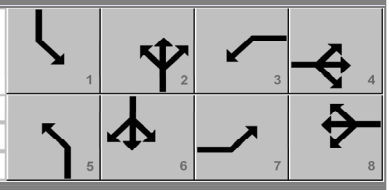
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

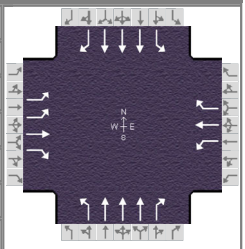
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

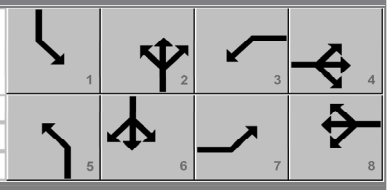
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

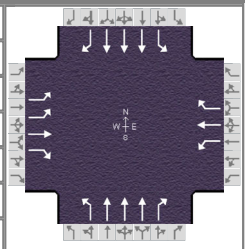
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

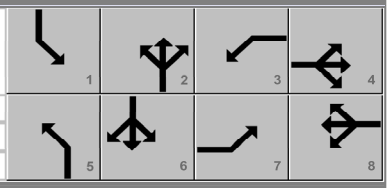
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

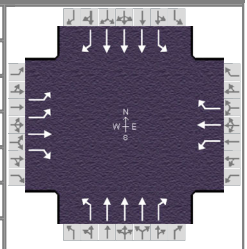
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

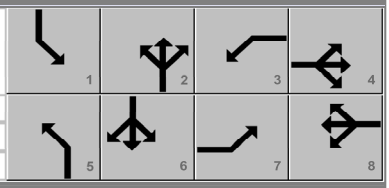
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

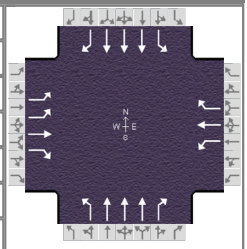
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

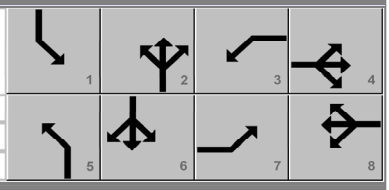
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

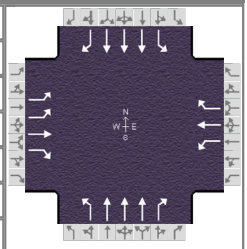
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

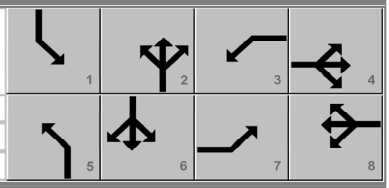
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project 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

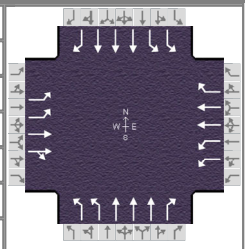
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

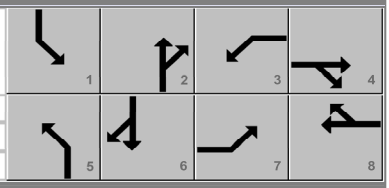
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

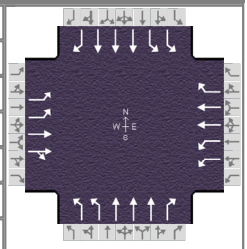
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

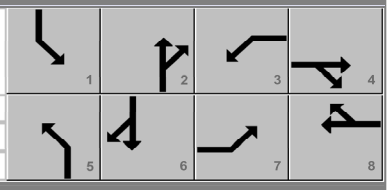
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

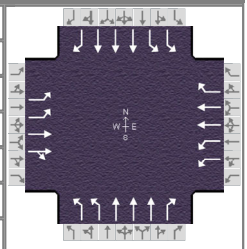
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

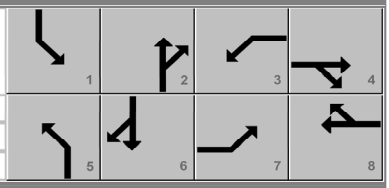
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

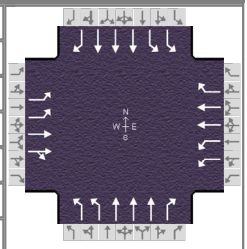
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

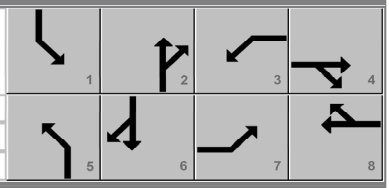
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

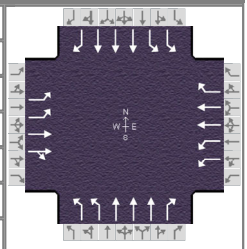
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

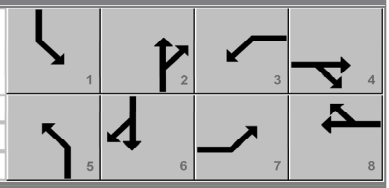
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

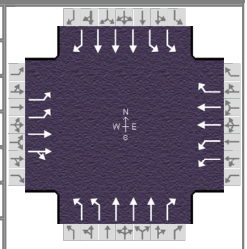
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

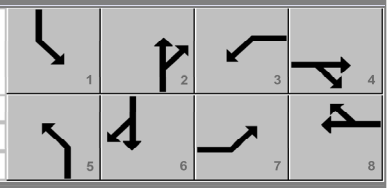
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

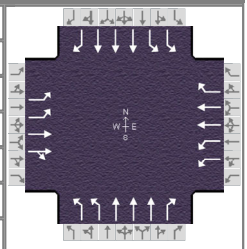
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

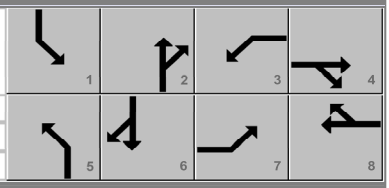
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

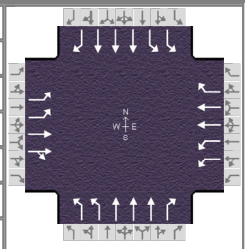
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

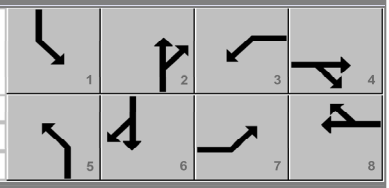
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project 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

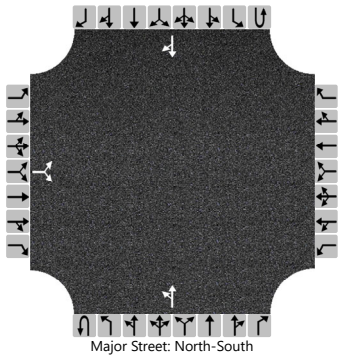
General Information

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

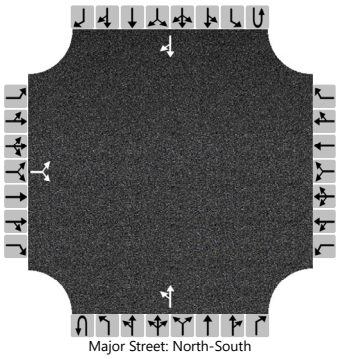
General Information

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

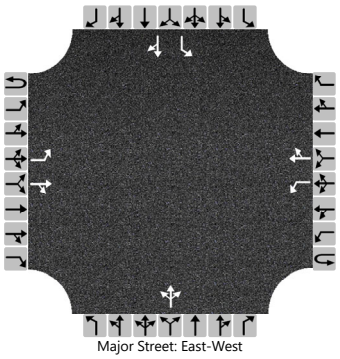
General Information

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


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	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

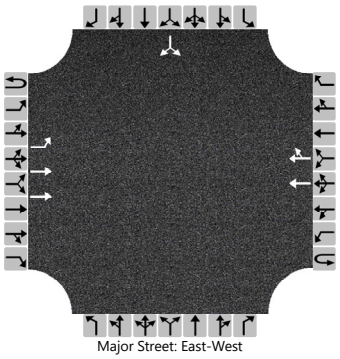
General Information

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

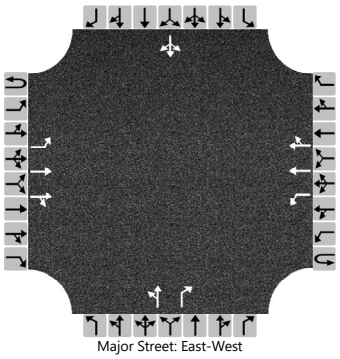
General Information

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

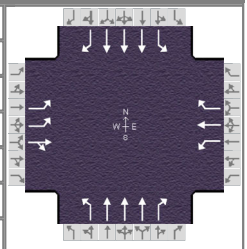
Delay, Queue Length, and Level of Service

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

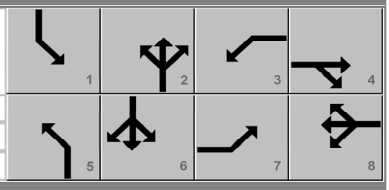
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

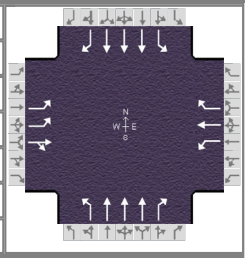
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

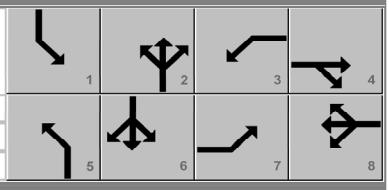
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

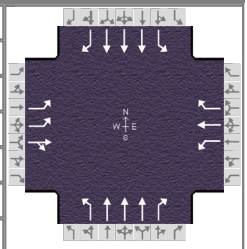
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

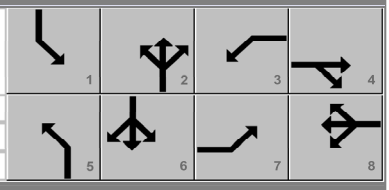
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

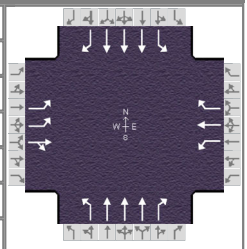
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

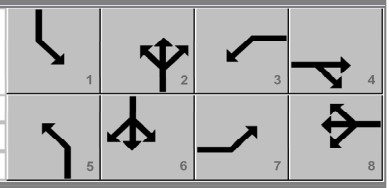
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

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

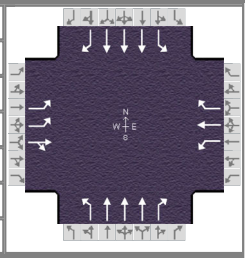
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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	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

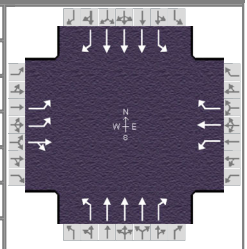
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

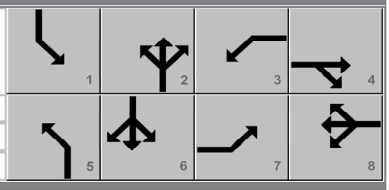
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

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

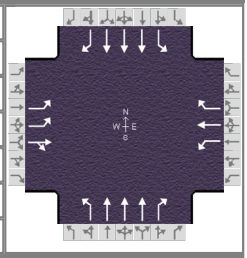
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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	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

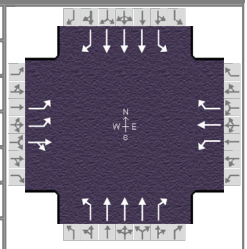
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

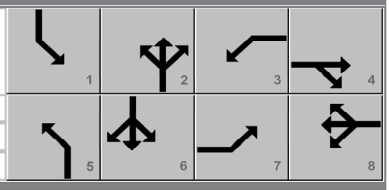
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project 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

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

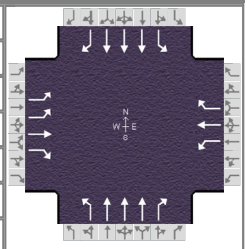
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

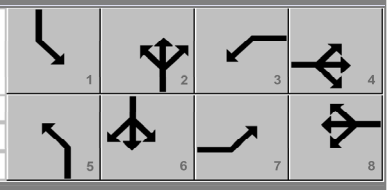
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

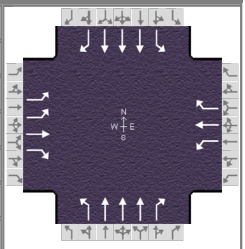
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

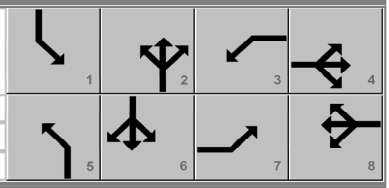
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

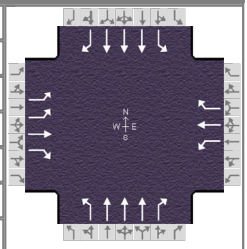
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

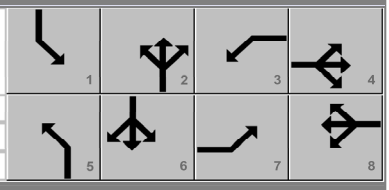
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

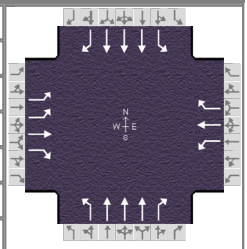
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

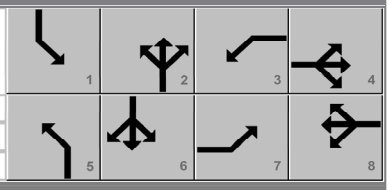
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

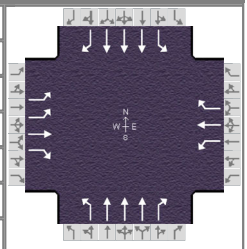
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

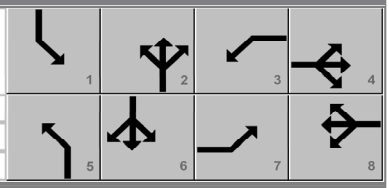
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

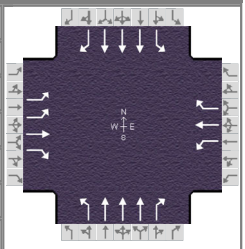
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

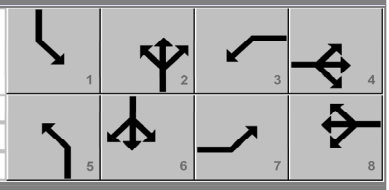
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

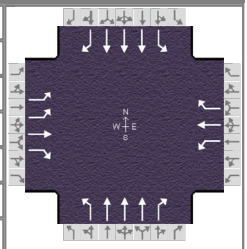
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

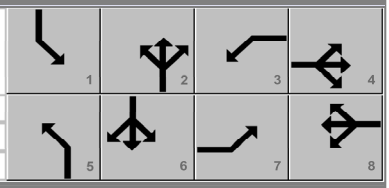
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project 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

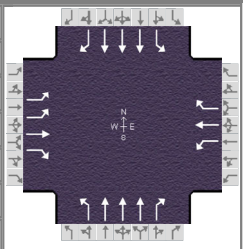
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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	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

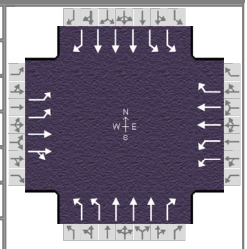
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

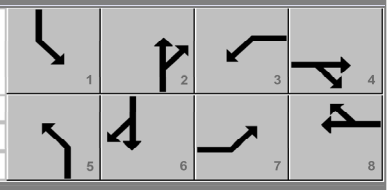
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

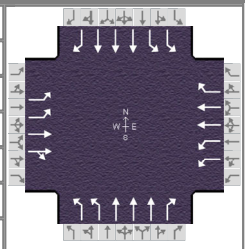
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

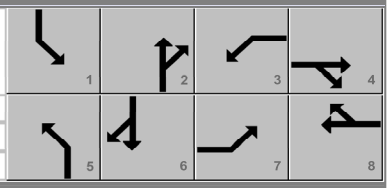
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

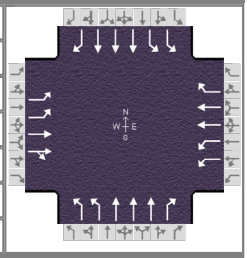
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

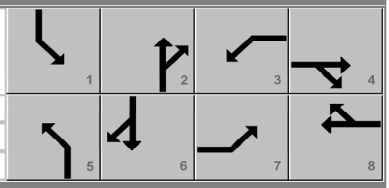
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

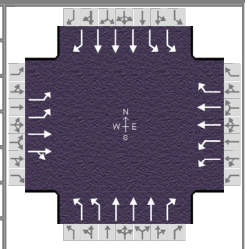
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

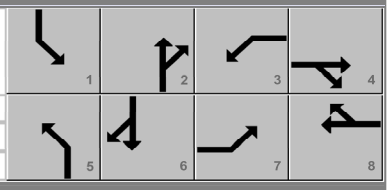
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

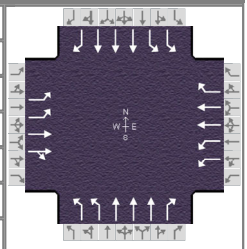
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

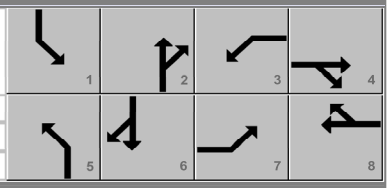
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

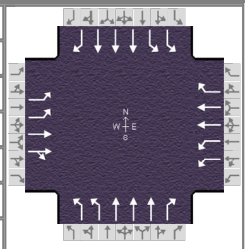
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

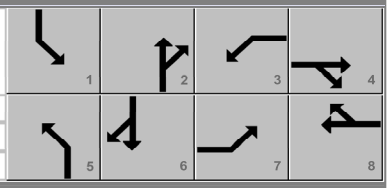
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

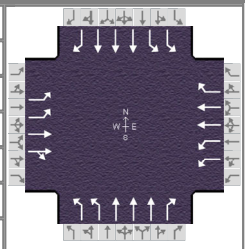
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

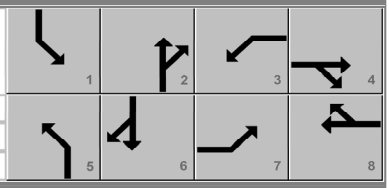
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

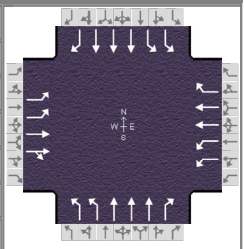
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	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

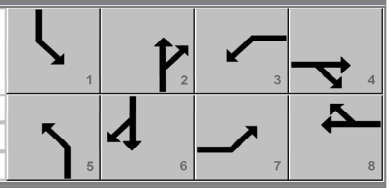
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project 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

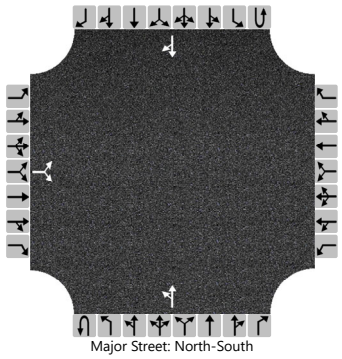
General Information

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


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	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

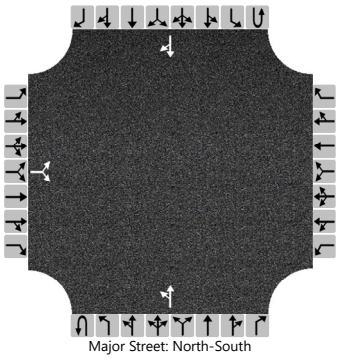
General Information

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

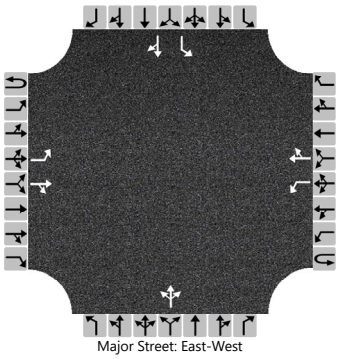
General Information

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

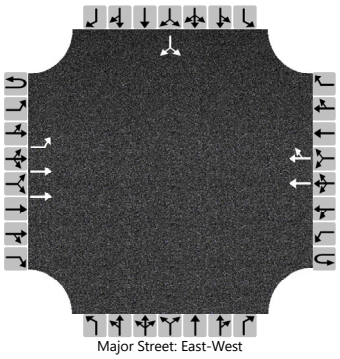
General Information

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


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	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

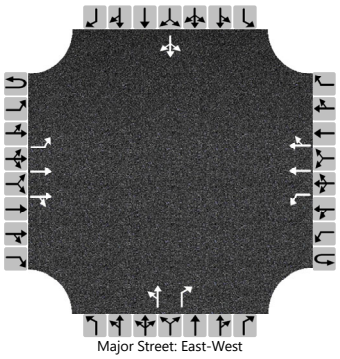
General Information

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							

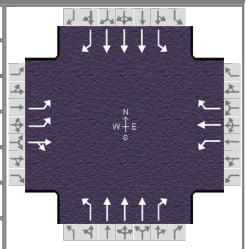
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APPENDIX E

2024 BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

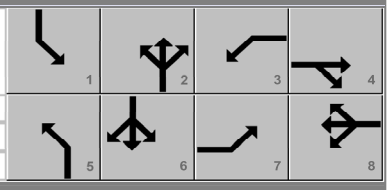
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

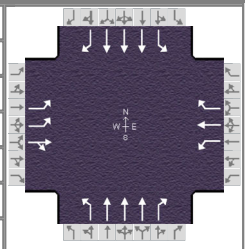
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

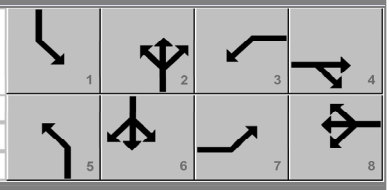
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

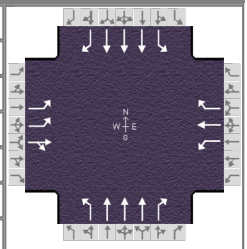
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

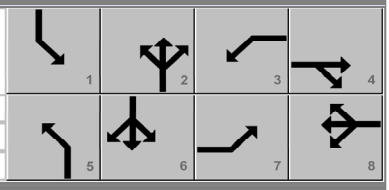
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

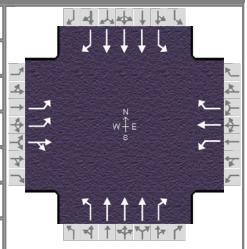
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

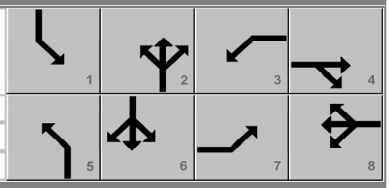
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

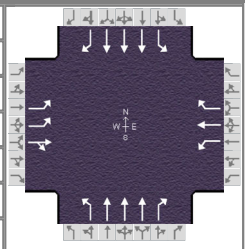
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

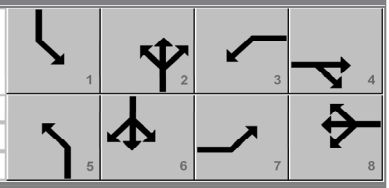
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

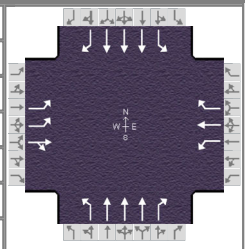
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

								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

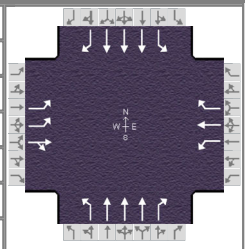
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

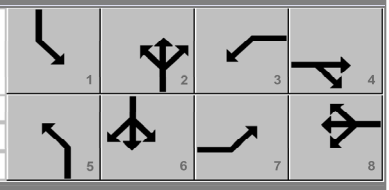
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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

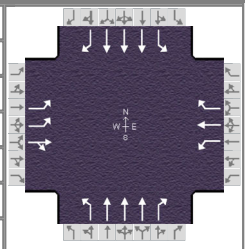
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

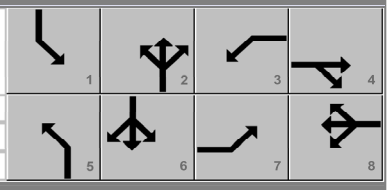
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project 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							
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

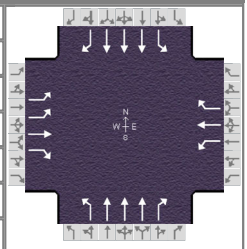
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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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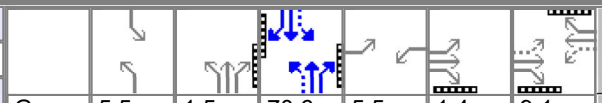
HCS7 Signalized Intersection Results Summary

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	1> 7:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				

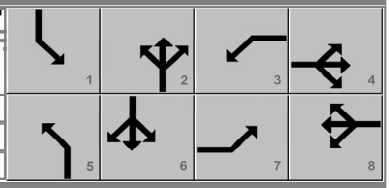


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	24	116	48	48	48	160	1092	60	48	572	12

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	

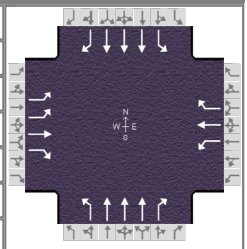
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	24	116	48	48	48	150	1027	56	48	572	12
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	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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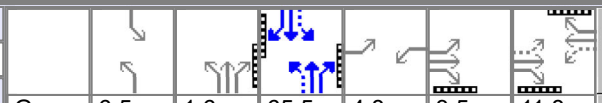
HCS7 Signalized Intersection Results Summary

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				

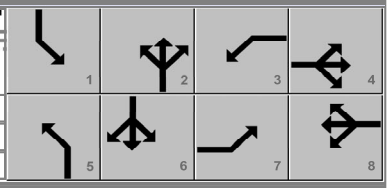


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	44	120	36	36	132	256	1396	116	80	696	72

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	

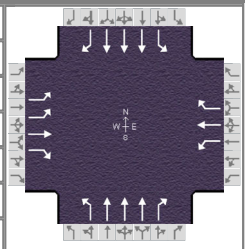
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	204	44	120	36	36	132	230	1254	104	80	696	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	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

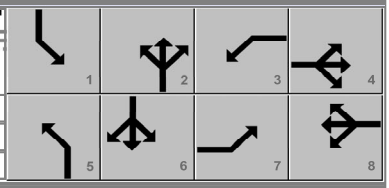
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project 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	

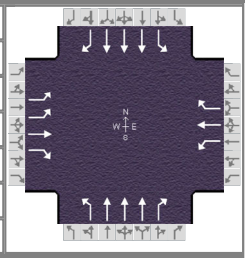
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	344	88	152	120	72	132	280	2382	108	92	1284	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1798	1870	1716	1784	1856	1718	1798	1870	1716	1798	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

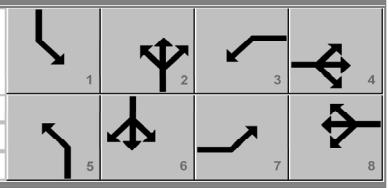
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project 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

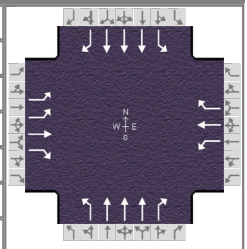
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

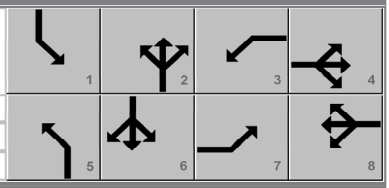
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project 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

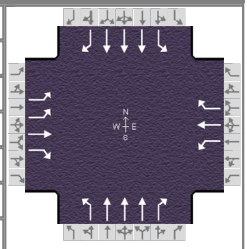
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

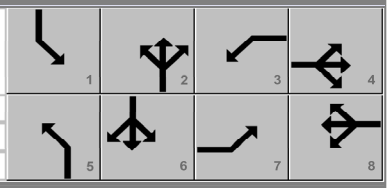
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project 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

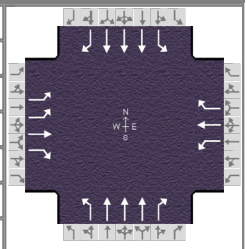
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

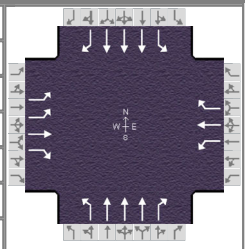
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

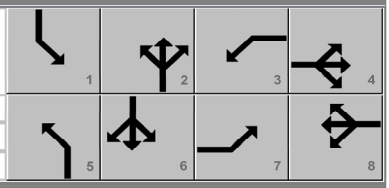
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project 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

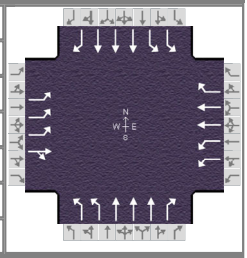
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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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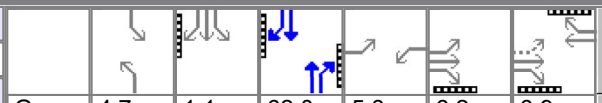
HCS7 Signalized Intersection Results Summary

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				

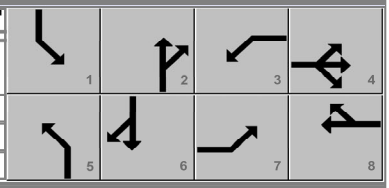


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	44	16	56	8	20	36	952	32	44	492	56

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	

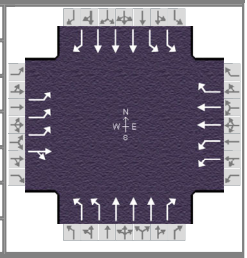
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	296	60		56	8	20	35	926	31	55	612	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1479	1827		1732	1766	1702	1746	1698	1716	1746	1180	1716
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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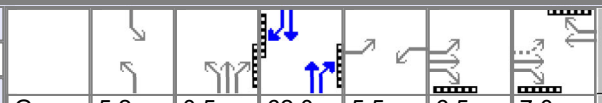
HCS7 Signalized Intersection Results Summary

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				

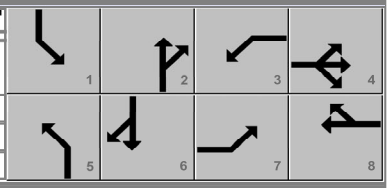


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	108	40	48	36	28	52	1240	88	40	692	72

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	

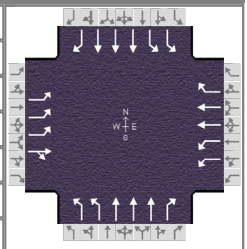
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	332	148		48	36	28	52	1244	88	42	733	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1826		1732	1766	1702	1746	1698	1716	1746	1172	1716
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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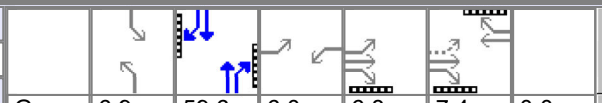
HCS7 Signalized Intersection Results Summary

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				

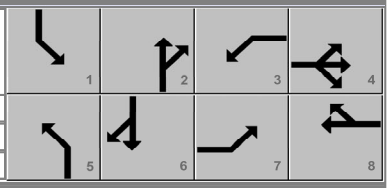


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	648	212	40	60	84	80	124	2008	92	124	1000	256

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	

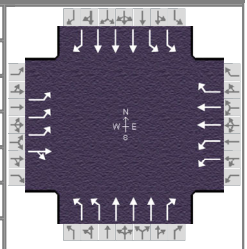
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	648	252		60	84	80	128	2066	95	140	1128	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1407	1844		1732	1766	1702	1746	1698	1716	1746	1181	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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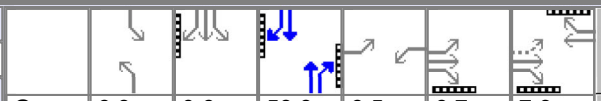
HCS7 Signalized Intersection Results Summary

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				

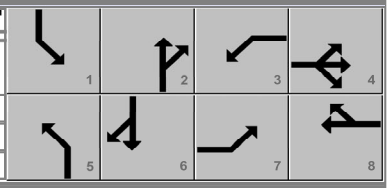


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	672	248	68	80	116	48	112	2188	172	156	1072	296

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	

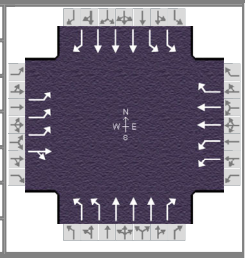
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	672	316		80	116	48	114	2227	175	163	1117	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1418	1835		1732	1766	1702	1746	1870	1716	1746	1177	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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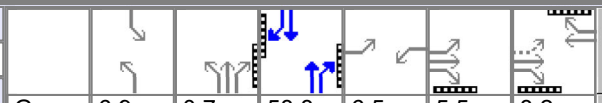
HCS7 Signalized Intersection Results Summary

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				

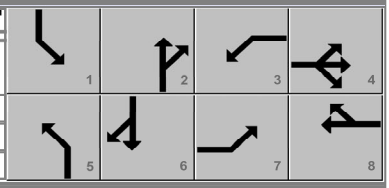


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	592	224	64	80	104	32	164	1904	80	144	944	248

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	

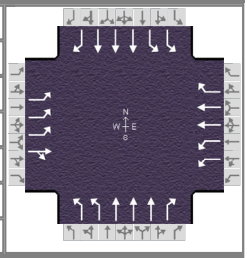
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	592	288		80	104	32	162	1883	79	144	947	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1431	1834		1732	1766	1702	1746	1870	1716	1746	1177	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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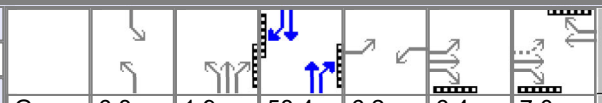
HCS7 Signalized Intersection Results Summary

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				

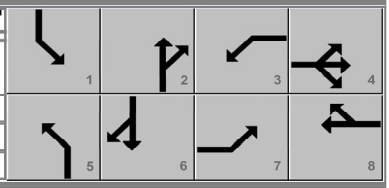


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	628	140	40	68	104	24	192	1648	108	104	832	276

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	

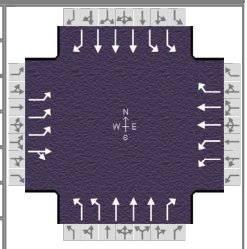
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	628	180		68	104	24	195	1672	110	108	862	286
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1384	1834		1732	1766	1702	1746	1698	1716	1746	1179	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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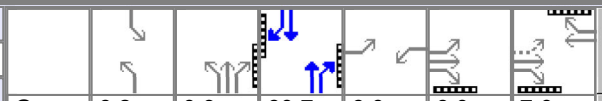
HCS7 Signalized Intersection Results Summary

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				

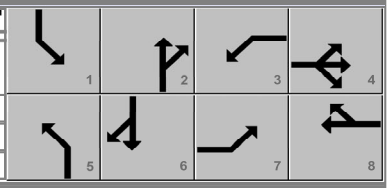


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	452	120	36	60	52	32	152	1516	88	60	820	144

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	

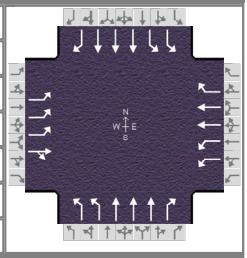
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	452	156		60	52	32	147	1471	85	66	903	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1382	1832		1732	1766	1702	1746	1698	1716	1746	1173	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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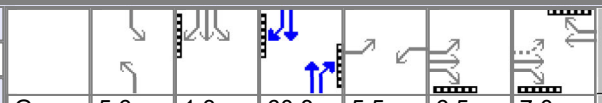
HCS7 Signalized Intersection Results Summary

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				

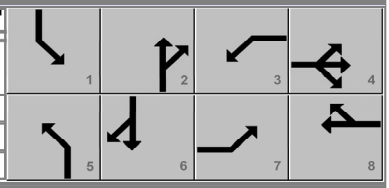


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	380	164	28	48	40	48	48	1536	68	120	708	132

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

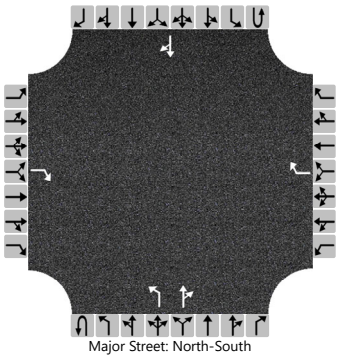
General Information

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

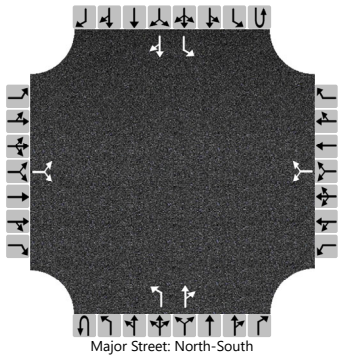
General Information

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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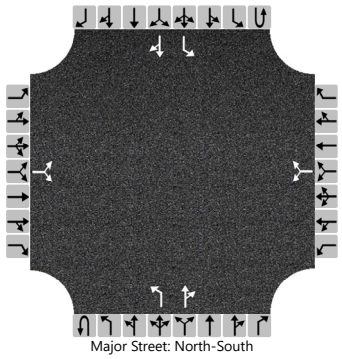
General Information

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

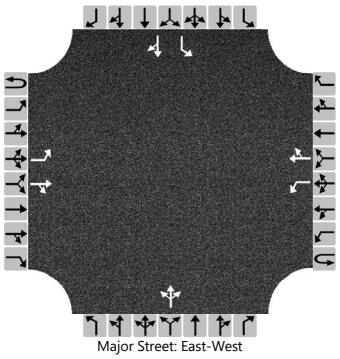
General Information

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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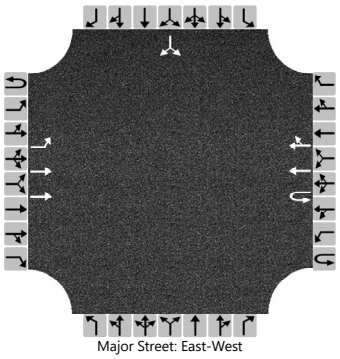
General Information

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

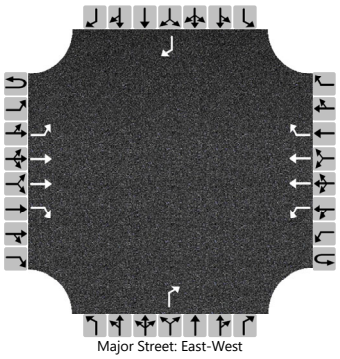
General Information

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


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	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

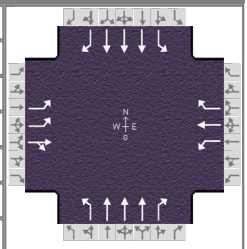
Delay, Queue Length, and Level of Service

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

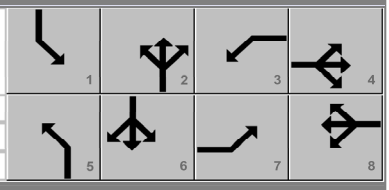
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

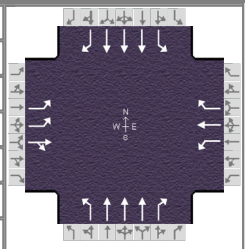
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

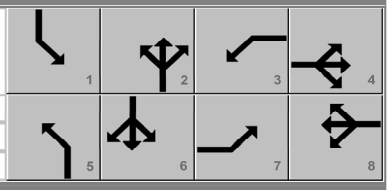
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

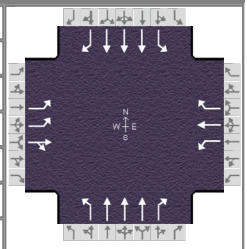
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

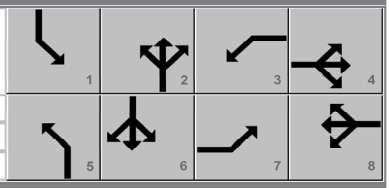
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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						
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

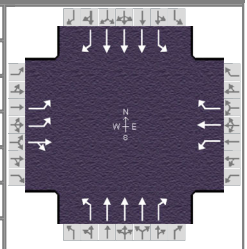
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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	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

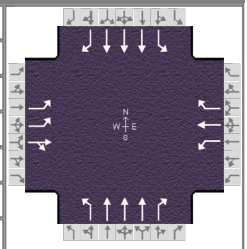
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

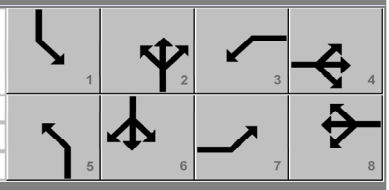
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

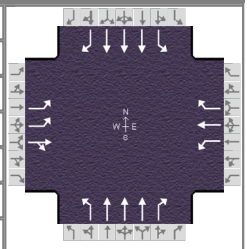
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

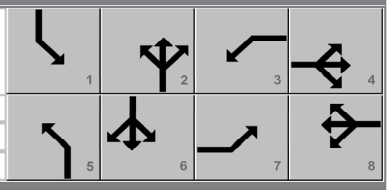
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

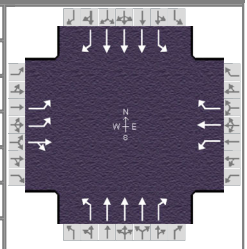
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

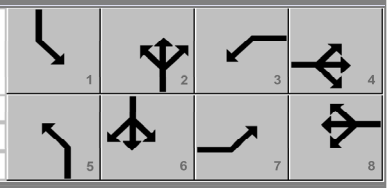
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

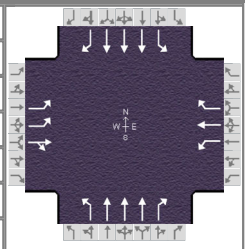
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

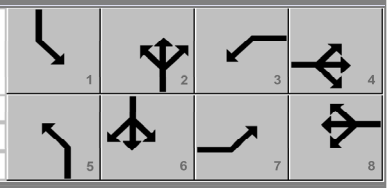
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	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

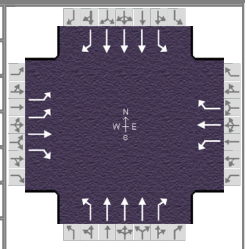
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

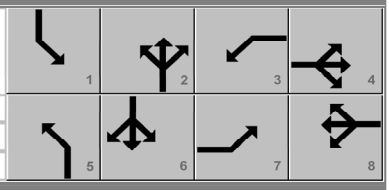
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

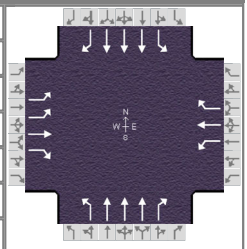
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

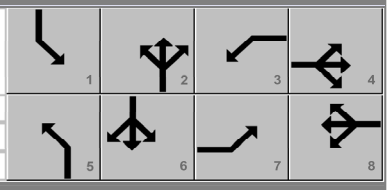
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

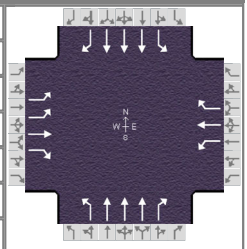
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

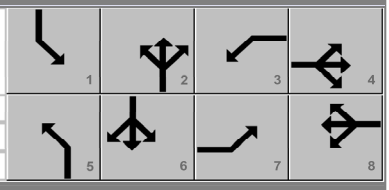
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

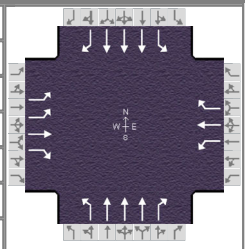
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

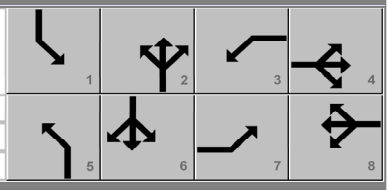
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

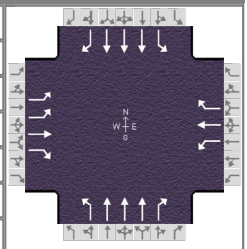
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

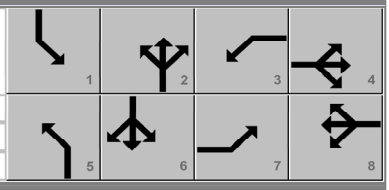
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

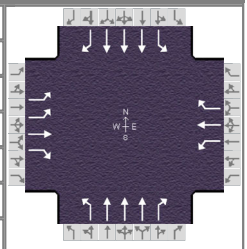
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

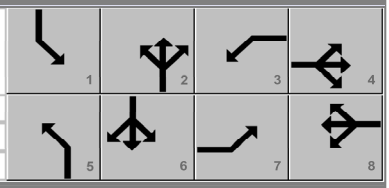
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

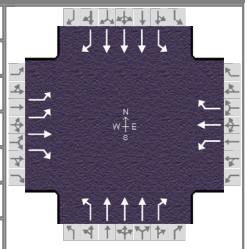
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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

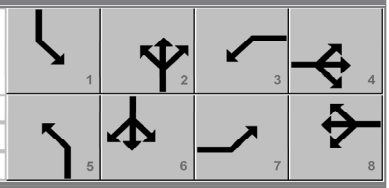
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	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

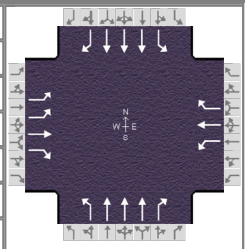
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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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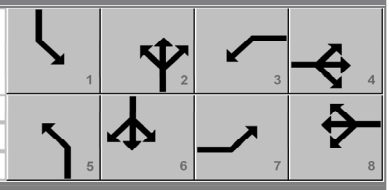
HCS7 Signalized Intersection Results Summary

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	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Float	Simult. Gap N/S	On	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

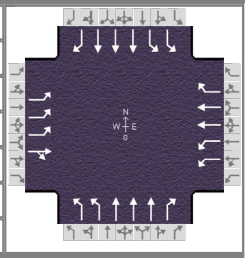
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	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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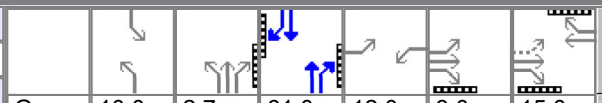
HCS7 Signalized Intersection Results Summary

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				

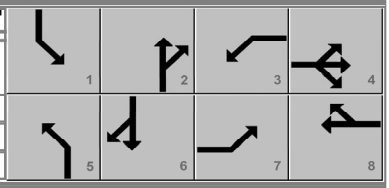


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	68	72	240	200	68	64	832	76	248	1684	392

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	

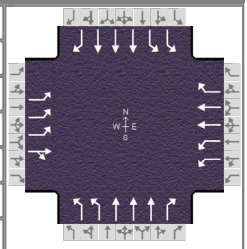
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	316	140		240	200	68	72	938	86	242	1646	383
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1480	1788		1746	1781	1716	1746	1698	1716	1746	1182	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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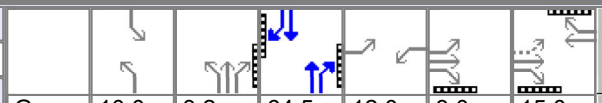
HCS7 Signalized Intersection Results Summary

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				

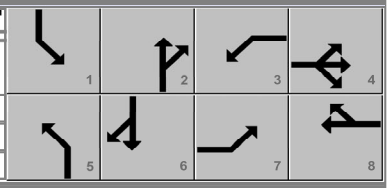


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	84	64	248	144	52	36	728	84	208	1524	296

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	

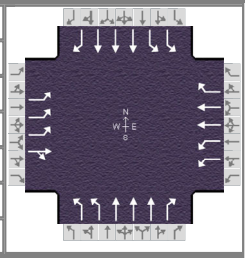
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	252	148		248	144	52	37	745	86	220	1614	314
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1574	1800		1746	1781	1716	1746	1698	1716	1746	1188	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

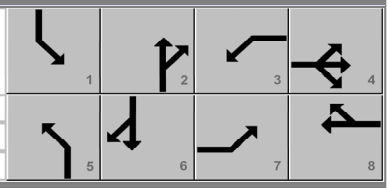
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

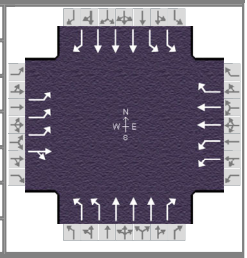
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

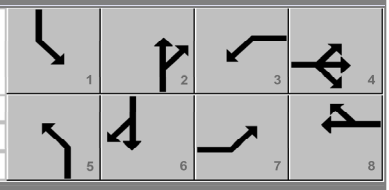
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

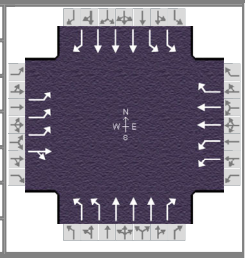
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	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

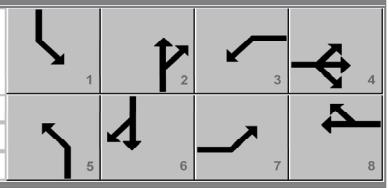
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

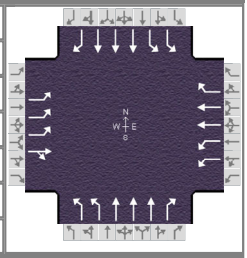
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

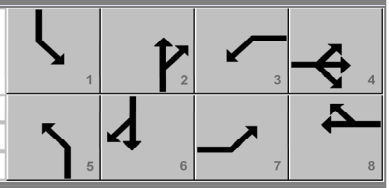
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

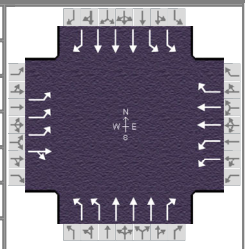
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

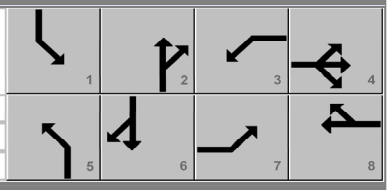
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

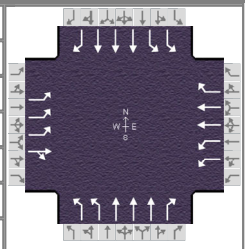
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	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

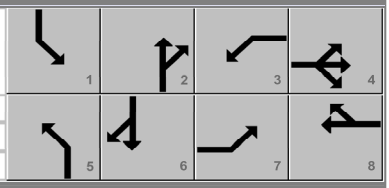
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
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

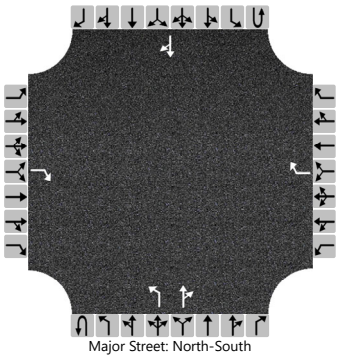
General Information

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

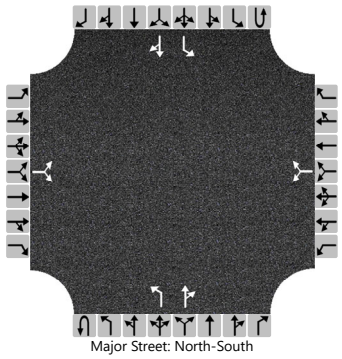
General Information

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

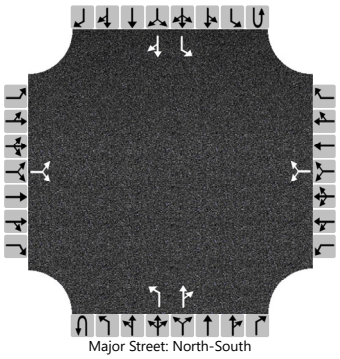
General Information

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

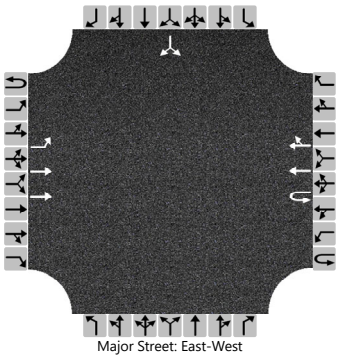
General Information

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

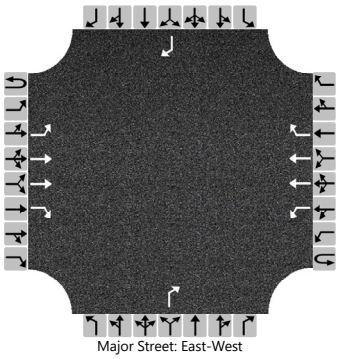
General Information

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

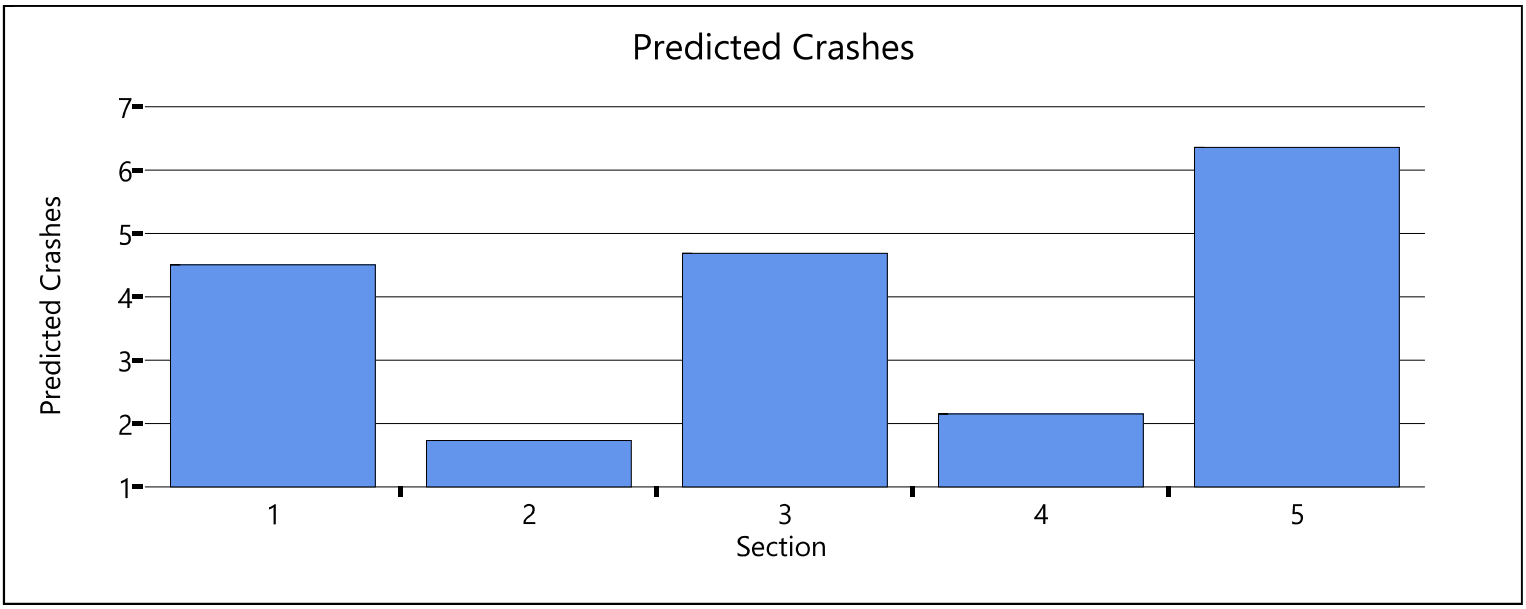
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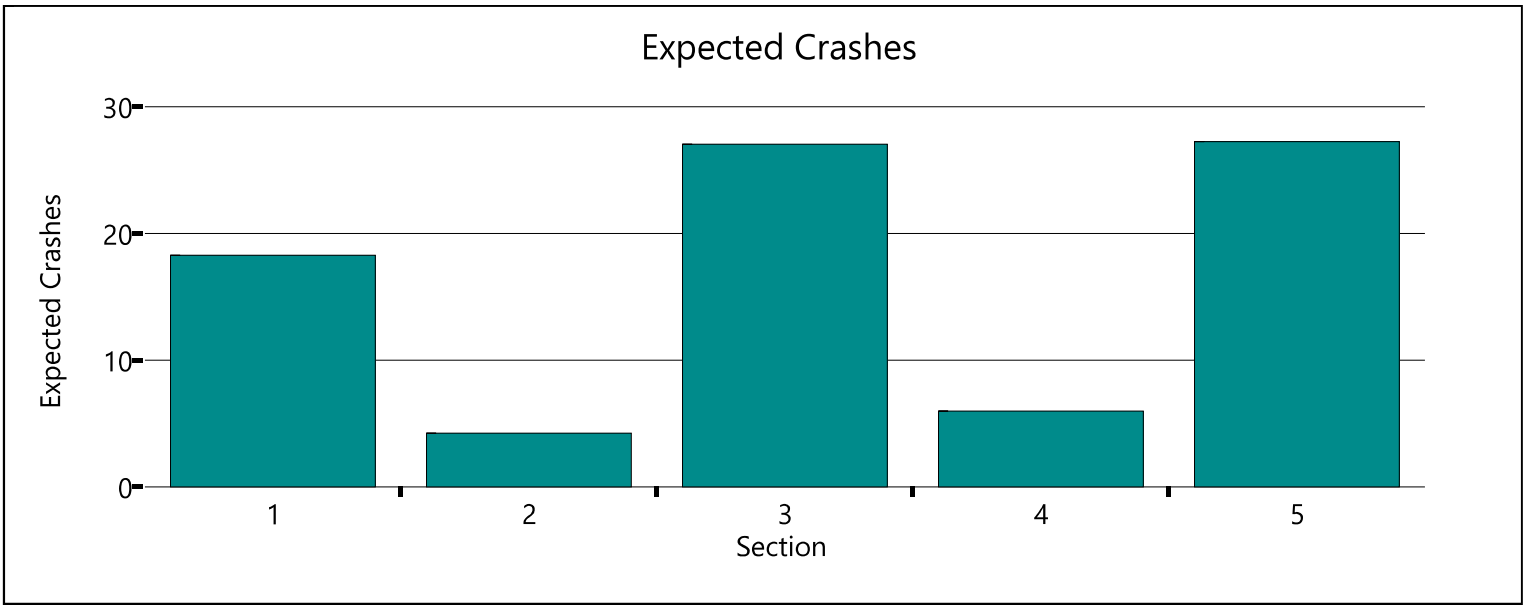
Project Information

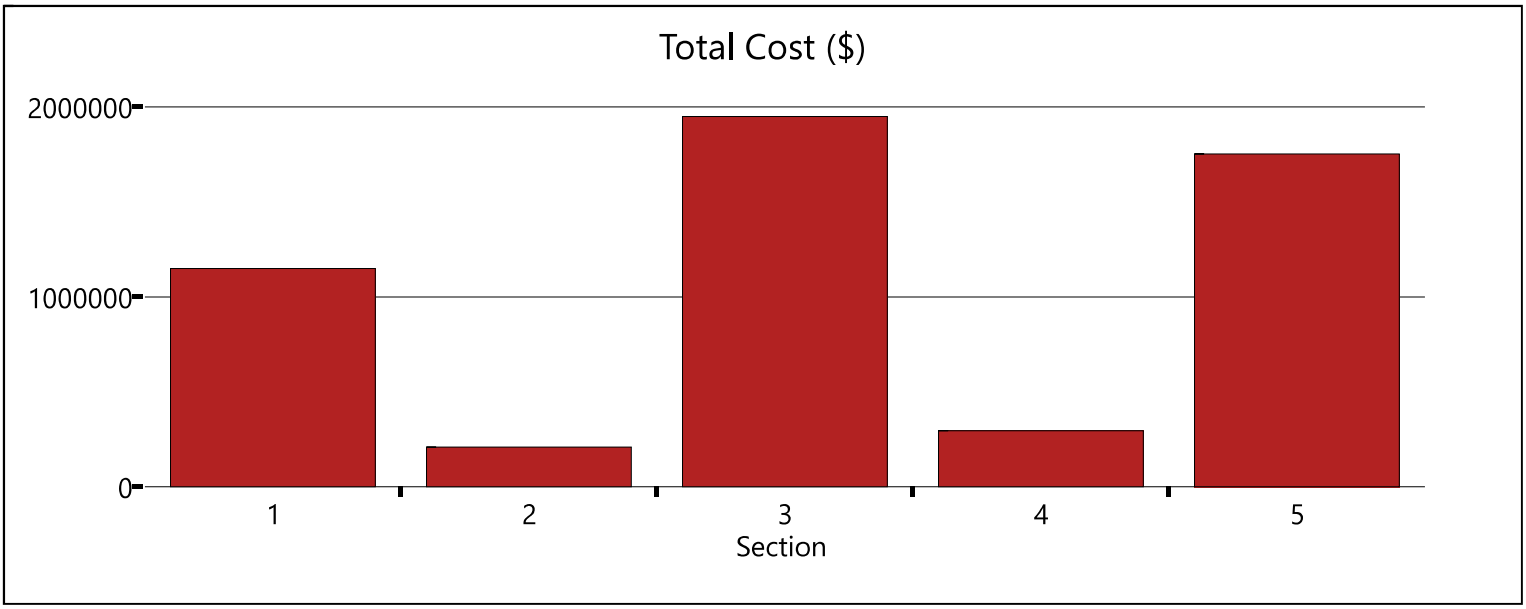
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	St. Francis Drive_Existing		

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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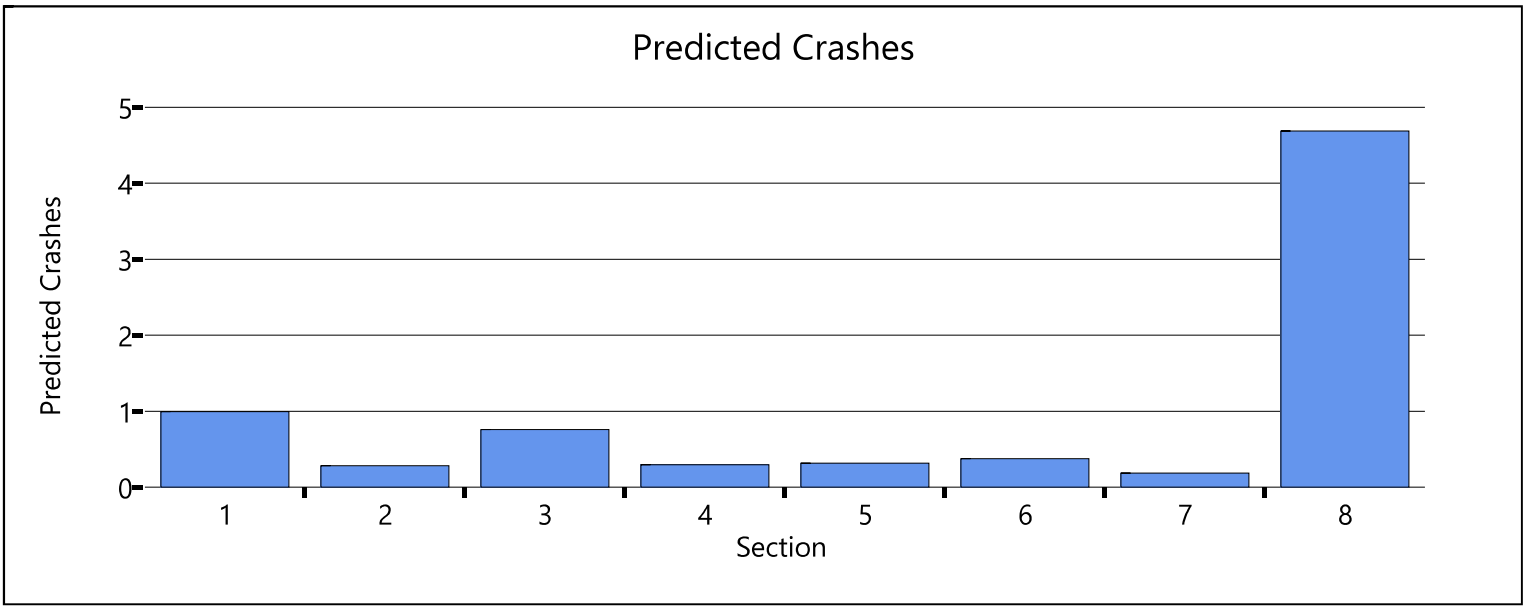
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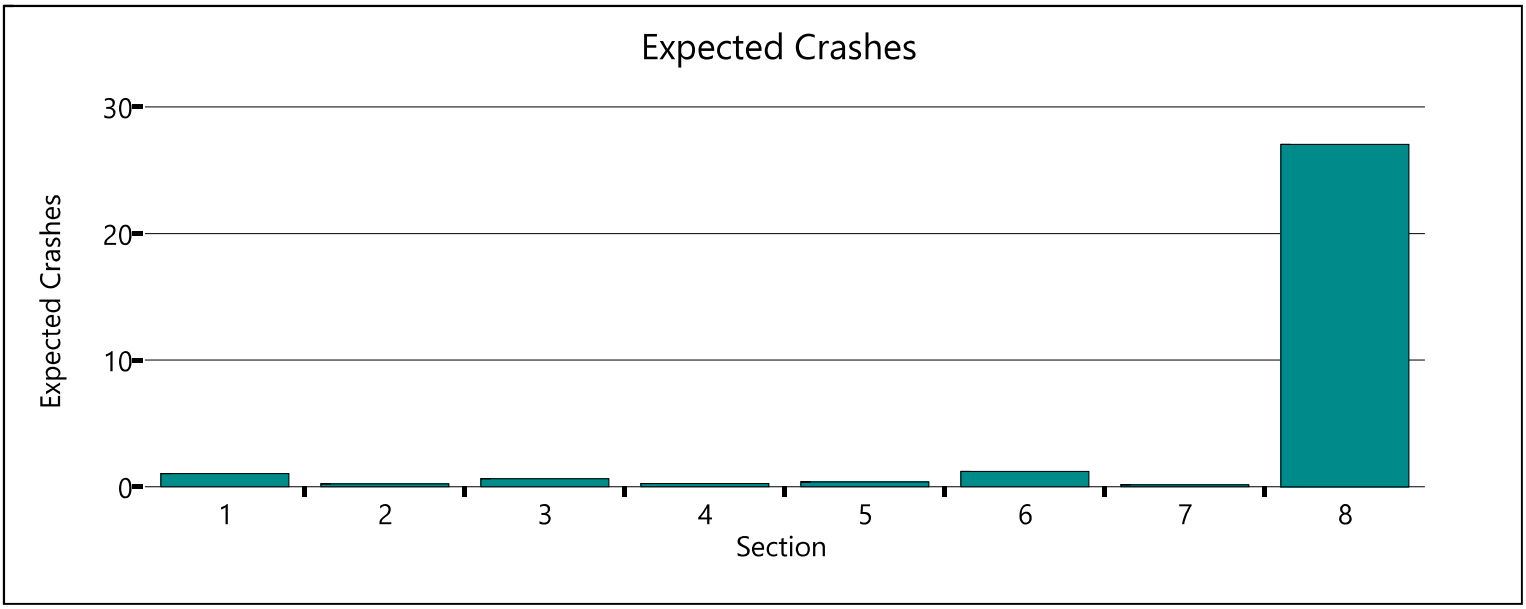
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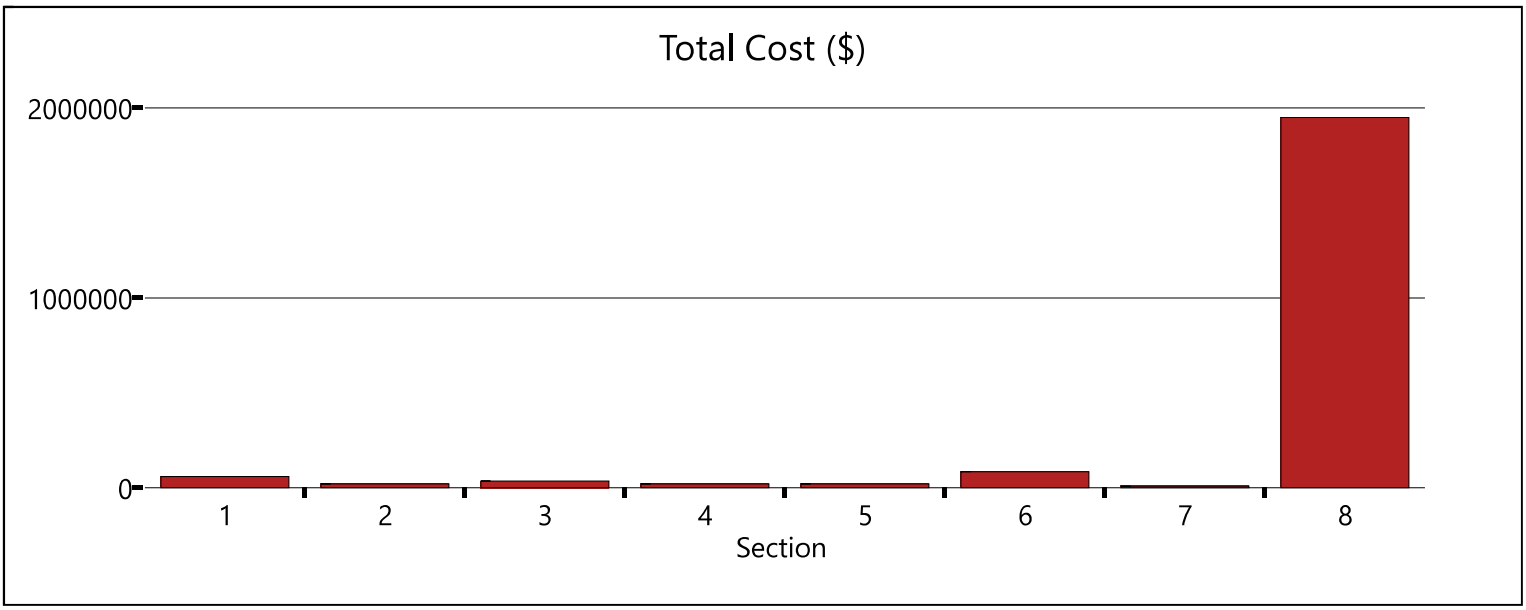
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Zia_Existing		

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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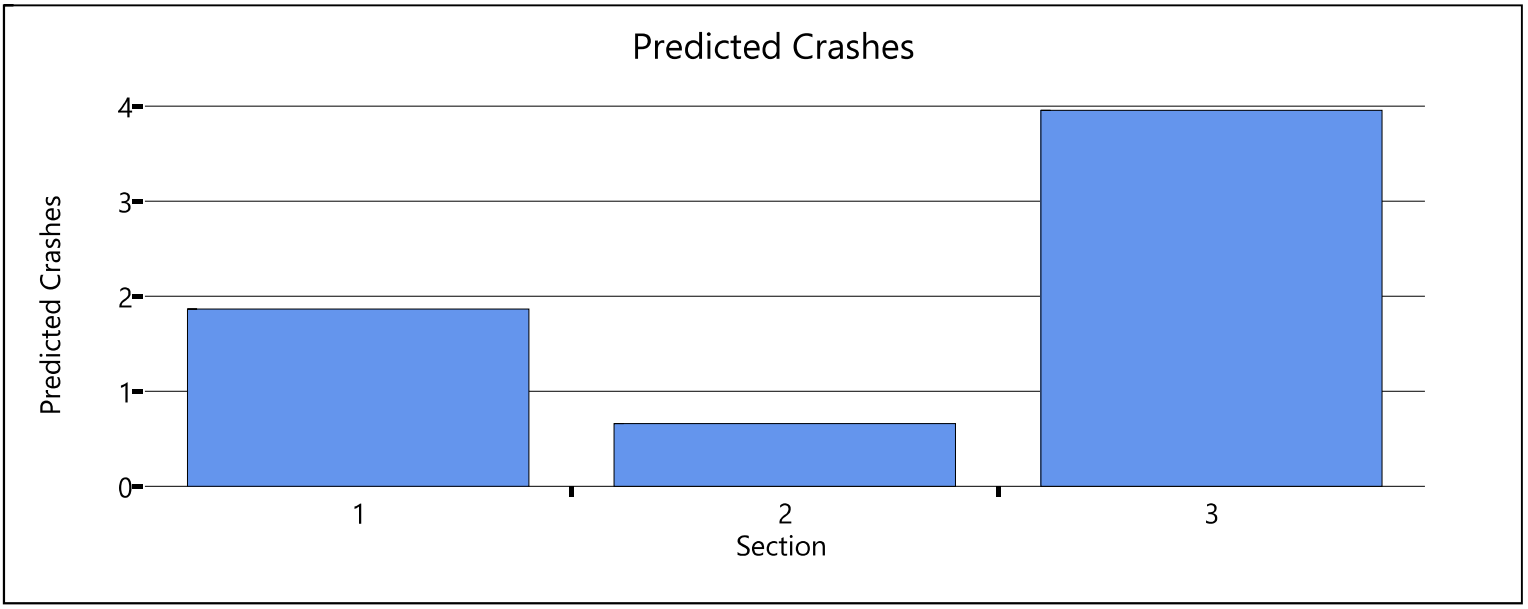
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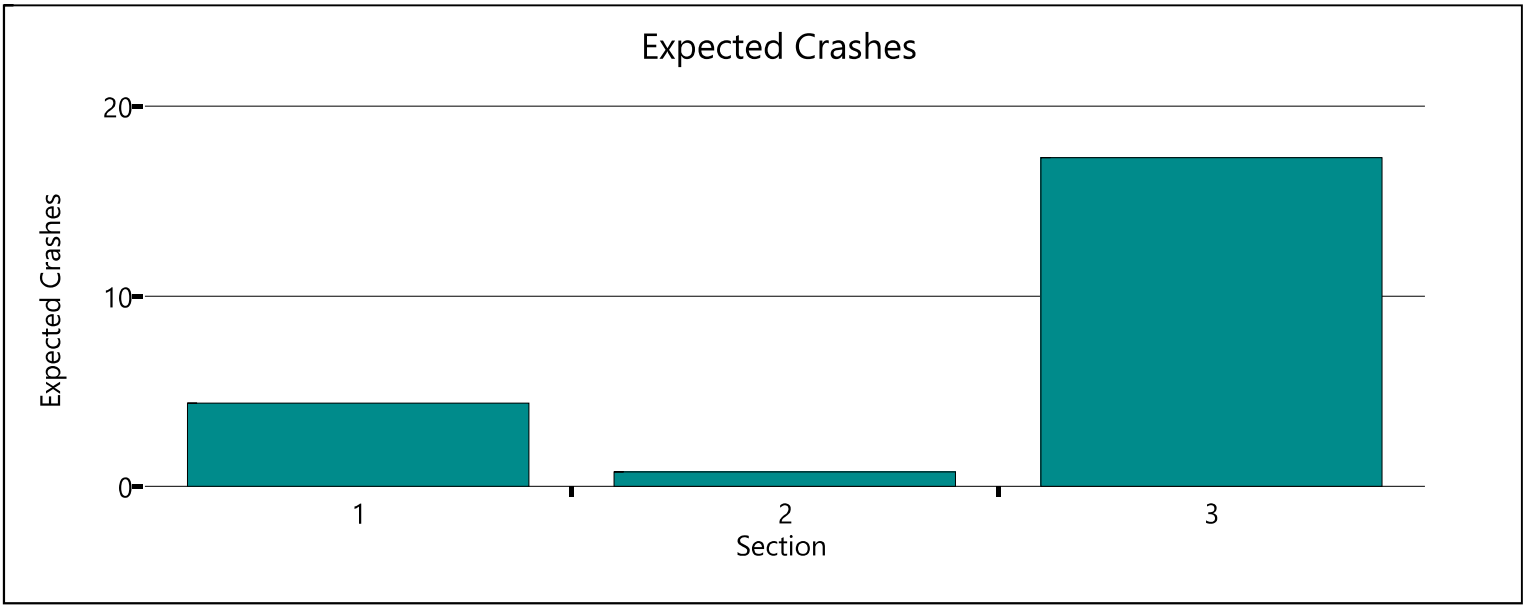
Project Information

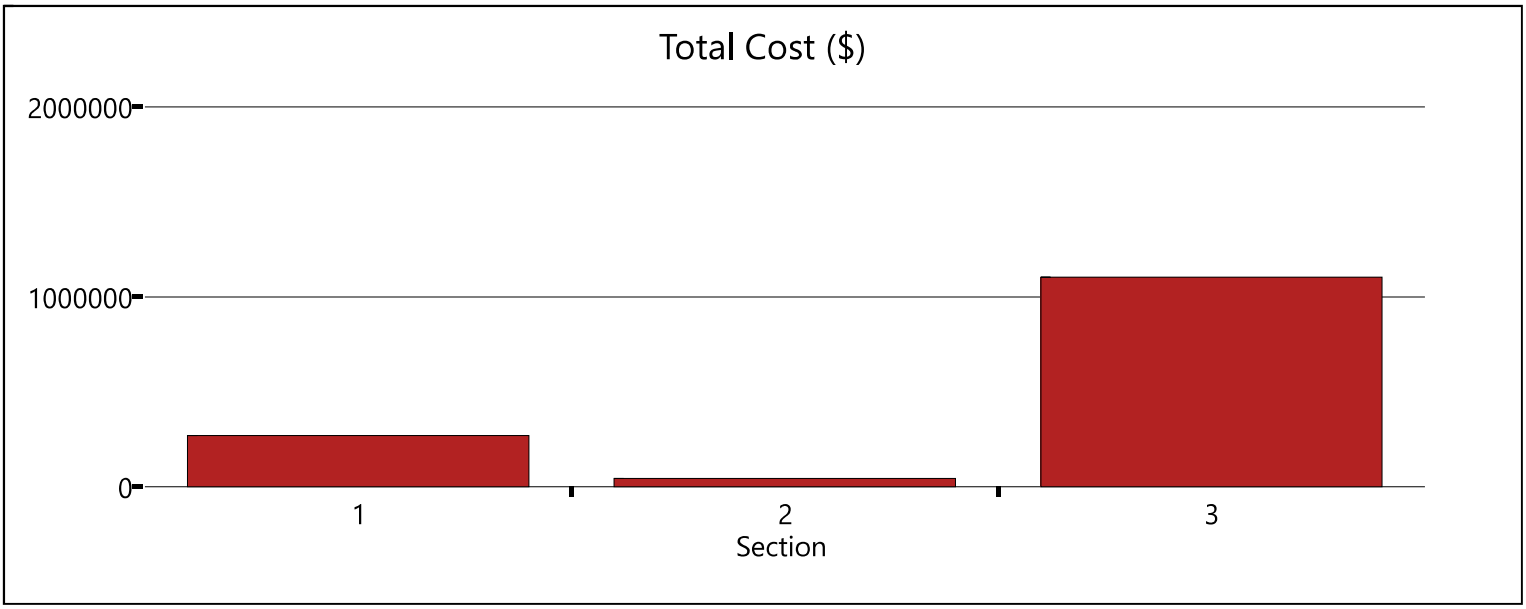
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Sawmill_Existing		

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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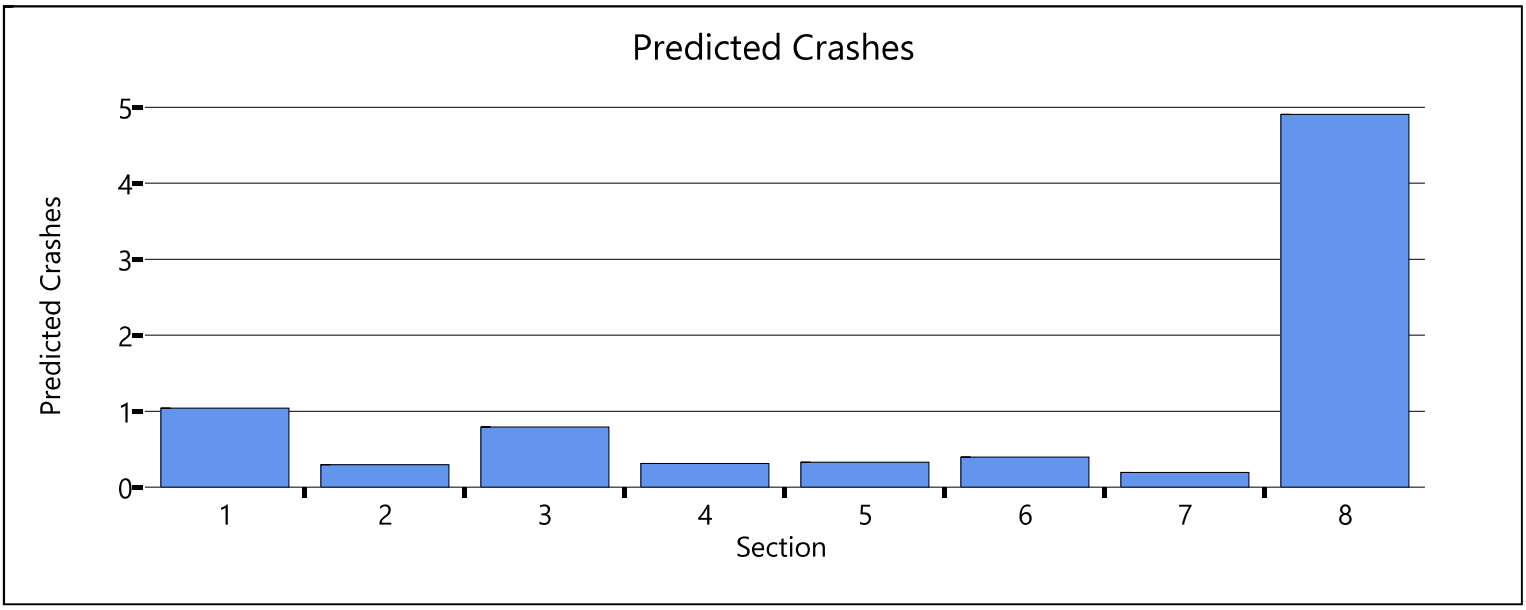
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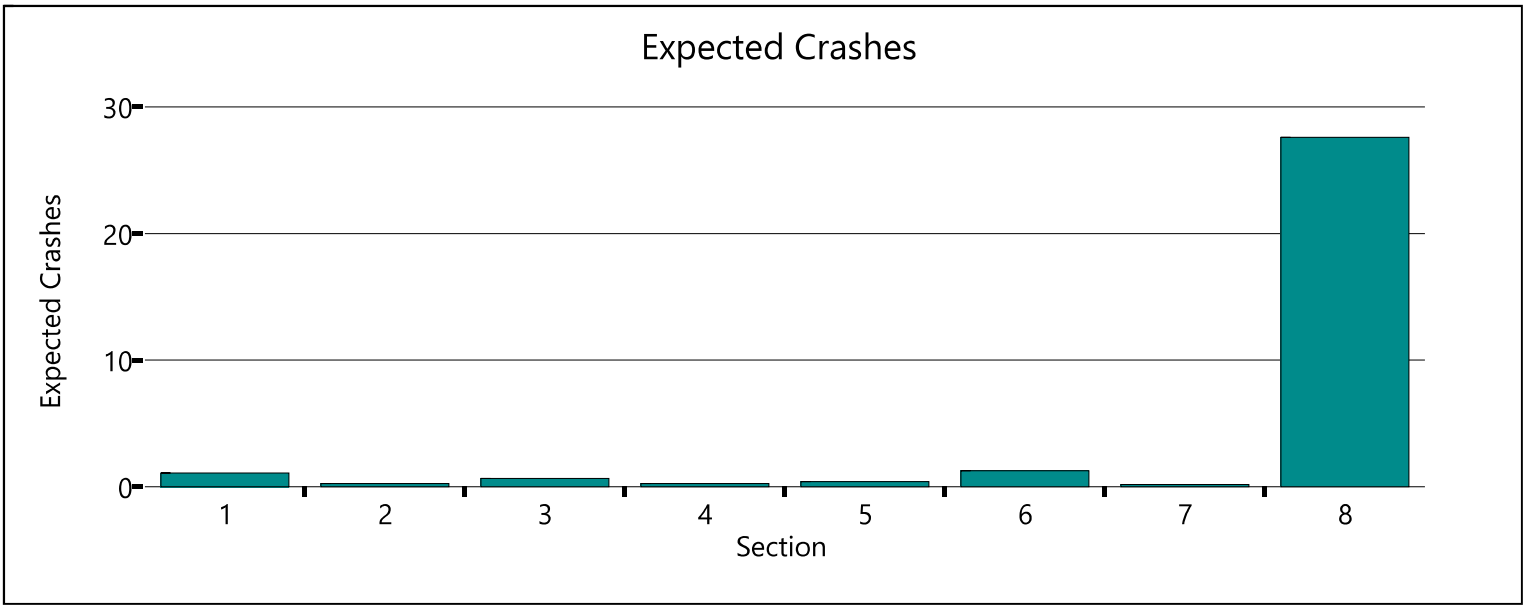
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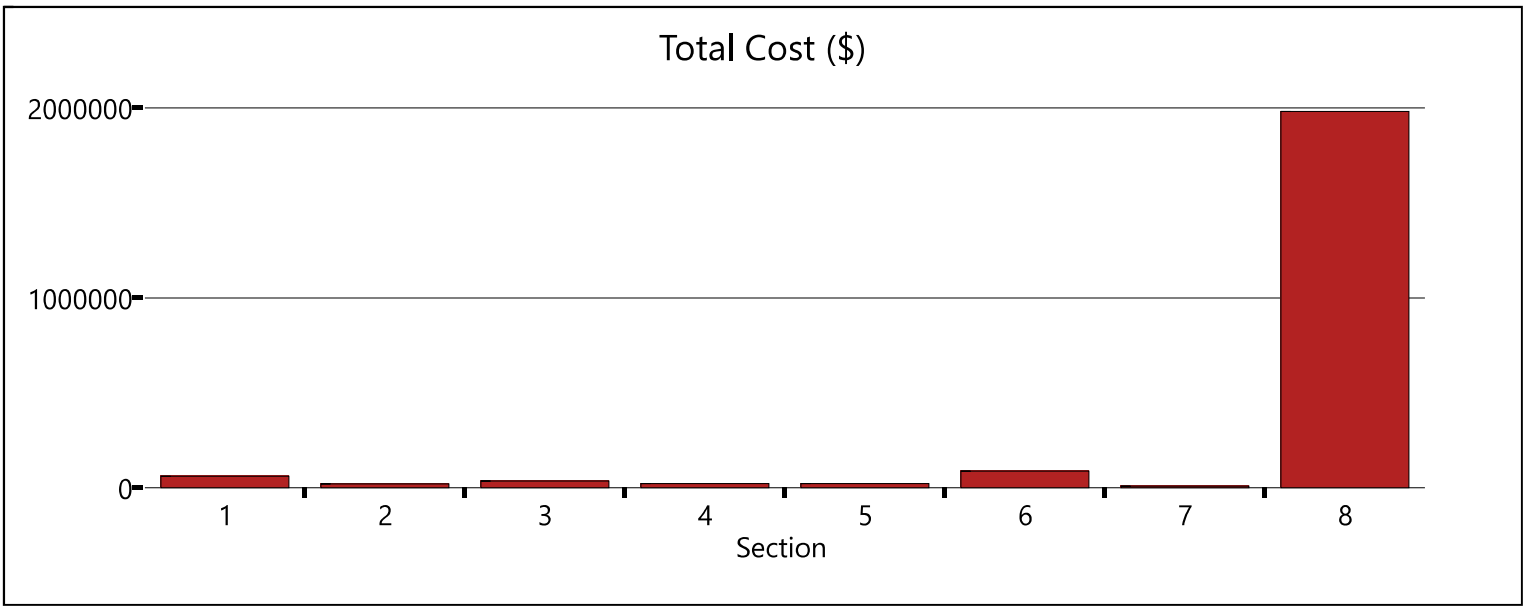
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_No Build		

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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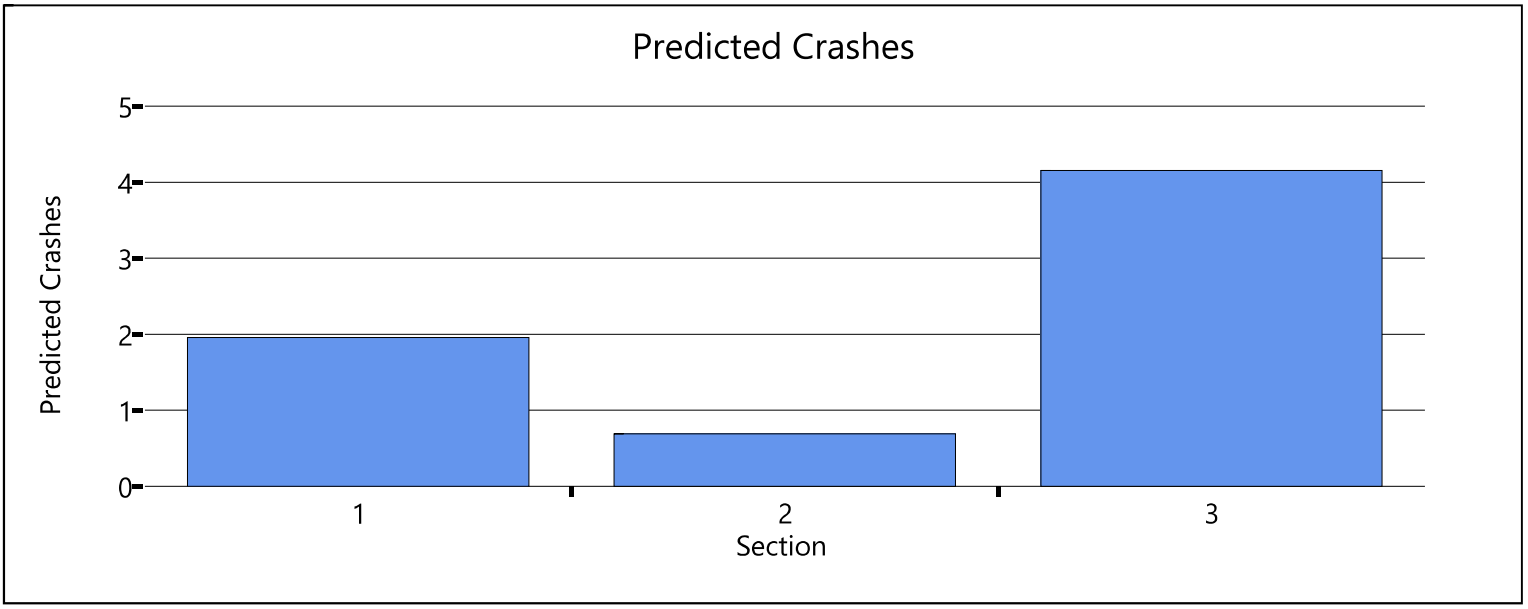
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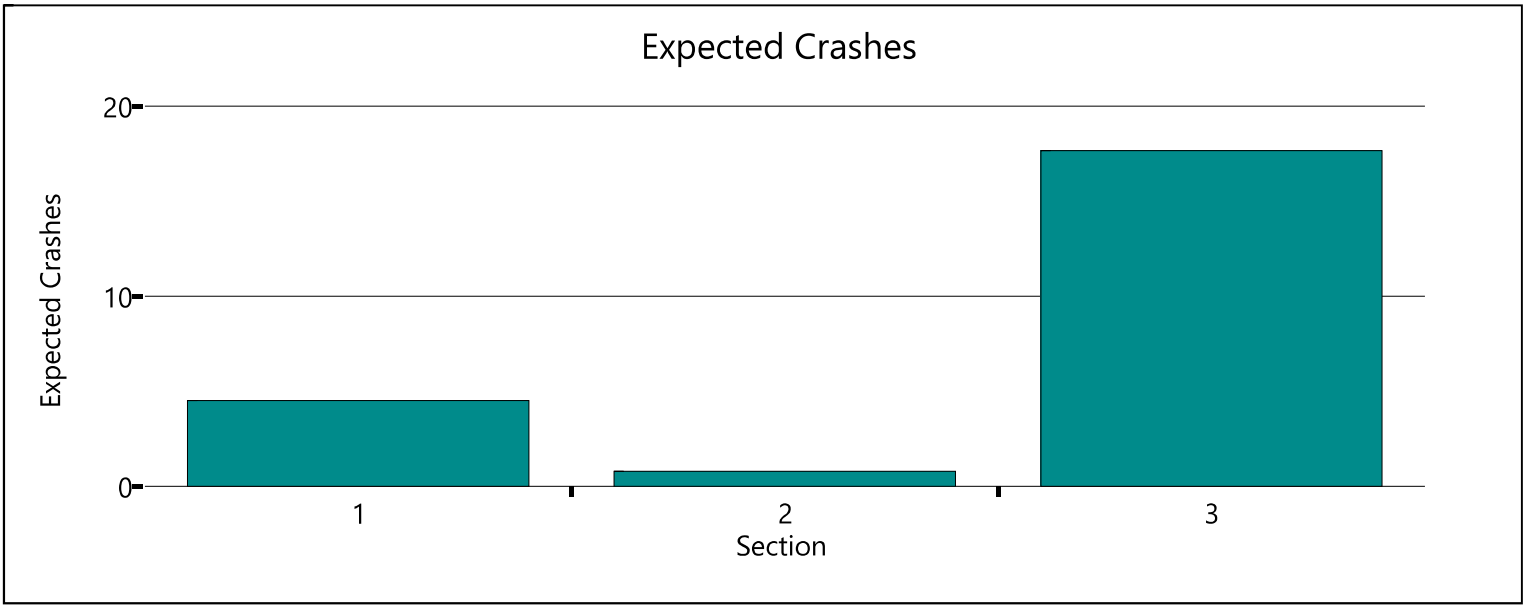
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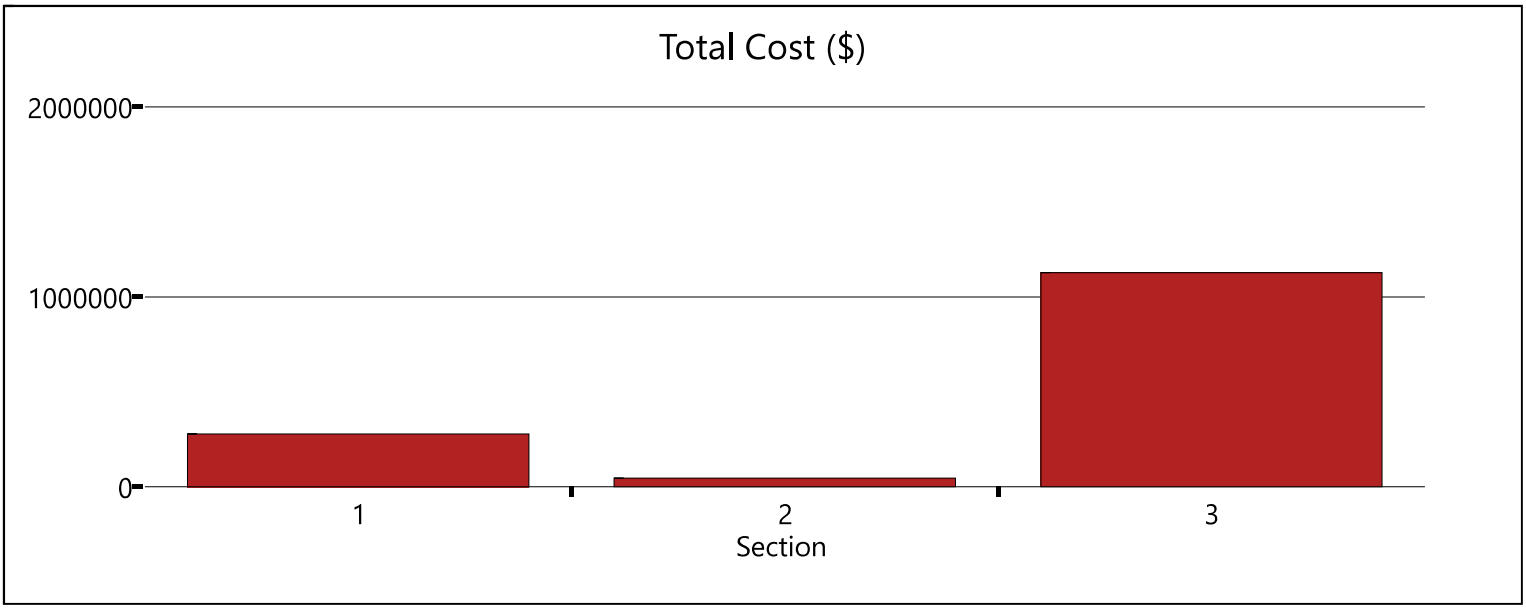
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_No Build		

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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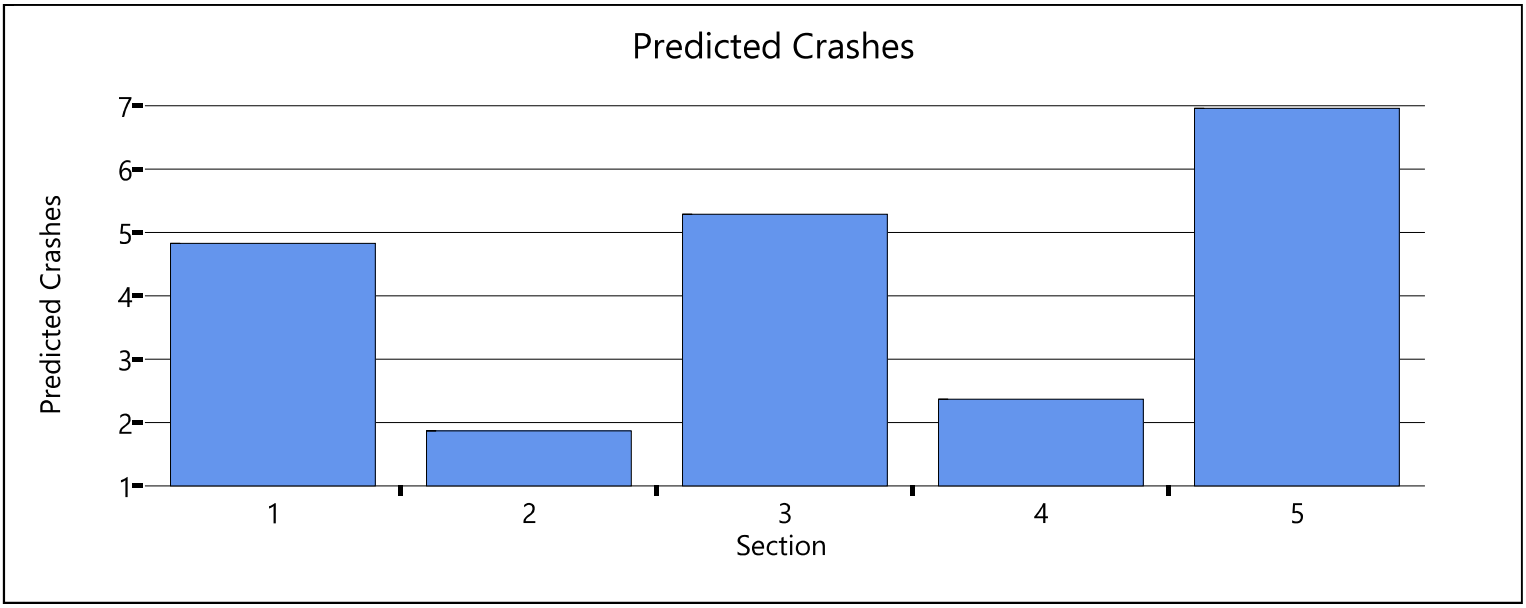
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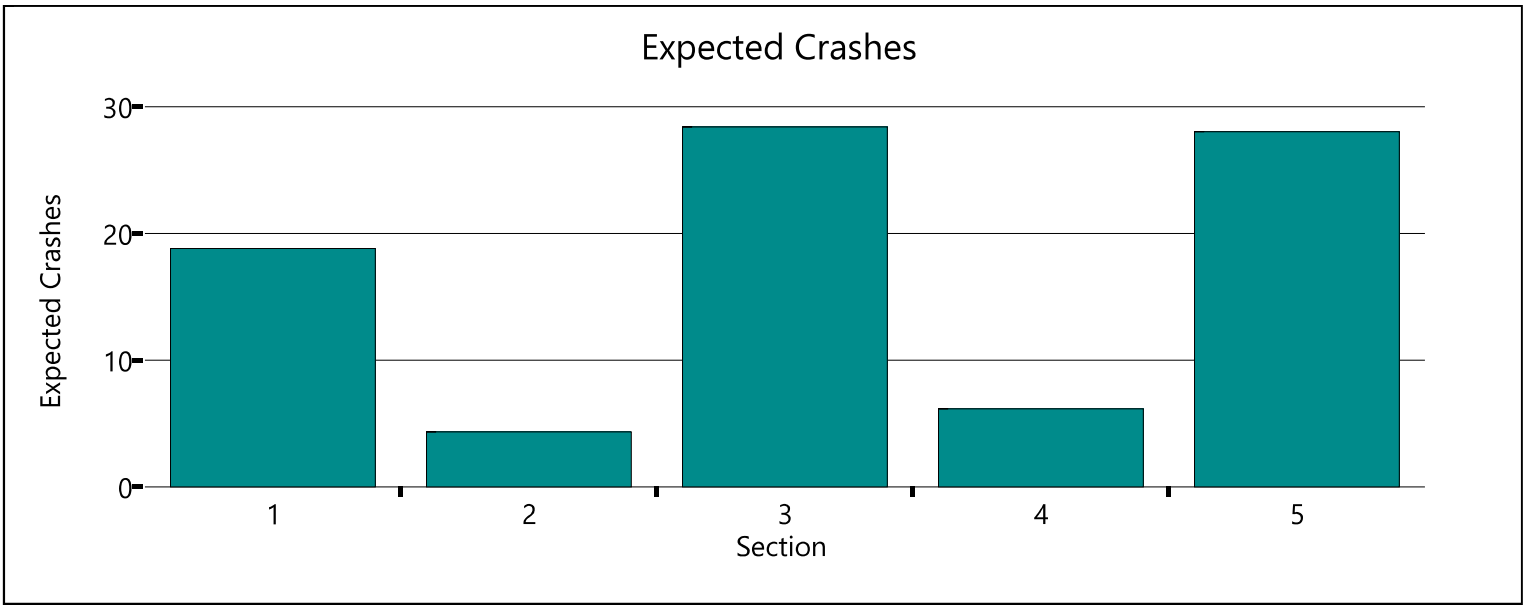
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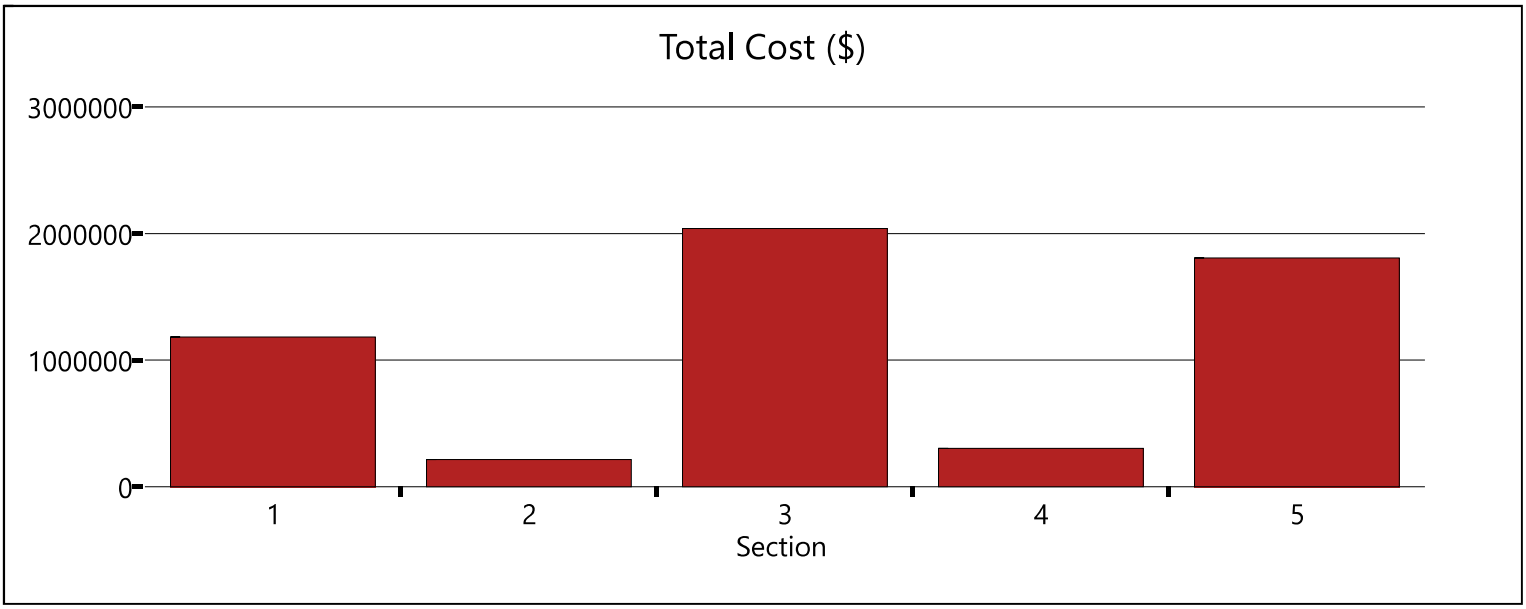
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	St. Francis Drive_No Build		

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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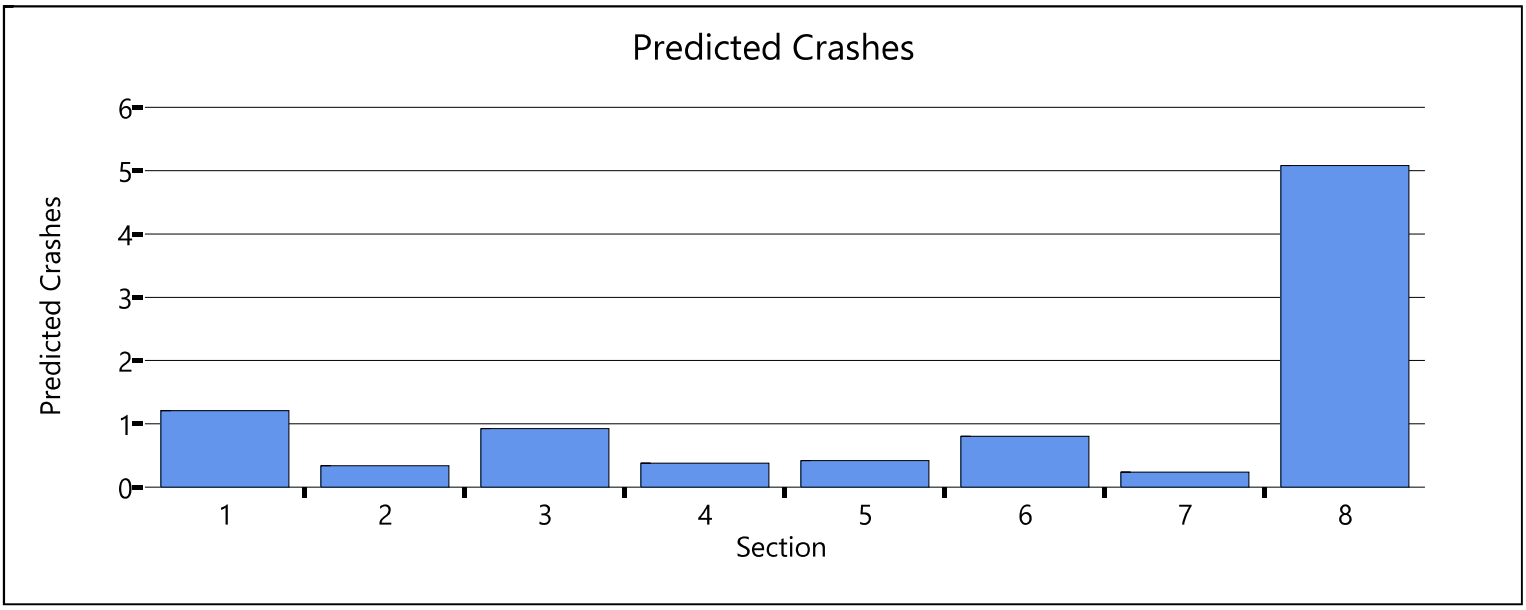
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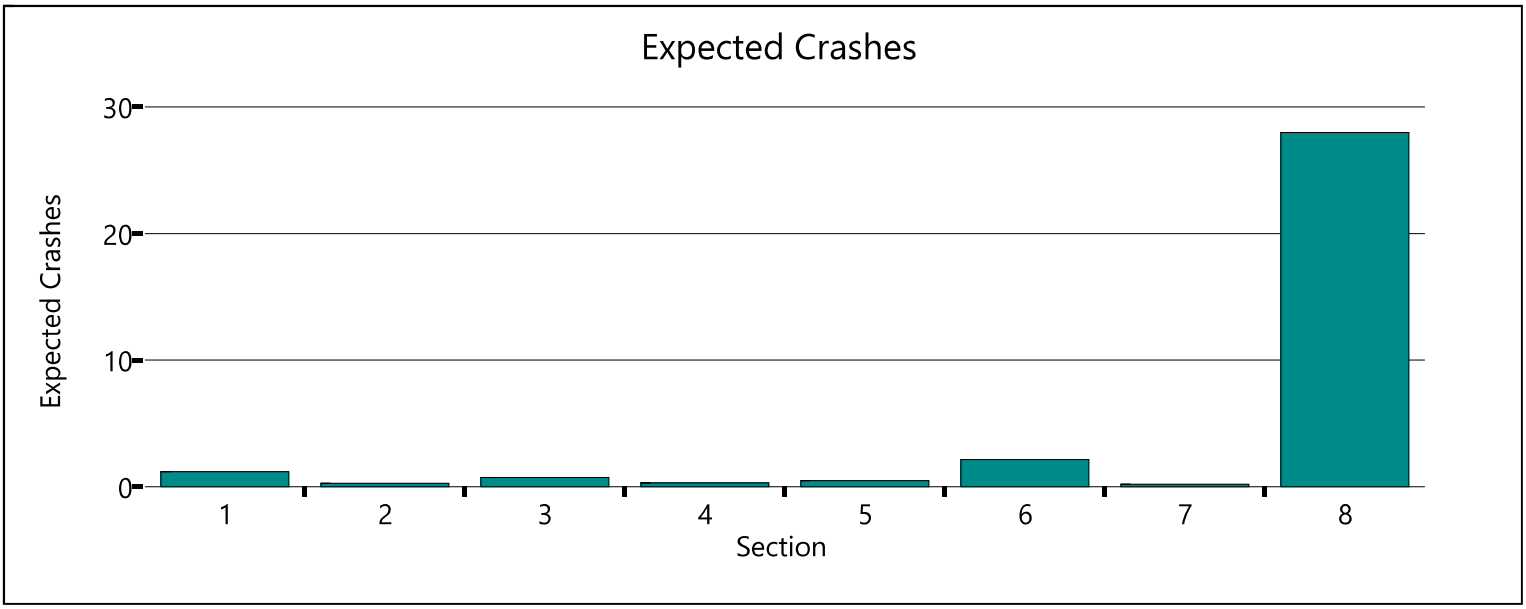
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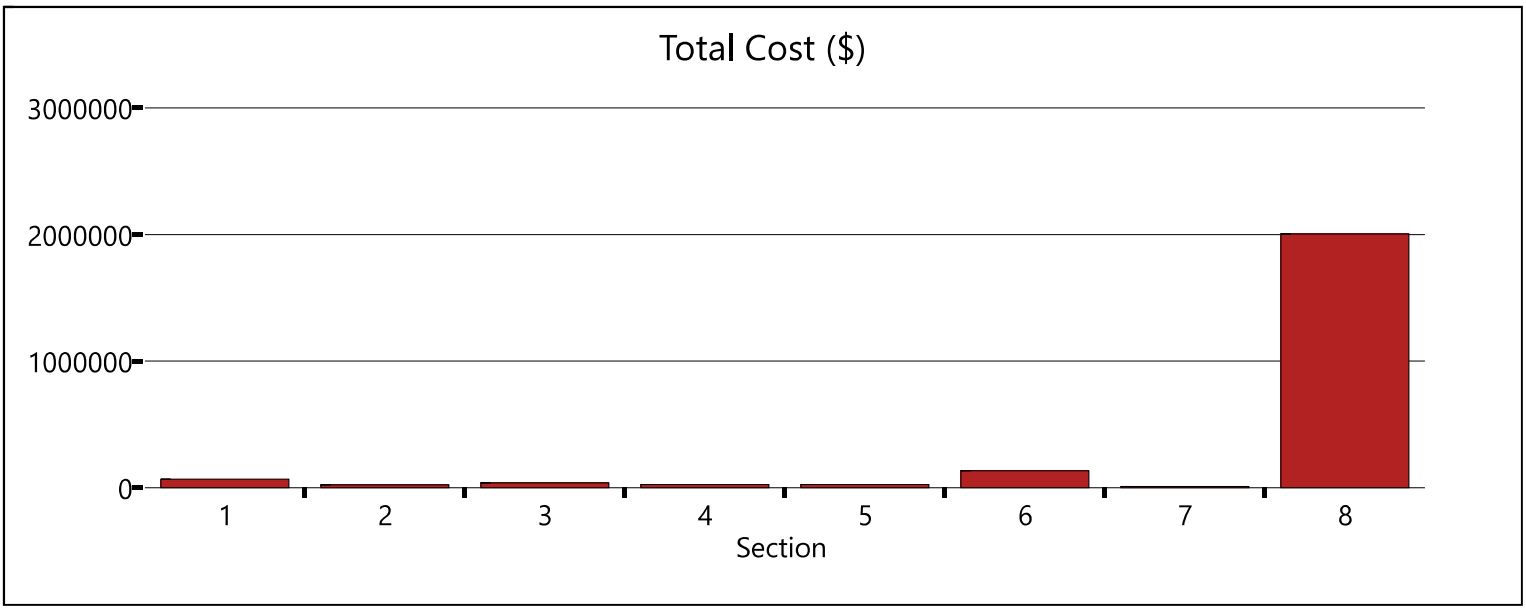
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_Build		

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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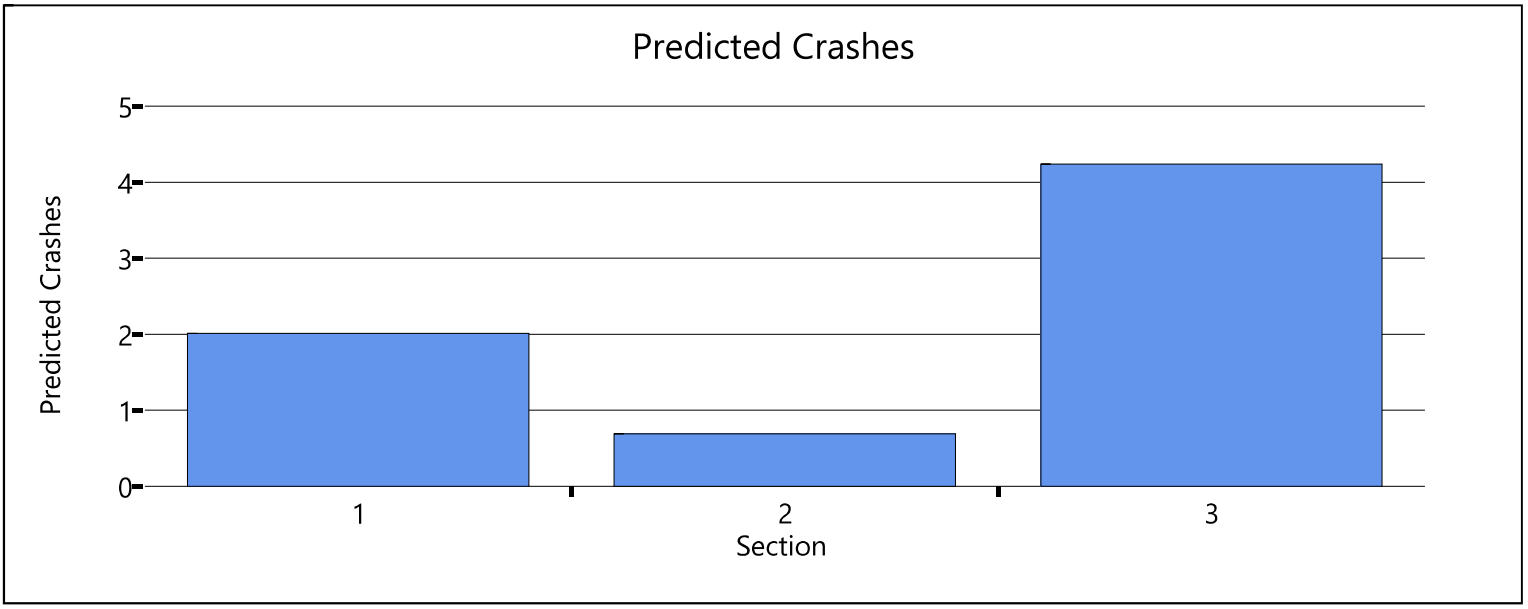
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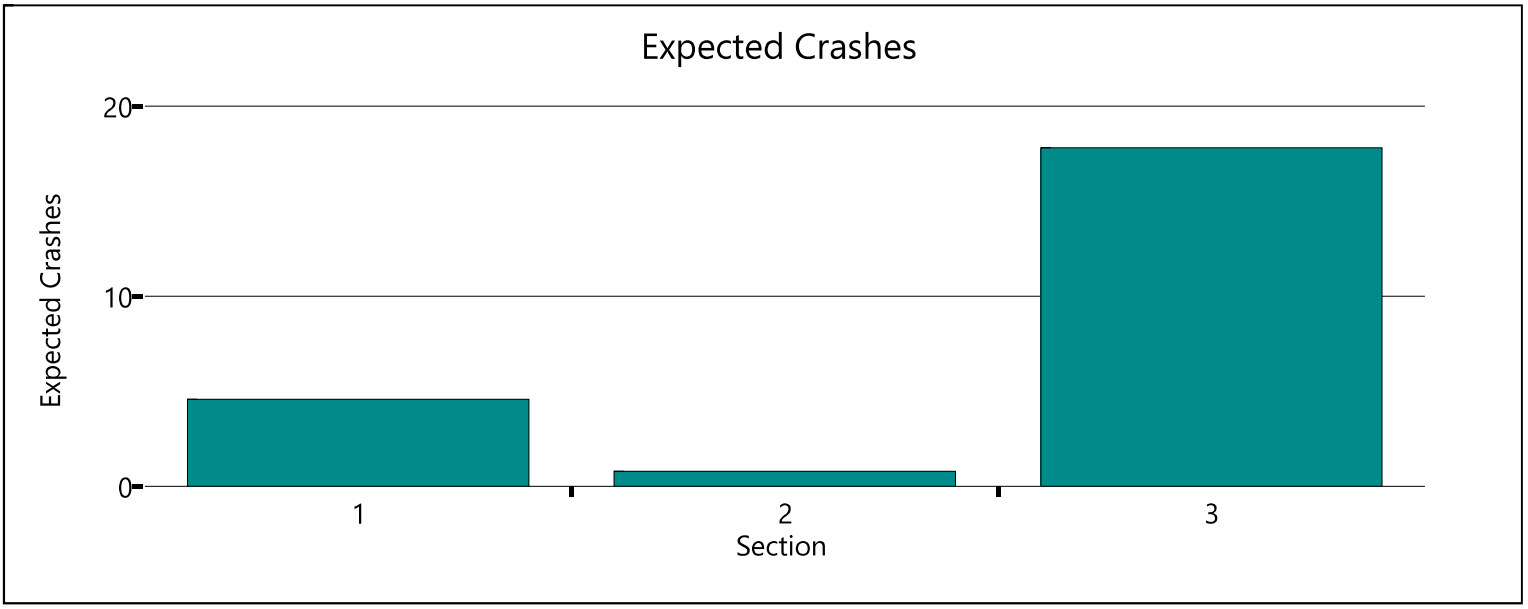
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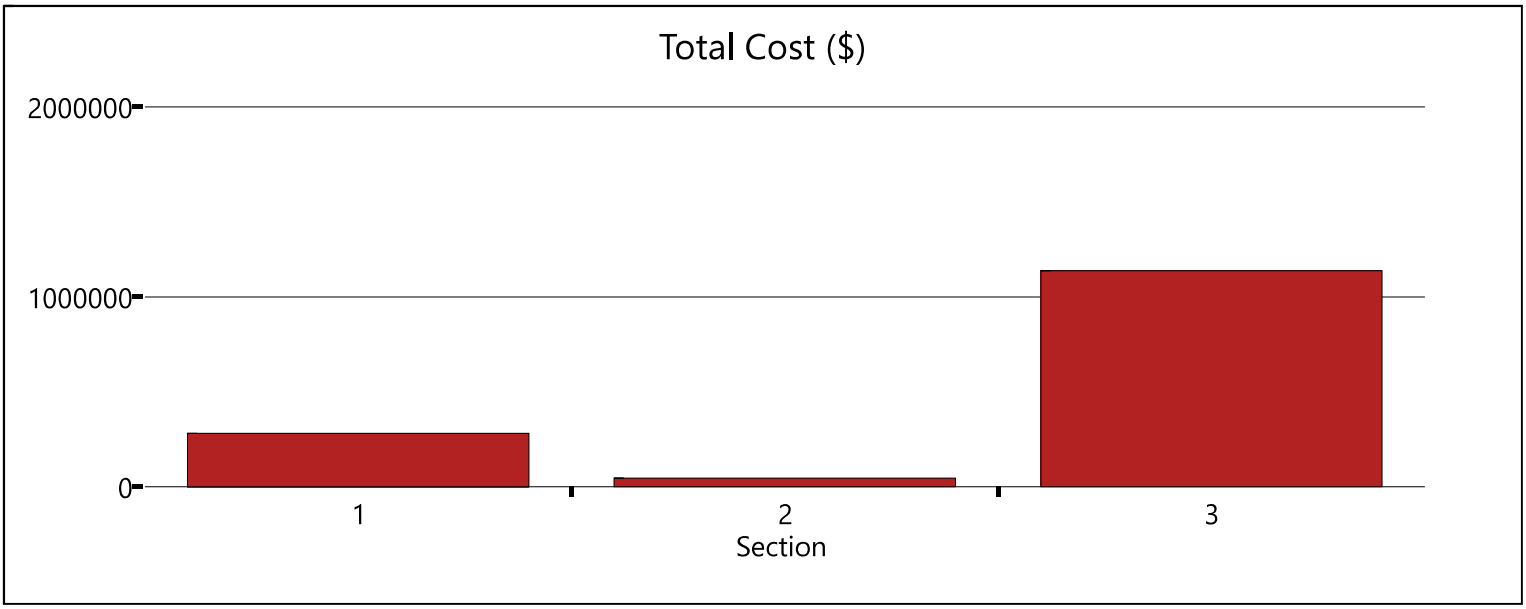
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_Build		

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: February 21, 2025

To: Governing Body, Finance Committee, Quality of Life Committee, Public Works and Utilities Committee

From: Johanna Nelson, Director of Office of Economic Development and Interim Director of Office of Affordable Housing JN

RE: Amending Ordinance No. 2021-10 to Extend Sunset from 2025 to 2030

EXECUTIVE SUMMARY:

This bill amends SFCC 1987, Section 11-14.5, to extend the specified sunset date of December 31, 2025, to December 31, 2030, with regards to depositing half of certain land sale revenues into the Affordable Housing Trust Fund (AHTF).

BACKGROUND AND CONTEXT

Ordinance No. 2021-10 dedicated 50% of unrestricted revenue from the sale of City-owned land to the Affordable Housing Trust Fund ("AHTF"). This AHTF funding strengthens the City's ability to address Santa Fe's critical affordable housing needs. However, this dedication also results in a corresponding reduction in revenue for the Economic Development Fund.

Affordable housing has been a persistent challenge in Santa Fe for decades. Recognizing this, the City established the AHTF following the state of New Mexico's passage of the New Mexico Affordable Housing Act, which provided an exemption to the state's Anti-Donation Clause. Codified in SFCC 26-3, the AHTF enables public resources to be used for the following activities:

- The preservation, rehabilitation, operation, and construction of affordable housing units and emergency shelters.
- Financial assistance for income-qualified individuals through rental, mortgage, and down payment assistance programs.

Despite these efforts, the City continues to face significant barriers in ensuring a steady and reliable funding source for the AHTF.

KEY ISSUE

The current revenue streams for the AHTF are limited and inconsistent. Historically, the fund has relied on development fees, the payoff of City-held affordability and fee waiver liens, and land sales in Tierra Contenta. These sources, however, are closely tied to fluctuations in the real estate and development markets, making them unpredictable and difficult to sustain.

While the dedication of certain resources to the Affordable Housing Trust Fund reduces revenue for the Economic Development Fund, it would prioritize housing affordability—a foundational issue that impacts economic growth, workforce stability, and overall quality of life in Santa Fe.

ATTACHMENTS:
Bill
Fiscal Impact Report

Signature: Johanna Nelson (Feb 21, 2025 17:07 MST)

Email: jcnelson@santafenm.gov

_Amending Economic Development Fund Ordinance to Extend Sunset from 2025 to 2030 (Memo)

Final Audit Report 2025-02-22

Created:	2025-02-22
By:	PALMER ANDERSON (pcanderson@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAV3z441ckIbvZUMM3UK91osvLT3iS9iyh

"_Amending Economic Development Fund Ordinance to Extend Sunset from 2025 to 2030 (Memo)" History

Document created by PALMER ANDERSON (pcanderson@santafenm.gov)
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CITY OF SANTA FE, NEW MEXICO

BILL NO. 2025-9

INTRODUCED BY:

Councilor Michael Garcia

Councilor Amanda Chavez

Councilor Alma Castro

Councilor Pilar Faulkner

A BILL

AMENDING SECTION 11-14.5 OF THE ECONOMIC DEVELOPMENT FUND ORDINANCE TO CHANGE THE SUNSET DATE FOR DEPOSITING CERTAIN LAND SALE REVENUES IN THE AFFORDABLE HOUSING TRUST FUND FROM DECEMBER 31, 2025, TO DECEMBER 31, 2030.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. Section 11-14.5 of SFCC 1987 (being Ord. No. 2021-10, § 1, as amended) is amended to read:

11-14.5 – Dedication and partial sunset.

A. An amount of the general fund equal to a minimum of one-quarter of one percent (0.25%) of the city's share of the state gross receipts tax shall be allocated annually to the economic development fund beginning in the fiscal year 2000/01 budget. This allocation shall be increased by one-quarter of one percent (0.25%) each subsequent year until an allocation of one percent (1%) is attained in FY 2003/04. Thereafter, the allocation shall be maintained at one percent (1%) unless increased by other annual allocations the governing

underscored material = new [~~bracketed material~~] = delete

body approves contingent upon sufficient appropriations and authorization by the governing body.

B. Between January 1, 2021 and December 31, [~~2025~~] 2030, half of all net proceeds from the sale of city-owned land and buildings shall be deposited into the economic development fund and half shall be deposited in the affordable housing trust fund, as set forth in section 26-3 SFCC 1987, and all net proceeds from the lease of city-owned land and buildings shall be deposited into the economic development fund. Thereafter, all net proceeds from any sale or lease of city-owned land and buildings shall be deposited into the economic development fund. These deposits shall be subject to the following provisions:

(1) Railyard property. Proceeds from the sale or lease of property on the railyard property are exempted from the provisions of this section and shall not be deposited in the economic development fund.

(2) Santa Fe Estates. Proceeds from the sale or the lease of the Santa Fe Estates are exempted from the provisions of this section and are subject to appropriation by the governing body.

(3) Tierra Contenta. Only the share of revenues from the sale of property in Tierra Contenta which had been designated to reimburse CIP funds used for the original purchase of Tierra Contenta shall be deposited in to the economic development fund (less funds already allocated for a new southside library in the amount of five hundred thousand dollars ($500,000.00). These funds shall be reserved for capital projects and their related expenses for projects authorized in subsection 11-14.5A SFCC 1987.

(4) Existing agreements. Agreements, ordinances and resolutions in force at the time of adoption of this section which stipulate other uses for the proceeds of specific transactions will exempt those transactions from the provisions of this section.

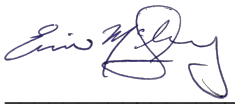
(5) Enterprise funds. Proceeds from the sale or lease of property belonging to or associated with enterprise funds are exempt from the provisions of this section.

(6) Airport Industrial Park. Net proceeds from the sale or lease of property in the Airport Industrial Park or other airport property, after all costs to build out all phases of the park have been recovered, shall go to the support of the Santa Fe regional airport.

(7) Other. Agreements for the sale or lease of city property which may be subject to other restrictions as to revenue designations or uses are not subject to the provisions of this section. Any such agreement must cite this subsection of this section in the agreement in order to qualify for this exemption.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

FIR No. 10638.0

FISCAL IMPACT REPORT

General Information:

(Check) Bill: X **Resolution:** _____

Short Title(s): Amending Section 11-14.5 of SFCC 1987 to Extend the Sunset Period

Sponsor(s): Councilor Michael Garcia, Councilor Amanda Chavez, Councilor Pilar Faulkner

Reviewing Department(s): Office of Economic Development, Office of Affordable Housing

Staff Completing FIR: Johanna Nelson Date: 1/17/25 Phone: 505-699-7003

Reviewed by City Attorney: _____ Date: Feb 21, 2025

Reviewed by Finance Director: Emily K. Oster Date: Feb 21, 2025

Summary:

The proposed Bill would amend the Economic Development (ED) Fund ordinance, Section 11-14.5, SFCC 1987, to extend the sunset date from December 31, 2025, to December 31, 2030. In 2018, Ordinance No. 2018-4 amended Section 11-14.5 establishing a window of time during which fifty percent (50%) of the net proceeds of certain City-owned land sales are deposited into the Affordable Housing Trust Fund (AHTF), while the other fifty percent (50%) remains dedicated to the Economic Development fund. Proceeds generated from the following sales of City-owned land are restricted or exempted from deposit into the ED fund or AHTF: Railyard Property, Santa Fe Estates, Tierra Contenta, any existing agreements from 2000 and earlier, other Enterprise Funds, and the Airport Industrial Park.

Departments Affected:

The Community Development Department, which includes the Office of Affordable Housing and the Office of Economic Development, and the Finance Department.

Consequences of Not Enacting Legislation:

If this bill is not adopted, the City will not extend the sunset date currently set in code, and after December 31, 2025, one hundred percent (100%) of the proceeds from the sale of certain City-owned land would be deposited into the ED Fund.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:

This bill extends the sunset date previously established in Ordinance No. 2018-4.

Performance and Administrative Implications:

If the bill is adopted, proceeds from non-exempt City-owned land sales would continue be deposited into the ED Fund and AHTF until December 31, 2030.

Fiscal Implications:

If the Bill is adopted, fifty percent (50%) of proceeds of non-exempt sales of City-owned land would continue to be directed into the AHTF and the ED Fund respectively, as is currently described in Section 11-14.5.

Fiscal Impact

_____ 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:
The net impact on City expenditures would be zero. Fifty percent (50%) of the expenditures coming from certain land sales would be dedicated to use on AHTF purposes, instead of one hundred percent (100%) being dedicated to the ED Fund.

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:
The net impact on City revenues is zero; the increase to the AHTF would be offset by a decrease to the ED Fund.

Signature:

Email: jcnelson@santafenm.gov

CITY OF SANTA FE

Memorandum

Date: February 6, 2025

To: Governing Body and Quality of Life Committee

From: Marci Eannarino, Legislation and Policy Innovation Manager ME

Via: Erin K. McSherry, City Attorney EM

RE: Immigration Committee Purpose and Membership

EXECUTIVE SUMMARY:

The proposed resolution would update the purpose, duties and responsibilities, and membership, for the Immigration Committee. The update would specify that a city councilor, appointed by the Mayor, would sit as chair of the Committee.

If this resolution is adopted as it is proposed, the Immigration Committee will become the seventh advisory body with a city councilor serving as chair. The following advisory bodies have city councilors as chairs: Airport Advisory Board, Bicycle and Pedestrian Advisory Committee, Economic Development Advisory Committee, Community Development Commission, Public Safety Committee, and Santa Fe Water Conservation Committee. The City has more than forty advisory bodies.

BACKGROUND:

On January 13th, 1999, the Governing Body adopted Resolution No. 1999-6, which established the Immigration Taskforce and declared a policy of non-discrimination on the basis of a person's national origin. On January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce, changing it to the "Immigration Committee". Resolution No. 2002-58 then decreased the number of members on the committee from fifteen to nine members, marking the last time the rules and procedures have been revised.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

Councilor Signe Lindell

Councilor Michael Garcia

A RESOLUTION

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

WHEREAS, on January 13, 1999, the Governing Body adopted Resolution No. 1999-6 declaring a policy of non-discrimination on the basis of a person's national origin and appointing an immigration taskforce; and

WHEREAS, on January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce the "Immigration Committee"; and

WHEREAS, on October 9, 2002, the Governing Body adopted Resolution No. 2002-58, which decreased the number of members on the Immigration Committee from fifteen to nine members; and

WHEREAS, on October 8, 2014, the Governing Body adopted Resolution No. 2014-82, declaring its "continuous" support for immigrant issues in Santa Fe, the state of New Mexico, and throughout the United States; and

WHEREAS, the Governing Body continues to support the policy of non-discrimination established by Resolution No. 1999-6; and

WHEREAS, the City's Charter, Article II, Section 2.02, "Human and Civil Rights", states

that the City holds human and civil rights as inviolate and states that these rights "shall not be diminished or otherwise infringed" regardless of "ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status"; and

WHEREAS, the purposes and membership of the Immigration Committee have not changed since the Governing Body's resolution in 2002; and

WHEREAS, the Governing Body wishes to amend the Committee's purposes and membership as is shown below:

Section 1. NAME: The committee shall be called the Immigration Committee.

Section 2. PURPOSE: [~~The committee shall monitor the human rights status of non-citizens residing in the city of Santa Fe and report its findings and recommendations to the governing body~~] The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02 "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall [~~meet as necessary to accomplish its purpose and shall follow adopted city policy and procedures~~] perform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits,, to respond to share resources and

information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee [~~membership~~] shall consist of a City councilor, who shall also serve as its chair, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the [~~approval~~] consent of the governing body. The [~~chairperson shall be appointed by the mayor and the~~] committee shall designate the vice-chairperson [~~shall be designated by the committee~~].

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate [~~the intercultural affairs planner~~] a staff member from the Office of Equity and Inclusion or other city staff member as liaison to the committee.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the amended rules and procedures shall read as follows:

Section 1. The Committee shall be called the Immigration Committee.

Section 2. PURPOSE: The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter,

Section 2.02, “Human and civil rights”.

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall preform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits, to share resources and information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee shall consist of a City Councilor, who shall also serve as its chair, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women’s advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the consent of the governing body. The committee shall designate the vice-chairperson.

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate a staff member from

the Office of Equity and Inclusion or other city staff member as staff liaison to the committee.

BE IT FURTHER RESOLVED the committee shall continue to follow the City's procedural rules for Committees in carrying out its duties.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

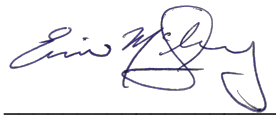
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Amending Immigration Committee

FIR No. 10653.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Immigration Committee Purpose and Membership

Sponsor(s): Councilor Alma Castro, Councilor Signe Lindell, and Councilor Michael Garcia

Reviewing Department(s): City Clerk's Office

Staff Completing FIR: Marci Eannarino, Legislation and Policy Innovation Manager
Date: 02/06/2025 **Phone:** (505) 955-6518

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would change the Immigration Committee's purpose, duties and responsibilities, and membership. A City Councilor, appointed by the Mayor, would serve as chair of the Committee.

Departments Affected:
This resolution specifies that a staff member from the Office of Equity and Inclusion or other staff member will act as Committee Liaison.

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the Immigration Committee's purpose, duties and responsibilities, and membership will not be changed, and a City Councilor will not serve as chair to the Immigration Committee.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
There are three resolutions germane to the Immigration Committee: Resolutions Nos. 1999-6, 2002-3, and 2002-58. Resolution No. 1999-6 declared a policy of non-discrimination on the basis of a person's national origin and appointed an immigration taskforce. Resolution No. 2002-3 renamed the Immigration Taskforce the "Immigration Committee", and Resolution No. 2002-58 decreased the number of members on the Immigration Committee from fifteen to nine members.

Performance and Administrative Implications:
The Resolution would not have new administrative implications. The City Manager already assigns staff liaisons for committees.

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: Marci Eannarino

Email: maeannarino@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Amending Immigration Committee

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

I intend to propose the following amendment(s)

1. On page 3, line 5, ***replace*** "its chair" with "a non-voting member".
2. On page 3, line 12, ***restore*** "The chairperson shall be appointed by the mayor, and".
3. On page 4, line 15, ***replace*** "its chair" with "a non-voting member".
4. On page 4, line 20, ***insert*** "The chairperson shall be appointed by the mayor, and", and before "committee", ***lowercase*** the "t" in "The", making it "the".

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. ___X__

Respectfully submitted,

_____
Michael Garcia, Councilor

Approved as to Form:

_____
Erin K. McSherry, City Attorney

ADOPTED: _____
NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

10653.1(A)

Amendment A - Amending Immigration Committees Membership and Purpose

Final Audit Report 2025-04-23

Created:	2025-04-23
By:	Marci Eannarino (maeannarino@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPA7qJxe1sLvH_uP_trFoKnOl85fOdCRL

"Amendment A - Amending Immigration Committees Membership and Purpose" History

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2025-04-23 - 10:40:18 PM GMT

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

Councilor Signe Lindell

Councilor Michael Garcia

RED – AMENDMENT A – Councilor Michael Garcia

A RESOLUTION

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

WHEREAS, on January 13, 1999, the Governing Body adopted Resolution No. 1999-6 declaring a policy of non-discrimination on the basis of a person's national origin and appointing an immigration taskforce; and

WHEREAS, on January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce the "Immigration Committee"; and

WHEREAS, on October 9, 2002, the Governing Body adopted Resolution No. 2002-58, which decreased the number of members on the Immigration Committee from fifteen to nine members; and

WHEREAS, on October 8, 2014, the Governing Body adopted Resolution No. 2014-82, declaring its "continuous" support for immigrant issues in Santa Fe, the state of New Mexico, and throughout the United States; and

WHEREAS, the Governing Body continues to support the policy of non-discrimination established by Resolution No. 1999-6; and

WHEREAS, the City's Charter, Article II, Section 2.02, "Human and Civil Rights", states that the City holds human and civil rights as inviolate and states that these rights "shall not be

diminished or otherwise infringed" regardless of "ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status"; and

WHEREAS, the purposes and membership of the Immigration Committee have not changed since the Governing Body's resolution in 2002; and

WHEREAS, the Governing Body wishes to amend the Committee's purposes and membership as is shown below:

Section 1. NAME: The committee shall be called the Immigration Committee.

Section 2. PURPOSE: [~~The committee shall monitor the human rights status of non-citizens residing in the city of Santa Fe and report its findings and recommendations to the governing body~~] The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02 "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall [~~meet as necessary to accomplish its purpose and shall follow adopted city policy and procedures~~] perform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits, to share resources and information with one another and with the community, and participate in any other

collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee [~~membership~~] shall consist of a City councilor, who shall also serve as ~~its chair~~ a non-voting member, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the [~~approval~~] consent of the governing body. The chairperson shall be appointed by the mayor, and the committee shall designate the vice-chairperson [~~shall be designated by the committee~~].

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate [~~the intercultural affairs planner~~] a staff member from the Office of Equity and Inclusion or other city staff member as liaison to the committee.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the amended rules and procedures shall read as follows:

Section 1. The Committee shall be called the Immigration Committee.

Section 2. PURPOSE: The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02, "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall preform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits, to share resources and information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee shall consist of a City Councilor, who shall also serve as ~~its chair~~ a non-voting member, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the consent of the governing body. The chairperson shall be appointed by the mayor, and ~~T~~the committee shall designate the vice-chairperson.

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate a staff member from

the Office of Equity and Inclusion or other city staff member as staff liaison to the committee.

BE IT FURTHER RESOLVED the committee shall continue to follow the City's procedural rules for Committees in carrying out its duties.

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/Amending Immigration Committee

CITY OF SANTA FE

Memorandum

Date: April 4, 2025

To: Governing Body, Quality of Life Committee, Public Works and Utilities Committee, Finance Committee

From: Marci Eannarino, Legislation and Policy Innovation Manager ME

Via: Erin K. McSherry, City of Santa Fe City Attorney EM

RE: Study on Staff Support for City Councilors

SUMMARY:

The proposed Resolution would establish a plan for the use of budgeted funds to conduct a study regarding hiring staff for City Councilors. The City of Santa Fe's ("City's") Fiscal Year 2025 Budget included funding for a study to make recommendations on staff support and funding to hire staff support for City Councilors. The Governing Body wishes to utilize no more than sixty thousand dollars ($60,000) for the following work, to be completed by a Contractor within sixty (60) days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;
b. Explore staffing models of other City Councils to inform City Councilors on potential models; and
c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including salaries and relevant job descriptions; and
d. Provide a proposed staffing model that reflects the needs and interests of City Councilors including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards ("New Council Positions"); and
e. Compile the information in a report to be presented to the Governing Body in a study session.

If the Resolution is adopted, the City Manager will direct the procurement of an appropriate contractor to conduct the outlined scope of work described above. After the contractor has completed the scope of work, the City Manager shall present the report to the Governing Body in a study session.

ATTACHMENTS:

Resolution
Fiscal Impact Report

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Carol Romero-Wirth

Councilor Signe Lindell

Councilor Jamie Cassutt

Councilor Alma Castro

A RESOLUTION

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

WHEREAS, the City of Santa Fe (City) Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors"; and

WHEREAS, the General Government budget also includes funding for personnel that can be used to hire staff to support City Councilors; and

WHEREAS, the City's Governing Body would like to utilize no more than $60,000 of these funds for the following work, to be completed by a Contactor within 60 days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;

b. Explore staffing models of other City Councils to inform City Councilors on potential models;

c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including

salaries and relevant job descriptions; Provide a proposed staffing model that reflects the needs and interests of City Councilors, including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards ; and

d. Compile the above information in a report to be presented to the Governing Body in a study session.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City Manager shall direct procurement of an appropriate contractor to conduct the scope of work described above.

BE IT FURTHER RESOLVED that, once the contractor has completed the scope of work outlined in this resolution, the City Manager shall present the report to the Governing Body in a study session.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

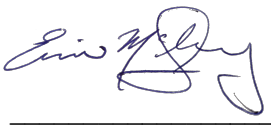
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Resolution to Study Hiring Council Staff

FIR No. 10644.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Study on Staff Support for City Councilors

Sponsor(s): Councilor Carol Romero-Wirth, Councilor Signe Lindell, Councilor Jamie Cassutt, and Councilor Alma Castro

Reviewing Department(s): City Attorney's Office

Staff Completing FIR: Marci Eannarino, Legislation and Policy Innovation Manager

Date: 4/4/2025 **Phone:** (505) 955-6518

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed Resolution would establish a plan for the use of budgeted funds to study hiring staff to support City Councilors. The City of Santa Fe's ("City") Fiscal Year 2025 Budget included funding for a study to make recommendations on staff support and to set aside funding to hire staff support for City Councilors. The Governing Body wishes to utilize no more than sixty thousand dollars ($60,000) of the funds for the study.

Departments Affected:
City Manager; Human Resources Department

Consequences of Not Enacting Legislation:
If this legislation is not adopted, budgeted funds will not be used to conduct a study to make recommendations on staff support for City Councilors.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None.

Performance and Administrative Implications:
This legislation would require the City Manager to direct procurement of an appropriate contractor to conduct the scope of work within the study. The contractor would be required to work with the Human Resources Department to confirm that proposed position descriptions conform to City standards. City Manager will also be required to present the results of this report to the Governing Body in a study session.

Fiscal Implications:
The City's Governing Body would like to utilize no more than $60,000 of allocated funds from the Fiscal Year 2025 budget to complete this study.

Fiscal Impact

_____ 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	$ 60,000	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:
the City of Santa Fe Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors". This resolution would dedicate no more than $60,000 of $300,000 toward this study.

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: Marci Eannarino

Email: maeannarino@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Study on Staff Support for City Councilors

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

I intend to propose the following amendment(s)

1. On page 2, line 1, insert a "d. " before “Provide”, to make “Provide” the beginning of a new, lettered section, and re-letter accordingly.

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. __X___

Respectfully submitted,

Jamie Cassutt
Jamie Cassutt (Apr 15, 2025 14:30 MDT)
Jamie Cassutt, Councilor

Carol Romero-Wirth, Councilor

Alma Castro (Apr 16, 2025 14:33 MDT)
Alma Castro, Councilor

Signe Lindell (Apr 16, 2025 14:37 MDT)
Signe Lindell, Councilor

Approved as to Form:

Erin K. McSherry, City Attorney

ADOPTED: _____

10671.1(A)

NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Carol Romero-Wirth

Councilor Signe Lindell

Councilor Jamie Cassutt

Councilor Alma Castro

RED – AMENDMENT A – Councilor Romero-Wirth

A RESOLUTION

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

WHEREAS, the City of Santa Fe (City) Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors"; and

WHEREAS, the General Government budget also includes funding for personnel that can be used to hire staff to support City Councilors; and

WHEREAS, the City's Governing Body would like to utilize no more than $60,000 of these funds for the following work, to be completed by a Contactor within 60 days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;

b. Explore staffing models of other City Councils to inform City Councilors on potential models;

c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including

salaries and relevant job descriptions;

d. Provide a proposed staffing model that reflects the needs and interests of City Councilors, including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards; and

e. Compile the above information in a report to be presented to the Governing Body in a study session.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City Manager shall direct procurement of an appropriate contractor to conduct the scope of work described above.

BE IT FURTHER RESOLVED that, once the contractor has completed the scope of work outlined in this resolution, the City Manager shall present the report to the Governing Body in a study session.

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/Resolution to Study Hiring Council Staff