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**ZIA PLATFORM VISSIM ANALYSIS
ST. FRANCIS DRIVE INTERSECTION OPERATIONS ASSESSMENT**

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EXECUTIVE SUMMARY

The New Mexico Rail Runner Express (NMRX) is a commuter rail system serving the metropolitan areas of Albuquerque and Santa Fe, New Mexico. It is administered by the New Mexico Department of Transportation (NMDOT) and the Mid Region Council of Governments (MRCOG), a regional government planning association. Zia Station platform located at the intersection of St. Francis Drive and West Zia Road has been constructed as part of Phase II, the extension of the line to Santa Fe, in 2008; however, Zia Station has not been opened yet due to issues with the adjacent land. The purpose of this study is to identify the signal timing, geometric and safety improvements at the West Zia Road and St. Francis Drive intersection once the Zia Station is open for use.

In order to model the vehicular traffic along with rail crossing, VISSIM micro-simulation will be utilized to evaluate the operational conditions for four intersections in the study area:

- Sawmill Road/St. Francis Drive (Signalized)
- West Zia Road/St. Francis Drive (Signalized)
- Siringo Road/St. Francis Drive (Signalized)
- West Zia Road/Galisteo Road (Unsignalized)

The VISSIM model will be developed and calibrated through multiple existing parameters including traffic volumes, speed, driver behavior, signal timing and controller settings, train operation, and pedestrian settings. The following three scenarios will be analyzed through VISSIM simulation:

- Existing (2013) Without Zia Station in operation
- Existing (2013) With Zia Station in operation
- Horizon Year (2038) With Zia Station in operation

Existing (2013) Conditions

Based on the analysis results for Existing 2013, to open Zia Station may not have adverse impact on the study intersections.

Existing (2013) Without Zia Platform Open - The without Zia Platform Open scenario represents the current condition that New Mexico Rail Runner Express trains do not stop at Zia Station. The analysis indicates that all the study intersections are currently operating at acceptable LOS.

Existing (2013) With Zia Platform Open - This scenario assumes that Zia Station would be in use under the existing conditions and the trains travelling both directions will dwell at Zia Platform for 60 seconds. The analysis indicates that all the intersections will operate at acceptable LOS and no significant intersection deterioration when compared to the condition without Zia Station open.

In addition to simulation analysis, five year crash analysis at the most critical intersection (St. Francis Drive / West Zia Road) shows that the total number of crashes as well as injured crashes were slightly decreased in 2007 -2011 from 2002-2006. Potential solutions that may help reduce crash rate are summarized below that are consistent with:

Improving Road Safety in the Santa Fe Metropolitan Planning Area Report dated March, 2012.



- *Solution 1:* To add backplates with retro reflective borders to the traffic signals that will potentially reduce the number of crashes that occur due to drivers failing to notice the red light quickly enough.
- *Solution 2:* To increase the traffic signal yellow time which would allow drivers more time to react to the change and decelerate smoother, decreasing the chance that they will be rear-ended by the car behind them.

Horizon Year (2035) Conditions

Based on the analysis results for Horizon Year 2035, the intersection deficiencies are sensitive to pedestrian crossing; hence, it is recommended to monitor pedestrian activities along Zia Road to determine the needs of capacity enhancement and associated design improvements on Zia Road.

Horizon Year (2038) With Zia Station Open – In addition to the assumptions made for Existing With Zia Platform Open, this scenario assumes increased pedestrian activities as results of new developments on the east side of the intersection of St. Francis Drive and West Zia Road. The intersections of St. Francis Drive / West Zia Road and Galisteo Road / Zia Road will operate deficiently during peak hours. The spill back eastbound left turn traffic at St. Francis Drive / West Zia Road will result in operational deficiency at the unsignalized intersection of Galisteo Road / Zia Road. To increase the eastbound capacity on Zia Road, three left turn lanes and three through lanes with one shared right turn lane are proposed between Galisteo and St. Francis.

As part of this mitigation, the following design improvements would need to be considered:

- Additional right of way acquisition on Zia Road would be required to accommodate eastbound widening at St. Francis Drive / West Zia Road.
- Due to the encroachment from Zia Road widening, relocation of Zia Station platform would need to be considered
- Potential relocation and updating the signal equipments for rail and vehicular traffic control at rail crossing and St. Francis / Zia road intersection to minimize the rail crossing impact on the vehicular traffic.
- Installation of a chain link fence between railroad and St. Francis beginning at Zia Road and extending well south of platform that can prevent pedestrians crossing railroad tracks.

Additionally, refuge islands for east-west pedestrian traffic are recommended at Zia Road and St. Francis Drive to accommodate pedestrian crossing activities. With a refuge island, the east-west pedestrians crossing time will be reduced because it would be serviced through two vehicular phases. It is recommended to revise signal timing phases if refuge islands are constructed.

Rio Metro states their northbound train will dwell at the Zia Station for at least 60 seconds and in some cases more. The traffic signals cannot serve all movements during preemption so it is recommended that a train to wayside detector be installed to allow the traffic signal to operate normally until the northbound train is ready to depart. The train to wayside detector should be activated approximately 20 seconds prior to departure to allow tracks clearance and also allow the gate to be in the down position prior to the train entering the crossing. There is no need for the train to wayside detector for the southbound train movement.



1. INTRODUCTION

The New Mexico Rail Runner Express extends from Belen to Santa Fe, through Los Lunas, Albuquerque, and Bernalillo. This express train currently has 13 stations and by passes Zia Station without stopping. Zia Station platform located at the intersection of St. Francis Drive and West Zia Road has been constructed as well as the platform fixtures, but vehicular access, lighting off of the platform, and other station amenities need to be constructed before station can be opened. The railroad track is 50 feet west of St. Francis Drive and West Zia Road.

New Mexico House Memorial 45 (HM 45) and Senate Memorial 41 (SM 41) were passed during the January 2012 legislative session. These memorials requested the New Mexico Department of Transportation (NMDOT) and Santa Fe Metropolitan Planning Organization (MPO) “provide a traffic study of the intersection of St. Francis Drive and West Zia Road for current conditions and projected twenty-year traffic conditions” and “that the traffic study include a signal timing analysis, particularly in relation to the New Mexico Rail Runner Express, and an intersection geometric improvement analysis for improved operations and safety.” Memorials are included in **Appendix A**. The purpose of this study is to identify the signal timing and geometric improvements at the West Zia Road and St. Francis Drive intersection to address the legislative need. Since the Zia Station is currently not in service, another purpose is to identify the potential impacts to the adjacent intersections once Zia Station is in operation. It should be noted that this study addresses only traffic issues concerned with the station opening and does not address safety concerns related to the operations and functionality of the Zia Station site. Other concerns (e.g. installation of fencing between railroad and St. Francis Drive to discourage passengers from crossing tracks to station directly from St. Francis Drive after drop-off along St. Francis Drive, pedestrian connectivity along West Zia Road, and ADA compliance in the vicinity of the intersection, etc.) may need to be considered before the station can be opened.

The study area will be evaluated through the platform of VISSIM micro-simulation, which will model the traffic interaction between the intersection and railroad crossings during preemption and normal operation. We also analyze the projected increase in pedestrian traffic with the station open and its effect on the signals. Existing traffic data was collected to calibrate the model to simulate current conditions. The following three scenarios will be analyzed utilizing VISSIM micro-simulation:

- Existing (2013) Without Zia Station in operation
- Existing (2013) With Zia Station in operation
- Horizon Year (2038) With Zia Station in operation

In addition, crash analysis will be conducted for West Zia Road at St. Francis Drive, the key intersection to the study, to address any safety concerns in the past 5 years at this location. This traffic memorandum presents VISSIM analyses results and intersection mitigation measures. The opening of the station will be considered following the outcomes of this study.

2. STUDY AREA

Figure 2 illustrates the overall study area. The Zia Station Platform is located approximately 90 feet south of West Zia Road at St. Francis Drive in Santa Fe, New Mexico. The following intersections were analyzed to evaluate the traffic impact with Zia Station:

- Sawmill Road/St. Francis Drive



- West Zia Road/St. Francis Drive
- Siringo Road/St. Francis Drive
- West Zia Road/Galisteo Road

Existing traffic counts were collected on March 12, 2013 (Tuesday). **Figure 2** shows the counts location and the existing traffic volumes during the AM and PM peak hours. Existing traffic counts are included in **Appendix B**. The traffic counts indicate that St. Francis Drive northbound carried more traffic than southbound during the AM peak hour and majority of them came from I-25 northbound. The travel pattern in the afternoon was reversed and over 1,000 vehicles were observed traveling onto I-25 southbound.

Existing peak hour travel time data was collected on April 3, 2013 (Wednesday) and April 4, 2013 (Thursday). The floating cars equipped with GPS devices were used to measure travel time for both directions of the two routes:

- St. Francis Drive between Siringo Road and Sawmill Road
- West Zia Road between Galisteo Road and the first signal east of St. Francis Drive.

A total of 4 to 5 travel time runs were conducted for each peak period on each route. The instantaneous time at each cross road was also collected. This data measured in the field were summarized to derive the travel time between way-points. The end to end travel time for each route is shown in **Table 1**. The detailed field travel time summary sheets are provided in **Appendix C**.

Table 1: Existing (2013) Intersection Delay and LOS

Route	Direction	AM Peak Travel Time	PM Peak Travel Time
St. Francis Dr / West Zia Rd	Southbound	117seconds	166 seconds
	Northbound	187 seconds	190 seconds
	Eastbound	125 seconds	117 seconds
	Westbound	83 seconds	99 seconds

The travel time summary indicates that it takes approximately 2.5 to 3 minutes to travel north-south along St. Francis Drive and approximately 1.5 to 2 minutes to travel east-west on West Zia Road in the study area.

Traffic volumes under the pre-defined horizon year 2038 conditions were projected based on the growth rate from the Santa Fe MPO Travel Demand Model developed for the I-25/Cerrillos Road Interchange Study. The growth rate summary is attached in **Appendix D**. It should be noted that the 2035 model indicates that westbound volumes at the West Zia Road/St. Francis Drive intersection would decrease by 3% from 2011 to 2035 in the PM peak hour. It was determined that this would not be realistic and therefore westbound traffic was analyzed assuming no growth from 2011 to 2035. **Figure 33** illustrates the projected 2038 traffic volumes during the AM and PM peak hours.



Figure 1: Study Area

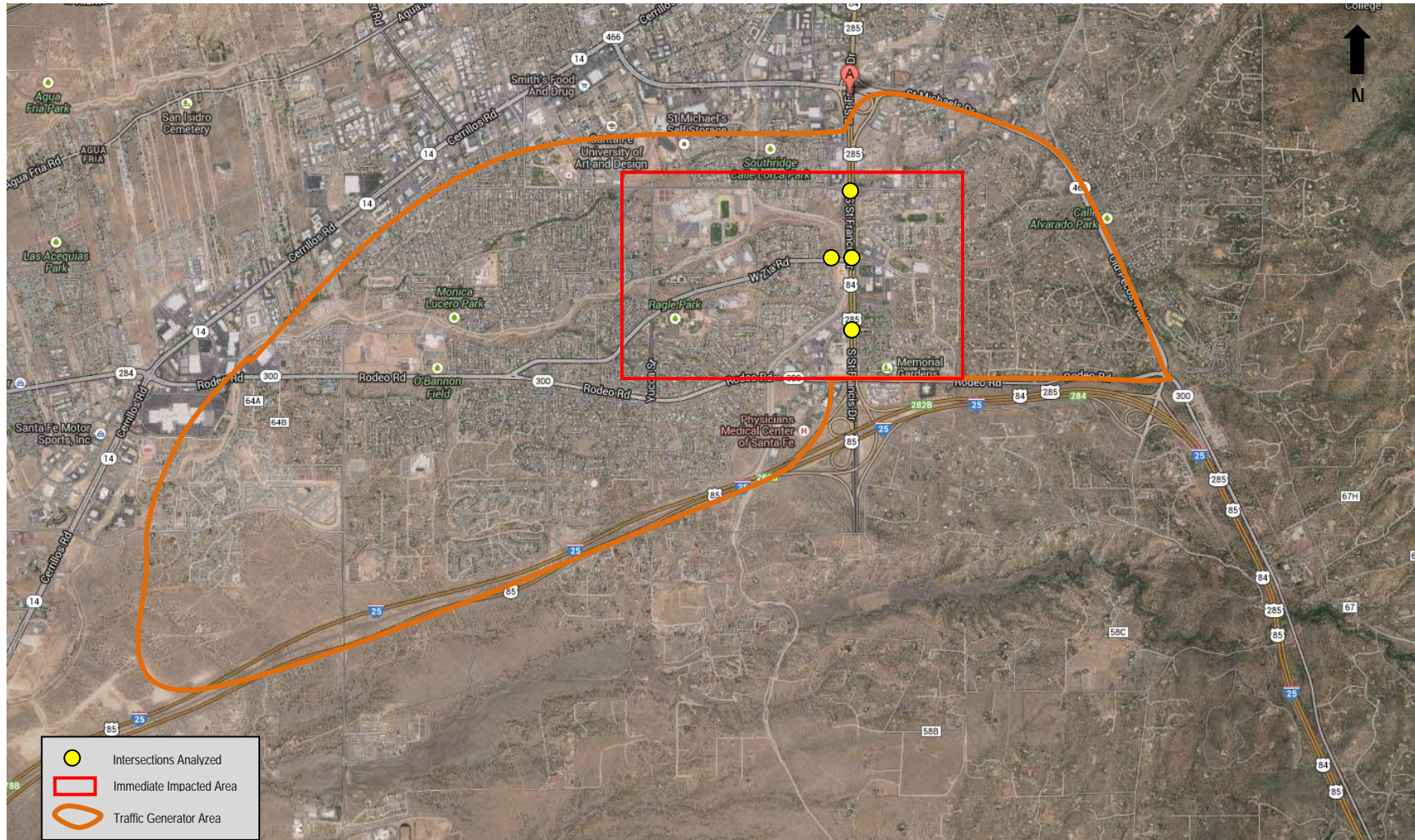
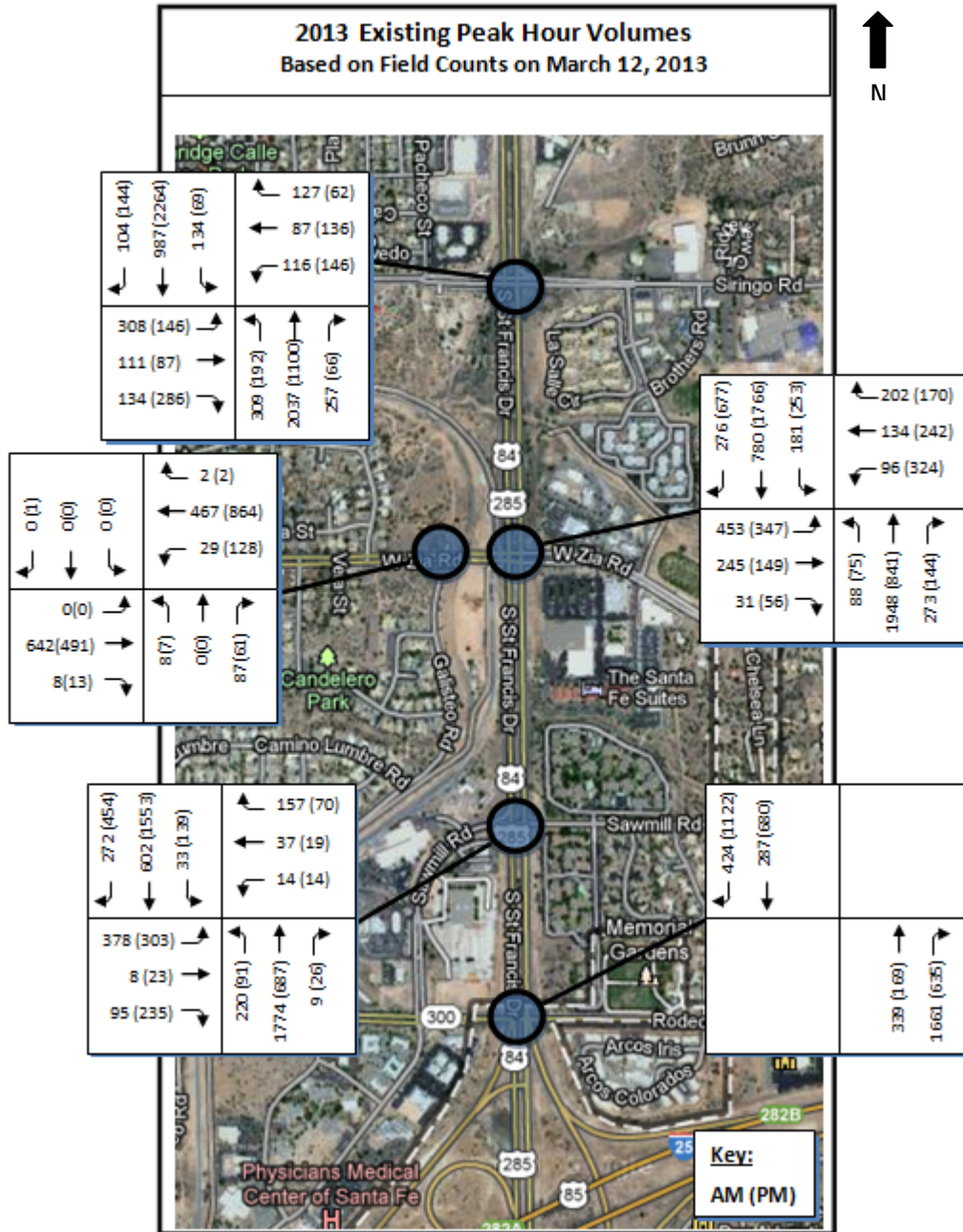




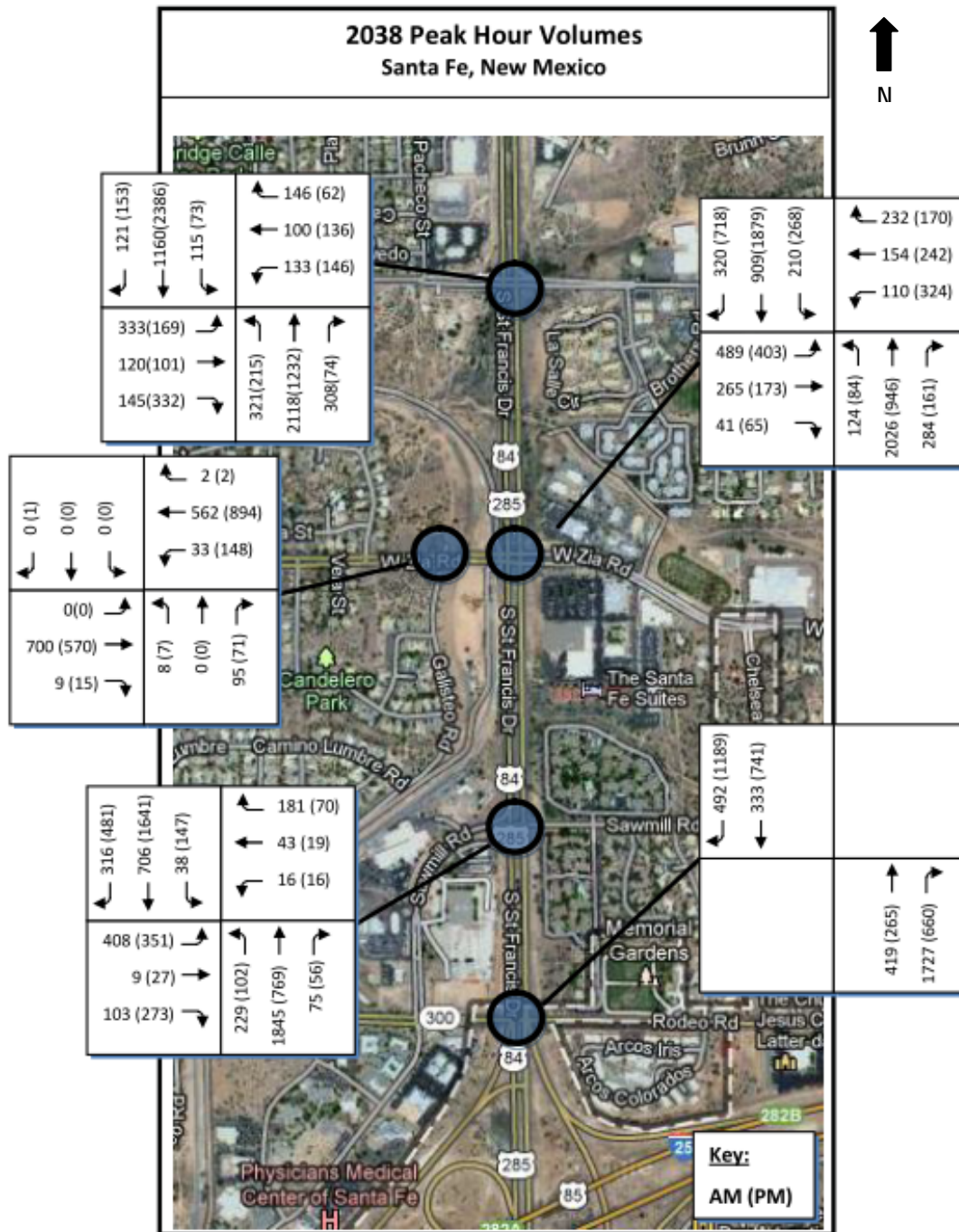
Figure 2: Existing (2013) Peak Hour Volumes



Note: Existing Traffic Volumes have been balanced for micro-simulation analysis



Figure 3: Future (2038) Peak Hour Volumes



Note: 2038 Traffic Volumes have been balanced for micro-simulation analysis



3. VISSIM MODEL EVALUATION

3.1 INTRODUCTION

To evaluate operations at the four (4) study intersections and the St. Francis Drive corridor in conjunction with the operation of the New Mexico Rail Runner and Zia Platform for existing and future conditions, a VISSIM simulation analysis was performed. The VISSIM micro simulation package is capable of modeling most transportation modes as well as emulating most popular traffic controllers widely used in the field. It can analyze the interactions between the rail trains, vehicular and pedestrian traffic in the surrounding area of the proposed Zia Station and the intersection of West Zia Road and St. Francis Drive. The following scenarios were analyzed utilizing VISSIM micro-simulation.

- Existing (2013) Without Zia Station in operation
- Existing (2013) With Zia Station in operation
- Horizon Year (2038) With Zia Station in operation

3.2 MODEL SETUP

The VISSIM model developed from Traffic Impact Study for Zia Station prepared by Fehr & Peers (dated February 2011) was utilized. The network, speed, driver behavior, signal timing and controller settings, train operation, and pedestrian settings were all initially transferred from the previous model. In order to simulate the current existing travel conditions during a typical day, the existing VISSIM model was refined including the following updates:

- Network - The network geometry such as turn bay length, taper length and curvature, signal head locations and pedestrian crosswalks were updated based on the latest aerial image from Bing map (imagery Dated early 2013).
- Vehicular Traffic Speed - The posted speed limits for St. Francis Drive and the cross roads within the study area are 45 mph and 35 mph respectively. The desired range of speeds for St. Francis Drive was set up as 42.3-48.5 mph and 29.8-36.0 mph for all cross roads.
- Traffic Volumes - The peak hour turning movement volumes input to VISSIM model were consistent with that in Synchro, except global PHF of 0.92 and 2% heavy vehicle percentage were assumed for VISSIM analysis.
- Signal Timings and Controllers - Signal timing plans were obtained from City of Santa Fe on March 27, 2013. The cycle length, offset, phase split and phase sequence for each intersection at AM and PM peak period are presented in **Table 2** and **Table 3**. The existing AM and PM cycle lengths on St. Francis Drive from Siringo Road to Sawmill Road are 115 seconds and 130 seconds, respectively. St. Francis Drive at West Zia Road is the master intersection among the three study intersections and phase 2 (Ø2) and phase 6 (Ø6) along St. Francis Drive are the coordinate directions. As shown in **Table 2** and **Table 3**, all the left turn movements at St. Francis Drive and Sringo Road are controlled by protected plus permissive phases. The left turn movements at St. Francis Drive and West Zia Road are all controlled by protected phases. At the intersection of St. Francis Drive and Sawmill Road, all the left turn movements are permissive plus protected phases except the eastbound left turn movement which is protected phase. **Figure 44** illustrates the phase diagram corresponding to each movement for the study intersections.



The signal timing information for rail preemption at intersection of St. Francis Drive and West Zia Road is summarized in **Table 4**. The previous model used RBC controller at this intersection was now replaced by an ASC/3 virtual controller to emulate the field conditions more accurately, particularly for the rail preemption functionalities. As shown in **Table 4**, when a train approaches the intersection, the track clearance phases are activate for phase 4 and 7 which are the eastbound through and left turn movements on West Zia Road. When a train is crossing the intersection, the southbound and northbound through movements (Phases $\phi 2$ and $\phi 6$) on St. Francis Drive are allowed to proceed which are the directions parallel to train movements and the omitted phases are phase 1 and 8. After a train departs the intersection, the first movements to service are southbound and northbound through movements (Phases $\phi 2$ and $\phi 6$) as well.

It should be noted that the east-west pedestrian phase (Ped $\phi 4$ / Ped $\phi 8$) splits are greater than the compatible vehicle phases ($\phi 4$ / $\phi 8$) for all the signalized intersections. When these pedestrian phases are served, the controller will go out of coordination in that particular cycle and get back into coordination after two or three cycles.

Figure 4: Generic Study Intersection Phase Diagram

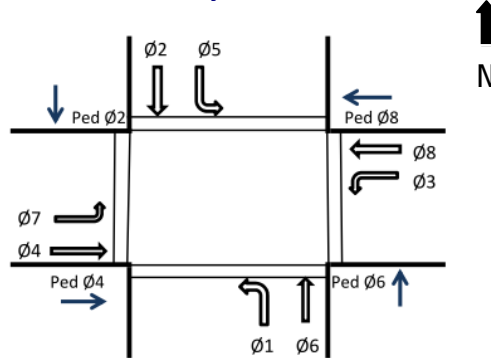


Table 2: AM Peak Hour Signal Timing Summary

Intersection	Cycle	Offset	Virtual Controller, Split & Left Turn Type			
St. Francis Dr / Siringo Rd	115	8	$\phi 1$ (NBL): 22	$\phi 2$ (SBT): 47	$\phi 3$ (WBL): 21	$\phi 4$ (EBT): 25
			Protected+Permissive	Ped $\phi 102$: 35	Protected+Permissive	Ped $\phi 104$: 49
St. Francis Dr / Zia Rd	115	0	$\phi 5$ (SBL): 17	$\phi 6$ (NBT): 52	$\phi 7$ (EBL): 21	$\phi 8$ (WBT): 25
			Protected+Permissive	Ped $\phi 106$: 35	Protected+Permissive	Ped $\phi 108$: 49
St. Francis Dr / Zia Rd	115	0	$\phi 2$ (SBT): 59	$\phi 1$ (NBL): 14	$\phi 4$ (EBT): 26	$\phi 3$ (WBL): 16
			Ped $\phi 102$: 34	Protected Only	Ped $\phi 104$: 47	Protected Only
St. Francis Dr / Sawmill Rd	115	91	$\phi 6$ (NBT): 51	$\phi 5$ (SBL): 22	$\phi 8$ (WBT): 15	$\phi 7$ (EBL): 27
			Protected+Permissive	Ped $\phi 106$: 34	Protected Only	Ped $\phi 108$: 47
St. Francis Dr / Sawmill Rd	115	91	$\phi 1$ (NBL): 30	$\phi 2$ (SBT): 46	$\phi 3$ (WBL): 11	$\phi 4$ (EBT): 28
			Protected+Permissive	Ped $\phi 102$: 26	Protected+Permissive	Ped $\phi 104$: 44
St. Francis Dr / Sawmill Rd	115	91	$\phi 5$ (SBL): 11	$\phi 6$ (NBT): 65	$\phi 7$ (EBL): 24	$\phi 8$ (WBT): 15
			Protected+Permissive	Ped $\phi 106$: 26	Protected Only	Ped $\phi 108$: 44



Table 3: PM Peak Hour Signal Timing Summary

Intersection	Cycle	Offset	Virtual Controller, Split & Left Turn Type			
St. Francis Dr / Siringo Rd	130	111	Ø1 (NBL): 17	Ø2 (SBT): 66	Ø3 (WBL): 16	Ø4 (EBT): 31
			Protected+Permissive	PedØ102: 35	Protected+Permissive	PedØ104: 49
			Ø5 (SBL): 21	Ø6 (NBT): 62	Ø7 (EBL): 16	Ø8 (WBT): 31
			Protected+Permissive	PedØ106: 35	Protected+Permissive	PedØ108: 49
St. Francis Dr / Zia Rd	130	0	Ø1 (NBL): 14	Ø2 (SBT): 66	Ø4 (EBT): 27	Ø3 (WBL): 23
			Protected Only	PedØ102: 34	Ø104: 47	Protected Only
			Ø6 (NBT): 55	Ø5 (SBL): 25	Ø7 (EBL): 27	Ø8 (WBT): 23
			PedØ106: 34	Protected Only	Protected Only	PedØ108: 47
St. Francis Dr / Sawmill Rd	130	10	Ø1 (NBL): 18	Ø2 (SBT): 68	Ø3 (WBL): 15	Ø4 (EBT): 29
			Protected+Permissive	PedØ102: 26	Protected+Permissive	PedØ104: 44
			Ø5 (SBL): 11	Ø6 (NBT): 75	Ø7 (EBL): 28	Ø8 (WBT): 16
			Protected+Permissive	PedØ106: 26	Protected Only	PedØ108: 44

Table 4: Rail Preemption at Intersection of St. Francis/Zia Road

Track Clear		Entrance		Dwell		Exit	
Track Clear Veh Phase	Ø4 & Ø7	Entrance Min Green	7 sec	Dwell Veh Phase	Ø2 & Ø6	Exit Veh Phase	Ø2 & Ø6
Track Clear Min Green	32 sec	Entrance Yellow	4 Sec	Min Dwell Time	15 sec	Exit Yellow Time	4.3 sec
Track Clear Yellow	4 sec	Entrance Red	1 Sec			Exit Red Time	2 sec
Track Clear Red	3.4 sec						

- Trains** - The platform was added into model with the north edge aligned with aerial image. The train operation was assumed as one train per direction at a rate of 30 mph. The morning peak hour is 7:15 – 8:15 AM and afternoon peak hour is 5:00-6:00 PM in VISSIM model. Based on the current New Mexico rail runner schedule, AM southbound train would be at the Zia Platform at 7:26 a.m. and northbound train at 7:34 a.m. PM southbound train would arrive at the Zia Platform at 5:16 p.m. and northbound train at 5:55 p.m. During the AM peak hour, the southbound train is composed of one locomotive (70 feet each) and two coaches (80 feet each) with total length of 230 feet, while the northbound train consists of two locomotives and four coaches in a total of 460 feet. During the PM peak, train compositions for the southbound and the northbound were flipped. The total length of the platform is modeled as 450 feet to accommodate the full length of the train. It should be noted that freight train activity was not included in this study.
- Pedestrians** - The pedestrian numbers input to existing VISSIM AM and PM models are consistent with the field counts. The walking speed for pedestrians was assumed as 3.5 ft/sec.
- Model Calibration** – Calibration purpose is to develop a simulation model that can replicate the existing traffic conditions for a typical weekday. The existing AM and PM peak models were calibrated with existing volumes collected during the week of March 12 of 2013 and travel times collected on April 3rd and April 4th, 2013. Volume throughput and travel time fitness are the two measures to calibrate VISSIM model for this project. **Table 5** through **Table 8** summarize the volume and travel time calibration results. As indicated in **Table 5** and **Table 6**, the output turning movement volumes from VISSIM model at each intersection match the input field turning movement counts very well and both the percentage volume served and GEH statistics are satisfactory. For travel time



calibration, the criteria measure is the travel time difference between the model output and field measurements. Per FHWA guidelines, at least 85% of study segments would need to meet the calibration acceptance criteria. The model is calibrated when the travel time difference is within one minute or less than 15%. **Table 7** and **Table 8** indicate that the travel time difference meets the criteria.

The existing calibrated travel time outputs are included in **Appendix E-1**.

Table 5: Existing (2013) AM Peak Hour Volume Calibration Results

Intersection	Approach	Northbound			Southbound			Eastbound			Westbound		
	Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
St. Francis Dr / Siringo Rd	Volume Demand	309	2037	257	134	987	104	308	111	134	116	87	127
	Volume Served	301	2034	262	128	996	105	306	111	133	92	99	138
	% Served	98%	100%	100%	95%	100%	100%	99%	100%	99%	79%	100%	100%
	GEH Statistics	0.4	0.1	0.3	0.6	0.3	0.1	0.1	0.0	0.1	2.4	1.2	0.9
St. Francis Dr / Zia Rd	Volume Demand	88	1948	273	181	780	276	453	245	31	96	134	202
	Volume Served	89	1951	273	178	773	264	440	256	30	95	132	205
	% Served	100%	100%	100%	98%	99%	96%	97%	100%	98%	99%	99%	100%
	GEH Statistics	0.1	0.1	0.0	0.2	0.2	0.7	0.6	0.7	0.1	0.1	0.1	0.2
St. Francis Dr / Sawmill Rd	Volume Demand	220	1774	6	33	602	272	378	8	95	14	37	157
	Volume Served	223	1765	8	34	609	265	371	6	97	14	21	171
	% Served	100%	99%	100%	100%	100%	98%	98%	70%	100%	100%	57%	100%
	GEH Statistics	0.2	0.2	0.8	0.1	0.3	0.4	0.3	0.9	0.2	0.1	3.0	1.1
Zia Rd / Galisteo Rd (Unsignalized)	Volume Demand	8		87				1	642	8	29	467	2
	Volume Served	7		85				0	641	8	26	460	0
	% Served	93%		97%				0%	100%	95%	89%	98%	0%
	GEH Statistics	0.2		0.2				1.4	0.0	0.1	0.6	0.3	2.0

GEH Statistic: a formula used in traffic engineering, traffic forecasting, and traffic modelling to compare two sets of traffic volumes



Table 6: Existing (2013) PM Peak Hour Volume Calibration Results

Intersection	Approach	Northbound			Southbound			Eastbound			Westbound		
	Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
St. Francis Dr / Siringo Rd	Volume Demand	192	1100	66	69	2264	144	146	87	286	146	136	62
	Volume Served	190	1098	65	64	2295	144	145	84	284	143	133	60
	% Served	99%	100%	98%	93%	100%	100%	99%	96%	99%	98%	98%	96%
	GEH Statistics	0.1	0.1	0.2	0.6	0.6	0.0	0.1	0.3	0.1	0.3	0.3	0.3
St. Francis Dr / Zia Rd	Volume Demand	75	841	144	253	1766	677	347	149	56	324	242	170
	Volume Served	73	830	142	246	1764	681	349	152	56	323	247	169
	% Served	98%	99%	99%	97%	100%	100%	100%	100%	100%	100%	100%	100%
	GEH Statistics	0.2	0.4	0.2	0.4	0.0	0.2	0.1	0.2	0.0	0.1	0.3	0.0
St. Francis Dr / Sawmill Rd	Volume Demand	91	687	26	139	1553	454	303	23	235	14	19	70
	Volume Served	96	680	28	139	1572	459	295	21	235	13	18	68
	% Served	100%	99%	100%	100%	100%	100%	97%	92%	100%	94%	92%	97%
	GEH Statistics	0.5	0.3	0.4	0.0	0.5	0.2	0.5	0.4	0.0	0.2	0.4	0.3
Zia Rd / Galisteo Rd (Unsignalized)	Volume Demand	7		61				1	491	13	128	864	1
	Volume Served	7		60				0	490	13	133	866	0
	% Served	97%		99%				0%	100%	100%	100%	100%	0%
	GEH Statistics	0.1		0.1				1.4	0.0	0.1	0.4	0.1	1.4

GEH Statistic: a formula used in traffic engineering, traffic forecasting, and traffic modeling to compare two sets of traffic volumes

Table 7: Existing (2013) AM Peak Hour Travel Time Calibration Results

Path		Measured	Modeled	Difference		Difference Range	Target Met
		Travel Time (sec)	Travel Time (sec)	Sec	%		
Route	Limits						
SB St. Francis Dr	Siringo Rd to Rodeo Rd	117	147	30	26.0%	< 1 minute	yes
NB St. Francis Dr	Rodeo Rd to Siringo Rd	187	182	-5	-2.9%	+/- 15%	yes
EB Zia Rd	Candelero St to Development Signal	125	106	-19	-15.1%	< 1 minute	yes
WB Zia Rd	Development Signal to Candelero St	83	99	16	19.0%	< 1 minute	yes

Measure	% Cases
> 85%	100%
Met Target	



Table 8: Existing (2013) PM Peak Hour Travel Time Calibration Results

Path		Measured Travel Time (sec)	Modeled Travel Time (sec)	Difference		Difference Range	Target Met
				Sec	%		
Route	Limits						
SB St. Francis Dr	Sirigo Rd to Rodeo Rd	166	161	-5	-3.1%	+/- 15%	yes
NB St. Francis Dr	Rodeo Rd to Sirigo Rd	190	141	-49	-25.9%	< 1 minute	yes
EB Zia Rd	Candelero St to Development Signal	117	98	-19	-16.2%	< 1 minute	yes
WB Zia Rd	Development Signal to Candelero St	99	102	3	2.8%	+/- 15%	yes

Measure	% Cases
> 85%	100%
Met Target	

3.3 EXISTING CONDITIONS

VISSIM analysis of the St. Francis Drive corridor and the study intersections was conducted for the following existing conditions scenarios:

- Without Zia Platform Open - The without Zia Platform Open scenario represents the current condition that New Mexico Rail Runner Express trains do not stop at Zia Station. **Table 9** and **Table 10** present the overall intersection delay and LOS in the AM and PM peak hours under the existing conditions. Signal preemption assumption for gate down time is approximately 35 seconds and 38 seconds for southbound and northbound train, respectively. As shown in the tables, the three signalized intersections along St. Francis Drive are currently operating at LOS D or better although LOS E or F is occurring at several lanes in most cases on cross roads. The unsignalized intersection of West Zia Road and Galisteo Road is currently under acceptable operation condition with a relatively longer delay of 30 seconds at the northbound right turn.
- With Zia Platform Open - This scenario assumes that Zia Station would be in use under the existing conditions and the trains travelling both directions will dwell at Zia Platform for 60 seconds. The preemption state will include train dwell time at the station in the simulation for conservative purpose. **Table 11** and **Table 12** summarize the intersection queue length, delay and LOS for the AM and PM peak hours. As shown in the tables, the three signalized intersections along St. Francis Drive are currently operating at LOS D or better although LOS E or F is occurring at several lanes in most cases on cross roads. The unsignalized intersection of West Zia Road and Galisteo Road is currently under acceptable operation condition with a relatively longer delay of 30 seconds at the northbound right turn. When compared to the condition without Zia Station open, none of the intersections would be significantly deteriorated under the With Zia Station conditions. The VISSIM outputs for Existing Without Zia Station and With Zia Station are included in **Appendix E-2** and **Appendix E-3**, respectively.



Table 9: Existing (2013) AM Peak Hour Intersection Queues and LOS (Zia Station Not Open)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	46	158	0	12	46	0	34	23	0	15	21	0	31.0 C
	Max Queue (ft)	695	1262	53	123	303	0	160	150	43	122	160	0	
	Delay (sec/veh)	50.9	36.8	25.7	33.1	20.8	2.2	34.0	40.3	5.1	33.0	51.2	0.6	
	LOS	D	D	C	C	C	A	C	D	A	C	D	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	22	151	1	31	34	1	211	184	184	24	29	1	36.8 D
	Max Queue (ft)	96	779	83	147	233	118	427	425	425	99	115	70	
	Delay (sec/veh)	67.3	37.2	12.1	54.8	22.1	2.9	66.6	60.8	58.9	62.2	64.5	10.4	
	LOS	E	D	B	D	C	A	E	E	E	E	E	B	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	7	27	0	1	14	0	60	1	0	4	6	0	14.7 B
	Max Queue (ft)	125	266	0	48	171	45	224	54	3	49	66	35	
	Delay (sec/veh)	10.8	9.7	1.3	16.9	13.5	8.0	51.5	40.8	2.9	52.3	56.9	4.6	
	LOS	B	A	A	B	B	A	D	D	A	D	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0		8				0	22	22	0	0	0	28.5 D
	Max Queue (ft)	3		91				0	242	242	4	0	0	
	Delay (sec/veh)	8.9		30.2				0.0	16.1	5.1	5.5	0.2	0.0	
	LOS	A		D				A	C	A	A	A	A	

Table 10: Existing (2013) PM Peak Hour Intersection Queues and LOS (Zia Station Not Open)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	31	19	0	2	105	0	25	25	9	45	33	0	20.9 C
	Max Queue (ft)	244	246	0	58	675	0	114	144	182	191	205	0	
	Delay (sec/veh)	43.9	10.8	5.4	15.5	20.0	10.4	44.2	55.1	13.2	47.1	59.0	0.5	
	LOS	D	B	A	B	B	B	D	E	B	D	E	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	24	55	0	41	93	5	145	105	105	85	53	0	34.6 C
	Max Queue (ft)	94	282	26	199	701	420	417	413	413	481	287	22	
	Delay (sec/veh)	82.7	32.3	5.0	54.4	24.3	8.0	66.0	63.4	62.9	77.2	67.9	6.7	
	LOS	F	C	A	D	C	A	E	E	E	E	E	A	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	3	12	0	5	30	0	55	13	2	4	6	0	18.7 B
	Max Queue (ft)	81	125	0	133	413	8	191	241	123	49	58	0	
	Delay (sec/veh)	12.4	9.4	0.7	22.9	17.6	14.8	58.0	49.0	10.4	57.3	63.9	1.3	
	LOS	B	A	A	C	B	B	E	D	B	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0		0				0	2	2	0	0	0	8.7 A
	Max Queue (ft)	0		17				0	108	108	43	0	0	
	Delay (sec/veh)	8.7		6.7				0.0	3.7	0.5	4.9	0.3	0.0	
	LOS	A		A				A	A	A	A	A	A	



Table 11: Existing (2013) AM Peak Hour Intersection Queues and LOS (Zia Station Open)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	41	149	0	12	45	0	34	23	0	15	21	0	30.4 C
	Max Queue (ft)	574	1169	41	128	293	0	160	150	35	123	160	0	
	Delay (sec/veh)	50.6	35.6	25.0	33.0	20.7	2.0	34.0	40.4	5.0	33.3	51.7	0.6	
	LOS	D	D	C	C	C	A	C	D	A	C	D	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	24	161	1	35	33	2	240	206	206	25	31	1	38.9 D
	Max Queue (ft)	107	827	88	197	236	178	426	425	425	110	133	78	
	Delay (sec/veh)	77.3	38.1	13.0	61.4	21.0	4.0	73.2	67.1	69.4	66.8	70.3	10.5	
	LOS	E	D	B	E	C	A	E	E	E	E	E	B	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	7	27	0	1	14	0	60	1	0	4	6	0	14.6 B
	Max Queue (ft)	125	257	0	45	173	52	222	54	3	49	66	38	
	Delay (sec/veh)	10.5	9.8	1.3	15.7	13.1	7.6	51.5	41.2	2.8	52.3	56.9	4.7	
	LOS	B	A	A	B	B	A	D	D	A	D	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0		5				0	35	35	0	0	0	29.2 D
	Max Queue (ft)	3		92				0	310	310	6	0	0	
	Delay (sec/veh)	9.1		30.9				0.0	22.3	10.2	8.0	0.2	0.0	
	LOS	A		D				A	C	B	A	A	A	

Table 12: Existing (2013) PM Peak Hour Intersection Queues and LOS (Zia Station Open)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	36	34	0	3	138	0	23	24	10	36	27	0	24.8 C
	Max Queue (ft)	313	378	5	72	748	0	112	165	196	213	195	0	
	Delay (sec/veh)	51.1	17.0	6.4	20.0	24.7	13.7	41.2	53.4	14.0	41.1	54.6	0.5	
	LOS	D	B	A	B	C	B	D	D	B	D	D	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	26	55	0	49	111	14	153	109	109	105	62	0	38.3 D
	Max Queue (ft)	96	270	28	265	726	697	421	417	417	582	441	29	
	Delay (sec/veh)	87.8	32.3	5.1	65.4	27.8	10.8	68.5	65.1	65.0	88.8	77.1	8.3	
	LOS	F	C	A	E	C	B	E	E	E	F	E	A	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	3	12	0	6	27	0	55	12	2	4	6	0	19.5 B
	Max Queue (ft)	77	118	0	157	314	6	197	240	120	49	58	0	
	Delay (sec/veh)	12.1	9.3	0.8	26.0	18.8	16.9	57.3	47.5	10.1	57.2	65.3	1.2	
	LOS	B	A	A	C	B	B	E	D	B	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0		0				0	3	3	0	0	0	8.3 A
	Max Queue (ft)	0		19				0	125	125	49	0	0	
	Delay (sec/veh)	8.3		7.3				0.0	4.7	0.5	5.9	0.6	0.0	
	LOS	A		A				A	A	A	A	A	A	



3.4 HORIZON YEAR (2038) CONDITIONS

VISSIM network for the 2038 condition was developed based on the existing network. The cycle length and split for the study intersections were optimized in Synchro and imported as the base timing plan. Zia Station was assumed to be in operation by Year 2038 and preemption timing assumptions are consistent with Existing With Zia Station scenario.

It is expected that if Zia Station is opened with many developments located on the east side of the intersection in the future, pedestrians crossings of St. Francis Drive at West Zia Road intersection would increase. Since pedestrian activity projection for Zia Station Open scenario was not available for the analysis, the intersection operation conditions assuming 50% of cycles during each AM and PM peak hour would have pedestrian calls served. 40 seconds split was assigned for the eastbound/ westbound pedestrian phases (Pedø4 and Pedø8) at the intersection of West Zia Road and St. Francis Drive.

Table 13 and **Table 14** summarize the intersection queue length, delay and LOS for the AM and PM peak hours under Horizon Year (2038) conditions. The following two intersections will operate deficiently during AM or PM peak hour:

- St. Francis Drive / West Zia Road (PM Peak Hour)
- Galisteo Road / West Zia Road (AM and PM Peak Hours)

As shown in **Figure 55**, the unsignalized intersection deficiency would be caused by the vehicle spillbacks from eastbound left turn movement on West Zia Road at St. Francis Drive. The VISSIM outputs for Horizon year 2038 are included in **Appendix E-4**.

Table 13: Horizon (2038) AM Peak Hour Intersection Queues and LOS

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	41	96	0	11	49	0	55	40	0	50	35	0	31.3
	Max Queue (ft)	503	1011	56	138	339	0	222	198	49	215	192	0	
	Delay (sec/veh)	48.1	32.6	25.7	32.0	19.0	3.5	51.2	60.3	5.6	59.3	83.9	0.6	
	LOS	D	C	C	C	B	A	D	E	A	E	F	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	26	366	3	37	56	3	364	296	296	30	28	3	54.5
	Max Queue (ft)	147	1186	136	197	285	237	439	439	439	130	148	93	
	Delay (sec/veh)	78.6	65.9	29.6	54.2	30.0	4.4	111.	69.8	64.0	71.9	55.0	13.0	
	LOS	E	E	C	D	C	A	F	E	E	E	E	B	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	7	33	0	2	12	0	83	3	0	4	17	0	16.9
	Max Queue (ft)	140	320	0	56	154	56	274	75	3	49	103	53	
	Delay (sec/veh)	11.5	10.7	1.7	18.0	10.3	9.7	65.6	58.1	3.7	56.0	70.1	5.2	
	LOS	B	B	A	B	B	A	E	E	A	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0		455				0	640	640	0	0	0	777.7
	Max Queue (ft)	4		884				0	1344	1344	5	0	0	
	Delay (sec/veh)	359.		821.0				0.0	251.	210.2	13.4	0.3	0.0	
	LOS	F		F				A	F	F	B	A	A	

Deficient Location

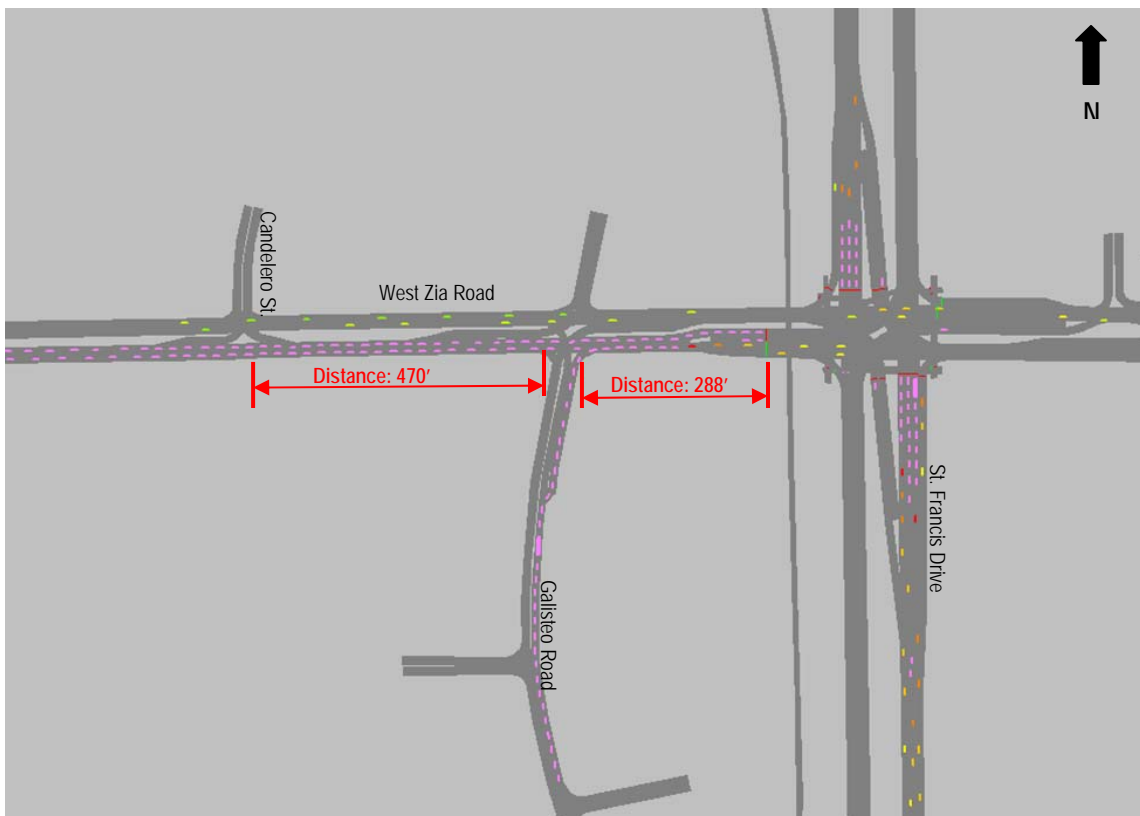


Table 14: Horizon (2038) PM Peak Hour Intersection Queues and LOS

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	65	32	0	3	169	0	24	27	18	35	29	0	27.4 C
	Max Queue (ft)	412	387	8	74	886	0	119	161	264	198	190	0	
	Delay (sec/veh)	71.5	17.0	8.6	22.3	27.7	16.2	39.0	52.1	17.2	42.6	53.3	0.5	
	LOS	E	B	A	C	C	B	D	D	B	D	D	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	25	92	0	66	356	15	361	113	113	100	37	0	57.6 E
	Max Queue (ft)	107	329	42	390	1364	614	436	428	428	516	307	38	
	Delay (sec/veh)	80.2	47.6	7.2	95.5	61.1	25.0	132.	48.2	49.0	88.6	47.3	7.7	
	LOS	F	D	A	F	E	C	F	D	D	F	D	A	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	3	13	0	5	36	0	64	14	2	4	6	0	22.1 C
	Max Queue (ft)	87	139	0	158	561	25	234	259	137	51	59	0	
	Delay (sec/veh)	14.3	9.6	0.8	28.2	23.1	20.6	58.3	47.8	10.2	57.3	61.8	1.4	
	LOS	B	A	A	C	C	C	E	D	B	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0	90					0	308	308	7	0	0	201.9 F
	Max Queue (ft)	0	340					0	836	836	205	0	0	
	Delay (sec/veh)	19.0	220.1					0.0	152.	89.6	20.4	0.6	0.0	
	LOS	C	F					A	F	F	C	A	A	

Deficient Location

Figure 5: 2038 AM Peak Hour VISSIM Simulation Screenshot





3.5 MITIGATION DISCUSSIONS

Overall Intersection Performance Mitigation

Under Horizon Year (2038), West Zia Road / St. Francis Drive and Galisteo Road / West Zia Road will experience LOS E or F. As discussed in [Section 3.4](#), the vehicle spillbacks from eastbound left turn movement on West Zia Road at St. Francis Drive will go beyond the unsignalized intersection at Galisteo Road resulting in the deficiency at Galisteo Road and West Zia Road during both AM and PM peak hours.

To increase the eastbound capacity on West Zia Road, three left turn lanes and three through lanes with one shared right turn lane are proposed between Galisteo Road and St. Francis Drive. In VISSIM network, the 3rd eastbound through lane is extended to Candelerio Street (a driveway west of Galisteo Road) to the east, the 3rd through lane will drop after the first left exit to the shopping center east of St. Francis Drive. The proposed intersection lane configuration is illustrated in [Figure 6](#).

[Table 15](#) and [Table 16](#) present the intersection LOS with mitigations under Horizon Year 2038 conditions. As shown in the tables, the overall intersection LOS for West Zia Road / St. Francis Drive and West Zia Road / Galisteo Road will be improved to LOS D or better. At the intersection of West Zia Road and St. Francis Drive, the intersection approach delay and queue length are expected to be significantly reduced when compared to the Without Mitigation scenario.

Several intersection approaches are currently operating at LOS E or F at West Zia Road and St. Francis Drive, intersection performance will become sensitive to pedestrian calls. 40 seconds would be required for the eastbound/ westbound pedestrian phases (Pedø4 and Pedø8) at this intersection, which is longer than the split defined for phase 4 and phase 8 in the coordination timing plan. As the result, if eastbound-westbound pedestrian phases are activated, the controller will go out of coordination for that cycle. To maintain the coordination as well as serve more pedestrians activities, the refuge islands for east-west pedestrians are recommended. With a refuge island, the east-west pedestrians crossing time will be reduced but would be served through two vehicle phases. The lag phases for eastbound and westbound left movements (phase 3 and phase 7) are required. The VISSIM outputs for the intersection with mitigation conditions are included in [Appendix E-5](#).

Additionally to enhance pedestrian safety at the intersection of West Zia Road and St. Francis Drive, overlap phases with arrow signal lens could be used for eastbound right turn to protect the pedestrian movement concerns at west leg and north leg. Another possible improvement could be the use of blank out signs to warn the motorists when pedestrians are present (e.g. to display “No Turn on Red”).

Intersection Critical Lane Mitigation

Note that the above are minimum mitigation measures that would bring overall intersection LOS back to LOS D or better under Horizon Year 2038 conditions. As indicated in [Table 15](#) and [Table 16](#), approach deficiencies will also occur at three signalized intersections. These intersections have been studied with proposed capacity improvements in [*St. Francis Drive through the City of Santa Fe Corridor Study Initial Evaluation of Alternatives Project*](#) dated September 2009.

At West Zia Road and St. Francis Drive, additional proposed capacity improvements include:

- West Zia Road –Install third westbound left turn lane



- St. Francis Drive – Install fourth northbound through lane

To mitigation approach deficiency at Siringo Road / St. Francis Drive and Sawmill Road / St. Francis Drive, capacity improvements are recommended as follows:

Siringo Road at St. Francis Drive

- Siringo Road - Construct a westbound shared through-right turn lane
- St. Francis Drive - Construct a second northbound left turn lane

Sawmill Road at St. Francis Drive

- Sawmill Road – Install third eastbound left turn lane and exclusive right turn only lane

Intersection Improvements from *St. Francis Drive through the City of Santa Fe Corridor Study Initial Evaluation of Alternatives Project* is included in **Appendix F** for reference.

Figure 6: 2038 Proposed Intersection Configurations

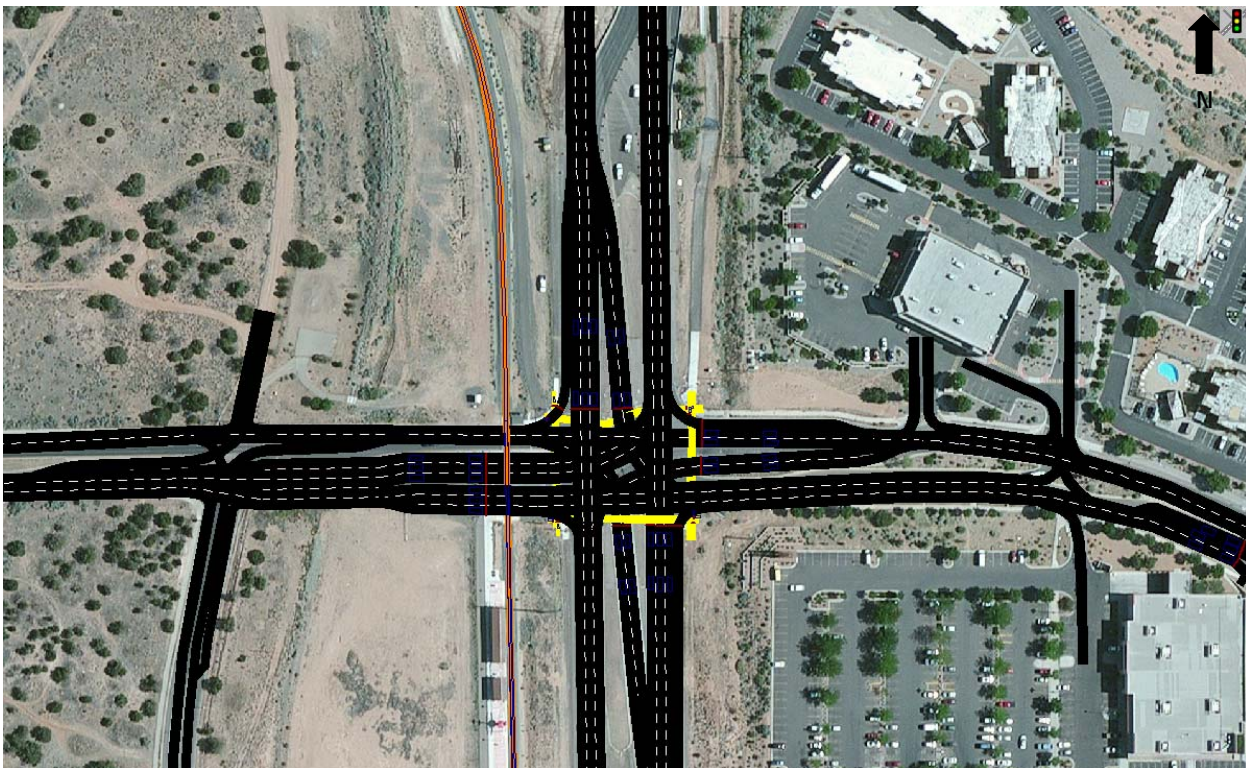




Table 15: 2038 AM Peak Hour Intersection Queues and LOS (Mitigated)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Ri	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	45	95	0	13	49	0	55	39	0	38	54	0	29.5 C
	Max Queue (ft)	593	1110	58	153	344	0	220	197	44	215	196	0	
	Delay (sec/veh)	47.7	28.7	23.4	33.7	19.1	3.5	50.9	60.3	5.5	58.6	82.0	0.6	
	LOS	D	C	C	C	B	A	D	E	A	E	F	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	26	325	4	40	55	4	86	52	52	30	29	3	51.4 D
	Max Queue (ft)	149	1121	158	205	312	251	295	293	293	135	151	11	
	Delay (sec/veh)	77.2	66.5	27.5	58.1	29.7	5.1	75.2	51.2	53.9	74.6	57.2	13.	
	LOS	E	E	C	E	C	A	E	D	D	E	E	B	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	7	32	0	1	10	0	83	3	0	4	16	0	16.5 B
	Max Queue (ft)	138	325	0	51	143	26	276	79	3	47	99	48	
	Delay (sec/veh)	11.5	10.3	1.5	15.4	9.1	9.1	66.1	60.8	3.7	55.2	70.5	5.0	
	LOS	B	B	A	B	A	A	E	E	A	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0	0					0	0	0	0	0	0	5.7 A
	Max Queue (ft)	4	33					0	3	3	0	0	0	
	Delay (sec/veh)	7.9	5.5					0.0	1.0	0.5	2.0	0.1	0.0	
	LOS	A	A					A	A	A	A	A	A	

Table 16: 2038 PM Peak Hour Intersection Queues and LOS (Mitigated)

Intersection	Approach Movement	Northbound			Southbound			Eastbound			Westbound			Overall
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Ri	
St. Francis Dr / Siringo Rd	Avg. Queue (ft)	41	51	0	3	172	0	30	31	19	46	31	0	28.9 C
	Max Queue (ft)	320	406	2	70	879	0	137	187	266	214	220	0	
	Delay (sec/veh)	49.6	23.4	7.5	18.9	27.5	17.5	48.4	59.8	17.3	56.7	61.3	0.	
	LOS	D	C	A	B	C	B	D	E	B	E	E	A	
St. Francis Dr / Zia Rd	Avg. Queue (ft)	32	74	0	71	405	24	94	50	50	117	43	0	54.0 D
	Max Queue (ft)	115	335	35	732	1347	857	232	180	180	599	362	3	
	Delay (sec/veh)	105.9	38.3	5.9	100.	60.7	33.2	64.9	41.8	43.0	100.2	52.4	8.	
	LOS	F	D	A	F	E	C	E	D	D	F	D	A	
St. Francis Dr / Sawmill Rd	Avg. Queue (ft)	3	15	0	8	34	0	74	17	3	5	7	0	21.7 C
	Max Queue (ft)	89	143	0	154	396	23	268	280	157	51	62	0	
	Delay (sec/veh)	13.0	10.1	1.0	29.0	20.0	17.5	67.7	55.8	11.2	63.0	75.4	1.	
	LOS	B	B	A	C	B	B	E	E	B	E	E	A	
Zia Rd / Galisteo Rd (Unsignalized)	Avg. Queue (ft)	0	0					0	0	0	0	0	0	9.2 A
	Max Queue (ft)	0	0					0	6	6	3	0	0	
	Delay (sec/veh)	9.2	0.0					0.0	0.4	0.5	3.9	0.4	0.	
	LOS	A	A					A	A	A	A	A	A	



4. SAFETY

4.1 CRASH ANALYSIS

The intersection of West Zia Road and St. Francis Road is the key intersection to be evaluated in order to determine how much impact will be when Zia Station is open to public. As part of the evaluation, five-year crash data are reviewed and catalogued by the crash types based on ten-year crash report that was provided by the Santa Fe Metropolitan Planning Area (SFMPO).

Figure 7 illustrates the current roadway condition and lane configuration at this intersection. St. Francis Road, 6-lane divided facility, is a major north-south arterial in the City of Santa Fe. West Zia Road is 4-lane divided facility with continuous left-turn. The railroad track is 50 feet west of the intersection. Small plazas are located at southeast corner and northeast corner. A total of 157 crashes were reported for the five-year period analyzed. **Table 17** provides a summary of the crash statistics for the predominant crash types.

Figure 7: Existing Geometry at West Zia Road and St. Francis Drive





Table 17: 2007 – 2011 Crash Statistic Summaries at West Zia Road and St. Francis Road

Accident	One Stopped		Rear-End		Sideswipe		Left-/Right-Turn		Others		Total
	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	
Overall Intersection	62	39%	23	15%	10	6%	29	18%	33	21%	157
Northbound	19	31%	9	39%	4	40%	9	31%	8	24%	49
Southbound	24	39%	10	43%	3	30%	7	24%	13	39%	57
Eastbound	14	23%	2	9%	1	10%	6	21%	9	27%	32
Westbound	5	8%	2	9%	2	20%	7	24%	3	9%	19

As indicated in **Table 17**, more than 50% of the predominant crashes occurred at northbound and southbound directions. At this intersection, 48 of the crashes were caused by follow to close and 29 crashes were due to driver inattention. Roadway conditions at each leg are displayed in **Figure 8**.

In addition to the statistics summarized in **Table 17**, other pertinent crash statistics are:

- 46 (29%) of 157 reported accidents involved injuries. This is equivalent to the New Mexico Statewide average (29%) and slightly below City of Santa Fe average (31%) for 2010 (taken from the NMDOT New Mexico Traffic Crash Annual Report 2012). There were no fatalities.
- Two of the crashes involved pedestrian and both involved southbound moving vehicle and were identified as pedestrian error.
- Two of the crashes involved alcohol.
- Top contributing circumstances of the crash at this intersection include following too close (40%), driver inattention (25%), and failure to yield (8%)
- One of the crashes involved railroad truck due to car parked on the track.
- 32 crashes in 5-year were during 6 – 9 a.m. and 60 crashes were in 3-7 p.m.
- Majority of the crashes occurred in a clear day-light conditions

Ten-year crash report also shows that there were total of 175 accidents at this intersection with 65 (37%) involved injured from Year 2002-2006. When it compared to the past five years, the total number of crashes as well as injured crashes was slightly decreased in 2007 -2011.

Based on *Improving Road Safety in the Santa Fe Metropolitan Planning Area Report* dated March 2012, this intersection ranked 3rd based on total crashes in MPO Area and ranked 17th most hazardous intersection in MPO Area based on MEV and Crash Severity. It had 300% more crashes than would be expected based on HSM Calculations. As mentioned above, the top crashes are the cause of follow too close and driver inattention. One potential solution might be to add backplates with retro reflective borders to the traffic signals. This simple addition would increase the contrast between the signal and the background, thus increasing the visibility of the signal. This would decrease the number of crashes that occur due to drivers failing to notice the red light quickly enough. Another recommended improvement that could be adopted alongside the backplates would be to increase the time that the traffic signal is yellow. Increasing the time would allow drivers more time to react to the change and decelerate smoother, decreasing the chance that they will be rear-ended by the car behind them. The adoption of these two improvements has the potential to decrease the number of crashes at this intersection.



Figure 8: Street Views at West Zia Road and St. Francis Road Northbound Travel



Southbound Travel





Eastbound Travel



Westbound Travel



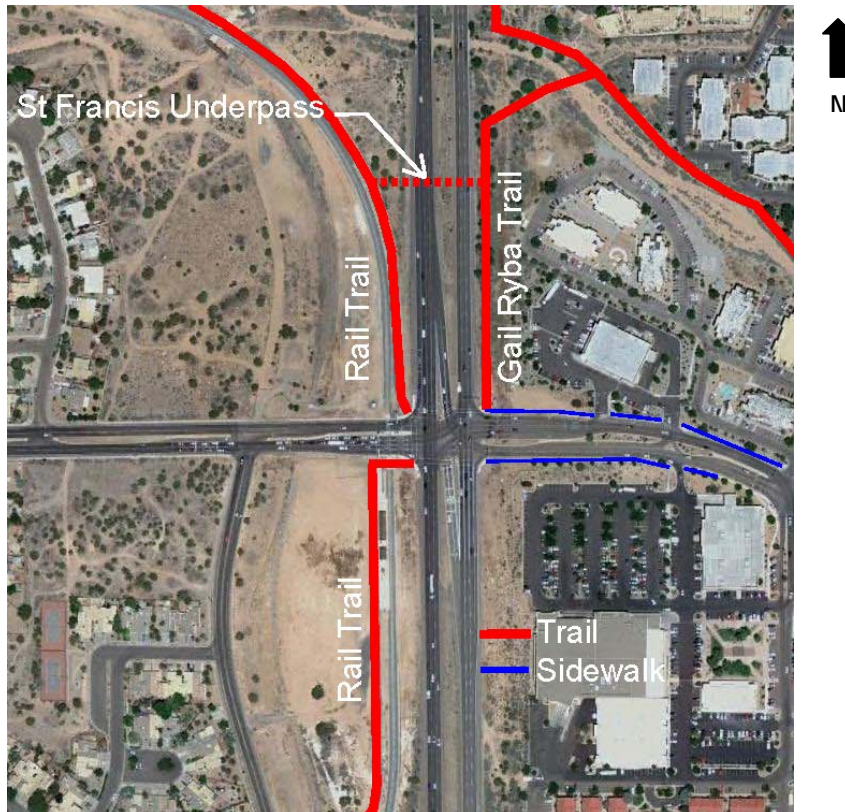


4.2 PEDESTRIAN CONNECTIVITY

The Santa Fe Rail Trail is currently located west of St. Francis Drive, north of West Zia Road the trail is between rail road tracks and the roadway and south of West Zia Road, the trail is west of the rail road tracks. The trail crosses West Zia Road at the west approach of the St. Francis Drive and West Zia Road intersection at a crosswalk. Currently, the trail extends from Rabbit Road (south of Interstate 25) to the South Capitol Complex. There is a non-motorized underpass that is approximately 800-feet north of the intersection that crosses under St. Francis Drive and provides a connection to the Gail Ryba Trail as depicted in **Figure 9**. This crossing, in addition to the crosswalks at the St. Francis Drive and West Zia Road intersection, connects the Rail Trail to residential and commercial areas east of St. Francis Drive. However, it is assumed that the St. Francis Drive underpass may not be ideally located to serve as the preferred crossing of the roadway for users of the Zia Platform. Pedestrians accessing the station from locations directly off of and south of West Zia Road will likely not travel out of direction to the north and would likely cross St. Francis Drive at the West Zia Road/St. Francis Drive intersection crosswalks.

The local trail network provides citywide connectivity from the Zia Platform through-out the City of Santa Fe via connections to other major City trail and on-street facilities including the Arroyo De Los Chamisos Trail, Acequia Trail and River Trail. With increased pedestrian activity assumptions for Horizon Year 2038, improvement on pedestrian safety and connectivity should be addressed. Pedestrian connectivity assessment and recommendations for West Zia Road and St. Francis Drive were studied in *St. Francis Drive through the City of Santa Fe Corridor Study Initial Evaluation of Alternatives Project* dated September 2009. The particular section is included in **Appendix F**.

Figure 9: Bike and Pedestrian Path Facilities





5. CONCLUSIONS AND RECOMMENDATIONS

The purpose of this study is to identify the signal timing and geometric improvements at the West Zia Road and St. Francis Drive intersection to address the legislative need. Since the Zia Station is currently not in service, another purpose is to identify the potential impacts to the adjacent intersections once Zia Station is in operation.

The study area was evaluated through VISSIM micro-simulation for the following scenarios:

- Existing (2013) Without Zia Station in operation
- Existing (2013) With Zia Station in operation
- Horizon Year (2038) With Zia Station in operation

Pedestrian activity projection for Zia Station Open scenario was not available for the analysis, the intersection operation conditions assuming 50% of cycles during each AM and PM peak hour would have pedestrian calls served under Horizon year (2038) conditions.

In general, the VISSIM simulation results indicate that the four study intersections are currently operating at acceptable LOS during both AM and PM peak hours under the existing conditions. They will continue operate at acceptable LOS when Zia Station is in operation.

Under Horizon Year (2038) with increased pedestrian activity assumptions, the following two intersections would operate deficiently during AM or PM peak hour:

- St. Francis Drive / West Zia Road (PM Peak Hour)
- Galisteo Road / Zia Road (AM and PM Peak Hours)

The heavy eastbound left turn volumes at West Zia Road and St. Francis Drive will produce spill back vehicles beyond Galisteo Road access under 2038 conditions. As a result, the unsignalized intersection of West Zia Road and Galisteo Road will deteriorate to LOS F. To increase the eastbound capacity on West Zia Road, three left turn lanes and three through lanes with one shared right turn lane are proposed between Galisteo Road and St. Francis Drive as shown in **Figure 6**. It should be noted that additional right of way would need to be acquired with the implementation of Zia Road widening. At rail crossing and St. Francis Drive / West Zia Road intersection, the existing signal equipments for rail and vehicular traffic control would need to be relocated and updated. As part of the widening, the existing Zia Station platform on the south side of West Zia Road will also be impacted. Hence, the further engineering study is strongly recommended to evaluate the potential impacts and design needs associated with the proposed West Zia Road widening. It is also recommended that a chain link fence between railroad and St. Francis Drive beginning at West Zia Road and extending well south of platform to prevent pedestrians crossing the railroad track.

Additional train to wayside detector is recommended for the northbound train crossing that would minimize the impact of rail crossing to the intersection of St. Francis Drive and West Zia Road. With the train to wayside detector, the intersection will operate in a normal cycle sequence when a northbound commuter rail is arriving and dwelling at the platform. The gates remain in the upright position until the train to wayside detector is activated. The preemption of the traffic signal will be activated prior to northbound train leaving the station. That activation would initiate the traffic signal track clearance



interval and when completed would allow the gates to be lowered for safe passage of the train. For the southbound train, the preemption can be terminated when the train clears the west Zia road intersection.

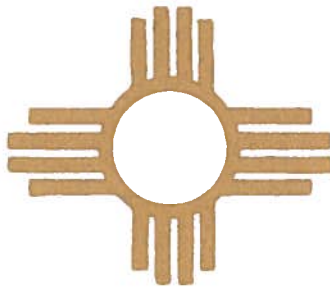
Since more pedestrian activities were assumed in Horizon Year 2038 at West Zia Road and St. Francis Drive, the controller will go out of coordination for that cycle when eastbound-westbound pedestrian phases are activated. To maintain the coordination as well as serve more pedestrians activities, refuge islands for east-west pedestrians are recommended at West Zia Road and St. Francis Drive. With a refuge island, the east-west pedestrians crossing time will be reduced because it would be serviced through two vehicular phases. The lag phases for eastbound and westbound left movements (phase 3 and phase 7) are required.

The site plan for Zia Station was not reviewed as a part of this study and therefore a more comprehensive evaluation of the functionality and operations of the site should be conducted with respect to safety. However, as noted in **Section 1**, pedestrians are currently able to access the Zia Platform from the shoulder of St. Francis Drive by crossing the rail road tracks which should be prevented. The installation of a chain link fence or other barrier between St. Francis Drive and the rail road tracks in the vicinity of the platform is recommended. This will reduce the likelihood of pedestrians crossing the rail road tracks at locations that are not defined crossings.

In conclusion, to open Zia Station may not have adverse impact on the study intersections under Existing Conditions. However, it is recommended to monitor pedestrian activities along West Zia Road as it may impair operational performance at Galisteo Road and at St. Francis Drive when pedestrian activity is significantly increased. In the Horizon Year (2038) when Zia Station is in use, additional capacity along West Zia Road is recommended to maintain overall intersection performance at LOS D or better.

Appendices

Appendix A: Memorials



The Legislature
of the
State of New Mexico

50th Legislature, 2nd Session

LAWS 2012

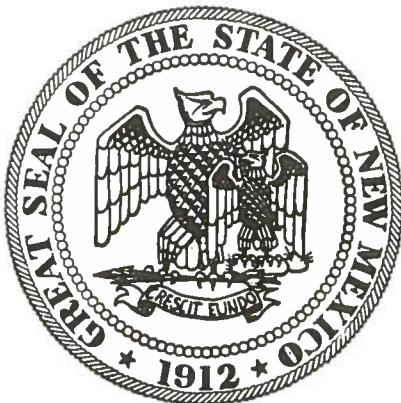
CHAPTER _____

HOUSE MEMORIAL 45, as amended

Introduced by

REPRESENTATIVE JIM R. TRUJILLO

REPRESENTATIVE BRIAN F. EGOLF



1 A MEMORIAL

2 REQUESTING THE DEPARTMENT OF TRANSPORTATION AND THE SANTA FE
3 METROPOLITAN PLANNING ORGANIZATION TO PERFORM A TRAFFIC STUDY
4 FOR THE SOUTH SAINT FRANCIS DRIVE-WEST ZIA ROAD INTERSECTION
5 IN SANTA FE.

6
7 WHEREAS, Saint Francis drive in Santa Fe, a major
8 thoroughfare through the city, which becomes United States
9 highway 84/285 north, is under the control of the department
10 of transportation; and

11 WHEREAS, west Zia road is a major east-west street in
12 the city, which carries traffic to several subdivisions and
13 schools in the area; and

14 WHEREAS, as main transportation arteries, these roads
15 have a high daily volume of traffic; and

16 WHEREAS, the railroad tracks for the New Mexico rail
17 runner express are on west Zia road, just a few feet west of
18 Saint Francis drive-west Zia road intersection; and

19 WHEREAS, the New Mexico rail runner express' scheduled
20 train runs often coincide with times of intensified use of
21 both of these major roads at the beginning and end of work
22 days, and its blockage of east-west traffic affects the
23 movement of traffic on Saint Francis drive;

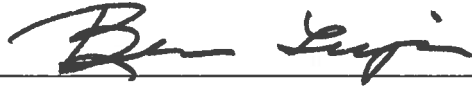
24 NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF
25 REPRESENTATIVES OF THE STATE OF NEW MEXICO that the department

1 of transportation and the Santa Fe metropolitan planning
2 organization be requested to provide a traffic study of the
3 intersection of Saint Francis drive and west Zia road for
4 current traffic conditions and projected twenty-year traffic
5 conditions; and

6 BE IT FURTHER RESOLVED that the traffic study include a
7 signal timing analysis, particularly in relation to the New
8 Mexico rail runner express, and an intersection geometric
9 improvement analysis for improved operations and safety; and

10 BE IT FURTHER RESOLVED that the department of
11 transportation and the Santa Fe metropolitan planning
12 organization report to the New Mexico finance authority
13 oversight committee and the legislative finance committee by
14 November 1, 2012; and

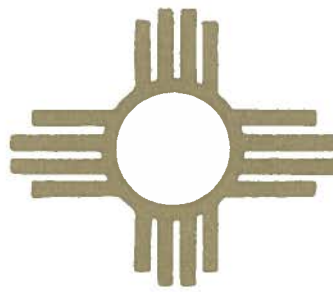
15 BE IT FURTHER RESOLVED that a copy of this memorial be
16 transmitted to the department of transportation and the Santa
17 Fe metropolitan planning organization.



BEN LUJAN, SPEAKER
HOUSE OF REPRESENTATIVES



STEPHEN R. ARIAS, CHIEF CLERK
HOUSE OF REPRESENTATIVES



The Legislature
of the
State of New Mexico

50th Legislature, 2nd Session

LAWS 2012

CHAPTER _____

SENATE MEMORIAL 41

Introduced by

SENATOR NANCY RODRIGUEZ



1 A MEMORIAL

2 REQUESTING THE DEPARTMENT OF TRANSPORTATION TO PERFORM A
3 TRAFFIC STUDY FOR THE SOUTH SAINT FRANCIS DRIVE-WEST ZIA ROAD
4 INTERSECTION IN SANTA FE.

5
6 WHEREAS, Saint Francis drive in Santa Fe, a major
7 thoroughfare through the city, which becomes United States
8 highway 84/285 north, is under the control of the department
9 of transportation; and

10 WHEREAS, west Zia road is a major east-west street in
11 the city, which carries traffic to several subdivisions and
12 schools in the area; and

13 WHEREAS, as main transportation arteries, these roads
14 have a high daily volume of traffic; and

15 WHEREAS, the railroad tracks for the New Mexico rail
16 runner express are on west Zia road, just a few feet west of
17 Saint Francis drive-west Zia road intersection; and

18 WHEREAS, the New Mexico rail runner express' scheduled
19 train runs often coincide with times of intensified use of
20 both of these major roads at the beginning and end of work
21 days, and its blockage of east-west traffic affects the
22 movement of traffic on Saint Francis drive;

23 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE
24 STATE OF NEW MEXICO that the department of transportation be
25 requested to provide a traffic study of the intersection of

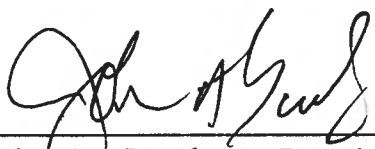
1 Saint Francis drive and west Zia road for current traffic
2 conditions and projected twenty-year traffic conditions; and

3 BE IT FURTHER RESOLVED that the traffic study include a
4 signal timing analysis, particularly in relation to the
5 New Mexico rail runner express, and an intersection geometric
6 improvement analysis for improved operations and safety; and

7 BE IT FURTHER RESOLVED that a copy of this memorial be
8 transmitted to the department of transportation. _____

SM 41
Page 2

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John A. Sanchez, President
Senate



Lenore M. Naranjo, Chief Clerk
Senate

RECEIVED
SENATE
MAY 15 2013

Appendix B: Existing (2013) Traffic Counts

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH12&15

File Name : St Francis@Siringo
Site Code : 00000000
Start Date : 3/12/2013
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Siringo Rd Eastbound					Siringo Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total			
06:00	6	0	7	0	13	1	1	1	0	3	9	106	1	0	116	1	50	5	0	56	0	188	188
06:15	8	1	4	0	13	3	2	2	0	7	9	136	4	1	149	0	47	3	0	50	1	219	220
06:30	10	4	7	0	21	3	0	5	0	8	12	168	2	0	182	3	70	4	0	77	0	288	288
06:45	15	6	14	0	35	8	1	8	0	17	31	234	6	0	271	5	100	3	0	108	0	431	431
Total	39	11	32	0	82	15	4	16	0	35	61	644	13	1	718	9	267	15	0	291	1	1126	1127
07:00	22	4	19	0	45	5	5	5	1	15	33	226	12	0	271	9	109	2	0	120	1	451	452
07:15	32	7	19	0	58	7	7	26	0	40	60	327	27	1	414	15	133	14	0	162	1	674	675
07:30	59	15	26	0	100	20	12	22	2	54	60	493	23	1	576	16	209	13	0	238	3	968	971
07:45	95	32	32	0	159	27	21	39	1	87	91	557	50	1	698	27	240	23	1	290	3	1234	1237
Total	208	58	96	0	362	59	45	92	4	196	244	1603	112	3	1959	67	691	52	1	810	8	3327	3335
08:00	86	30	31	0	147	36	22	30	2	88	77	517	82	0	676	43	255	37	0	335	2	1246	1248
08:15	68	34	45	0	147	33	32	36	0	101	71	418	87	0	576	48	265	31	0	344	0	1168	1168
08:30	78	20	36	1	134	13	18	13	0	44	67	356	39	0	462	15	230	24	0	269	1	909	910
08:45	40	10	29	0	79	13	13	19	1	45	57	416	17	0	490	16	210	10	3	236	4	850	854
Total	272	94	141	1	507	95	85	98	3	278	272	1707	225	0	2204	122	960	102	3	1184	7	4173	4180
*** BLANK ***																							
15:30	31	23	56	0	110	53	53	53	1	159	55	298	36	0	389	19	417	35	1	471	2	1129	1131
15:45	60	23	75	0	158	54	43	26	0	123	61	305	20	1	386	23	389	29	1	441	2	1108	1110
Total	91	46	131	0	268	107	96	79	1	282	116	603	56	1	775	42	806	64	2	912	4	2237	2241
16:00	54	25	55	0	134	39	29	20	1	88	57	313	17	2	387	20	415	34	1	469	4	1078	1082
16:15	41	13	47	0	101	34	29	18	0	81	56	292	11	0	359	22	430	34	0	486	0	1027	1027
16:30	36	17	62	0	115	28	34	16	1	78	43	277	24	0	344	22	495	38	0	555	1	1092	1093
16:45	39	20	59	0	118	32	27	13	2	72	47	295	14	2	356	16	463	33	1	512	5	1058	1063
Total	170	75	223	0	468	133	119	67	4	319	203	1177	66	4	1446	80	1803	139	2	2022	10	4255	4265
17:00	37	23	78	0	138	56	41	17	1	114	47	281	14	0	342	22	639	42	0	703	1	1297	1298
17:15	34	18	75	0	127	29	40	18	0	87	49	282	23	3	354	13	600	36	0	649	3	1217	1220
17:30	36	26	74	0	136	29	28	14	2	71	49	263	15	1	327	18	549	33	0	600	3	1134	1137
17:45	30	25	80	0	135	16	22	16	2	54	34	258	28	0	320	27	425	42	0	494	2	1003	1005
Total	137	92	307	0	536	130	131	65	5	326	179	1084	80	4	1343	80	2213	153	0	2446	9	4651	4660
18:00	15	16	55	0	86	32	19	23	1	74	36	202	20	1	258	20	388	21	2	429	4	847	851
18:15	30	18	45	0	93	15	14	6	0	35	23	203	9	0	235	23	342	27	1	392	1	755	756
Grand Total	962	410	1030	1	2402	586	513	446	18	1545	1134	7223	581	14	8938	443	7470	573	11	8486	44	21371	21415
Apprch %	40	17.1	42.9			37.9	33.2	28.9			12.7	80.8	6.5			5.2	88	6.8					
Total %	4.5	1.9	4.8		11.2	2.7	2.4	2.1		7.2	5.3	33.8	2.7		41.8	2.1	35	2.7		39.7	0.2	99.8	
Cars	949	406	1015		2371	585	509	445		1557	1118	7107	579		8818	442	7345	560		8358	0	0	21104
% Cars	98.6	99	98.5	100	98.7	99.8	99.2	99.8	100	99.6	98.6	98.4	99.7	100	98.5	99.8	98.3	97.7	100	98.4	0	0	98.5
Trucks	13	4	15		32	1	4	1		6	16	116	2		134	1	125	13		139	0	0	311
% Trucks	1.4	1	1.5	0	1.3	0.2	0.8	0.2	0	0.4	1.4	1.6	0.3	0	1.5	0.2	1.7	2.3	0	1.6	0	0	1.5

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Start Time	Siringo Rd Eastbound				Siringo Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	59	15	26	100	20	12	22	54	60	493	23	576	16	209	13	238	968
07:45	95	32	32	159	27	21	39	87	91	557	50	698	27	240	23	290	1234
08:00	86	30	31	147	36	22	30	88	77	517	82	676	43	255	37	335	1246
08:15	68	34	45	147	33	32	36	101	71	418	87	576	48	265	31	344	1168
Total Volume	308	111	134	553	116	87	127	330	299	1985	242	2526	134	969	104	1207	4616
% App. Total	55.7	20.1	24.2		35.2	26.4	38.5		11.8	78.6	9.6		11.1	80.3	8.6		
PHF	.811	.816	.744	.869	.806	.680	.814	.817	.821	.891	.695	.905	.698	.914	.703	.877	.926
Cars	305	110	131	546	115	87	127	329	297	1964	242	2503	134	937	102	1173	4551
% Cars	99.0	99.1	97.8	98.7	99.1	100	100	99.7	99.3	98.9	100	99.1	100	96.7	98.1	97.2	98.6
Trucks	3	1	3	7	1	0	0	1	2	21	0	23	0	32	2	34	65
% Trucks	1.0	0.9	2.2	1.3	0.9	0	0	0.3	0.7	1.1	0	0.9	0	3.3	1.9	2.8	1.4
Peak Hour Analysis From 14:15 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	39	20	59	118	32	27	13	72	47	295	14	356	16	463	33	512	1058
17:00	37	23	78	138	56	41	17	114	47	281	14	342	22	639	42	703	1297
17:15	34	18	75	127	29	40	18	87	49	282	23	354	13	600	36	649	1217
17:30	36	26	74	136	29	28	14	71	49	263	15	327	18	549	33	600	1134
Total Volume	146	87	286	519	146	136	62	344	192	1121	66	1379	69	2251	144	2464	4706
% App. Total	28.1	16.8	55.1		42.4	39.5	18		13.9	81.3	4.8		2.8	91.4	5.8		
PHF	.936	.837	.917	.940	.652	.829	.861	.754	.980	.950	.717	.968	.784	.881	.857	.876	.907
Cars	146	86	284	516	146	134	62	342	188	1107	66	1361	69	2230	138	2437	4656
% Cars	100	98.9	99.3	99.4	100	98.5	100	99.4	97.9	98.8	100	98.7	100	99.1	95.8	98.9	98.9
Trucks	0	1	2	3	0	2	0	2	4	14	0	18	0	21	6	27	50
% Trucks	0	1.1	0.7	0.6	0	1.5	0	0.6	2.1	1.2	0	1.3	0	0.9	4.2	1.1	1.1

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH9&11

File Name : St Francis@Zia
Site Code : 00000000
Start Date : 3/12/2013
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total			
06:00	27	2	8	0	37	3	2	5	0	10	2	84	7	0	93	3	47	10	0	60	0	200	200
06:15	28	2	8	0	38	2	1	1	0	4	3	115	4	0	122	1	45	13	0	59	0	223	223
06:30	49	2	5	0	56	0	2	12	0	14	7	137	5	0	149	2	60	11	0	73	0	292	292
06:45	63	11	5	1	79	3	4	14	0	21	5	194	10	1	209	4	113	23	0	140	2	449	451
Total	167	17	26	1	210	8	9	32	0	49	17	530	26	1	573	10	265	57	0	332	2	1164	1166
07:00	64	10	2	0	76	9	5	9	0	23	4	203	14	0	221	15	102	15	0	132	0	452	452
07:15	105	20	8	2	133	5	12	20	0	37	17	303	27	1	347	17	99	30	0	146	3	663	666
07:30	101	36	12	1	149	13	23	26	0	62	15	462	37	0	514	32	158	67	0	257	1	982	983
07:45	143	82	9	0	234	20	23	45	1	88	18	558	62	0	638	35	188	57	0	280	1	1240	1241
Total	413	148	31	3	592	47	63	100	1	210	54	1526	140	1	1720	99	547	169	0	815	5	3337	3342
08:00	114	66	7	1	187	24	31	58	0	113	26	517	100	0	643	52	224	78	0	354	1	1297	1298
08:15	112	61	3	2	176	39	57	73	0	169	29	396	74	1	499	62	201	74	0	337	3	1181	1184
08:30	79	32	12	2	123	26	45	60	0	131	34	278	42	0	354	45	172	61	1	278	3	886	889
08:45	128	35	10	2	173	16	18	34	1	68	7	345	28	0	380	30	154	63	0	247	3	868	871
Total	433	194	32	7	659	105	151	225	1	481	96	1536	244	1	1876	189	751	276	1	1216	10	4232	4242
*** BLANK ***																							
15:30	105	45	12	2	162	52	59	72	0	183	9	212	38	0	259	75	299	120	0	494	2	1098	1100
15:45	93	53	12	4	158	62	71	84	1	217	22	221	30	0	273	58	312	144	0	514	5	1162	1167
Total	198	98	24	6	320	114	130	156	1	400	31	433	68	0	532	133	611	264	0	1008	7	2260	2267
16:00	105	31	20	1	156	56	46	50	0	152	10	210	35	0	255	62	367	127	0	556	1	1119	1120
16:15	90	27	9	1	126	60	38	43	0	141	8	225	31	0	264	54	335	134	1	523	2	1054	1056
16:30	72	22	16	5	110	66	36	48	0	150	6	227	24	1	257	60	360	116	0	536	6	1053	1059
16:45	107	50	17	2	174	48	43	47	0	138	32	195	30	2	257	60	360	163	0	583	4	1152	1156
Total	374	130	62	9	566	230	163	188	0	581	56	857	120	3	1033	236	1422	540	1	2198	13	4378	4391
17:00	66	21	13	1	100	95	67	43	0	205	12	240	36	0	288	75	536	174	0	785	1	1378	1379
17:15	97	35	17	0	149	90	67	33	0	190	19	233	50	1	302	66	451	171	0	688	1	1329	1330
17:30	77	33	9	3	119	91	65	47	0	203	12	191	28	1	231	52	438	169	0	659	4	1212	1216
17:45	81	34	14	3	129	97	49	28	0	174	17	210	30	1	257	43	350	121	0	514	4	1074	1078
Total	321	123	53	7	497	373	248	151	0	772	60	874	144	3	1078	236	1775	635	0	2646	10	4993	5003
18:00	60	31	16	3	107	52	31	34	0	117	9	146	35	0	190	51	309	115	0	475	3	889	892
18:15	84	29	11	0	124	44	40	32	0	116	5	140	25	1	170	31	254	109	0	394	1	804	805
Grand Total	2050	770	255	36	3075	973	835	918	3	2726	328	6042	802	10	7172	985	5934	2165	2	9084	51	22057	22108
Apprch %	66.7	25	8.3			35.7	30.6	33.7			4.6	84.2	11.2			10.8	65.3	23.8					
Total %	9.3	3.5	1.2		13.9	4.4	3.8	4.2		12.4	1.5	27.4	3.6		32.5	4.5	26.9	9.8		41.2	0.2	99.8	
Cars	2042	764	239		3081	960	810	903		2676	305	5921	793		7029	965	5819	2149		8935	0	0	21721
% Cars	99.6	99.2	93.7	100	99	98.7	97	98.4	100	98.1	93	98	98.9	100	97.9	98	98.1	99.3	100	98.3	0	0	98.2
Trucks	8	6	16		30	13	25	15		53	23	121	9		153	20	115	16		151	0	0	387
% Trucks	0.4	0.8	6.3	0	1	1.3	3	1.6	0	1.9	7	2	1.1	0	2.1	2	1.9	0.7	0	1.7	0	0	1.8

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH4&5

*** NB Right is Ramp Traffic From I-25

*** SB Right is Ramp Traffic To I-25

File Name : St Francis@I-25 On-Off Ramps

Site Code : 00000000

Start Date : 3/12/2013

Page No : 1

Groups Printed- Cars - Trucks

Start Time	Eastbound					Westbound					St Francis Dr Northbound					St Francis Dr Southbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total			
06:00	0	0	0	0	0	0	0	0	0	0	0	4	82	0	86	0	15	37	0	52	0	138	138
06:15	0	0	0	0	0	0	0	0	0	0	0	8	102	0	110	0	15	34	0	49	0	159	159
06:30	0	0	0	0	0	0	0	0	0	0	0	22	120	0	142	0	16	52	0	68	0	210	210
06:45	0	0	0	0	0	0	0	0	0	0	0	27	172	0	199	0	27	65	0	92	0	291	291
Total	0	0	0	0	0	0	0	0	0	0	0	61	476	0	537	0	73	188	0	261	0	798	798
07:00	0	0	0	0	0	0	0	0	0	0	0	14	201	0	215	0	25	65	0	90	0	305	305
07:15	0	0	0	0	0	0	0	0	0	0	0	36	307	0	343	0	36	75	0	111	0	454	454
07:30	0	0	0	0	0	0	0	0	0	0	0	78	435	0	513	0	61	80	0	141	0	654	654
07:45	0	0	0	0	0	0	0	0	0	0	0	109	505	0	614	0	59	103	0	162	0	776	776
Total	0	0	0	0	0	0	0	0	0	0	0	237	1448	0	1685	0	181	323	0	504	0	2189	2189
08:00	0	0	0	0	0	0	0	0	0	0	0	83	392	0	475	0	83	110	0	193	0	668	668
08:15	0	0	0	0	0	0	0	0	0	0	0	69	329	0	398	0	69	108	0	177	0	575	575
08:30	0	0	0	0	0	0	0	0	0	0	0	50	266	0	316	0	58	110	0	168	0	484	484
08:45	0	0	0	0	0	0	0	0	0	0	0	60	254	0	314	0	63	94	0	157	0	471	471
Total	0	0	0	0	0	0	0	0	0	0	0	262	1241	0	1503	0	273	422	0	695	0	2198	2198
*** BLANK ***																							
15:30	0	0	0	0	0	0	0	0	0	0	0	47	160	0	207	0	101	187	0	288	0	495	495
15:45	0	0	0	0	0	0	0	0	0	0	0	40	142	0	182	0	109	212	0	321	0	503	503
Total	0	0	0	0	0	0	0	0	0	0	0	87	302	0	389	0	210	399	0	609	0	998	998
16:00	0	0	0	0	0	0	0	0	0	0	0	37	143	0	180	0	126	242	0	368	0	548	548
16:15	0	0	0	0	0	0	0	0	0	0	0	48	143	0	191	0	114	214	0	328	0	519	519
16:30	0	0	0	0	0	0	0	0	0	0	0	41	159	0	200	0	124	228	0	352	0	552	552
16:45	0	0	0	0	0	0	0	0	0	0	0	43	147	0	190	0	128	246	0	374	0	564	564
Total	0	0	0	0	0	0	0	0	0	0	0	169	592	0	761	0	492	930	0	1422	0	2183	2183
17:00	0	0	0	0	0	0	0	0	0	0	0	32	164	0	196	0	180	335	0	515	0	711	711
17:15	0	0	0	0	0	0	0	0	0	0	0	47	170	0	217	0	184	304	0	488	0	705	705
17:30	0	0	0	0	0	0	0	0	0	0	0	46	134	0	180	0	171	298	0	469	0	649	649
17:45	0	0	0	0	0	0	0	0	0	0	0	44	167	0	211	0	153	219	0	372	0	583	583
Total	0	0	0	0	0	0	0	0	0	0	0	169	635	0	804	0	688	1156	0	1844	0	2648	2648
18:00	0	0	0	0	0	0	0	0	0	0	0	28	118	0	146	0	125	198	0	323	0	469	469
18:15	0	0	0	0	0	0	0	0	0	0	0	18	106	0	124	0	117	155	0	272	0	396	396
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1031	4918	0	5949	0	2159	3771	0	5930	0	11879	11879
Apprch %	0	0	0	0	0	0	0	0	0	0	0	17.3	82.7	0	97.8	0	36.4	63.6	0	98	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	8.7	41.4	0	50.1	0	18.2	31.7	0	49.9	0	100	100
Cars	0	0	0	0	0	0	0	0	0	0	0	1027	4792	0	5819	0	2117	3696	0	5813	0	0	11632
% Cars	0	0	0	0	0	0	0	0	0	0	0	99.6	97.4	0	97.8	0	98.1	98	0	98	0	0	97.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	4	126	0	130	0	42	75	0	117	0	0	247
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	2.6	0	2.2	0	1.9	2	0	2	0	0	2.1

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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Start Time	Eastbound				Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	0	0	0	78	435	513	0	61	80	141	654
07:45	0	0	0	0	0	0	0	0	0	109	505	614	0	59	103	162	776
08:00	0	0	0	0	0	0	0	0	0	83	392	475	0	83	110	193	668
08:15	0	0	0	0	0	0	0	0	0	69	329	398	0	69	108	177	575
Total Volume	0	0	0	0	0	0	0	0	0	339	1661	2000	0	272	401	673	2673
% App. Total	0	0	0	0	0	0	0	0	0	17	83.1		0	40.4	59.6		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.778	.822	.814	.000	.819	.911	.872	.861
Cars	0	0	0	0	0	0	0	0	0	339	1633	1972	0	263	390	653	2625
% Cars	0	0	0	0	0	0	0	0	0	100	98.3	98.6	0	96.7	97.3	97.0	98.2
Trucks	0	0	0	0	0	0	0	0	0	0	28	28	0	9	11	20	48
% Trucks	0	0	0	0	0	0	0	0	0	0	1.7	1.4	0	3.3	2.7	3.0	1.8

Peak Hour Analysis From 14:15 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	0	0	0	0	32	164	196	0	180	335	515	711
17:15	0	0	0	0	0	0	0	0	0	47	170	217	0	184	304	488	705
17:30	0	0	0	0	0	0	0	0	0	46	134	180	0	171	298	469	649
17:45	0	0	0	0	0	0	0	0	0	44	167	211	0	153	219	372	583
Total Volume	0	0	0	0	0	0	0	0	0	169	635	804	0	688	1156	1844	2648
% App. Total	0	0	0	0	0	0	0	0	0	21	79		0	37.3	62.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.899	.934	.926	.000	.935	.863	.895	.931
Cars	0	0	0	0	0	0	0	0	0	168	620	788	0	680	1143	1823	2611
% Cars	0	0	0	0	0	0	0	0	0	99.4	97.6	98.0	0	98.8	98.9	98.9	98.6
Trucks	0	0	0	0	0	0	0	0	0	1	15	16	0	8	13	21	37
% Trucks	0	0	0	0	0	0	0	0	0	0.6	2.4	2.0	0	1.2	1.1	1.1	1.4

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5301 Camino Sandia NE
Albuquerque, NM 87111
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Start Time	Zia Rd Eastbound				Zia Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	101	36	12	149	13	23	26	62	15	462	37	514	32	158	67	257	982
07:45	143	82	9	234	20	23	45	88	18	558	62	638	35	188	57	280	1240
08:00	114	66	7	187	24	31	58	113	26	517	100	643	52	224	78	354	1297
08:15	112	61	3	176	39	57	73	169	29	396	74	499	62	201	74	337	1181
Total Volume	470	245	31	746	96	134	202	432	88	1933	273	2294	181	771	276	1228	4700
% App. Total	63	32.8	4.2		22.2	31	46.8		3.8	84.3	11.9		14.7	62.8	22.5		
PHF	.822	.747	.646	.797	.615	.588	.692	.639	.759	.866	.683	.892	.730	.860	.885	.867	.906
Cars	468	245	30	743	92	122	198	412	86	1914	273	2273	174	751	268	1193	4621
% Cars	99.6	100	96.8	99.6	95.8	91.0	98.0	95.4	97.7	99.0	100	99.1	96.1	97.4	97.1	97.1	98.3
Trucks	2	0	1	3	4	12	4	20	2	19	0	21	7	20	8	35	79
% Trucks	0.4	0	3.2	0.4	4.2	9.0	2.0	4.6	2.3	1.0	0	0.9	3.9	2.6	2.9	2.9	1.7
Peak Hour Analysis From 14:15 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	107	50	17	174	48	43	47	138	32	195	30	257	60	360	163	583	1152
17:00	66	21	13	100	95	67	43	205	12	240	36	288	75	536	174	785	1378
17:15	97	35	17	149	90	67	33	190	19	233	50	302	66	451	171	688	1329
17:30	77	33	9	119	91	65	47	203	12	191	28	231	52	438	169	659	1212
Total Volume	347	139	56	542	324	242	170	736	75	859	144	1078	253	1785	677	2715	5071
% App. Total	64	25.6	10.3		44	32.9	23.1		7	79.7	13.4		9.3	65.7	24.9		
PHF	.811	.695	.824	.779	.853	.903	.904	.898	.586	.895	.720	.892	.843	.833	.973	.865	.920
Cars	347	136	56	539	323	242	169	734	67	845	141	1053	251	1762	674	2687	5013
% Cars	100	97.8	100	99.4	99.7	100	99.4	99.7	89.3	98.4	97.9	97.7	99.2	98.7	99.6	99.0	98.9
Trucks	0	3	0	3	1	0	1	2	8	14	3	25	2	23	3	28	58
% Trucks	0	2.2	0	0.6	0.3	0	0.6	0.3	10.7	1.6	2.1	2.3	0.8	1.3	0.4	1.0	1.1

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH3&8

File Name : St Francis@Sawmill
Site Code : 00000000
Start Date : 3/12/2013
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Sawmill Dr Eastbound					Sawmill Dr Westbound					St Francis Dr Northbound					St Francis Dr Southbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total			
06:00	15	1	9	0	25	1	2	5	0	8	9	81	0	0	90	0	38	16	0	54	0	177	177
06:15	11	1	15	0	27	0	2	10	0	12	6	101	0	0	107	1	36	15	0	52	0	198	198
06:30	20	1	20	0	41	3	3	12	0	18	18	117	2	0	137	0	45	21	0	66	0	262	262
06:45	31	1	19	0	51	6	4	7	0	17	27	173	1	0	201	4	64	32	0	100	0	369	369
Total	77	4	63	0	144	10	11	34	0	55	60	472	3	0	535	5	183	84	0	272	0	1006	1006
07:00	29	0	11	0	40	2	2	10	0	14	32	181	0	0	213	1	77	30	0	108	0	375	375
07:15	54	1	24	0	79	4	5	21	0	30	33	300	0	0	333	0	86	29	0	115	0	557	557
07:30	92	2	17	0	111	7	10	31	0	48	57	417	1	0	475	3	118	51	0	172	0	806	806
07:45	109	1	24	0	134	4	9	47	0	60	76	509	4	0	589	4	135	71	0	210	0	993	993
Total	284	4	76	0	364	17	26	109	0	152	198	1407	5	0	1610	8	416	181	0	605	0	2731	2731
08:00	82	2	35	0	119	2	12	44	0	58	45	436	1	0	482	14	158	69	0	241	0	900	900
08:15	95	3	19	0	117	1	6	35	0	42	37	368	0	0	405	12	158	66	0	236	0	800	800
08:30	69	5	13	0	87	3	9	14	0	26	34	285	2	0	321	11	159	59	0	229	0	663	663
08:45	86	3	25	0	114	4	9	29	0	42	33	261	2	0	296	7	119	52	0	178	0	630	630
Total	332	13	92	0	437	10	36	122	0	168	149	1350	5	0	1504	44	594	246	0	884	0	2993	2993
*** BLANK ***																							
15:30	82	1	47	0	130	2	5	10	2	17	18	182	4	2	204	17	262	97	0	376	4	727	731
15:45	93	5	56	0	154	3	7	15	0	25	16	156	3	0	175	15	233	92	0	340	0	694	694
Total	175	6	103	0	284	5	12	25	2	42	34	338	7	2	379	32	495	189	0	716	4	1421	1425
16:00	102	3	58	0	163	3	2	15	0	20	21	155	3	0	179	29	302	124	0	455	0	817	817
16:15	66	3	56	0	125	2	4	19	0	25	20	170	3	1	193	22	264	102	0	388	1	731	732
16:30	86	3	43	0	132	0	7	12	0	19	36	163	5	0	204	28	306	99	0	433	0	788	788
16:45	80	6	61	0	147	1	3	19	0	23	22	167	3	1	192	32	305	110	0	447	1	809	810
Total	334	15	218	0	567	6	16	65	0	87	99	655	14	2	768	111	1177	435	0	1723	2	3145	3147
17:00	92	1	53	0	146	5	5	18	0	28	18	170	5	1	193	38	465	114	0	617	1	984	985
17:15	67	5	61	0	133	7	7	21	0	35	24	199	9	0	232	31	412	110	0	553	0	953	953
17:30	64	11	60	0	135	1	4	12	0	17	27	149	9	0	185	38	395	120	0	553	0	890	890
17:45	54	6	53	0	113	2	9	24	0	35	29	178	2	1	209	45	306	83	0	434	1	791	792
Total	277	23	227	0	527	15	25	75	0	115	98	696	25	2	819	152	1578	427	0	2157	2	3618	3620
18:00	68	7	53	0	128	3	6	14	1	23	28	119	4	1	151	33	255	71	0	359	2	661	663
18:15	39	7	38	0	84	2	7	14	0	23	17	99	3	2	119	28	228	64	0	320	2	546	548
Grand Total	1586	79	870	0	2535	68	139	458	3	665	683	5136	66	9	5885	413	4926	1697	0	7036	12	16121	16133
Apprch %	62.6	3.1	34.3			10.2	20.9	68.9			11.6	87.3	1.1			5.9	70	24.1					
Total %	9.8	0.5	5.4		15.7	0.4	0.9	2.8		4.1	4.2	31.9	0.4		36.5	2.6	30.6	10.5		43.6	0.1	99.9	
Cars	1558	77	834		2469	66	139	442		650	653	5016	66		5744	403	4781	1672		6856	0	0	15719
% Cars	98.2	97.5	95.9	0	97.4	97.1	100	96.5	100	97.3	95.6	97.7	100	100	97.5	97.6	97.1	98.5	0	97.4	0	0	97.4
Trucks	28	2	36		66	2	0	16		18	30	120	0		150	10	145	25		180	0	0	414
% Trucks	1.8	2.5	4.1	0	2.6	2.9	0	3.5	0	2.7	4.4	2.3	0	0	2.5	2.4	2.9	1.5	0	2.6	0	0	2.6

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Start Time	Sawmill Dr Eastbound				Sawmill Dr Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	92	2	17	111	7	10	31	48	57	417	1	475	3	118	51	172	806
07:45	109	1	24	134	4	9	47	60	76	509	4	589	4	135	71	210	993
08:00	82	2	35	119	2	12	44	58	45	436	1	482	14	158	69	241	900
08:15	95	3	19	117	1	6	35	42	37	368	0	405	12	158	66	236	800
Total Volume	378	8	95	481	14	37	157	208	215	1730	6	1951	33	569	257	859	3499
% App. Total	78.6	1.7	19.8		6.7	17.8	75.5		11	88.7	0.3		3.8	66.2	29.9		
PHF	.867	.667	.679	.897	.500	.771	.835	.867	.707	.850	.375	.828	.589	.900	.905	.891	.881
Cars	373	8	91	472	14	37	154	205	209	1704	6	1919	33	548	252	833	3429
% Cars	98.7	100	95.8	98.1	100	100	98.1	98.6	97.2	98.5	100	98.4	100	96.3	98.1	97.0	98.0
Trucks	5	0	4	9	0	0	3	3	6	26	0	32	0	21	5	26	70
% Trucks	1.3	0	4.2	1.9	0	0	1.9	1.4	2.8	1.5	0	1.6	0	3.7	1.9	3.0	2.0
Peak Hour Analysis From 14:15 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	80	6	61	147	1	3	19	23	22	167	3	192	32	305	110	447	809
17:00	92	1	53	146	5	5	18	28	18	170	5	193	38	465	114	617	984
17:15	67	5	61	133	7	7	21	35	24	199	9	232	31	412	110	553	953
17:30	64	11	60	135	1	4	12	17	27	149	9	185	38	395	120	553	890
Total Volume	303	23	235	561	14	19	70	103	91	685	26	802	139	1577	454	2170	3636
% App. Total	54	4.1	41.9		13.6	18.4	68		11.3	85.4	3.2		6.4	72.7	20.9		
PHF	.823	.523	.963	.954	.500	.679	.833	.736	.843	.861	.722	.864	.914	.848	.946	.879	.924
Cars	301	23	228	552	13	19	67	99	87	666	26	779	137	1545	449	2131	3561
% Cars	99.3	100	97.0	98.4	92.9	100	95.7	96.1	95.6	97.2	100	97.1	98.6	98.0	98.9	98.2	97.9
Trucks	2	0	7	9	1	0	3	4	4	19	0	23	2	32	5	39	75
% Trucks	0.7	0	3.0	1.6	7.1	0	4.3	3.9	4.4	2.8	0	2.9	1.4	2.0	1.1	1.8	2.1

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Zia@Galisteo
Site Code : 00000000
Start Date : 3/12/2013
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Zia Rd Eastbound					Zia Rd Westbound					Galisteo Rd Northbound					Trail Parking Driveway Southbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total				
06:00	0	33	0	0	33	2	10	0	0	12	0	0	2	0	2	0	0	0	0	0	0	0	47	47
06:15	0	32	0	0	32	0	19	0	0	19	0	0	4	0	4	0	0	0	0	0	0	0	55	55
06:30	0	53	0	0	53	3	20	0	0	23	1	0	6	0	7	0	0	0	0	0	0	0	83	83
06:45	0	63	0	0	63	4	30	0	0	34	1	0	20	1	21	0	0	0	0	0	0	1	118	119
Total	0	181	0	0	181	9	79	0	0	88	2	0	32	1	34	0	0	0	0	0	0	1	303	304
07:00	0	69	2	0	71	2	22	0	0	24	1	0	10	0	11	0	0	0	0	0	0	0	106	106
07:15	0	106	2	0	108	1	56	0	0	57	0	0	31	0	31	0	0	0	0	0	0	0	196	196
07:30	0	155	0	0	155	9	86	0	0	95	3	0	21	0	24	0	0	0	0	0	0	0	274	274
07:45	0	197	1	0	198	6	100	0	0	106	3	0	26	0	29	0	0	0	0	0	0	0	333	333
Total	0	527	5	0	532	18	264	0	0	282	7	0	88	0	95	0	0	0	0	0	0	0	909	909
08:00	0	182	6	0	188	8	129	0	0	137	2	0	19	1	21	0	0	0	0	0	0	1	346	347
08:15	0	142	0	0	142	7	153	0	0	160	2	0	25	0	27	0	0	0	0	0	0	0	329	329
08:30	0	121	1	0	122	8	126	2	0	136	1	0	17	0	18	0	0	0	0	0	0	0	276	276
08:45	0	116	0	0	116	9	82	0	0	91	3	0	39	0	42	2	0	0	0	0	2	0	251	251
Total	0	561	7	0	568	32	490	2	0	524	8	0	100	1	108	2	0	0	0	2	1	1202	1203	
*** BLANK ***																								
15:30	0	148	2	0	150	15	164	0	0	179	0	0	17	0	17	0	0	0	0	0	0	0	346	346
15:45	1	149	4	0	154	20	218	0	0	238	0	0	11	0	11	0	0	0	0	0	0	0	403	403
Total	1	297	6	0	304	35	382	0	0	417	0	0	28	0	28	0	0	0	0	0	0	0	749	749
16:00	0	131	1	1	132	22	156	1	0	179	2	0	7	0	9	0	0	0	2	0	0	3	320	323
16:15	0	122	0	0	122	20	165	0	0	185	1	0	7	2	8	0	0	0	0	0	0	2	315	317
16:30	0	96	5	0	101	19	148	0	0	167	2	0	15	0	17	0	0	2	1	2	1	287	288	
16:45	0	137	6	0	143	16	218	0	0	234	3	0	29	0	32	0	0	0	1	0	0	1	409	410
Total	0	486	12	1	498	77	687	1	0	765	8	0	58	2	66	0	0	2	4	2	7	1331	1338	
17:00	0	109	1	0	110	33	236	0	0	269	1	0	14	0	15	0	0	0	0	0	0	0	394	394
17:15	0	129	4	0	133	36	222	1	0	259	3	0	9	0	12	0	0	0	0	0	0	0	404	404
17:30	0	116	2	0	118	43	202	1	0	246	0	0	9	1	9	0	0	1	0	1	1	1	374	375
17:45	0	112	3	0	115	28	167	0	0	195	1	0	16	1	17	0	0	0	0	0	0	1	327	328
Total	0	466	10	0	476	140	827	2	0	969	5	0	48	2	53	0	0	1	0	1	2	1499	1501	
18:00	0	95	4	0	99	21	131	0	0	152	1	0	11	0	12	0	0	0	2	0	0	2	263	265
18:15	0	104	3	0	107	25	129	1	1	155	2	0	10	1	12	1	0	0	0	1	2	2	275	277
Grand Total	1	2717	47	1	2765	357	2989	6	1	3352	33	0	375	7	408	3	0	3	6	6	15	6531	6546	
Apprch %	0	98.3	1.7			10.7	89.2	0.2			8.1	0	91.9			50	0	50						
Total %	0	41.6	0.7		42.3	5.5	45.8	0.1		51.3	0.5	0	5.7		6.2	0	0	0		0.1	0.2	99.8		
Cars	1	2686	46		2734	355	2928	5		3289	32	0	373		410	2	0	3		11	0	0	6444	
% Cars	100	98.9	97.9	100	98.8	99.4	98	83.3	100	98.1	97	0	99.5	71.4	98.8	66.7	0	100	100	91.7	0	0	98.4	
Trucks	0	31	1		32	2	61	1		64	1	0	2		5	1	0	0		1	0	0	102	
% Trucks	0	1.1	2.1	0	1.2	0.6	2	16.7	0	1.9	3	0	0.5	28.6	1.2	33.3	0	0	0	8.3	0	0	1.6	

Appendix C: Existing Travel Time Summaries

St Francis Drive

Northbound												
Period	Run	Rodeo Road Overpass (Centerline) Begin		Sawmill Road (Stop Bar) Node 1		Zia Road (Stop Bar) Node 2		Siringo Road (Stop Bar) Node 3		St Michaels Drive (Exit Gore) End		Total
		AM 4/4/2013	1	1:41:29	0:00:00	1:41:48	0:00:19	1:42:11	0:00:23	1:42:36	0:00:25	
2	1:56:02		0:00:00	1:56:19	0:00:17	1:56:51	0:00:32	1:57:22	0:00:31	1:57:35	0:00:44	0:01:33
3	2:38:10		0:00:00	2:38:57	0:00:47	2:40:34	0:01:37	2:41:05	0:00:31	2:41:18	0:00:44	0:03:08
4	2:45:25		0:00:00	2:45:43	0:00:18	2:47:21	0:01:38	2:48:13	0:00:52	2:48:30	0:01:09	0:03:05
Average			0:00:00		0:00:25		0:01:02		0:00:35		0:00:49	

Free Flow
Free Flow
Backed Up
Backed Up

0:03:07 → This value was used
Average of Run 3 and Run4

PM 4/3/2013	1	1:48:56	0:00:00	1:50:24	0:01:28	1:51:54	0:01:30	1:52:25	0:00:31	1:52:40	0:00:46	0:03:44
	2	1:57:34	0:00:00	1:58:41	0:01:07	2:00:27	0:01:46	2:01:00	0:00:33	2:01:11	0:00:44	0:03:37
	3	2:06:18	1:00:00	2:06:56	0:00:38	2:07:28	0:00:32	2:07:54	0:00:26	2:08:08	0:00:40	0:01:50
	4	3:01:43	2:00:00	3:02:07	0:00:24	3:04:04	0:01:57	3:05:07	0:01:03	3:05:27	0:01:23	0:03:44
	5	3:08:54	0:00:00	3:09:38	0:00:44	3:10:43	0:01:05	3:11:31	0:00:48	3:11:49	0:01:06	0:02:55
	Average		0:36:00		0:00:52		0:01:22		0:00:40		0:00:56	

→ This value was used

Southbound												
Period	Run	St Francis Drive (Signal Ahead Signs) Begin		Siringo Road (Stop Bar) Node 1		Zia Road (Stop Bar) Node 2		Sawmill Road (Stop Bar) Node 3		Rodeo Road Overpass (Centerline) End		Total
		AM 4/4/2013	1	1:44:15	0:00:00	1:44:48	0:00:33	1:45:20	0:00:32	1:46:00	0:00:40	
2	1:59:03		0:00:00	1:59:17	0:00:14	2:00:01	0:00:44	2:00:31	0:00:30	2:00:46	0:00:45	0:01:43
3	2:42:36		0:00:00	2:42:48	0:00:12	2:43:15	0:00:27	2:43:45	0:00:30	2:44:01	0:00:46	0:01:25
4	2:50:09		0:00:00	2:50:22	0:00:13	2:51:15	0:00:53	2:52:46	0:01:31	2:53:06	0:01:51	0:02:57
Average			0:00:00		0:00:18		0:00:39		0:00:48		0:01:00	

Hit Sawmill signal
→ This value was used

PM 4/4/2013	1	1:45:19	0:00:00	1:45:50	0:00:31	1:47:36	0:01:46	1:48:12	0:00:36	1:48:35	0:00:59	0:03:16
	2	1:52:48	0:00:00	1:55:53	0:03:05	1:56:28	0:00:35	1:56:56	0:00:28	1:57:14	0:00:46	0:04:26
	3	2:03:13	0:00:00	2:04:31	0:01:18	2:05:10	0:00:39	2:05:42	0:00:32	2:06:01	0:00:51	0:02:48
	4	2:58:51	1:00:00	2:59:15	0:00:24	2:59:50	0:00:35	3:00:16	0:00:26	3:00:30	0:00:40	0:01:39
	5	3:06:59	0:00:00	3:07:24	0:00:25	3:07:51	0:00:27	3:08:19	0:00:28	3:08:39	0:00:48	0:01:40
	Average		0:12:00		0:01:09		0:00:48		0:00:30		0:00:49	

→ This value was used

W Zia Road

Eastbound										
Period	Run	Candelero Street (Centerline) Begin		Galisteo Road (Centerline) Node 1		St Francis Drive (Stop Bar) Node 2		Development Signal (Stop Bar) End		Total
AM 4/4/2013	1	1:56:26	0:00:00	1:56:40	0:00:14	1:58:02	0:01:22	1:58:40	0:00:38	0:02:14
	2	2:00:34	0:00:00	2:00:46	0:00:12	2:02:04	0:01:18	2:02:22	0:00:18	0:01:48
	3	2:04:20	0:00:00	2:04:32	0:00:12	2:05:55	0:01:23	2:06:45	0:00:50	0:02:25
	4	2:08:13	0:00:00	2:08:25	0:00:12	2:09:43	0:01:18	2:10:08	0:00:25	0:01:55
	Average		0:00:00		0:00:13		0:01:20		0:00:33	

→ This value was used

PM 4/3/2013	1	2:28:56	0:00:00	2:29:11	0:00:15	2:30:04	0:00:53	2:30:40	0:00:36	0:01:44	
	2	2:34:29	0:00:00	2:34:42	0:00:13	2:35:42	0:01:00	2:36:27	0:00:45	0:01:58	
	3	2:44:43	0:00:00	2:44:57	0:00:14	2:46:10	0:01:13	2:46:51	0:00:41	0:02:08	
	Average		0:00:00		0:00:14		0:01:02		0:00:41		0:01:57

→ This value was used

Westbound										
Period	Run	Development Signal (Stop Bar) Begin		St Francis Drive (Stop Bar) Node 2		Galisteo Road (Centerline) Node 1		Candelero Street (Centerline) End		Total
AM 4/4/2013	1	1:59:28	0:00:00	1:59:56	0:00:28	2:00:10	0:00:14	2:00:17	0:00:07	0:00:49
	2	2:03:06	0:00:00	2:03:46	0:00:40	2:03:59	0:00:13	2:04:06	0:00:07	0:01:00
	3	2:07:22	0:00:00	2:07:40	0:00:18	2:07:52	0:00:12	2:08:00	0:00:08	0:00:38
	4	2:10:49	0:00:00	2:13:31	0:02:42	2:13:45	0:00:14	2:13:53	0:00:08	0:03:04
	Average		0:00:00		0:01:02		0:00:13		0:00:07	

← The train went through, completely screws up E/W movement

→ This value was used

PM 4/4/2013	1	2:25:07	0:00:00	2:28:14	0:03:07	2:28:30	0:00:16	2:28:37	0:00:07	0:03:30
	2	2:32:09	0:00:00	2:33:37	0:01:28	2:33:51	0:00:14	2:33:59	0:00:08	0:01:50
	3	2:39:16	0:00:00	2:44:12	0:04:56	2:44:17	0:00:05	2:44:25	0:00:08	0:05:09
	4	2:48:24	0:00:00	2:49:28	0:01:04	2:49:44	0:00:16	2:49:52	0:00:08	0:01:28
	Average		0:00:00		0:02:39		0:00:13		0:00:08	

0:01:39 average of run 2 and run 4 was used

Appendix D: Future Corridor Growth Rates

St Francis Drive/Zia Road Intersection Traffic Study
Santa Fe MPO Travel Demand Model Preliminary Traffic Growth Projections

The following data was pulled from the Santa Fe MPO Travel Demand Model developed for the I-25/Cerrillos Rd Interchange Study. This model reflects an updated Base Year of 2011 and updated demographics in the 2035 Forecast that reflect the projections in the MPO Metropolitan Transportation Plan. These are preliminary results for information only and the level of confidence on these projections will be confirmed with Bob Schull. This model has been calibrated for the AM and PM Peak hours.

St Francis Drive - Between Zia Rd and Siringo Rd (Link 684)

AM Peak

	2011	2035	Annual Growth Rate
NB	2,900	3,020	0.17%
SB	1,480	1,720	0.63%
Total	4,380	4,740	0.33%

PM Peak

	2011	2035	Annual Growth Rate
NB	1,700	1,910	0.49%
SB	3,470	3,670	0.23%
Total	5,170	5,580	0.32%

Zia Road - West of Galisteo Rd (link 726)

AM Peak

	2011	2035	Annual Growth Rate
EB	840	910	0.33%
WB	570	660	0.61%
Total	1,410	1,570	0.45%

PM Peak

	2011	2035	Annual Growth Rate
EB	500	580	0.62%
WB	1,300	1,260	-0.13%
Total	1,800	1,840	0.09%

Appendix E: VISSIM Output Reports

Appendix E-1: VISSIM Output Reports Existing Calibrated Travel Time

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:29:42 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 153.3; 105; 175.0; 139; 94.4; 271; 98.4; 128;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:31:29 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 149.5; 103; 182.3; 131; 102.0; 245; 90.7; 116;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:33:12 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 144.8; 109; 180.8; 132; 94.6; 283; 97.2; 152;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:34:59 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 149.6; 104; 175.3; 142; 96.4; 270; 90.2; 133;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:36:45 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 148.2; 114; 186.5; 143; 98.9; 251; 94.4; 140;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:38:26 PM

VISSIM: 5.40-08 [38878]

No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 148.2; 105; 174.6; 137; 136.2; 253; 99.7; 134;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:40:17 PM

VISSIM: 5.40-08 [38878]

- No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Candelero to Devel.): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Development Signal.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 143.7; 107; 181.5; 144; 101.0; 262; 98.8; 133;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:42:10 PM

VISSIM: 5.40-08 [38878]

- No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Candelero to Devel.): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Development Signal.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 147.8; 114; 186.2; 140; 126.2; 229; 113.6; 130;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:43:55 PM

VISSIM: 5.40-08 [38878]

- No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 145.4; 105; 186.3; 145; 111.5; 247; 102.6; 126;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp

Comment:

Date: Wednesday, April 17, 2013 2:45:35 PM

VISSIM: 5.40-08 [38878]

- No. 1 (Siringo to Rodeo): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (Rodeo to Siringo): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Candelero to Devel..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Development Signal..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.;; 1; 1; 2; 2; 3; 3; 4; 4;
Name;Siringo to Rodeo;Siringo to Rodeo;Rodeo to Siringo;Rodeo to Siringo;Candelero to Development
Signal;Candelero to Development Signal;Development Signal to Candelero;Development Signal to
Candelero;
4500; 143.5; 100; 186.6; 146; 100.2; 258; 102.3; 135;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 9:53:33 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 158.9; 322; 131.2; 47; 90.6; 157; 103.9; 213;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 9:55:20 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 161.4; 312; 137.0; 48; 101.4; 147; 97.3; 199;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 9:57:16 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.; 1; 1; 2; 2; 3; 3; 4; 4;
Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;
4500; 167.3; 343; 144.7; 34; 93.1; 159; 101.2; 219;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 9:59:02 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.; 1; 1; 2; 2; 3; 3; 4; 4;
Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;
4500; 162.8; 341; 145.8; 52; 99.1; 153; 100.4; 210;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:00:49 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.; 1; 1; 2; 2; 3; 3; 4; 4;
Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;
4500; 162.6; 342; 139.6; 43; 96.6; 147; 104.3; 216;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:02:33 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm.): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;
VehC; All;; All;; All;; All;;
No.; 1; 1; 2; 2; 3; 3; 4; 4;
Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;
4500; 159.1; 335; 138.7; 48; 106.5; 145; 101.2; 201;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:04:26 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 164.3; 319; 144.8; 40; 94.9; 165; 101.2; 214;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:06:05 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
- No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
- No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
- No. 4 (Zia WB - Developm..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 161.0; 343; 138.6; 46; 101.9; 129; 102.7; 201;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:07:59 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Zia WB - Developm..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 153.9; 321; 137.9; 33; 98.2; 161; 95.3; 201;

Table of Travel Times

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment:

Date: Wednesday, April 17, 2013 10:09:42 AM

VISSIM: 5.40-08 [38878]

- No. 1 (St. Francis SB - S.): from link 45 at 1803.8 ft to link 13 at 1232.1 ft, Distance 5790.5 ft
No. 2 (St. Francis NB -Ro.): from link 10160 at 17.7 ft to link 47 at 953.3 ft, Distance 5891.8 ft
No. 3 (Zia EB- Candelero ..): from link 10088 at 29.8 ft to link 79 at 193.0 ft, Distance 1729.8 ft
No. 4 (Zia WB - Developm..): from link 10073 at 6.4 ft to link 10091 at 34.2 ft, Distance 1853.3 ft

Time; Trav;#Veh; Trav;#Veh; Trav;#Veh; Trav;#Veh;

VehC; All;; All;; All;; All;;

No.;; 1; 1; 2; 2; 3; 3; 4; 4;

Name;St. Francis SB - Siringo to Rodeo;St. Francis SB - Siringo to Rodeo;St. Francis NB -Rodeo to Siringo;St. Francis NB -Rodeo to Siringo;Zia EB- Candelero St to Development Signal;Zia EB- Candelero St to Development Signal;Zia WB - Development Signal to Candelero St;Zia WB - Development Signal to Candelero St;

4500; 157.3; 299; 148.9; 40; 98.1; 168; 110.1; 205;

Appendix E-2: VISSIM Output Reports Existing Without Zia Platform Open

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp
Comment: Date: Wednesday, April 17, 2013 2:29:42 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	140;	0.6;	0.0;	0.0;
1;	E-W;	87;	49.4;	21.4;	167.1;
1;	E-S;	102;	29.2;	14.9;	128.7;
1;	W-N;	307;	32.6;	32.8;	146.8;
1;	W-E;	120;	41.9;	26.1;	134.5;
1;	N-S;	1008;	19.4;	42.0;	271.7;
1;	N-E;	127;	31.2;	10.3;	110.7;
1;	N-SW;	98;	1.4;	0.0;	0.0;
1;	W-S;	118;	4.2;	0.0;	32.4;
1;	S-W;	292;	45.1;	32.9;	301.8;
1;	S-N;	2057;	34.6;	124.1;	963.8;
1;	S-E;	253;	21.7;	0.1;	47.5;
1;	All;	4709;	28.9;	25.4;	963.8;
2;	N-E;	181;	55.3;	32.4;	150.2;
2;	N-S;	786;	22.4;	34.6;	191.0;
2;	N-W;	256;	2.9;	0.7;	76.8;
2;	E-N;	203;	11.7;	1.7;	101.9;
2;	E-S;	110;	59.0;	24.1;	86.5;
2;	E-W;	128;	64.1;	26.4;	105.2;
2;	S-N;	1909;	36.5;	141.6;	797.5;
2;	S-E;	296;	12.6;	0.2;	64.7;
2;	S-W;	79;	71.8;	20.3;	87.4;
2;	W-N;	430;	62.9;	192.1;	421.6;
2;	W-E;	271;	53.8;	155.6;	420.4;
2;	W-S;	22;	50.2;	155.6;	420.4;
2;	All;	4671;	35.8;	65.5;	797.5;
3;	W-N;	369;	49.7;	58.9;	198.1;
3;	S-N;	1758;	9.6;	26.2;	291.6;
3;	S-W;	226;	11.3;	7.9;	110.6;
3;	W-S;	96;	3.0;	0.0;	0.0;
3;	W-E;	7;	38.4;	1.5;	64.9;
3;	E-W;	30;	57.4;	9.0;	64.4;
3;	E-S;	14;	48.4;	3.2;	43.0;
3;	E-N;	164;	4.6;	0.1;	22.2;
3;	S-E;	5;	1.2;	0.0;	0.0;
3;	N-S;	630;	14.6;	16.1;	230.6;
3;	N-W;	266;	8.1;	0.0;	23.8;
3;	N-E;	32;	19.2;	1.3;	61.9;
3;	All;	3597;	14.9;	10.3;	291.6;
5;	S-W;	5;	10.4;	0.0;	0.0;
5;	W-S;	8;	1.3;	9.6;	171.5;
5;	W-E;	639;	10.6;	9.6;	171.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	11.0;	0.4;	47.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	440;	0.2;	0.0;	0.0;
5;	E-S;	23;	4.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1202;	6.6;	2.2;	171.5;
0;	All;	14179;	25.7;	27.4;	963.8;

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp
Comment: Date: Wednesday, April 17, 2013 2:31:30 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	150;	0.6;	0.0;	0.0;
1;	E-W;	99;	52.7;	25.7;	152.6;
1;	E-S;	81;	33.0;	13.5;	132.3;
1;	W-N;	295;	32.3;	31.8;	150.9;
1;	W-E;	129;	38.6;	26.3;	168.6;
1;	N-S;	977;	20.6;	43.3;	371.5;
1;	N-E;	140;	35.5;	13.0;	108.5;
1;	N-SW;	116;	2.9;	0.0;	0.0;
1;	W-S;	130;	4.6;	0.1;	27.9;
1;	S-W;	283;	56.2;	47.7;	402.7;
1;	S-N;	2041;	33.6;	136.4;	1177.9;
1;	S-E;	257;	24.2;	0.2;	46.4;
1;	All;	4698;	29.6;	28.2;	1177.9;
2;	N-E;	180;	55.0;	30.6;	157.6;
2;	N-S;	741;	21.0;	31.9;	219.4;
2;	N-W;	259;	2.2;	0.2;	55.7;
2;	E-N;	225;	11.8;	2.3;	141.0;
2;	E-S;	89;	64.8;	23.6;	84.7;
2;	E-W;	118;	56.3;	23.7;	109.6;
2;	S-N;	1957;	36.3;	145.4;	955.1;
2;	S-E;	267;	12.3;	1.2;	112.1;
2;	S-W;	74;	73.3;	19.9;	95.0;
2;	W-N;	433;	67.8;	214.6;	421.6;
2;	W-E;	245;	61.0;	169.3;	420.4;
2;	W-S;	29;	63.2;	169.3;	420.4;
2;	All;	4617;	36.1;	69.3;	955.1;
3;	W-N;	358;	52.6;	59.6;	249.5;
3;	S-N;	1747;	9.8;	26.7;	228.4;
3;	S-W;	240;	11.0;	8.4;	181.8;
3;	W-S;	115;	2.6;	0.0;	0.0;
3;	W-E;	4;	35.1;	0.7;	38.7;
3;	E-W;	20;	53.1;	5.2;	62.0;
3;	E-S;	13;	58.0;	3.7;	43.2;
3;	E-N;	173;	4.1;	0.2;	41.1;
3;	S-E;	4;	0.6;	0.0;	0.0;
3;	N-S;	589;	13.0;	13.7;	135.2;
3;	N-W;	266;	8.3;	0.0;	15.6;
3;	N-E;	24;	13.1;	0.5;	22.0;
3;	All;	3553;	14.6;	9.9;	249.5;
5;	S-W;	6;	7.5;	0.0;	0.0;
5;	W-S;	6;	2.6;	6.8;	174.9;
5;	W-E;	639;	10.1;	6.8;	174.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	30.2;	8.6;	172.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	426;	0.2;	0.0;	0.0;
5;	E-S;	23;	6.2;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1187;	7.9;	2.5;	174.9;
0;	All;	14055;	26.1;	29.1;	1177.9;

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Comment: Date: Wednesday, April 17, 2013 2:33:12 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	140;	0.6;	0.0;	0.0;
1;	E-W;	96;	54.0;	26.8;	254.7;
1;	E-S;	93;	37.9;	17.9;	99.0;
1;	W-N;	288;	39.5;	38.3;	170.4;
1;	W-E;	107;	44.4;	24.2;	151.4;
1;	N-S;	1015;	18.9;	40.0;	278.4;
1;	N-E;	114;	30.6;	8.5;	110.2;
1;	N-SW;	108;	1.5;	0.0;	0.0;
1;	W-S;	157;	5.5;	0.2;	52.2;
1;	S-W;	286;	44.3;	30.7;	298.5;
1;	S-N;	2018;	32.7;	105.8;	802.1;
1;	S-E;	254;	20.4;	0.1;	52.6;
1;	All;	4676;	28.3;	24.4;	802.1;
2;	N-E;	183;	61.2;	37.5;	172.5;
2;	N-S;	828;	21.9;	35.8;	273.0;
2;	N-W;	242;	2.5;	0.4;	83.1;
2;	E-N;	207;	12.1;	2.4;	103.4;
2;	E-S;	79;	54.4;	17.2;	85.5;
2;	E-W;	146;	63.2;	31.6;	132.5;
2;	S-N;	1958;	39.2;	164.9;	853.3;
2;	S-E;	308;	13.3;	0.8;	72.9;
2;	S-W;	107;	66.9;	24.8;	104.7;
2;	W-N;	432;	64.5;	173.8;	421.5;
2;	W-E;	277;	56.7;	163.6;	420.9;
2;	W-S;	28;	50.0;	163.6;	420.9;
2;	All;	4795;	37.3;	68.0;	853.3;
3;	W-N;	385;	52.8;	63.4;	217.7;
3;	S-N;	1780;	10.5;	30.2;	300.3;
3;	S-W;	217;	11.2;	6.4;	166.7;
3;	W-S;	83;	2.4;	0.0;	0.0;
3;	W-E;	4;	38.9;	1.2;	44.3;
3;	E-W;	21;	56.0;	6.6;	99.2;
3;	E-S;	12;	62.4;	3.4;	36.7;
3;	E-N;	175;	4.7;	0.3;	41.0;
3;	S-E;	7;	1.0;	0.0;	0.0;
3;	N-S;	601;	11.6;	10.8;	122.0;
3;	N-W;	281;	9.2;	0.2;	81.4;
3;	N-E;	40;	12.3;	1.0;	42.0;
3;	All;	3606;	15.1;	10.3;	300.3;
5;	S-W;	10;	9.0;	0.0;	26.7;
5;	W-S;	11;	1.1;	2.1;	171.1;
5;	W-E;	642;	5.6;	2.1;	171.1;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	9.0;	0.3;	42.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	464;	0.2;	0.0;	0.0;
5;	E-S;	32;	7.4;	0.0;	15.4;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1241;	3.8;	0.5;	171.1;
0;	All;	14318;	25.9;	27.5;	853.3;

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Comment: Date: Wednesday, April 17, 2013 2:34:59 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	135;	0.5;	0.0;	0.0;
1;	E-W;	101;	52.0;	26.4;	142.1;
1;	E-S;	92;	34.1;	15.8;	109.8;
1;	W-N;	297;	31.2;	30.8;	156.2;
1;	W-E;	120;	41.2;	25.7;	227.2;
1;	N-S;	1013;	21.6;	48.4;	321.5;
1;	N-E;	121;	32.9;	11.4;	110.8;
1;	N-SW;	100;	1.9;	0.0;	0.0;
1;	W-S;	126;	5.4;	0.3;	49.0;
1;	S-W;	281;	47.0;	28.6;	274.8;
1;	S-N;	1931;	34.6;	135.8;	1119.5;
1;	S-E;	286;	25.4;	0.2;	54.0;
1;	All;	4603;	29.7;	26.9;	1119.5;
2;	N-E;	194;	46.3;	29.5;	152.3;
2;	N-S;	769;	22.8;	35.2;	237.1;
2;	N-W;	270;	2.9;	0.9;	229.0;
2;	E-N;	198;	9.5;	0.3;	40.2;
2;	E-S;	95;	62.3;	24.0;	87.9;
2;	E-W;	133;	55.7;	25.2;	124.2;
2;	S-N;	1929;	38.0;	156.8;	861.6;
2;	S-E;	258;	12.1;	0.8;	122.1;
2;	S-W;	102;	61.9;	22.5;	106.2;
2;	W-N;	434;	60.2;	176.9;	421.8;
2;	W-E;	270;	56.2;	152.7;	421.2;
2;	W-S;	34;	51.2;	152.7;	421.2;
2;	All;	4686;	35.9;	64.8;	861.6;
3;	W-N;	361;	51.0;	59.4;	251.0;
3;	S-N;	1762;	9.7;	27.0;	282.5;
3;	S-W;	220;	10.1;	5.7;	84.7;
3;	W-S;	101;	2.5;	0.0;	0.0;
3;	W-E;	6;	35.9;	1.2;	41.8;
3;	E-W;	23;	45.3;	5.0;	62.0;
3;	E-S;	14;	46.0;	3.1;	65.2;
3;	E-N;	173;	4.7;	0.0;	21.8;
3;	S-E;	10;	1.4;	0.0;	0.0;
3;	N-S;	595;	14.9;	14.9;	172.4;
3;	N-W;	254;	8.8;	0.1;	47.6;
3;	N-E;	26;	15.3;	0.7;	41.4;
3;	All;	3545;	14.7;	9.7;	282.5;
5;	S-W;	7;	7.7;	0.0;	0.0;
5;	W-S;	8;	10.6;	5.2;	182.8;
5;	W-E;	636;	7.8;	5.2;	182.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	86;	12.5;	0.6;	70.7;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	476;	0.3;	0.0;	0.0;
5;	E-S;	30;	6.2;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1243;	5.2;	1.2;	182.8;
0;	All;	14077;	25.8;	27.3;	1119.5;

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Comment: Date: Wednesday, April 17, 2013 2:36:45 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	141;	0.5;	0.0;	0.0;
1;	E-W;	85;	43.6;	17.7;	127.9;
1;	E-S;	104;	38.1;	20.5;	132.5;
1;	W-N;	298;	36.4;	36.3;	173.5;
1;	W-E;	104;	44.4;	24.2;	172.2;
1;	N-S;	1015;	20.5;	43.9;	278.6;
1;	N-E;	120;	35.8;	13.5;	128.8;
1;	N-SW;	101;	2.9;	0.0;	0.0;
1;	W-S;	145;	5.3;	0.2;	31.0;
1;	S-W;	313;	54.1;	42.1;	725.8;
1;	S-N;	2073;	39.9;	164.8;	1258.3;
1;	S-E;	278;	30.2;	0.1;	31.5;
1;	All;	4777;	32.9;	30.3;	1258.3;
2;	N-E;	168;	53.5;	28.0;	145.9;
2;	N-S;	830;	21.4;	35.4;	191.4;
2;	N-W;	259;	3.0;	0.7;	102.4;
2;	E-N;	200;	9.4;	0.8;	59.4;
2;	E-S;	90;	58.5;	22.2;	82.6;
2;	E-W;	140;	60.3;	27.2;	108.0;
2;	S-N;	1991;	39.9;	169.2;	757.6;
2;	S-E;	275;	11.4;	0.7;	80.6;
2;	S-W;	79;	67.5;	18.8;	85.8;
2;	W-N;	454;	63.4;	203.4;	421.6;
2;	W-E;	251;	58.9;	168.4;	421.0;
2;	W-S;	31;	51.2;	168.4;	421.0;
2;	All;	4768;	37.0;	70.3;	757.6;
3;	W-N;	392;	50.2;	60.9;	219.3;
3;	S-N;	1750;	9.4;	26.3;	239.2;
3;	S-W;	234;	10.9;	6.9;	147.5;
3;	W-S;	88;	2.4;	0.0;	0.0;
3;	W-E;	3;	21.5;	0.3;	22.5;
3;	E-W;	18;	54.7;	5.2;	63.8;
3;	E-S;	20;	56.5;	5.4;	43.9;
3;	E-N;	165;	4.2;	0.2;	22.1;
3;	S-E;	16;	1.4;	0.0;	0.0;
3;	N-S;	649;	11.4;	12.4;	205.4;
3;	N-W;	266;	7.0;	0.3;	108.5;
3;	N-E;	39;	15.1;	1.2;	84.7;
3;	All;	3640;	14.2;	9.9;	239.2;
5;	S-W;	8;	7.9;	0.0;	0.0;
5;	W-S;	9;	0.5;	16.6;	235.6;
5;	W-E;	648;	12.6;	16.6;	235.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	84;	13.0;	0.9;	86.9;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	451;	0.2;	0.0;	0.0;
5;	E-S;	28;	4.9;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1228;	7.8;	3.8;	235.6;
0;	All;	14413;	27.4;	30.2;	1258.3;

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Comment: Date: Wednesday, April 17, 2013 2:38:27 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	124;	0.6;	0.0;	0.0;
1;	E-W;	106;	56.5;	31.8;	189.5;
1;	E-S;	95;	28.2;	12.9;	105.9;
1;	W-N;	298;	32.2;	32.5;	162.1;
1;	W-E;	113;	40.5;	23.5;	129.0;
1;	N-S;	1006;	21.3;	50.7;	362.8;
1;	N-E;	106;	29.4;	7.9;	87.5;
1;	N-SW;	96;	2.0;	0.0;	0.0;
1;	W-S;	141;	5.2;	0.2;	46.6;
1;	S-W;	312;	48.8;	66.5;	1256.0;
1;	S-N;	2016;	36.0;	161.2;	1335.7;
1;	S-E;	250;	24.0;	0.2;	51.0;
1;	All;	4663;	30.5;	32.3;	1335.7;
2;	N-E;	183;	52.6;	31.2;	130.1;
2;	N-S;	798;	21.7;	34.0;	174.5;
2;	N-W;	266;	3.9;	2.2;	238.6;
2;	E-N;	186;	8.9;	0.1;	31.3;
2;	E-S;	113;	57.5;	25.3;	128.8;
2;	E-W;	134;	65.4;	29.8;	109.3;
2;	S-N;	1950;	36.2;	143.3;	679.0;
2;	S-E;	266;	12.6;	0.3;	57.8;
2;	S-W;	85;	67.5;	23.2;	101.3;
2;	W-N;	424;	77.4;	265.1;	439.4;
2;	W-E;	253;	61.8;	235.5;	438.8;
2;	W-S;	29;	71.4;	235.5;	438.8;
2;	All;	4687;	37.4;	85.5;	679.0;
3;	W-N;	363;	51.8;	58.4;	195.3;
3;	S-N;	1775;	9.7;	27.3;	279.2;
3;	S-W;	230;	11.7;	8.0;	106.5;
3;	W-S;	105;	2.3;	0.0;	0.0;
3;	W-E;	6;	51.6;	1.7;	66.4;
3;	E-W;	23;	60.3;	7.2;	63.7;
3;	E-S;	18;	57.4;	5.1;	65.4;
3;	E-N;	164;	5.1;	0.4;	63.8;
3;	S-E;	3;	1.4;	0.0;	0.0;
3;	N-S;	631;	14.8;	15.8;	170.4;
3;	N-W;	291;	7.9;	0.1;	62.9;
3;	N-E;	34;	19.7;	0.9;	40.9;
3;	All;	3643;	15.0;	10.4;	279.2;
5;	S-W;	8;	13.9;	0.0;	0.0;
5;	W-S;	10;	23.9;	88.2;	395.3;
5;	W-E;	639;	45.6;	88.2;	395.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	156.6;	61.2;	295.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	466;	0.3;	0.0;	0.0;
5;	E-S;	20;	7.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1225;	34.7;	26.4;	395.3;
0;	All;	14218;	29.2;	39.5;	1335.7;

File: q:\trf\projects\santafe-ziastation\visim\existing am\existing am.inp
Comment: Date: Wednesday, April 17, 2013 2:40:17 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	157;	0.6;	0.0;	0.0;
1;	E-W;	97;	56.6;	27.5;	128.5;
1;	E-S;	72;	28.9;	10.0;	89.0;
1;	W-N;	317;	33.0;	35.2;	186.4;
1;	W-E;	105;	36.8;	19.7;	144.7;
1;	N-S;	958;	22.6;	49.4;	315.7;
1;	N-E;	149;	34.4;	16.7;	174.0;
1;	N-SW;	116;	2.3;	0.0;	0.0;
1;	W-S;	136;	6.1;	0.4;	56.6;
1;	S-W;	316;	46.1;	33.8;	240.0;
1;	S-N;	2021;	38.9;	186.4;	1420.5;
1;	S-E;	234;	25.1;	0.1;	71.4;
1;	All;	4678;	31.8;	31.6;	1420.5;
2;	N-E;	152;	60.3;	30.2;	111.2;
2;	N-S;	745;	21.4;	31.8;	292.3;
2;	N-W;	274;	3.3;	1.1;	179.0;
2;	E-N;	192;	9.8;	0.7;	66.9;
2;	E-S;	103;	65.0;	27.0;	101.4;
2;	E-W;	133;	64.6;	29.9;	99.5;
2;	S-N;	1973;	38.1;	153.4;	867.1;
2;	S-E;	260;	12.0;	0.3;	93.6;
2;	S-W;	91;	70.6;	24.3;	105.9;
2;	W-N;	421;	61.6;	185.6;	421.6;
2;	W-E;	262;	60.2;	174.1;	421.0;
2;	W-S;	37;	63.1;	174.1;	421.0;
2;	All;	4643;	37.0;	69.4;	867.1;
3;	W-N;	387;	51.7;	62.9;	212.8;
3;	S-N;	1772;	10.9;	31.6;	325.3;
3;	S-W;	190;	10.4;	6.2;	126.1;
3;	W-S;	82;	3.1;	0.0;	0.0;
3;	W-E;	8;	47.5;	2.2;	83.7;
3;	E-W;	25;	51.5;	6.4;	43.2;
3;	E-S;	13;	46.3;	2.8;	43.2;
3;	E-N;	169;	4.4;	0.1;	37.7;
3;	S-E;	13;	1.6;	0.0;	0.0;
3;	N-S;	609;	13.9;	14.1;	183.6;
3;	N-W;	257;	7.0;	0.0;	0.0;
3;	N-E;	45;	22.7;	1.8;	43.3;
3;	All;	3570;	15.6;	10.7;	325.3;
5;	S-W;	10;	8.3;	0.0;	0.0;
5;	W-S;	7;	0.9;	7.4;	226.6;
5;	W-E;	639;	9.2;	7.4;	226.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	9.5;	0.0;	20.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	475;	0.2;	0.0;	0.0;
5;	E-S;	23;	5.5;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1236;	5.6;	1.6;	226.6;
0;	All;	14127;	27.1;	30.1;	1420.5;

File: q:\trf\projects\santafe-ziastation\vissim\existing am\existing am.inp
Comment: Date: Wednesday, April 17, 2013 2:42:10 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	129;	0.5;	0.0;	0.0;
1;	E-W;	99;	51.4;	24.2;	122.9;
1;	E-S;	100;	34.6;	17.9;	146.2;
1;	W-N;	311;	34.7;	35.8;	170.7;
1;	W-E;	102;	42.5;	22.4;	143.2;
1;	N-S;	1009;	21.2;	46.6;	285.2;
1;	N-E;	113;	28.1;	7.6;	127.4;
1;	N-SW;	103;	1.8;	0.0;	0.0;
1;	W-S;	136;	4.7;	0.1;	33.3;
1;	S-W;	310;	57.3;	53.2;	1165.3;
1;	S-N;	2098;	41.3;	204.7;	1653.8;
1;	S-E;	275;	31.8;	0.3;	94.9;
1;	All;	4785;	33.9;	34.4;	1653.8;
2;	N-E;	190;	51.4;	30.5;	153.4;
2;	N-S;	774;	21.7;	34.1;	242.3;
2;	N-W;	272;	2.8;	0.6;	78.4;
2;	E-N;	214;	8.6;	0.4;	44.3;
2;	E-S;	95;	66.8;	25.0;	103.7;
2;	E-W;	130;	79.1;	33.2;	148.9;
2;	S-N;	1923;	35.0;	139.0;	627.2;
2;	S-E;	275;	10.5;	0.4;	68.5;
2;	S-W;	76;	62.7;	18.7;	85.6;
2;	W-N;	479;	77.5;	273.4;	438.9;
2;	W-E;	229;	72.0;	223.4;	438.3;
2;	W-S;	21;	76.2;	223.4;	438.3;
2;	All;	4678;	37.6;	83.5;	627.2;
3;	W-N;	365;	51.6;	60.2;	235.5;
3;	S-N;	1772;	8.0;	20.8;	217.5;
3;	S-W;	224;	10.1;	5.8;	107.1;
3;	W-S;	102;	2.0;	0.0;	0.0;
3;	W-E;	4;	42.7;	0.8;	20.5;
3;	E-W;	17;	65.5;	5.6;	80.7;
3;	E-S;	13;	43.8;	2.7;	63.8;
3;	E-N;	176;	4.1;	0.1;	38.2;
3;	S-E;	7;	0.8;	0.0;	0.0;
3;	N-S;	614;	12.5;	13.5;	171.3;
3;	N-W;	278;	8.2;	0.1;	46.7;
3;	N-E;	23;	14.5;	0.7;	43.3;
3;	All;	3595;	13.5;	9.2;	235.5;
5;	S-W;	7;	9.5;	0.0;	0.0;
5;	W-S;	12;	7.9;	54.6;	399.3;
5;	W-E;	638;	32.6;	54.6;	399.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	86;	30.9;	3.8;	64.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	450;	0.3;	0.0;	0.0;
5;	E-S;	28;	4.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1221;	19.6;	12.5;	399.3;
0;	All;	14279;	28.8;	36.4;	1653.8;

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Comment: Date: Wednesday, April 17, 2013 2:43:55 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	129;	0.6;	0.0;	0.0;
1;	E-W;	96;	49.0;	23.3;	167.7;
1;	E-S;	98;	34.3;	17.2;	150.4;
1;	W-N;	326;	36.3;	37.7;	150.9;
1;	W-E;	101;	33.5;	16.2;	105.9;
1;	N-S;	1003;	21.9;	47.6;	265.3;
1;	N-E;	116;	35.3;	11.7;	105.8;
1;	N-SW;	109;	2.4;	0.0;	0.0;
1;	W-S;	127;	4.2;	0.0;	25.5;
1;	S-W;	323;	57.4;	60.0;	1030.1;
1;	S-N;	2061;	39.3;	195.3;	1634.5;
1;	S-E;	278;	30.3;	0.0;	30.5;
1;	All;	4767;	33.2;	34.1;	1634.5;
2;	N-E;	193;	52.8;	32.9;	147.3;
2;	N-S;	770;	22.7;	34.7;	231.1;
2;	N-W;	259;	2.8;	0.5;	108.3;
2;	E-N;	223;	9.4;	0.1;	29.6;
2;	E-S;	79;	66.5;	22.6;	85.4;
2;	E-W;	126;	68.3;	29.6;	107.9;
2;	S-N;	2034;	36.5;	152.8;	715.3;
2;	S-E;	243;	11.1;	0.1;	41.0;
2;	S-W;	100;	61.8;	21.4;	83.6;
2;	W-N;	436;	69.6;	232.7;	439.3;
2;	W-E;	247;	65.2;	208.3;	420.9;
2;	W-S;	44;	62.2;	208.3;	420.9;
2;	All;	4754;	37.2;	78.7;	715.3;
3;	W-N;	377;	53.7;	62.4;	220.6;
3;	S-N;	1784;	9.9;	27.2;	260.5;
3;	S-W;	212;	9.8;	5.5;	89.0;
3;	W-S;	93;	2.4;	0.0;	0.0;
3;	W-E;	6;	46.4;	1.2;	21.6;
3;	E-W;	17;	73.4;	6.0;	59.9;
3;	E-S;	10;	47.2;	2.2;	21.9;
3;	E-N;	182;	4.3;	0.0;	19.8;
3;	S-E;	8;	2.5;	0.0;	0.0;
3;	N-S;	609;	12.7;	13.0;	172.0;
3;	N-W;	259;	8.2;	0.1;	34.2;
3;	N-E;	34;	18.4;	0.9;	41.5;
3;	All;	3591;	14.9;	9.9;	260.5;
5;	S-W;	7;	7.1;	0.0;	0.0;
5;	W-S;	3;	1.1;	24.9;	254.6;
5;	W-E;	643;	19.1;	24.9;	254.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	85;	20.8;	1.7;	69.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	462;	0.2;	0.0;	0.0;
5;	E-S;	23;	4.9;	0.0;	19.7;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1223;	11.7;	5.7;	254.6;
0;	All;	14335;	28.1;	33.8;	1634.5;

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Comment: Date: Wednesday, April 17, 2013 2:45:35 PM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	132;	0.5;	0.0;	0.0;
1;	E-W;	119;	46.8;	26.8;	148.6;
1;	E-S;	78;	31.4;	12.2;	124.9;
1;	W-N;	327;	31.4;	33.4;	130.8;
1;	W-E;	111;	39.6;	21.9;	126.4;
1;	N-S;	959;	20.4;	44.8;	277.8;
1;	N-E;	169;	37.4;	19.2;	167.8;
1;	N-SW;	104;	2.4;	0.0;	0.0;
1;	W-S;	115;	5.3;	0.2;	73.1;
1;	S-W;	297;	52.9;	60.2;	1256.2;
1;	S-N;	2019;	37.5;	161.2;	1253.2;
1;	S-E;	251;	23.4;	0.2;	53.3;
1;	All;	4681;	31.3;	31.7;	1256.2;
2;	N-E;	153;	59.7;	31.7;	150.4;
2;	N-S;	693;	23.9;	33.2;	274.7;
2;	N-W;	286;	2.6;	0.1;	25.5;
2;	E-N;	206;	12.9;	1.9;	81.0;
2;	E-S;	97;	67.2;	25.6;	144.4;
2;	E-W;	135;	67.9;	30.9;	105.1;
2;	S-N;	1883;	36.0;	148.2;	678.0;
2;	S-E;	278;	13.0;	2.0;	114.4;
2;	S-W;	92;	69.0;	23.5;	105.7;
2;	W-N;	452;	61.0;	187.7;	423.6;
2;	W-E;	258;	62.5;	189.4;	422.9;
2;	W-S;	28;	49.8;	189.4;	422.9;
2;	All;	4561;	36.8;	72.0;	678.0;
3;	W-N;	356;	49.5;	55.0;	238.3;
3;	S-N;	1751;	9.5;	25.2;	235.9;
3;	S-W;	241;	11.5;	8.4;	128.9;
3;	W-S;	108;	6.1;	0.0;	29.9;
3;	W-E;	8;	49.7;	3.8;	135.3;
3;	E-W;	17;	51.8;	4.2;	62.5;
3;	E-S;	17;	57.1;	4.9;	62.7;
3;	E-N;	169;	5.3;	0.1;	39.0;
3;	S-E;	7;	1.3;	0.0;	0.0;
3;	N-S;	558;	15.2;	14.9;	151.4;
3;	N-W;	234;	6.9;	0.0;	31.5;
3;	N-E;	38;	19.1;	1.8;	60.4;
3;	All;	3504;	14.7;	9.9;	238.3;
5;	S-W;	6;	7.5;	0.0;	0.0;
5;	W-S;	2;	0.7;	5.6;	207.8;
5;	W-E;	646;	7.4;	5.6;	207.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	8.1;	0.2;	44.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	486;	0.2;	0.0;	0.0;
5;	E-S;	28;	4.6;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1255;	4.6;	1.3;	207.8;
0;	All;	14001;	26.6;	30.5;	1256.2;

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Comment: Date: Wednesday, April 17, 2013 9:53:33 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	67;	0.5;	0.0;	0.0;
1;	E-W;	106;	55.0;	33.3;	153.6;
1;	E-S;	164;	51.1;	45.3;	193.6;
1;	W-N;	141;	46.8;	24.9;	107.2;
1;	W-E;	86;	60.8;	28.7;	146.6;
1;	N-S;	2273;	17.9;	86.4;	521.4;
1;	N-E;	84;	16.1;	2.8;	61.2;
1;	N-SW;	147;	7.3;	0.0;	0.0;
1;	W-S;	283;	11.7;	6.8;	137.1;
1;	S-W;	187;	41.8;	27.5;	234.1;
1;	S-N;	1080;	10.3;	16.6;	232.5;
1;	S-E;	59;	5.3;	0.0;	0.0;
1;	All;	4677;	19.6;	22.7;	521.4;
2;	N-E;	230;	54.3;	39.2;	164.3;
2;	N-S;	1797;	23.0;	88.1;	727.8;
2;	N-W;	670;	7.0;	3.4;	460.3;
2;	E-N;	160;	6.6;	0.0;	20.4;
2;	E-S;	326;	87.8;	99.6;	495.6;
2;	E-W;	252;	71.0;	60.6;	472.2;
2;	S-N;	818;	31.4;	50.3;	327.0;
2;	S-E;	156;	4.9;	0.1;	92.4;
2;	S-W;	66;	90.1;	23.1;	67.4;
2;	W-N;	333;	64.9;	132.5;	404.3;
2;	W-E;	157;	56.7;	100.3;	403.0;
2;	W-S;	67;	52.0;	100.3;	403.0;
2;	All;	5032;	34.3;	58.1;	727.8;
3;	W-N;	286;	56.6;	53.7;	187.8;
3;	S-N;	678;	9.6;	12.3;	146.4;
3;	S-W;	94;	13.3;	2.7;	63.4;
3;	W-S;	240;	12.2;	2.5;	112.2;
3;	W-E;	24;	45.1;	17.0;	233.7;
3;	E-W;	21;	48.6;	4.8;	41.4;
3;	E-S;	14;	42.6;	2.7;	41.7;
3;	E-N;	65;	0.8;	0.0;	0.0;
3;	S-E;	28;	0.6;	0.0;	0.0;
3;	N-S;	1607;	15.2;	27.7;	270.6;
3;	N-W;	465;	12.3;	0.0;	0.0;
3;	N-E;	127;	20.9;	4.7;	98.8;
3;	All;	3649;	17.1;	10.7;	270.6;
5;	S-W;	6;	8.2;	0.0;	0.0;
5;	W-S;	10;	0.3;	0.1;	39.1;
5;	W-E;	494;	1.8;	0.1;	39.1;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.3;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	841;	0.3;	0.0;	0.0;
5;	E-S;	142;	5.1;	0.9;	146.4;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1554;	1.5;	0.1;	146.4;
0;	All;	14912;	22.1;	24.4;	727.8;

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp
Comment: Date: Wednesday, April 17, 2013 9:55:20 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	65;	0.5;	0.0;	0.0;
1;	E-W;	152;	54.3;	44.5;	171.8;
1;	E-S;	126;	45.3;	29.9;	215.3;
1;	W-N;	142;	44.8;	25.2;	106.2;
1;	W-E;	91;	56.0;	26.6;	131.0;
1;	N-S;	2272;	19.8;	100.2;	667.0;
1;	N-E;	63;	15.9;	2.5;	60.8;
1;	N-SW;	148;	9.0;	0.0;	0.0;
1;	W-S;	286;	10.2;	4.3;	177.4;
1;	S-W;	181;	40.5;	25.7;	236.3;
1;	S-N;	1098;	11.4;	21.9;	239.7;
1;	S-E;	69;	4.2;	0.0;	0.0;
1;	All;	4693;	20.4;	23.4;	667.0;
2;	N-E;	235;	53.0;	37.9;	156.9;
2;	N-S;	1778;	24.9;	98.5;	702.0;
2;	N-W;	649;	8.8;	5.2;	355.9;
2;	E-N;	156;	6.2;	0.0;	26.4;
2;	E-S;	344;	72.5;	85.9;	566.9;
2;	E-W;	240;	65.4;	48.3;	163.2;
2;	S-N;	823;	34.8;	58.2;	269.5;
2;	S-E;	157;	4.2;	0.0;	0.0;
2;	S-W;	60;	80.7;	20.9;	84.8;
2;	W-N;	364;	64.0;	149.1;	421.1;
2;	W-E;	146;	67.2;	105.6;	420.5;
2;	W-S;	51;	62.2;	105.6;	420.5;
2;	All;	5003;	34.9;	59.6;	702.0;
3;	W-N;	280;	55.8;	50.0;	151.9;
3;	S-N;	672;	8.0;	10.1;	88.6;
3;	S-W;	95;	13.1;	3.0;	101.4;
3;	W-S;	255;	9.1;	1.1;	110.3;
3;	W-E;	24;	50.5;	12.1;	231.8;
3;	E-W;	14;	52.1;	3.7;	67.7;
3;	E-S;	12;	76.3;	4.3;	42.9;
3;	E-N;	73;	1.4;	0.0;	0.0;
3;	S-E;	31;	0.6;	0.0;	0.0;
3;	N-S;	1561;	16.4;	30.4;	610.0;
3;	N-W;	500;	13.5;	0.1;	49.0;
3;	N-E;	135;	22.7;	4.1;	121.4;
3;	All;	3652;	17.3;	9.9;	610.0;
5;	S-W;	6;	7.0;	0.0;	0.0;
5;	W-S;	10;	0.4;	2.0;	136.2;
5;	W-E;	492;	3.5;	2.0;	136.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.1;	0.0;	25.7;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	809;	0.4;	0.0;	0.0;
5;	E-S;	140;	4.9;	0.3;	45.4;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1518;	2.1;	0.5;	136.2;
0;	All;	14866;	22.6;	24.9;	702.0;

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp
Comment: Date: Wednesday, April 17, 2013 9:57:16 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	58;	0.6;	0.0;	0.0;
1;	E-W;	140;	62.3;	44.4;	259.0;
1;	E-S;	142;	48.4;	36.8;	182.5;
1;	W-N;	136;	37.7;	21.3;	101.2;
1;	W-E;	77;	46.3;	18.3;	124.7;
1;	N-S;	2314;	21.1;	107.6;	635.6;
1;	N-E;	67;	13.6;	2.1;	107.4;
1;	N-SW;	130;	9.8;	0.0;	0.0;
1;	W-S;	303;	16.6;	15.8;	231.7;
1;	S-W;	189;	51.1;	37.7;	250.0;
1;	S-N;	1053;	10.4;	17.3;	229.3;
1;	S-E;	73;	5.2;	0.0;	0.0;
1;	All;	4682;	21.7;	25.1;	635.6;
2;	N-E;	249;	50.8;	37.1;	172.2;
2;	N-S;	1797;	24.3;	105.4;	930.1;
2;	N-W;	648;	7.7;	2.1;	214.8;
2;	E-N;	163;	6.1;	0.0;	0.0;
2;	E-S;	330;	73.0;	84.7;	518.0;
2;	E-W;	254;	65.3;	50.7;	208.5;
2;	S-N;	801;	32.1;	54.6;	283.3;
2;	S-E;	143;	4.9;	0.0;	0.0;
2;	S-W;	87;	92.3;	29.6;	101.2;
2;	W-N;	339;	64.5;	131.5;	421.0;
2;	W-E;	158;	57.6;	98.1;	405.3;
2;	W-S;	60;	64.6;	98.1;	405.3;
2;	All;	5029;	34.3;	57.6;	930.1;
3;	W-N;	292;	56.9;	55.6;	189.4;
3;	S-N;	676;	10.1;	12.9;	112.3;
3;	S-W;	99;	15.8;	3.7;	68.4;
3;	W-S;	235;	8.6;	1.0;	106.6;
3;	W-E;	25;	53.9;	11.9;	228.1;
3;	E-W;	21;	52.9;	5.2;	60.5;
3;	E-S;	6;	64.9;	2.3;	42.8;
3;	E-N;	71;	1.5;	0.0;	0.0;
3;	S-E;	36;	1.0;	0.0;	0.0;
3;	N-S;	1594;	17.6;	36.6;	732.4;
3;	N-W;	468;	14.9;	0.0;	0.0;
3;	N-E;	147;	20.9;	5.2;	143.8;
3;	All;	3670;	18.6;	11.2;	732.4;
5;	S-W;	7;	9.6;	0.0;	0.0;
5;	W-S;	19;	0.4;	1.3;	125.6;
5;	W-E;	481;	3.3;	1.3;	125.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	5.4;	0.0;	17.9;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	866;	0.4;	0.0;	0.0;
5;	E-S;	119;	4.7;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1552;	1.9;	0.3;	125.6;
0;	All;	14933;	23.1;	25.1;	930.1;

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Comment: Date: Wednesday, April 17, 2013 9:59:02 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	65;	0.6;	0.0;	0.0;
1;	E-W;	134;	59.2;	43.6;	214.0;
1;	E-S;	137;	49.8;	36.8;	167.1;
1;	W-N;	143;	47.8;	25.0;	122.9;
1;	W-E;	69;	54.9;	20.2;	124.3;
1;	N-S;	2326;	17.7;	92.9;	677.8;
1;	N-E;	61;	16.0;	2.5;	61.2;
1;	N-SW;	137;	8.2;	0.0;	0.0;
1;	W-S;	292;	13.2;	7.8;	117.0;
1;	S-W;	164;	37.7;	20.8;	152.3;
1;	S-N;	1092;	9.6;	18.0;	188.1;
1;	S-E;	73;	4.6;	0.0;	0.0;
1;	All;	4693;	19.1;	22.3;	677.8;
2;	N-E;	256;	64.1;	51.7;	320.6;
2;	N-S;	1762;	27.1;	103.2;	738.1;
2;	N-W;	709;	8.6;	5.7;	513.4;
2;	E-N;	178;	6.3;	0.0;	0.0;
2;	E-S;	296;	72.8;	73.4;	385.6;
2;	E-W;	254;	65.9;	53.1;	257.9;
2;	S-N;	828;	31.4;	54.7;	257.5;
2;	S-E;	124;	4.7;	0.0;	0.0;
2;	S-W;	82;	84.6;	29.2;	87.1;
2;	W-N;	332;	67.3;	135.7;	406.7;
2;	W-E;	152;	63.9;	105.8;	406.1;
2;	W-S;	75;	56.0;	105.8;	406.1;
2;	All;	5048;	35.6;	59.8;	738.1;
3;	W-N;	310;	60.7;	61.1;	215.0;
3;	S-N;	673;	8.6;	10.7;	130.8;
3;	S-W;	97;	10.8;	2.4;	87.0;
3;	W-S;	227;	4.7;	0.0;	0.0;
3;	W-E;	12;	39.1;	2.6;	86.9;
3;	E-W;	25;	54.3;	6.8;	67.4;
3;	E-S;	12;	66.7;	3.8;	43.0;
3;	E-N;	62;	1.3;	0.0;	0.0;
3;	S-E;	22;	0.8;	0.0;	0.0;
3;	N-S;	1576;	19.2;	29.3;	275.7;
3;	N-W;	447;	15.8;	0.0;	33.9;
3;	N-E;	152;	21.0;	4.6;	169.3;
3;	All;	3615;	19.4;	10.1;	275.7;
5;	S-W;	8;	9.7;	0.0;	0.0;
5;	W-S;	11;	0.6;	0.0;	0.0;
5;	W-E;	488;	2.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	59;	8.2;	0.0;	29.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	908;	0.4;	0.0;	0.0;
5;	E-S;	135;	4.9;	0.1;	38.6;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1609;	1.7;	0.0;	38.6;
0;	All;	14965;	22.8;	24.6;	738.1;

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Comment: Date: Wednesday, April 17, 2013 10:00:49 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	52;	0.5;	0.0;	0.0;
1;	E-W;	125;	58.2;	38.6;	195.6;
1;	E-S;	160;	46.4;	39.7;	245.1;
1;	W-N;	150;	42.2;	23.9;	88.4;
1;	W-E;	86;	56.4;	25.5;	148.0;
1;	N-S;	2288;	22.0;	119.1;	773.9;
1;	N-E;	56;	12.8;	1.5;	42.3;
1;	N-SW;	149;	11.9;	0.0;	0.0;
1;	W-S;	277;	13.8;	8.6;	155.7;
1;	S-W;	227;	53.1;	48.4;	350.2;
1;	S-N;	1126;	9.6;	16.2;	191.4;
1;	S-E;	68;	6.6;	0.0;	0.0;
1;	All;	4764;	22.2;	26.8;	773.9;
2;	N-E;	252;	52.2;	39.9;	301.8;
2;	N-S;	1787;	25.3;	93.8;	680.4;
2;	N-W;	675;	7.8;	3.9;	330.5;
2;	E-N;	175;	7.4;	0.3;	44.7;
2;	E-S;	308;	77.6;	80.9;	557.8;
2;	E-W;	254;	70.3;	55.4;	229.8;
2;	S-N;	863;	31.5;	54.9;	274.2;
2;	S-E;	142;	5.0;	0.0;	0.0;
2;	S-W;	67;	75.6;	19.2;	84.4;
2;	W-N;	363;	65.6;	157.0;	420.8;
2;	W-E;	147;	62.6;	114.4;	420.2;
2;	W-S;	51;	66.2;	114.4;	420.2;
2;	All;	5084;	34.6;	61.2;	680.4;
3;	W-N;	306;	54.4;	53.1;	214.3;
3;	S-N;	689;	10.4;	13.7;	129.5;
3;	S-W;	100;	13.8;	2.9;	63.9;
3;	W-S;	238;	6.6;	0.2;	52.5;
3;	W-E;	17;	36.2;	5.9;	174.0;
3;	E-W;	10;	80.2;	3.9;	41.7;
3;	E-S;	18;	56.3;	4.8;	62.6;
3;	E-N;	72;	1.2;	0.0;	0.0;
3;	S-E;	26;	0.8;	0.0;	0.0;
3;	N-S;	1601;	18.1;	32.0;	376.3;
3;	N-W;	438;	15.3;	0.0;	0.0;
3;	N-E;	150;	21.1;	4.5;	105.3;
3;	All;	3665;	18.6;	10.1;	376.3;
5;	S-W;	3;	10.4;	0.0;	0.0;
5;	W-S;	15;	0.6;	2.7;	131.9;
5;	W-E;	495;	4.8;	2.7;	131.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	64;	6.7;	0.0;	28.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	870;	0.3;	0.0;	0.0;
5;	E-S;	128;	4.6;	0.0;	17.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1575;	2.3;	0.6;	131.9;
0;	All;	15088;	23.4;	26.3;	773.9;

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Comment: Date: Wednesday, April 17, 2013 10:02:33 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	63;	0.4;	0.0;	0.0;
1;	E-W;	131;	60.0;	41.3;	215.0;
1;	E-S;	142;	44.5;	35.4;	171.4;
1;	W-N;	134;	45.1;	24.2;	104.7;
1;	W-E;	84;	61.1;	26.6;	166.8;
1;	N-S;	2323;	19.0;	99.7;	684.3;
1;	N-E;	52;	17.5;	1.7;	59.6;
1;	N-SW;	136;	9.4;	0.0;	0.0;
1;	W-S;	297;	13.4;	9.7;	196.8;
1;	S-W;	202;	43.5;	30.9;	244.4;
1;	S-N;	1083;	11.5;	20.3;	316.8;
1;	S-E;	64;	4.6;	0.0;	0.0;
1;	All;	4711;	20.6;	24.2;	684.3;
2;	N-E;	261;	50.8;	41.4;	170.4;
2;	N-S;	1796;	22.4;	80.0;	598.3;
2;	N-W;	670;	8.3;	8.1;	623.4;
2;	E-N;	152;	7.4;	0.1;	25.6;
2;	E-S;	343;	75.2;	89.0;	560.5;
2;	E-W;	247;	68.4;	56.0;	558.4;
2;	S-N;	854;	35.1;	60.8;	332.8;
2;	S-E;	144;	5.1;	0.0;	26.2;
2;	S-W;	63;	81.1;	21.7;	86.7;
2;	W-N;	343;	72.0;	163.7;	439.3;
2;	W-E;	143;	70.5;	116.8;	420.3;
2;	W-S;	62;	63.0;	116.8;	420.3;
2;	All;	5078;	34.9;	62.9;	623.4;
3;	W-N;	279;	56.9;	52.0;	174.4;
3;	S-N;	699;	8.2;	10.5;	128.9;
3;	S-W;	79;	11.0;	1.7;	85.7;
3;	W-S;	245;	11.7;	1.9;	168.8;
3;	W-E;	23;	48.6;	15.3;	290.4;
3;	E-W;	16;	50.9;	3.9;	64.2;
3;	E-S;	15;	59.2;	4.5;	43.4;
3;	E-N;	66;	0.9;	0.0;	0.0;
3;	S-E;	32;	0.7;	0.0;	0.0;
3;	N-S;	1650;	18.3;	31.0;	354.0;
3;	N-W;	446;	15.7;	0.0;	0.0;
3;	N-E;	129;	26.4;	4.4;	104.0;
3;	All;	3679;	18.7;	10.4;	354.0;
5;	S-W;	8;	9.6;	0.0;	0.0;
5;	W-S;	17;	0.5;	6.1;	172.2;
5;	W-E;	487;	7.3;	6.1;	172.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	58;	8.6;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	847;	0.3;	0.0;	0.0;
5;	E-S;	132;	5.0;	0.1;	86.5;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1549;	3.3;	1.4;	172.2;
0;	All;	15017;	23.2;	26.3;	684.3;

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Comment: Date: Wednesday, April 17, 2013 10:04:26 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	51;	0.5;	0.0;	0.0;
1;	E-W;	143;	57.5;	45.4;	260.1;
1;	E-S;	136;	45.9;	33.8;	193.6;
1;	W-N;	154;	45.0;	26.0;	150.2;
1;	W-E;	91;	56.3;	27.1;	153.4;
1;	N-S;	2292;	20.4;	111.0;	861.0;
1;	N-E;	70;	14.9;	2.5;	43.7;
1;	N-SW;	153;	11.4;	0.0;	0.0;
1;	W-S;	273;	12.9;	10.3;	271.8;
1;	S-W;	172;	36.8;	20.5;	212.2;
1;	S-N;	1093;	11.6;	22.5;	275.1;
1;	S-E;	58;	5.4;	0.0;	0.0;
1;	All;	4686;	21.1;	24.9;	861.0;
2;	N-E;	231;	56.8;	40.5;	170.8;
2;	N-S;	1725;	23.7;	89.0;	716.8;
2;	N-W;	686;	9.3;	8.2;	809.6;
2;	E-N;	178;	6.9;	0.1;	38.4;
2;	E-S;	323;	82.1;	88.4;	476.7;
2;	E-W;	246;	68.0;	53.7;	474.6;
2;	S-N;	804;	30.0;	51.6;	273.3;
2;	S-E;	141;	5.9;	0.0;	26.6;
2;	S-W;	92;	74.5;	26.9;	106.8;
2;	W-N;	332;	66.0;	138.4;	406.7;
2;	W-E;	163;	60.6;	111.5;	406.1;
2;	W-S;	58;	69.3;	111.5;	406.1;
2;	All;	4979;	34.7;	60.0;	809.6;
3;	W-N;	324;	58.3;	59.6;	195.9;
3;	S-N;	673;	10.9;	13.3;	125.4;
3;	S-W;	96;	11.1;	3.0;	87.9;
3;	W-S;	213;	9.1;	0.5;	85.8;
3;	W-E;	18;	56.5;	11.0;	207.4;
3;	E-W;	19;	70.4;	6.9;	63.6;
3;	E-S;	13;	59.6;	4.1;	43.2;
3;	E-N;	67;	1.4;	0.0;	0.0;
3;	S-E;	30;	0.6;	0.0;	0.0;
3;	N-S;	1547;	20.0;	32.2;	264.9;
3;	N-W;	466;	16.8;	0.0;	0.0;
3;	N-E;	135;	24.3;	6.7;	170.8;
3;	All;	3601;	20.7;	11.4;	264.9;
5;	S-W;	12;	10.2;	0.0;	0.0;
5;	W-S;	11;	0.8;	0.7;	117.2;
5;	W-E;	492;	2.7;	0.7;	117.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	54;	7.5;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	898;	0.3;	0.0;	0.0;
5;	E-S;	122;	4.0;	0.0;	20.2;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1589;	1.7;	0.2;	117.2;
0;	All;	14855;	23.5;	25.7;	861.0;

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp
Comment: Date: Wednesday, April 17, 2013 10:06:05 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	62;	0.5;	0.0;	0.0;
1;	E-W;	128;	63.5;	45.5;	207.4;
1;	E-S;	144;	50.3;	39.9;	169.2;
1;	W-N;	141;	48.7;	26.7;	105.6;
1;	W-E;	72;	52.0;	19.3;	127.8;
1;	N-S;	2267;	19.8;	109.9;	736.1;
1;	N-E;	75;	15.9;	1.7;	60.2;
1;	N-SW;	143;	12.9;	0.0;	0.0;
1;	W-S;	299;	13.5;	10.3;	199.4;
1;	S-W;	190;	43.4;	30.2;	258.7;
1;	S-N;	1143;	9.9;	18.0;	222.4;
1;	S-E;	60;	7.5;	0.0;	0.0;
1;	All;	4724;	20.7;	25.1;	736.1;
2;	N-E;	245;	55.1;	41.7;	149.6;
2;	N-S;	1774;	25.4;	95.7;	591.5;
2;	N-W;	689;	7.2;	3.0;	313.7;
2;	E-N;	177;	6.1;	0.0;	16.9;
2;	E-S;	322;	75.2;	82.2;	350.5;
2;	E-W;	231;	68.1;	49.2;	151.2;
2;	S-N;	834;	32.2;	54.7;	251.3;
2;	S-E;	128;	5.0;	0.1;	38.3;
2;	S-W;	64;	84.0;	23.7;	84.6;
2;	W-N;	378;	63.8;	152.6;	421.1;
2;	W-E;	126;	67.8;	91.8;	420.3;
2;	W-S;	46;	55.8;	91.8;	420.3;
2;	All;	5014;	34.4;	57.2;	591.5;
3;	W-N;	273;	60.9;	53.4;	174.8;
3;	S-N;	678;	9.0;	11.7;	134.5;
3;	S-W;	114;	13.3;	3.3;	86.5;
3;	W-S;	247;	9.5;	1.4;	136.9;
3;	W-E;	21;	55.4;	14.4;	258.4;
3;	E-W;	11;	83.5;	5.8;	62.5;
3;	E-S;	13;	50.8;	3.5;	42.7;
3;	E-N;	72;	1.7;	0.0;	0.0;
3;	S-E;	24;	0.6;	0.0;	0.0;
3;	N-S;	1571;	17.7;	33.5;	669.2;
3;	N-W;	459;	15.3;	0.0;	0.0;
3;	N-E;	143;	23.6;	6.7;	179.3;
3;	All;	3626;	18.6;	11.1;	669.2;
5;	S-W;	6;	6.7;	0.0;	0.0;
5;	W-S;	16;	0.4;	1.4;	149.6;
5;	W-E;	492;	4.2;	1.4;	149.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	5.7;	0.0;	27.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	856;	0.3;	0.0;	0.0;
5;	E-S;	126;	5.2;	0.0;	19.3;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1558;	2.2;	0.3;	149.6;
0;	All;	14922;	22.9;	25.0;	736.1;

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp
Comment: Date: Wednesday, April 17, 2013 10:07:59 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis
Node 2: Zia_St Francis
Node 3: Sawmill / St Francis
Node 5: Zia / Galisteo

Node: Node Number
Movement: Movement (Bearing from-to)
veh(All): Number of Vehicles, All Vehicle Types
Delay(All): Average delay per vehicle [s], All Vehicle Types
aveQueue: Average Queue Length [ft]
maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	58;	0.5;	0.0;	0.0;
1;	E-W;	122;	64.6;	42.6;	187.5;
1;	E-S;	148;	44.3;	36.0;	209.5;
1;	W-N;	155;	43.8;	25.3;	125.9;
1;	W-E;	90;	54.3;	27.1;	173.1;
1;	N-S;	2309;	20.4;	109.9;	607.5;
1;	N-E;	48;	17.2;	1.8;	41.3;
1;	N-SW;	151;	12.9;	0.0;	0.0;
1;	W-S;	269;	13.8;	9.8;	210.7;
1;	S-W;	199;	43.0;	30.3;	247.6;
1;	S-N;	1139;	11.1;	20.3;	307.8;
1;	S-E;	58;	5.8;	0.0;	0.0;
1;	All;	4746;	21.3;	25.3;	607.5;
2;	N-E;	284;	52.4;	43.6;	191.2;
2;	N-S;	1749;	23.7;	83.8;	663.3;
2;	N-W;	684;	7.7;	3.2;	382.1;
2;	E-N;	163;	6.5;	0.1;	27.4;
2;	E-S;	315;	71.5;	75.1;	339.3;
2;	E-W;	251;	59.5;	47.6;	167.1;
2;	S-N;	878;	32.5;	57.3;	257.2;
2;	S-E;	139;	4.9;	0.0;	23.3;
2;	S-W;	76;	73.3;	20.6;	105.5;
2;	W-N;	351;	64.2;	145.4;	421.5;
2;	W-E;	158;	63.2;	103.6;	418.8;
2;	W-S;	47;	67.7;	103.6;	418.8;
2;	All;	5095;	33.5;	57.0;	663.3;
3;	W-N;	316;	61.1;	61.1;	206.9;
3;	S-N;	691;	8.4;	10.5;	105.1;
3;	S-W;	84;	10.7;	1.7;	65.6;
3;	W-S;	209;	21.6;	8.4;	331.7;
3;	W-E;	29;	55.1;	30.7;	453.2;
3;	E-W;	17;	79.8;	7.4;	66.9;
3;	E-S;	13;	36.7;	2.4;	60.3;
3;	E-N;	70;	1.1;	0.0;	0.0;
3;	S-E;	24;	0.8;	0.0;	0.0;
3;	N-S;	1527;	16.3;	23.0;	320.7;
3;	N-W;	445;	13.4;	0.0;	0.0;
3;	N-E;	146;	24.8;	6.2;	107.2;
3;	All;	3571;	19.2;	12.6;	453.2;
5;	S-W;	6;	7.0;	0.0;	0.0;
5;	W-S;	11;	0.5;	2.4;	144.2;
5;	W-E;	491;	4.4;	2.4;	144.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	7.1;	0.0;	15.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	854;	0.3;	0.0;	0.0;
5;	E-S;	153;	6.1;	0.1;	34.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1575;	2.4;	0.5;	144.2;
0;	All;	14987;	23.0;	25.4;	663.3;

File: q:\trf\projects\santafe-ziastation\vissim\existing pm\existing pm.inp

Comment: Date: Wednesday, April 17, 2013 10:09:42 AM VISSIM: 5.40-08 [38878]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node; Movement; veh(All); Delay(All); aveQueue; maxQueue;

1;	E-N;	56;	0.6;	0.0;	0.0;
1;	E-W;	148;	55.0;	45.4;	189.8;
1;	E-S;	129;	45.4;	32.7;	167.1;
1;	W-N;	155;	40.4;	23.6;	128.7;
1;	W-E;	93;	52.9;	26.5;	145.4;
1;	N-S;	2286;	21.5;	117.1;	580.9;
1;	N-E;	64;	15.2;	1.8;	44.4;
1;	N-SW;	147;	11.2;	0.0;	0.0;
1;	W-S;	262;	13.3;	8.1;	122.4;
1;	S-W;	191;	48.2;	34.9;	250.1;
1;	S-N;	1069;	12.8;	22.4;	260.0;
1;	S-E;	63;	5.0;	0.0;	0.0;
1;	All;	4663;	22.3;	26.1;	580.9;
2;	N-E;	221;	54.4;	37.7;	189.5;
2;	N-S;	1675;	23.2;	88.7;	662.0;
2;	N-W;	734;	7.9;	2.4;	193.6;
2;	E-N;	192;	7.0;	0.0;	23.0;
2;	E-S;	322;	83.9;	93.4;	558.0;
2;	E-W;	243;	76.6;	56.4;	191.9;
2;	S-N;	799;	32.4;	52.2;	290.4;
2;	S-E;	146;	5.3;	0.2;	55.7;
2;	S-W;	75;	91.0;	25.9;	130.0;
2;	W-N;	350;	67.2;	148.9;	407.0;
2;	W-E;	168;	63.8;	106.7;	405.2;
2;	W-S;	41;	72.1;	106.7;	405.2;
2;	All;	4966;	35.1;	59.9;	662.0;
3;	W-N;	279;	58.1;	52.3;	204.4;
3;	S-N;	674;	10.4;	12.7;	153.1;
3;	S-W;	102;	10.9;	3.1;	104.3;
3;	W-S;	245;	10.9;	1.6;	124.9;
3;	W-E;	18;	49.3;	13.9;	246.4;
3;	E-W;	21;	66.4;	7.1;	43.5;
3;	E-S;	16;	59.7;	4.6;	63.2;
3;	E-N;	58;	1.3;	0.0;	0.0;
3;	S-E;	29;	0.9;	0.0;	0.0;
3;	N-S;	1485;	16.9;	27.2;	252.7;
3;	N-W;	457;	14.5;	0.0;	0.0;
3;	N-E;	126;	22.8;	5.1;	127.2;
3;	All;	3510;	18.5;	10.6;	252.7;
5;	S-W;	6;	8.7;	0.0;	0.0;
5;	W-S;	14;	0.4;	0.9;	61.5;
5;	W-E;	492;	2.7;	0.9;	61.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	5.8;	0.0;	27.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	915;	0.3;	0.0;	0.0;
5;	E-S;	134;	4.8;	0.0;	21.3;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1623;	1.7;	0.2;	61.5;
0;	All;	14762;	23.4;	25.8;	662.0;

Existing PM with ZIA station - LongGateDown_112.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:23:40 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	67;	0.5;	0.0;	0.0;
1;	E-W;	111;	46.7;	27.1;	129.7;
1;	E-S;	167;	41.1;	35.8;	185.5;
1;	W-N;	144;	38.8;	20.3;	121.7;
1;	W-E;	90;	54.3;	25.3;	159.8;
1;	N-S;	2258;	24.3;	132.8;	785.1;
1;	N-E;	83;	17.4;	3.0;	63.7;
1;	N-SW;	147;	15.0;	0.0;	0.0;
1;	W-S;	284;	13.0;	9.5;	177.6;
1;	S-W;	182;	48.4;	31.6;	281.0;
1;	S-N;	1041;	17.0;	32.6;	276.9;
1;	S-E;	58;	5.5;	0.0;	13.8;
1;	All;	4632;	24.1;	26.5;	785.1;
2;	N-E;	232;	59.7;	42.3;	213.5;
2;	N-S;	1801;	27.2;	114.4;	686.3;
2;	N-W;	678;	8.7;	2.8;	324.4;
2;	E-N;	160;	6.9;	0.1;	20.4;
2;	E-S;	326;	93.7;	108.2;	539.6;
2;	E-W;	252;	75.4;	62.3;	494.4;
2;	S-N;	818;	31.9;	51.5;	319.8;
2;	S-E;	156;	4.9;	0.1;	92.6;
2;	S-W;	66;	91.7;	22.8;	67.1;
2;	W-N;	333;	67.7;	138.6;	420.3;
2;	W-E;	157;	59.9;	108.5;	419.7;
2;	W-S;	67;	53.2;	108.5;	419.7;
2;	All;	5046;	37.2;	63.3;	686.3;
3;	W-N;	286;	57.0;	54.1;	187.8;
3;	S-N;	678;	9.9;	12.6;	127.0;
3;	S-W;	94;	10.5;	2.5;	63.4;
3;	W-S;	241;	12.4;	2.5;	112.2;
3;	W-E;	24;	45.1;	17.1;	233.7;
3;	E-W;	21;	48.5;	4.8;	41.4;
3;	E-S;	14;	42.4;	2.7;	41.7;
3;	E-N;	65;	1.1;	0.0;	0.0;
3;	S-E;	28;	0.6;	0.0;	0.0;
3;	N-S;	1617;	18.1;	29.2;	329.8;
3;	N-W;	467;	14.5;	0.0;	0.0;
3;	N-E;	126;	24.4;	6.2;	149.2;
3;	All;	3661;	18.8;	11.0;	329.8;
5;	S-W;	6;	10.0;	0.0;	0.0;
5;	W-S;	10;	0.3;	0.2;	39.0;

Existing PM with ZIA station - LongGateDown_112.kna

5;	W-E;	494;	2.0;	0.2;	39.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.1;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	848;	0.7;	0.0;	0.0;
5;	E-S;	144;	5.6;	0.3;	68.2;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1563;	1.8;	0.1;	68.2;
0;	All;	14902;	24.9;	26.9;	785.1;

Existing PM with ZIA station - LongGateDown_122.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:25:32 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.4;	0.0;	0.0;
1;	E-W;	153;	52.8;	43.1;	190.1;
1;	E-S;	126;	40.4;	27.2;	211.2;
1;	W-N;	145;	45.6;	25.4;	105.8;
1;	W-E;	94;	45.7;	21.6;	149.7;
1;	N-S;	2258;	22.6;	117.8;	665.3;
1;	N-E;	63;	17.8;	2.7;	66.1;
1;	N-SW;	148;	10.5;	0.0;	0.0;
1;	W-S;	287;	12.5;	8.2;	113.1;
1;	S-W;	173;	49.5;	31.7;	262.9;
1;	S-N;	1074;	16.1;	30.9;	275.4;
1;	S-E;	68;	5.6;	0.0;	0.0;
1;	All;	4654;	23.1;	25.7;	665.3;
2;	N-E;	232;	60.5;	43.4;	226.6;
2;	N-S;	1787;	29.0;	126.0;	1170.1;
2;	N-W;	652;	9.4;	2.2;	246.1;
2;	E-N;	156;	6.2;	0.0;	27.0;
2;	E-S;	344;	76.1;	91.5;	589.4;
2;	E-W;	240;	67.4;	48.2;	163.2;
2;	S-N;	826;	34.8;	58.3;	242.2;
2;	S-E;	157;	4.2;	0.0;	0.0;
2;	S-W;	61;	75.4;	20.3;	84.8;
2;	W-N;	364;	64.7;	149.5;	421.1;
2;	W-E;	146;	62.5;	101.3;	420.5;
2;	W-S;	51;	63.1;	101.3;	420.5;
2;	All;	5016;	37.0;	61.8;	1170.1;
3;	W-N;	283;	55.8;	50.4;	165.2;
3;	S-N;	672;	8.4;	10.6;	103.7;
3;	S-W;	96;	12.1;	2.6;	80.9;
3;	W-S;	254;	8.7;	1.3;	110.3;
3;	W-E;	22;	50.7;	11.5;	231.8;
3;	E-W;	14;	60.7;	4.3;	67.7;
3;	E-S;	12;	76.8;	4.4;	42.9;
3;	E-N;	73;	1.2;	0.0;	0.0;
3;	S-E;	31;	0.6;	0.0;	0.0;
3;	N-S;	1545;	17.5;	23.9;	279.8;
3;	N-W;	491;	16.7;	0.0;	0.0;
3;	N-E;	135;	26.4;	5.3;	105.8;
3;	All;	3628;	18.3;	9.5;	279.8;
5;	S-W;	6;	7.2;	0.0;	0.0;
5;	W-S;	10;	0.4;	2.0;	135.9;

Existing PM with ZIA station - LongGateDown_122.kna

5;	W-E;	492;	3.4;	2.0;	135.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.1;	0.0;	25.7;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	811;	0.5;	0.0;	0.0;
5;	E-S;	140;	5.3;	0.3;	80.2;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1520;	2.1;	0.5;	135.9;
0;	All;	14818;	24.5;	26.0;	1170.1;

Existing PM with ZIA station - LongGateDown_132.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:27:16 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.6;	0.0;	0.0;
1;	E-W;	141;	64.7;	48.5;	207.1;
1;	E-S;	146;	40.4;	30.7;	152.2;
1;	W-N;	140;	45.3;	25.0;	102.3;
1;	W-E;	80;	61.5;	25.5;	165.3;
1;	N-S;	2298;	22.0;	119.7;	669.7;
1;	N-E;	66;	17.4;	3.4;	109.6;
1;	N-SW;	130;	11.3;	0.0;	0.0;
1;	W-S;	304;	14.5;	12.3;	249.3;
1;	S-W;	185;	43.5;	26.6;	256.6;
1;	S-N;	1035;	18.0;	36.0;	494.1;
1;	S-E;	73;	7.1;	0.0;	19.1;
1;	All;	4656;	23.9;	27.3;	669.7;
2;	N-E;	250;	64.9;	48.1;	237.6;
2;	N-S;	1802;	26.6;	111.7;	803.2;
2;	N-W;	656;	8.3;	1.7;	235.3;
2;	E-N;	163;	6.3;	0.0;	21.8;
2;	E-S;	330;	75.4;	88.6;	537.2;
2;	E-W;	254;	66.7;	53.0;	535.1;
2;	S-N;	801;	32.9;	56.4;	339.3;
2;	S-E;	143;	5.1;	0.0;	23.8;
2;	S-W;	87;	93.1;	29.9;	101.3;
2;	W-N;	339;	65.8;	134.5;	421.1;
2;	W-E;	158;	56.5;	95.0;	405.3;
2;	W-S;	60;	63.6;	95.0;	405.3;
2;	All;	5043;	36.2;	59.5;	803.2;
3;	W-N;	292;	56.4;	55.2;	189.4;
3;	S-N;	676;	10.1;	12.9;	112.3;
3;	S-W;	98;	12.6;	3.1;	64.9;
3;	W-S;	235;	8.5;	1.0;	106.4;
3;	W-E;	25;	52.7;	11.3;	228.0;
3;	E-W;	21;	53.2;	5.3;	60.5;
3;	E-S;	6;	64.9;	2.3;	42.8;
3;	E-N;	71;	1.3;	0.0;	0.0;
3;	S-E;	36;	1.0;	0.0;	0.0;
3;	N-S;	1596;	19.1;	31.4;	341.1;
3;	N-W;	473;	16.2;	0.0;	0.0;
3;	N-E;	150;	23.7;	7.1;	188.8;
3;	All;	3679;	19.4;	10.8;	341.1;
5;	S-W;	7;	10.1;	0.0;	0.0;
5;	W-S;	19;	0.4;	1.3;	125.9;

Existing PM with ZIA station - LongGateDown_132.kna

5;	W-E;	481;	3.3;	1.3;	125.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	5.4;	0.0;	17.9;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	872;	0.5;	0.0;	0.0;
5;	E-S;	121;	5.3;	0.0;	24.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1560;	2.0;	0.3;	125.9;
0;	All;	14938;	24.6;	26.1;	803.2;

Existing PM with ZIA station - LongGateDown_142.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:28:54 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.6;	0.0;	0.0;
1;	E-W;	138;	53.0;	38.6;	190.3;
1;	E-S;	141;	39.0;	28.7;	169.2;
1;	W-N;	151;	43.0;	24.4;	110.6;
1;	W-E;	71;	52.8;	18.8;	161.2;
1;	N-S;	2288;	23.7;	135.8;	907.7;
1;	N-E;	60;	17.2;	2.4;	68.4;
1;	N-SW;	136;	15.5;	0.0;	0.0;
1;	W-S;	296;	14.5;	11.5;	187.0;
1;	S-W;	163;	46.6;	28.8;	258.7;
1;	S-N;	1085;	18.1;	35.4;	347.8;
1;	S-E;	73;	6.0;	0.0;	0.0;
1;	All;	4667;	24.1;	27.0;	907.7;
2;	N-E;	256;	69.6;	53.3;	323.5;
2;	N-S;	1764;	30.0;	117.7;	789.0;
2;	N-W;	715;	8.5;	0.5;	90.7;
2;	E-N;	178;	5.9;	0.0;	0.0;
2;	E-S;	295;	73.5;	75.6;	496.2;
2;	E-W;	253;	72.3;	56.7;	253.3;
2;	S-N;	828;	32.9;	56.9;	262.7;
2;	S-E;	124;	4.7;	0.0;	0.0;
2;	S-W;	82;	76.5;	27.3;	87.9;
2;	W-N;	332;	65.7;	132.9;	418.5;
2;	W-E;	152;	64.3;	102.8;	404.3;
2;	W-S;	75;	57.9;	102.8;	404.3;
2;	All;	5054;	37.2;	60.5;	789.0;
3;	W-N;	310;	60.1;	60.5;	215.0;
3;	S-N;	673;	9.1;	11.4;	108.3;
3;	S-W;	98;	12.7;	2.5;	87.0;
3;	W-S;	227;	5.1;	0.0;	0.0;
3;	W-E;	12;	39.0;	2.6;	86.9;
3;	E-W;	25;	54.3;	6.8;	67.4;
3;	E-S;	12;	66.7;	3.8;	43.0;
3;	E-N;	62;	1.0;	0.0;	0.0;
3;	S-E;	22;	0.8;	0.0;	0.0;
3;	N-S;	1570;	19.9;	27.0;	259.1;
3;	N-W;	445;	16.7;	0.0;	0.0;
3;	N-E;	152;	29.6;	6.6;	147.7;
3;	All;	3608;	20.2;	10.1;	259.1;
5;	S-W;	8;	7.7;	0.0;	0.0;
5;	W-S;	11;	0.6;	0.0;	0.0;

Existing PM with ZIA station - LongGateDown_142.kna

5;	W-E;	488;	2.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	59;	8.5;	0.0;	29.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	912;	0.5;	0.0;	0.0;
5;	E-S;	134;	4.8;	0.0;	15.5;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1612;	1.8;	0.0;	29.0;
0;	All;	14941;	25.2;	26.0;	907.7;

Existing PM with ZIA station - LongGateDown_152.kna

Node evaluation

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Comment:

Date: Friday, November 15, 2013 10:30:33 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	52;	0.6;	0.0;	0.0;
1;	E-W;	129;	52.8;	35.4;	194.6;
1;	E-S;	164;	43.0;	36.6;	263.9;
1;	W-N;	154;	43.7;	24.9;	85.7;
1;	W-E;	87;	46.2;	20.0;	163.0;
1;	N-S;	2249;	31.7;	195.5;	1105.1;
1;	N-E;	53;	26.1;	3.1;	64.4;
1;	N-SW;	148;	18.6;	0.0;	0.0;
1;	W-S;	277;	11.9;	7.0;	251.3;
1;	S-W;	224;	57.0;	50.0;	401.3;
1;	S-N;	1100;	19.9;	40.7;	420.1;
1;	S-E;	66;	6.4;	0.0;	0.0;
1;	All;	4703;	29.5;	34.4;	1105.1;
2;	N-E;	253;	62.7;	44.7;	314.4;
2;	N-S;	1782;	29.0;	125.3;	859.0;
2;	N-W;	679;	10.5;	0.6;	59.6;
2;	E-N;	175;	7.4;	0.2;	44.7;
2;	E-S;	308;	81.3;	85.8;	557.8;
2;	E-W;	254;	73.1;	58.6;	406.7;
2;	S-N;	863;	31.0;	53.9;	299.7;
2;	S-E;	142;	5.4;	0.0;	0.0;
2;	S-W;	66;	72.0;	17.9;	82.9;
2;	W-N;	363;	65.4;	154.4;	420.8;
2;	W-E;	147;	61.9;	113.9;	420.2;
2;	W-S;	51;	64.9;	113.9;	420.2;
2;	All;	5083;	37.0;	64.1;	859.0;
3;	W-N;	306;	54.4;	53.2;	214.3;
3;	S-N;	689;	10.2;	13.4;	129.5;
3;	S-W;	99;	12.1;	2.7;	63.9;
3;	W-S;	237;	6.4;	0.2;	52.5;
3;	W-E;	17;	36.2;	5.6;	174.0;
3;	E-W;	10;	80.2;	3.9;	41.7;
3;	E-S;	18;	56.3;	4.8;	62.6;
3;	E-N;	72;	1.3;	0.0;	0.0;
3;	S-E;	26;	0.8;	0.0;	0.0;
3;	N-S;	1609;	20.1;	27.6;	335.1;
3;	N-W;	442;	18.6;	0.0;	0.0;
3;	N-E;	152;	31.7;	5.9;	228.8;
3;	All;	3677;	20.2;	9.8;	335.1;
5;	S-W;	3;	8.1;	0.0;	0.0;
5;	W-S;	15;	0.6;	2.5;	132.5;

Existing PM with ZIA station - LongGateDown_152.kna

5;	W-E;	495;	4.4;	2.5;	132.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	64;	6.7;	0.0;	29.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	876;	0.5;	0.0;	0.0;
5;	E-S;	128;	5.9;	0.2;	40.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1581;	2.4;	0.6;	132.5;
0;	All;	15044;	26.9;	29.0;	1105.1;

Existing PM with ZIA station - LongGateDown_162.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:32:17 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	63;	0.5;	0.0;	0.0;
1;	E-W;	131;	57.1;	38.9;	230.3;
1;	E-S;	147;	46.2;	36.6;	235.2;
1;	W-N;	138;	35.7;	18.8;	90.1;
1;	W-E;	85;	56.5;	25.0;	154.9;
1;	N-S;	2319;	24.4;	135.7;	675.0;
1;	N-E;	50;	17.7;	2.5;	55.3;
1;	N-SW;	136;	11.9;	0.0;	0.0;
1;	W-S;	297;	15.1;	12.2;	189.5;
1;	S-W;	207;	49.9;	31.9;	286.8;
1;	S-N;	1080;	16.5;	29.7;	501.2;
1;	S-E;	65;	6.0;	0.0;	0.0;
1;	All;	4718;	24.6;	27.6;	675.0;
2;	N-E;	259;	58.1;	47.1;	166.2;
2;	N-S;	1804;	25.8;	103.1;	705.0;
2;	N-W;	682;	8.9;	8.8;	810.1;
2;	E-N;	152;	7.4;	0.0;	19.7;
2;	E-S;	343;	80.1;	94.8;	560.5;
2;	E-W;	247;	75.5;	61.0;	558.4;
2;	S-N;	854;	35.5;	61.3;	316.4;
2;	S-E;	144;	4.8;	0.1;	37.6;
2;	S-W;	63;	70.3;	18.9;	63.8;
2;	W-N;	344;	79.0;	186.8;	421.4;
2;	W-E;	143;	78.1;	138.9;	420.6;
2;	W-S;	62;	64.0;	138.9;	420.6;
2;	All;	5097;	37.8;	71.6;	810.1;
3;	W-N;	279;	56.9;	51.7;	186.5;
3;	S-N;	699;	8.2;	10.4;	116.4;
3;	S-W;	79;	10.3;	1.6;	85.7;
3;	W-S;	246;	11.6;	2.3;	156.5;
3;	W-E;	23;	42.2;	14.4;	278.0;
3;	E-W;	16;	50.2;	3.9;	64.2;
3;	E-S;	15;	58.6;	4.5;	43.4;
3;	E-N;	66;	0.9;	0.0;	0.0;
3;	S-E;	32;	0.7;	0.0;	0.0;
3;	N-S;	1636;	18.0;	24.5;	297.5;
3;	N-W;	441;	15.4;	0.1;	68.4;
3;	N-E;	128;	25.6;	3.7;	154.2;
3;	All;	3660;	18.5;	9.8;	297.5;
5;	S-W;	8;	11.7;	0.0;	0.0;
5;	W-S;	17;	0.6;	12.3;	231.8;

Existing PM with ZIA station - LongGateDown_162.kna

5;	W-E;	487;	11.6;	12.3;	231.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	58;	11.7;	0.1;	23.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	856;	0.6;	0.0;	0.0;
5;	E-S;	133;	5.6;	0.3;	103.7;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1559;	4.9;	2.8;	231.8;
0;	All;	15034;	25.5;	29.6;	810.1;

Existing PM with ZIA station - LongGateDown_172.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:34:05 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	51;	0.4;	0.0;	0.0;
1;	E-W;	151;	55.3;	43.8;	214.5;
1;	E-S;	142;	40.0;	29.4;	171.3;
1;	W-N;	159;	40.8;	23.7;	126.8;
1;	W-E;	95;	54.7;	26.8;	178.3;
1;	N-S;	2256;	28.0;	167.7;	1055.9;
1;	N-E;	69;	23.0;	3.9;	81.7;
1;	N-SW;	153;	17.3;	0.0;	0.0;
1;	W-S;	275;	14.8;	12.5;	273.6;
1;	S-W;	172;	47.7;	29.4;	265.4;
1;	S-N;	1068;	16.9;	33.3;	325.2;
1;	S-E;	58;	5.2;	0.0;	0.0;
1;	All;	4649;	26.6;	30.9;	1055.9;
2;	N-E;	234;	60.4;	43.6;	173.0;
2;	N-S;	1741;	25.6;	91.2;	634.0;
2;	N-W;	696;	8.1;	3.5;	477.3;
2;	E-N;	178;	6.6;	0.0;	20.3;
2;	E-S;	323;	79.0;	84.9;	476.7;
2;	E-W;	246;	73.4;	55.1;	474.6;
2;	S-N;	804;	30.1;	52.4;	273.0;
2;	S-E;	141;	6.1;	0.1;	33.3;
2;	S-W;	92;	75.6;	26.8;	104.4;
2;	W-N;	332;	65.3;	136.0;	407.0;
2;	W-E;	163;	59.9;	113.8;	406.4;
2;	W-S;	58;	71.4;	113.8;	406.4;
2;	All;	5008;	35.3;	60.1;	634.0;
3;	W-N;	324;	58.3;	59.5;	195.9;
3;	S-N;	673;	9.9;	12.1;	125.4;
3;	S-W;	96;	13.0;	3.0;	87.9;
3;	W-S;	213;	9.0;	0.5;	85.8;
3;	W-E;	18;	56.5;	10.9;	207.4;
3;	E-W;	19;	70.3;	6.9;	63.6;
3;	E-S;	13;	59.6;	4.1;	43.2;
3;	E-N;	67;	1.2;	0.0;	0.0;
3;	S-E;	30;	0.6;	0.0;	0.0;
3;	N-S;	1543;	18.4;	24.9;	259.6;
3;	N-W;	470;	16.6;	0.0;	0.0;
3;	N-E;	137;	22.2;	5.5;	190.4;
3;	All;	3603;	19.7;	10.6;	259.6;
5;	S-W;	12;	7.1;	0.0;	0.0;
5;	W-S;	11;	0.8;	0.5;	117.2;

Existing PM with ZIA station - LongGateDown_172.kna

5;	W-E;	492;	2.3;	0.5;	117.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	54;	8.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	909;	0.6;	0.0;	0.0;
5;	E-S;	122;	4.5;	0.1;	42.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1600;	1.7;	0.1;	117.2;
0;	All;	14860;	25.2;	27.1;	1055.9;

Existing PM with ZIA station - LongGateDown_182.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp
 Comment:
 Date: Friday, November 15, 2013 10:35:47 AM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	62;	0.5;	0.0;	0.0;
1;	E-W;	135;	53.9;	39.0;	191.7;
1;	E-S;	147;	37.3;	28.9;	232.5;
1;	W-N;	147;	44.4;	25.6;	127.6;
1;	W-E;	74;	55.1;	20.8;	148.8;
1;	N-S;	2251;	24.6;	137.1;	716.8;
1;	N-E;	74;	19.0;	3.0;	64.3;
1;	N-SW;	144;	15.4;	0.0;	0.0;
1;	W-S;	301;	12.8;	8.8;	171.2;
1;	S-W;	188;	50.8;	33.0;	295.9;
1;	S-N;	1131;	16.4;	32.4;	298.9;
1;	S-E;	60;	6.1;	0.0;	0.0;
1;	All;	4714;	24.3;	27.4;	716.8;
2;	N-E;	246;	60.9;	44.4;	217.5;
2;	N-S;	1765;	29.9;	124.4;	953.7;
2;	N-W;	691;	9.4;	2.3;	280.1;
2;	E-N;	177;	6.3;	0.0;	16.9;
2;	E-S;	323;	79.7;	89.9;	516.4;
2;	E-W;	232;	67.7;	46.8;	152.3;
2;	S-N;	833;	30.2;	51.0;	248.7;
2;	S-E;	128;	4.9;	0.0;	25.4;
2;	S-W;	64;	95.3;	26.7;	84.6;
2;	W-N;	379;	70.4;	174.4;	421.4;
2;	W-E;	126;	64.0;	116.1;	420.6;
2;	W-S;	46;	58.1;	116.1;	420.6;
2;	All;	5010;	37.1;	66.0;	953.7;
3;	W-N;	272;	56.1;	49.7;	189.4;
3;	S-N;	678;	8.8;	11.5;	134.5;
3;	S-W;	114;	11.1;	2.3;	63.9;
3;	W-S;	253;	14.0;	2.6;	148.8;
3;	W-E;	22;	63.4;	19.3;	270.3;
3;	E-W;	11;	84.3;	5.9;	62.5;
3;	E-S;	13;	51.2;	3.5;	42.7;
3;	E-N;	72;	1.5;	0.0;	0.0;
3;	S-E;	24;	0.6;	0.0;	0.0;
3;	N-S;	1569;	18.4;	27.6;	385.0;
3;	N-W;	457;	14.8;	0.0;	0.0;
3;	N-E;	140;	24.9;	6.0;	156.4;
3;	All;	3625;	18.8;	10.7;	385.0;
5;	S-W;	6;	6.4;	0.0;	0.0;
5;	W-S;	16;	0.4;	3.5;	150.1;

Existing PM with ZIA station - LongGateDown_182.kna

5;	W-E;	492;	6.4;	3.5;	150.1;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	5.7;	0.0;	27.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	860;	0.5;	0.0;	0.0;
5;	E-S;	125;	5.2;	0.1;	44.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1561;	3.0;	0.8;	150.1;
0;	All;	14910;	25.1;	27.9;	953.7;

Existing PM with ZIA station - LongGateDown_182.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:35:47 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	62;	0.5;	0.0;	0.0;
1;	E-W;	135;	53.9;	39.0;	191.7;
1;	E-S;	147;	37.3;	28.9;	232.5;
1;	W-N;	147;	44.4;	25.6;	127.6;
1;	W-E;	74;	55.1;	20.8;	148.8;
1;	N-S;	2251;	24.6;	137.1;	716.8;
1;	N-E;	74;	19.0;	3.0;	64.3;
1;	N-SW;	144;	15.4;	0.0;	0.0;
1;	W-S;	301;	12.8;	8.8;	171.2;
1;	S-W;	188;	50.8;	33.0;	295.9;
1;	S-N;	1131;	16.4;	32.4;	298.9;
1;	S-E;	60;	6.1;	0.0;	0.0;
1;	All;	4714;	24.3;	27.4;	716.8;
2;	N-E;	246;	60.9;	44.4;	217.5;
2;	N-S;	1765;	29.9;	124.4;	953.7;
2;	N-W;	691;	9.4;	2.3;	280.1;
2;	E-N;	177;	6.3;	0.0;	16.9;
2;	E-S;	323;	79.7;	89.9;	516.4;
2;	E-W;	232;	67.7;	46.8;	152.3;
2;	S-N;	833;	30.2;	51.0;	248.7;
2;	S-E;	128;	4.9;	0.0;	25.4;
2;	S-W;	64;	95.3;	26.7;	84.6;
2;	W-N;	379;	70.4;	174.4;	421.4;
2;	W-E;	126;	64.0;	116.1;	420.6;
2;	W-S;	46;	58.1;	116.1;	420.6;
2;	All;	5010;	37.1;	66.0;	953.7;
3;	W-N;	272;	56.1;	49.7;	189.4;
3;	S-N;	678;	8.8;	11.5;	134.5;
3;	S-W;	114;	11.1;	2.3;	63.9;
3;	W-S;	253;	14.0;	2.6;	148.8;
3;	W-E;	22;	63.4;	19.3;	270.3;
3;	E-W;	11;	84.3;	5.9;	62.5;
3;	E-S;	13;	51.2;	3.5;	42.7;
3;	E-N;	72;	1.5;	0.0;	0.0;
3;	S-E;	24;	0.6;	0.0;	0.0;
3;	N-S;	1569;	18.4;	27.6;	385.0;
3;	N-W;	457;	14.8;	0.0;	0.0;
3;	N-E;	140;	24.9;	6.0;	156.4;
3;	All;	3625;	18.8;	10.7;	385.0;
5;	S-W;	6;	6.4;	0.0;	0.0;
5;	W-S;	16;	0.4;	3.5;	150.1;

Existing PM with ZIA station - LongGateDown_182.kna

5;	W-E;	492;	6.4;	3.5;	150.1;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	5.7;	0.0;	27.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	860;	0.5;	0.0;	0.0;
5;	E-S;	125;	5.2;	0.1;	44.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1561;	3.0;	0.8;	150.1;
0;	All;	14910;	25.1;	27.9;	953.7;

Existing PM with ZIA station - LongGateDown_192.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:37:31 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.5;	0.0;	0.0;
1;	E-W;	127;	51.5;	34.8;	148.5;
1;	E-S;	152;	45.7;	37.7;	342.1;
1;	W-N;	160;	37.6;	21.6;	123.8;
1;	W-E;	96;	56.3;	28.9;	165.4;
1;	N-S;	2288;	26.9;	151.9;	766.3;
1;	N-E;	48;	25.5;	2.8;	62.7;
1;	N-SW;	151;	16.0;	0.0;	0.0;
1;	W-S;	271;	12.5;	7.0;	139.8;
1;	S-W;	196;	44.6;	27.3;	276.9;
1;	S-N;	1117;	15.8;	29.3;	283.4;
1;	S-E;	57;	6.9;	0.0;	0.0;
1;	All;	4721;	25.5;	28.4;	766.3;
2;	N-E;	287;	61.7;	50.6;	254.3;
2;	N-S;	1754;	28.0;	111.1;	843.0;
2;	N-W;	689;	8.8;	2.4;	277.7;
2;	E-N;	163;	6.5;	0.2;	41.5;
2;	E-S;	315;	74.7;	80.0;	359.8;
2;	E-W;	251;	62.5;	48.0;	188.4;
2;	S-N;	878;	32.9;	58.1;	256.2;
2;	S-E;	139;	4.7;	0.0;	25.1;
2;	S-W;	76;	77.7;	22.0;	107.8;
2;	W-N;	354;	62.0;	140.3;	421.3;
2;	W-E;	158;	64.0;	100.9;	418.8;
2;	W-S;	47;	65.4;	100.9;	418.8;
2;	All;	5111;	35.9;	59.5;	843.0;
3;	W-N;	316;	56.8;	58.1;	214.3;
3;	S-N;	691;	9.7;	12.4;	105.1;
3;	S-W;	84;	13.0;	1.9;	65.6;
3;	W-S;	210;	21.9;	8.3;	331.7;
3;	W-E;	29;	51.0;	30.6;	453.2;
3;	E-W;	17;	80.6;	7.5;	66.9;
3;	E-S;	13;	36.6;	2.4;	60.3;
3;	E-N;	70;	1.0;	0.0;	0.0;
3;	S-E;	24;	0.8;	0.0;	0.0;
3;	N-S;	1526;	17.6;	20.3;	295.3;
3;	N-W;	448;	17.2;	0.0;	0.0;
3;	N-E;	145;	23.7;	5.9;	150.7;
3;	All;	3573;	20.1;	12.3;	453.2;
5;	S-W;	6;	5.8;	0.0;	0.0;
5;	W-S;	11;	0.5;	1.4;	108.0;

Existing PM with ZIA station - LongGateDown_192.kna

5;	W-E;	494;	3.6;	1.4;	108.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	6.6;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	860;	0.6;	0.0;	0.0;
5;	E-S;	153;	7.4;	0.7;	86.1;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1584;	2.5;	0.4;	108.0;
0;	All;	14989;	25.3;	26.8;	843.0;

Existing PM with ZIA station - LongGateDown_202.kna

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Friday, November 15, 2013 10:39:20 AM

VISSIM: 5.40-09 [41012]

- Node 1: Siringo / St Francis
- Node 2: Zia_St Francis
- Node 3: Sawmill / St Francis
- Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	56;	0.5;	0.0;	0.0;
1;	E-W;	152;	59.4;	50.6;	252.4;
1;	E-S;	134;	39.4;	28.3;	165.8;
1;	W-N;	158;	37.6;	21.9;	121.9;
1;	W-E;	96;	51.0;	26.6;	208.5;
1;	N-S;	2284;	24.4;	140.2;	703.8;
1;	N-E;	62;	22.8;	3.9;	82.5;
1;	N-SW;	147;	12.4;	0.0;	0.0;
1;	W-S;	264;	15.1;	10.2;	140.5;
1;	S-W;	193;	51.9;	38.7;	473.1;
1;	S-N;	1090;	17.3;	34.4;	617.2;
1;	S-E;	63;	6.5;	0.0;	0.0;
1;	All;	4699;	25.0;	29.6;	703.8;
2;	N-E;	222;	62.8;	42.8;	188.3;
2;	N-S;	1677;	27.4;	98.3;	562.6;
2;	N-W;	746;	8.5;	10.8;	535.8;
2;	E-N;	192;	7.1;	0.1;	29.2;
2;	E-S;	321;	77.1;	81.7;	474.5;
2;	E-W;	243;	82.8;	59.1;	192.0;
2;	S-N;	799;	31.6;	51.5;	319.5;
2;	S-E;	146;	4.9;	0.4;	93.1;
2;	S-W;	75;	95.6;	27.2;	129.7;
2;	W-N;	350;	70.3;	159.8;	421.6;
2;	W-E;	168;	66.6;	110.8;	421.0;
2;	W-S;	41;	74.2;	110.8;	421.0;
2;	All;	4980;	37.1;	62.8;	562.6;
3;	W-N;	279;	58.2;	52.3;	208.3;
3;	S-N;	674;	10.4;	12.7;	112.9;
3;	S-W;	102;	11.7;	3.3;	104.3;
3;	W-S;	245;	10.2;	1.6;	124.9;
3;	W-E;	18;	49.3;	13.2;	246.4;
3;	E-W;	21;	66.4;	7.1;	43.5;
3;	E-S;	16;	59.7;	4.6;	63.2;
3;	E-N;	58;	1.7;	0.0;	0.0;
3;	S-E;	29;	0.9;	0.0;	0.0;
3;	N-S;	1481;	20.0;	25.9;	245.3;
3;	N-W;	463;	16.7;	0.0;	0.0;
3;	N-E;	127;	30.6;	4.4;	87.7;
3;	All;	3513;	20.4;	10.4;	246.4;
5;	S-W;	6;	5.9;	0.0;	0.0;
5;	W-S;	14;	0.3;	2.2;	101.9;

Existing PM with ZIA station - LongGateDown_202.kna					
5;	W-E;	492;	4.1;	2.2;	101.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	6.5;	0.0;	27.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	926;	0.6;	0.0;	0.0;
5;	E-S;	136;	7.6;	0.2;	61.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1636;	2.5;	0.5;	101.9;
0;	All;	14828;	25.5;	27.5;	703.8;

Appendix E-3: VISSIM Output Reports Existing With Zia Platform Open

Existing AM with ZIA station_LongGatedown_112

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp
 Comment:
 Date: Wednesday, January 22, 2014 3:01:03 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	140;	0.6;	0.0;	0.0;
1;	E-W;	87;	49.4;	21.3;	167.1;
1;	E-S;	102;	29.5;	15.0;	128.7;
1;	W-N;	307;	32.4;	32.6;	146.8;
1;	W-E;	120;	41.5;	25.9;	134.5;
1;	N-S;	1008;	18.9;	41.1;	253.3;
1;	N-E;	127;	30.1;	9.1;	86.8;
1;	N-SW;	98;	1.4;	0.0;	0.0;
1;	W-S;	118;	4.5;	0.1;	29.6;
1;	S-W;	292;	50.3;	31.4;	276.6;
1;	S-N;	2062;	36.7;	182.0;	1230.3;
1;	S-E;	252;	23.8;	0.6;	143.9;
1;	All;	4713;	30.2;	29.9;	1230.3;
2;	N-E;	181;	64.0;	38.7;	300.9;
2;	N-S;	786;	20.4;	31.6;	191.0;
2;	N-W;	256;	3.5;	1.7;	99.9;
2;	E-N;	203;	10.7;	1.4;	123.8;
2;	E-S;	110;	73.8;	29.1;	107.9;
2;	E-W;	128;	69.8;	28.2;	130.6;
2;	S-N;	1909;	34.6;	136.4;	691.7;
2;	S-E;	295;	11.5;	0.4;	82.1;
2;	S-W;	79;	85.7;	23.9;	103.8;
2;	W-N;	433;	66.4;	203.7;	421.1;
2;	W-E;	268;	61.3;	167.4;	420.4;
2;	W-S;	22;	65.5;	167.4;	420.4;
2;	All;	4670;	36.5;	69.2;	691.7;
3;	W-N;	369;	49.7;	59.0;	198.1;
3;	S-N;	1758;	9.5;	25.5;	231.5;
3;	S-W;	226;	11.3;	7.6;	110.6;
3;	W-S;	96;	3.2;	0.0;	0.0;
3;	W-E;	7;	38.4;	1.6;	64.9;
3;	E-W;	30;	57.5;	9.0;	64.4;
3;	E-S;	14;	48.4;	3.2;	43.0;
3;	E-N;	164;	4.6;	0.1;	22.2;
3;	S-E;	5;	1.2;	0.0;	0.0;
3;	N-S;	630;	13.9;	15.3;	192.9;
3;	N-W;	267;	7.2;	0.0;	51.3;
3;	N-E;	32;	18.0;	1.0;	43.7;
3;	All;	3598;	14.6;	10.2;	231.5;
5;	S-W;	5;	10.6;	0.0;	0.0;
5;	W-S;	8;	1.6;	8.1;	236.7;
5;	W-E;	638;	10.5;	8.1;	236.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	10.8;	0.0;	24.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	440;	0.2;	0.0;	0.0;
5;	E-S;	23;	8.9;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1201;	6.7;	1.8;	236.7;
0;	All;	14182;	26.3;	29.5;	1230.3;

Existing AM with ZIA station_LongGatedown_122

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:02:44 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	150;	0.6;	0.0;	0.0;
1;	E-W;	99;	54.4;	26.8;	152.6;
1;	E-S;	81;	34.6;	14.2;	132.3;
1;	W-N;	295;	31.8;	30.9;	150.9;
1;	W-E;	129;	39.8;	26.9;	168.6;
1;	N-S;	976;	20.7;	43.7;	353.6;
1;	N-E;	139;	32.9;	12.7;	151.4;
1;	N-SW;	116;	2.5;	0.0;	0.0;
1;	W-S;	130;	4.6;	0.1;	29.4;
1;	S-W;	286;	54.8;	43.1;	865.4;
1;	S-N;	2046;	36.0;	143.0;	1251.4;
1;	S-E;	258;	25.8;	0.2;	52.5;
1;	All;	4705;	30.7;	28.5;	1251.4;
2;	N-E;	180;	58.8;	34.5;	183.5;
2;	N-S;	741;	20.8;	30.8;	229.5;
2;	N-W;	259;	2.9;	0.6;	71.9;
2;	E-N;	225;	11.5;	2.2;	112.3;
2;	E-S;	89;	65.5;	24.0;	101.9;
2;	E-W;	118;	68.1;	27.1;	129.3;
2;	S-N;	1958;	38.4;	158.9;	964.6;
2;	S-E;	267;	12.5;	1.6;	112.1;
2;	S-W;	74;	65.3;	18.2;	94.8;
2;	W-N;	438;	72.2;	241.7;	421.6;
2;	W-E;	243;	68.7;	209.5;	421.1;
2;	W-S;	29;	67.6;	209.5;	421.1;
2;	All;	4621;	38.3;	79.9;	964.6;
3;	W-N;	358;	52.6;	59.6;	249.5;
3;	S-N;	1747;	9.4;	25.4;	211.7;
3;	S-W;	240;	10.4;	7.8;	181.6;
3;	W-S;	115;	2.5;	0.0;	0.0;
3;	W-E;	4;	35.1;	0.7;	38.7;
3;	E-W;	20;	53.1;	5.2;	62.0;
3;	E-S;	13;	58.0;	3.7;	43.2;
3;	E-N;	173;	3.8;	0.0;	19.1;
3;	S-E;	4;	0.6;	0.0;	0.0;
3;	N-S;	589;	12.2;	12.4;	170.1;
3;	N-W;	267;	7.8;	0.1;	58.8;
3;	N-E;	24;	13.1;	0.6;	21.8;
3;	All;	3554;	14.1;	9.6;	249.5;
5;	S-W;	6;	13.8;	0.0;	0.0;
5;	W-S;	6;	9.2;	24.4;	266.3;
5;	W-E;	641;	17.1;	24.4;	266.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	21.3;	1.7;	45.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	426;	0.3;	0.0;	0.0;
5;	E-S;	23;	7.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1189;	11.1;	5.6;	266.3;
0;	All;	14069;	27.4;	32.6;	1251.4;

Existing AM with ZIA station_LongGatedown_132

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:04:23 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	140;	0.6;	0.0;	0.0;
1;	E-W;	96;	55.8;	27.6;	254.7;
1;	E-S;	93;	38.4;	18.2;	110.1;
1;	W-N;	288;	39.9;	38.4;	170.4;
1;	W-E;	107;	44.2;	24.1;	151.4;
1;	N-S;	1010;	18.9;	40.4;	278.4;
1;	N-E;	115;	29.9;	7.2;	109.5;
1;	N-SW;	108;	1.5;	0.0;	0.0;
1;	W-S;	156;	5.0;	0.1;	26.9;
1;	S-W;	288;	48.9;	32.4;	328.5;
1;	S-N;	2023;	36.1;	153.4;	1086.5;
1;	S-E;	263;	28.1;	0.1;	45.1;
1;	All;	4687;	30.5;	28.5;	1086.5;
2;	N-E;	189;	61.9;	37.9;	169.8;
2;	N-S;	820;	21.6;	35.8;	231.0;
2;	N-W;	242;	3.2;	1.2;	106.1;
2;	E-N;	209;	9.9;	0.4;	38.9;
2;	E-S;	75;	60.7;	18.7;	109.5;
2;	E-W;	150;	74.0;	36.3;	189.8;
2;	S-N;	1935;	40.7;	173.4;	920.4;
2;	S-E;	309;	16.0;	1.3;	107.1;
2;	S-W;	109;	84.2;	31.0;	103.7;
2;	W-N;	408;	66.0;	185.9;	421.5;
2;	W-E;	269;	64.4;	185.0;	420.9;
2;	W-S;	29;	67.6;	185.0;	420.9;
2;	All;	4744;	39.4;	74.3;	920.4;
3;	W-N;	385;	52.8;	63.4;	217.7;
3;	S-N;	1780;	10.6;	30.6;	301.5;
3;	S-W;	217;	11.4;	6.5;	169.5;
3;	W-S;	83;	2.6;	0.0;	0.0;
3;	W-E;	4;	38.9;	1.2;	44.3;
3;	E-W;	21;	56.0;	6.6;	99.2;
3;	E-S;	12;	62.4;	3.4;	36.7;
3;	E-N;	175;	5.0;	0.3;	42.2;
3;	S-E;	7;	1.1;	0.0;	0.0;
3;	N-S;	615;	12.5;	12.2;	195.7;
3;	N-W;	287;	8.1;	0.2;	111.6;
3;	N-E;	40;	17.0;	1.2;	47.8;
3;	All;	3626;	15.3;	10.5;	301.5;
5;	S-W;	10;	7.0;	0.0;	26.7;
5;	W-S;	11;	0.8;	10.2;	195.9;
5;	W-E;	632;	10.6;	10.2;	195.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	22.7;	3.7;	142.8;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	467;	0.2;	0.0;	0.0;
5;	E-S;	32;	5.3;	0.0;	19.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1234;	7.2;	2.7;	195.9;
0;	All;	14291;	27.6;	30.7;	1086.5;

Existing AM with ZIA station_LongGatedown_142

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:06:04 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	135;	0.6;	0.0;	0.0;
1;	E-W;	101;	51.9;	26.3;	142.1;
1;	E-S;	92;	34.0;	15.7;	109.8;
1;	W-N;	297;	31.3;	31.0;	156.2;
1;	W-E;	120;	41.3;	25.6;	227.2;
1;	N-S;	1013;	21.5;	48.3;	321.5;
1;	N-E;	121;	34.4;	11.5;	109.3;
1;	N-SW;	100;	1.7;	0.0;	0.0;
1;	W-S;	126;	5.1;	0.3;	49.0;
1;	S-W;	280;	46.7;	31.2;	215.7;
1;	S-N;	1934;	32.5;	147.4;	1034.8;
1;	S-E;	286;	24.5;	0.0;	0.0;
1;	All;	4605;	28.8;	28.1;	1034.8;
2;	N-E;	194;	57.2;	37.1;	148.8;
2;	N-S;	769;	22.1;	34.8;	253.2;
2;	N-W;	270;	3.7;	1.9;	229.0;
2;	E-N;	198;	11.5;	2.0;	92.1;
2;	E-S;	95;	73.8;	27.7;	125.3;
2;	E-W;	133;	72.5;	32.3;	143.2;
2;	S-N;	1931;	38.6;	163.5;	823.1;
2;	S-E;	255;	11.6;	1.0;	122.1;
2;	S-W;	102;	62.4;	22.6;	109.6;
2;	W-N;	437;	69.1;	212.7;	421.5;
2;	W-E;	267;	63.3;	186.7;	420.9;
2;	W-S;	34;	66.5;	186.7;	420.9;
2;	All;	4685;	38.7;	75.8;	823.1;
3;	W-N;	360;	51.6;	59.4;	232.3;
3;	S-N;	1762;	9.4;	25.9;	275.5;
3;	S-W;	219;	9.6;	5.1;	87.3;
3;	W-S;	101;	2.2;	0.0;	0.0;
3;	W-E;	6;	39.7;	1.2;	41.8;
3;	E-W;	23;	45.1;	5.0;	62.0;
3;	E-S;	14;	46.0;	3.1;	65.2;
3;	E-N;	173;	4.5;	0.0;	17.0;
3;	S-E;	10;	1.4;	0.0;	0.0;
3;	N-S;	595;	14.4;	13.7;	149.0;
3;	N-W;	255;	8.6;	0.0;	0.0;
3;	N-E;	26;	20.4;	1.0;	61.0;
3;	All;	3544;	14.5;	9.5;	275.5;
5;	S-W;	7;	7.4;	0.0;	0.0;
5;	W-S;	7;	12.2;	14.1;	402.3;
5;	W-E;	639;	13.0;	14.1;	402.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	23.6;	3.0;	70.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	476;	0.2;	0.0;	0.0;
5;	E-S;	30;	13.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1246;	8.8;	3.5;	402.3;
0;	All;	14080;	26.7;	30.9;	1034.8;

Existing AM with ZIA station_LongGatedown_152

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:07:43 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	141;	0.5;	0.0;	0.0;
1;	E-W;	85;	43.5;	17.7;	127.9;
1;	E-S;	104;	38.6;	20.7;	132.5;
1;	W-N;	298;	37.7;	37.6;	173.5;
1;	W-E;	104;	45.5;	24.7;	172.2;
1;	N-S;	1015;	20.1;	43.4;	281.3;
1;	N-E;	120;	30.5;	9.3;	107.6;
1;	N-SW;	101;	2.7;	0.0;	0.0;
1;	W-S;	145;	5.4;	0.2;	28.9;
1;	S-W;	313;	52.3;	36.6;	601.0;
1;	S-N;	2070;	39.4;	173.5;	1381.7;
1;	S-E;	277;	29.5;	0.1;	47.8;
1;	All;	4773;	32.5;	30.3;	1381.7;
2;	N-E;	168;	62.1;	32.8;	235.4;
2;	N-S;	830;	18.7;	30.8;	280.1;
2;	N-W;	259;	3.4;	1.6;	129.6;
2;	E-N;	201;	8.6;	0.2;	40.6;
2;	E-S;	90;	70.1;	24.8;	105.2;
2;	E-W;	140;	66.4;	30.4;	103.7;
2;	S-N;	1991;	39.0;	164.4;	917.3;
2;	S-E;	275;	13.5;	0.3;	57.6;
2;	S-W;	79;	80.6;	22.0;	128.7;
2;	W-N;	453;	72.8;	258.3;	427.5;
2;	W-E;	247;	66.6;	185.9;	426.9;
2;	W-S;	32;	63.8;	185.9;	426.9;
2;	All;	4765;	38.5;	78.1;	917.3;
3;	W-N;	392;	50.2;	60.9;	219.3;
3;	S-N;	1750;	10.0;	28.2;	259.6;
3;	S-W;	234;	11.0;	7.0;	147.8;
3;	W-S;	88;	2.4;	0.0;	0.0;
3;	W-E;	3;	21.5;	0.3;	22.5;
3;	E-W;	18;	54.7;	5.2;	63.9;
3;	E-S;	20;	56.5;	5.4;	43.9;
3;	E-N;	165;	4.7;	0.2;	40.4;
3;	S-E;	16;	1.3;	0.0;	0.0;
3;	N-S;	647;	13.7;	15.8;	206.1;
3;	N-W;	266;	6.7;	0.4;	127.4;
3;	N-E;	39;	15.2;	1.4;	84.7;
3;	All;	3638;	14.9;	10.4;	259.6;
5;	S-W;	8;	7.7;	0.0;	0.0;
5;	W-S;	9;	8.2;	48.5;	325.8;
5;	W-E;	648;	29.9;	48.5;	325.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	84;	46.8;	7.4;	111.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	451;	0.2;	0.0;	0.0;
5;	E-S;	28;	5.9;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1228;	19.3;	11.6;	325.8;
0;	All;	14404;	28.9;	34.0;	1381.7;

Existing AM with ZIA station_LongGatedown_162

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:09:24 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	124;	0.7;	0.0;	0.0;
1;	E-W;	106;	56.3;	31.7;	189.5;
1;	E-S;	95;	28.1;	12.9;	105.9;
1;	W-N;	298;	32.0;	32.4;	162.1;
1;	W-E;	113;	40.5;	23.4;	129.0;
1;	N-S;	1019;	22.8;	53.0;	319.6;
1;	N-E;	106;	35.0;	9.3;	87.5;
1;	N-SW;	96;	1.9;	0.0;	0.0;
1;	W-S;	141;	4.7;	0.1;	31.3;
1;	S-W;	313;	52.4;	42.8;	492.3;
1;	S-N;	2019;	38.9;	180.5;	1134.9;
1;	S-E;	251;	29.0;	0.1;	61.8;
1;	All;	4681;	32.6;	32.2;	1134.9;
2;	N-E;	184;	60.4;	34.4;	185.9;
2;	N-S;	782;	21.5;	34.5;	213.5;
2;	N-W;	266;	6.8;	6.4;	239.6;
2;	E-N;	186;	9.8;	0.8;	88.0;
2;	E-S;	117;	66.9;	28.9;	105.2;
2;	E-W;	135;	64.8;	29.1;	126.9;
2;	S-N;	1911;	37.5;	162.9;	842.9;
2;	S-E;	265;	14.0;	0.9;	130.7;
2;	S-W;	88;	83.2;	23.5;	86.8;
2;	W-N;	432;	77.4;	256.4;	439.2;
2;	W-E;	257;	66.2;	236.0;	438.6;
2;	W-S;	30;	96.6;	236.0;	438.6;
2;	All;	4653;	39.6;	87.5;	842.9;
3;	W-N;	363;	51.8;	58.4;	195.3;
3;	S-N;	1775;	9.7;	27.2;	281.6;
3;	S-W;	230;	11.2;	8.3;	106.6;
3;	W-S;	105;	2.4;	0.0;	0.0;
3;	W-E;	6;	51.6;	1.7;	66.4;
3;	E-W;	23;	60.3;	7.2;	63.7;
3;	E-S;	18;	57.4;	5.1;	65.1;
3;	E-N;	164;	5.5;	0.4;	63.8;
3;	S-E;	3;	1.4;	0.0;	0.0;
3;	N-S;	622;	14.5;	15.9;	211.0;
3;	N-W;	289;	8.4;	0.0;	0.0;
3;	N-E;	34;	13.0;	0.8;	42.2;
3;	All;	3632;	15.0;	10.4;	281.6;
5;	S-W;	8;	9.0;	0.0;	0.0;
5;	W-S;	10;	3.0;	52.3;	367.9;
5;	W-E;	639;	29.9;	52.3;	367.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	73.4;	18.8;	146.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	470;	0.2;	0.0;	0.0;
5;	E-S;	20;	11.2;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1229;	20.8;	13.7;	367.9;
0;	All;	14195;	29.4;	37.4;	1134.9;

Existing AM with ZIA station_LongGatedown_172

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:11:05 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	157;	0.6;	0.0;	0.0;
1;	E-W;	97;	56.6;	27.5;	128.5;
1;	E-S;	72;	28.8;	10.0;	89.0;
1;	W-N;	317;	33.0;	35.2;	186.4;
1;	W-E;	105;	36.8;	19.7;	144.7;
1;	N-S;	958;	21.9;	48.3;	315.7;
1;	N-E;	149;	34.6;	17.1;	173.6;
1;	N-SW;	116;	2.2;	0.0;	0.0;
1;	W-S;	136;	5.9;	0.4;	56.6;
1;	S-W;	314;	47.4;	48.1;	690.3;
1;	S-N;	2030;	34.1;	137.6;	1356.1;
1;	S-E;	237;	21.7;	0.0;	0.0;
1;	All;	4688;	29.5;	28.7;	1356.1;
2;	N-E;	152;	66.8;	33.1;	128.8;
2;	N-S;	744;	20.8;	31.5;	235.2;
2;	N-W;	274;	4.2;	3.2;	255.3;
2;	E-N;	192;	9.6;	0.8;	47.2;
2;	E-S;	105;	58.9;	23.7;	108.5;
2;	E-W;	136;	69.5;	31.8;	148.9;
2;	S-N;	1954;	39.9;	175.0;	884.8;
2;	S-E;	259;	12.4;	0.2;	75.0;
2;	S-W;	92;	72.9;	25.3;	103.0;
2;	W-N;	430;	72.6;	226.5;	439.5;
2;	W-E;	267;	64.6;	175.5;	438.9;
2;	W-S;	34;	59.4;	175.5;	438.9;
2;	All;	4639;	39.4;	75.2;	884.8;
3;	W-N;	387;	51.7;	62.9;	212.8;
3;	S-N;	1772;	10.8;	30.7;	295.4;
3;	S-W;	190;	10.7;	6.2;	126.0;
3;	W-S;	82;	2.9;	0.0;	0.0;
3;	W-E;	8;	47.5;	2.2;	83.7;
3;	E-W;	25;	51.5;	6.4;	43.2;
3;	E-S;	13;	46.3;	2.8;	43.2;
3;	E-N;	169;	4.2;	0.1;	37.7;
3;	S-E;	13;	1.6;	0.0;	0.0;
3;	N-S;	600;	13.5;	13.0;	163.9;
3;	N-W;	255;	6.6;	0.0;	0.0;
3;	N-E;	45;	18.6;	1.2;	41.7;
3;	All;	3559;	15.5;	10.5;	295.4;
5;	S-W;	10;	12.0;	0.0;	0.0;
5;	W-S;	7;	7.7;	24.0;	310.9;
5;	W-E;	640;	18.3;	24.0;	310.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	82;	18.5;	1.3;	66.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	479;	0.2;	0.0;	0.0;
5;	E-S;	23;	6.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1241;	11.0;	5.5;	310.9;
0;	All;	14127;	27.6;	31.6;	1356.1;

Existing AM with ZIA station_LongGatedown_182

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:12:46 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	129;	0.5;	0.0;	0.0;
1;	E-W;	99;	53.3;	25.0;	122.9;
1;	E-S;	100;	34.5;	17.8;	146.2;
1;	W-N;	311;	34.6;	35.7;	170.7;
1;	W-E;	102;	40.4;	21.2;	143.2;
1;	N-S;	1009;	20.8;	45.1;	285.2;
1;	N-E;	111;	28.6;	7.7;	128.1;
1;	N-SW;	103;	1.8;	0.0;	0.0;
1;	W-S;	136;	4.9;	0.2;	31.4;
1;	S-W;	308;	51.9;	38.4;	419.0;
1;	S-N;	2088;	36.8;	145.4;	1373.9;
1;	S-E;	274;	26.9;	0.0;	29.0;
1;	All;	4770;	31.2;	28.0;	1373.9;
2;	N-E;	190;	71.2;	41.2;	278.3;
2;	N-S;	779;	21.8;	34.2;	277.2;
2;	N-W;	272;	5.1;	4.0;	247.8;
2;	E-N;	214;	9.4;	0.4;	38.1;
2;	E-S;	95;	68.7;	25.2;	149.8;
2;	E-W;	131;	78.7;	33.1;	106.0;
2;	S-N;	1940;	38.3;	160.8;	789.8;
2;	S-E;	277;	12.3;	0.8;	69.5;
2;	S-W;	77;	83.5;	24.4;	145.4;
2;	W-N;	459;	87.0;	325.6;	423.9;
2;	W-E;	225;	81.3;	288.8;	423.3;
2;	W-S;	20;	79.7;	288.8;	423.3;
2;	All;	4679;	41.6;	102.3;	789.8;
3;	W-N;	365;	51.6;	60.2;	235.5;
3;	S-N;	1772;	8.4;	22.1;	217.5;
3;	S-W;	224;	10.1;	5.7;	107.1;
3;	W-S;	102;	2.0;	0.0;	0.0;
3;	W-E;	4;	42.7;	0.8;	20.5;
3;	E-W;	17;	65.5;	5.6;	80.7;
3;	E-S;	13;	43.8;	2.7;	63.8;
3;	E-N;	176;	4.9;	0.2;	38.2;
3;	S-E;	7;	0.9;	0.0;	0.0;
3;	N-S;	611;	12.2;	12.3;	156.4;
3;	N-W;	277;	9.3;	0.0;	31.6;
3;	N-E;	23;	15.4;	0.6;	21.9;
3;	All;	3591;	13.7;	9.2;	235.5;
5;	S-W;	7;	9.1;	0.0;	0.0;
5;	W-S;	12;	17.0;	105.8;	414.2;
5;	W-E;	632;	55.9;	105.8;	414.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	92;	50.3;	7.6;	136.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	450;	0.2;	0.0;	0.0;
5;	E-S;	28;	11.2;	0.2;	37.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1221;	33.3;	24.4;	414.2;
0;	All;	14261;	30.4;	42.1;	1373.9;

Existing AM with ZIA station_LongGatedown_192

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:14:27 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	129;	0.6;	0.0;	0.0;
1;	E-W;	96;	49.1;	23.3;	167.7;
1;	E-S;	98;	35.2;	17.8;	150.4;
1;	W-N;	326;	36.2;	37.7;	150.9;
1;	W-E;	101;	34.3;	16.7;	105.9;
1;	N-S;	1000;	21.4;	45.9;	259.0;
1;	N-E;	116;	39.8;	14.1;	152.8;
1;	N-SW;	109;	2.3;	0.0;	0.0;
1;	W-S;	127;	4.2;	0.0;	0.0;
1;	S-W;	325;	52.5;	56.8;	987.5;
1;	S-N;	2062;	34.0;	100.9;	801.3;
1;	S-E;	279;	21.5;	0.1;	32.2;
1;	All;	4768;	30.1;	26.1;	987.5;
2;	N-E;	194;	49.2;	30.9;	128.2;
2;	N-S;	770;	21.0;	33.0;	235.7;
2;	N-W;	259;	3.6;	1.6;	215.9;
2;	E-N;	222;	14.9;	4.3;	148.6;
2;	E-S;	80;	55.7;	18.3;	85.1;
2;	E-W;	127;	70.1;	30.7;	144.9;
2;	S-N;	2012;	38.3;	172.4;	832.1;
2;	S-E;	244;	13.6;	0.1;	43.3;
2;	S-W;	101;	82.9;	27.6;	109.4;
2;	W-N;	437;	72.8;	248.3;	421.6;
2;	W-E;	244;	64.5;	191.5;	421.1;
2;	W-S;	43;	59.4;	191.5;	421.1;
2;	All;	4733;	38.5;	79.2;	832.1;
3;	W-N;	377;	53.7;	62.4;	220.6;
3;	S-N;	1784;	10.1;	28.7;	258.0;
3;	S-W;	212;	8.8;	5.2;	89.0;
3;	W-S;	93;	2.0;	0.0;	0.0;
3;	W-E;	6;	46.4;	1.2;	21.6;
3;	E-W;	17;	73.5;	6.0;	60.1;
3;	E-S;	10;	47.2;	2.2;	21.9;
3;	E-N;	182;	4.8;	0.3;	61.1;
3;	S-E;	8;	2.5;	0.0;	0.0;
3;	N-S;	605;	12.3;	13.2;	129.6;
3;	N-W;	261;	6.6;	0.3;	122.6;
3;	N-E;	34;	13.7;	1.1;	42.8;
3;	All;	3589;	14.7;	10.1;	258.0;
5;	S-W;	7;	6.5;	0.0;	0.0;
5;	W-S;	3;	21.7;	25.9;	266.0;
5;	W-E;	643;	17.5;	25.9;	266.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	85;	21.5;	2.6;	94.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	464;	0.2;	0.0;	0.0;
5;	E-S;	23;	3.6;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1225;	10.9;	6.0;	266.0;
0;	All;	14315;	27.4;	32.0;	987.5;

Existing AM with ZIA station_LongGatedown_202

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing AM with ZIA station\Existing AM with ZIA station_LongGatedown.inp

Comment:

Date: Wednesday, January 22, 2014 3:16:06 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	132;	0.5;	0.0;	0.0;
1;	E-W;	119;	46.8;	26.8;	148.6;
1;	E-S;	78;	31.4;	12.2;	124.9;
1;	W-N;	327;	31.4;	33.4;	130.8;
1;	W-E;	111;	39.6;	21.9;	126.4;
1;	N-S;	932;	20.0;	45.0;	260.8;
1;	N-E;	168;	34.4;	17.7;	177.4;
1;	N-SW;	104;	2.4;	0.0;	0.0;
1;	W-S;	115;	5.3;	0.4;	71.0;
1;	S-W;	299;	48.7;	48.0;	860.8;
1;	S-N;	2014;	31.7;	127.7;	1040.1;
1;	S-E;	247;	18.9;	0.0;	0.0;
1;	All;	4646;	28.2;	27.8;	1040.1;
2;	N-E;	156;	62.5;	32.9;	210.5;
2;	N-S;	695;	21.6;	31.0;	214.7;
2;	N-W;	286;	3.8;	1.8;	186.1;
2;	E-N;	203;	8.6;	0.4;	54.4;
2;	E-S;	94;	74.0;	27.8;	105.4;
2;	E-W;	139;	68.6;	31.3;	106.2;
2;	S-N;	1864;	35.8;	138.8;	604.2;
2;	S-E;	278;	12.4;	0.5;	85.3;
2;	S-W;	93;	71.9;	24.7;	88.3;
2;	W-N;	466;	75.9;	245.6;	421.6;
2;	W-E;	263;	69.6;	232.4;	421.0;
2;	W-S;	25;	67.7;	232.4;	421.0;
2;	All;	4562;	38.6;	83.3;	604.2;
3;	W-N;	356;	49.5;	55.0;	238.3;
3;	S-N;	1764;	9.8;	25.8;	235.9;
3;	S-W;	242;	10.7;	8.0;	128.9;
3;	W-S;	108;	5.9;	0.0;	29.9;
3;	W-E;	8;	49.7;	3.8;	135.3;
3;	E-W;	17;	51.8;	4.2;	62.5;
3;	E-S;	17;	57.1;	4.9;	62.7;
3;	E-N;	170;	4.9;	0.2;	39.0;
3;	S-E;	7;	1.3;	0.0;	0.0;
3;	N-S;	554;	11.9;	12.8;	150.9;
3;	N-W;	236;	6.7;	0.0;	20.6;
3;	N-E;	38;	13.0;	0.9;	45.1;
3;	All;	3517;	14.2;	9.6;	238.3;
5;	S-W;	6;	7.5;	0.0;	0.0;
5;	W-S;	2;	20.5;	31.8;	314.3;
5;	W-E;	650;	20.3;	31.8;	314.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	87;	20.4;	1.5;	83.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	491;	0.2;	0.0;	0.0;
5;	E-S;	28;	7.7;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1264;	12.2;	7.2;	314.3;
0;	All;	13989;	26.6;	33.6;	1040.1;

Existing PM with ZIA station - LongGateDown_112

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:01:13 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	67;	0.5;	0.0;	0.0;
1;	E-W;	111;	46.7;	27.1;	129.7;
1;	E-S;	167;	41.1;	35.8;	185.5;
1;	W-N;	144;	38.8;	20.3;	121.7;
1;	W-E;	90;	54.3;	25.3;	159.8;
1;	N-S;	2258;	24.5;	132.1;	753.3;
1;	N-E;	83;	16.9;	2.7;	63.7;
1;	N-SW;	147;	15.1;	0.0;	0.0;
1;	W-S;	284;	13.3;	10.1;	179.4;
1;	S-W;	183;	49.2;	33.7;	264.1;
1;	S-N;	1041;	16.0;	29.5;	220.7;
1;	S-E;	57;	4.7;	0.0;	28.2;
1;	All;	4632;	24.0;	26.4;	753.3;
2;	N-E;	232;	70.1;	48.9;	231.3;
2;	N-S;	1801;	27.3;	112.7;	666.5;
2;	N-W;	678;	10.1;	9.0;	472.6;
2;	E-N;	160;	8.7;	0.0;	20.4;
2;	E-S;	326;	100.5;	122.7;	600.4;
2;	E-W;	252;	79.8;	69.8;	555.8;
2;	S-N;	819;	31.5;	51.3;	268.4;
2;	S-E;	156;	5.0;	0.0;	0.0;
2;	S-W;	66;	93.5;	24.5;	67.4;
2;	W-N;	333;	62.3;	129.6;	419.4;
2;	W-E;	157;	63.8;	108.1;	418.8;
2;	W-S;	67;	56.2;	108.1;	418.8;
2;	All;	5047;	38.4;	65.4;	666.5;
3;	W-N;	287;	59.5;	57.2;	173.0;
3;	S-N;	678;	8.6;	10.8;	125.2;
3;	S-W;	94;	11.3;	2.5;	63.4;
3;	W-S;	242;	8.9;	1.2;	120.2;
3;	W-E;	24;	39.9;	10.7;	241.7;
3;	E-W;	21;	54.2;	5.4;	41.4;
3;	E-S;	14;	42.2;	2.7;	41.7;
3;	E-N;	65;	0.9;	0.0;	0.0;
3;	S-E;	28;	0.6;	0.0;	0.0;
3;	N-S;	1618;	17.8;	26.9;	327.0;
3;	N-W;	467;	15.9;	0.0;	0.0;
3;	N-E;	126;	24.7;	5.3;	169.6;
3;	All;	3664;	18.6;	10.2;	327.0;
5;	S-W;	6;	7.5;	0.0;	0.0;
5;	W-S;	10;	0.4;	1.0;	110.6;
5;	W-E;	494;	2.7;	1.0;	110.6;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.3;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	848;	0.6;	0.0;	0.0;
5;	E-S;	144;	4.7;	0.0;	32.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1563;	1.9;	0.2;	110.6;
0;	All;	14906;	25.2;	27.2;	753.3;

Existing PM with ZIA station - LongGateDown_122

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:02:57 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.5;	0.0;	0.0;
1;	E-W;	153;	52.8;	43.1;	190.1;
1;	E-S;	126;	40.4;	27.2;	211.2;
1;	W-N;	145;	45.6;	25.4;	105.8;
1;	W-E;	94;	45.7;	21.6;	149.7;
1;	N-S;	2258;	23.1;	122.6;	665.4;
1;	N-E;	63;	18.5;	2.7;	65.4;
1;	N-SW;	148;	10.9;	0.0;	0.0;
1;	W-S;	287;	13.1;	9.1;	119.4;
1;	S-W;	174;	46.7;	31.4;	259.9;
1;	S-N;	1075;	17.0;	33.1;	269.8;
1;	S-E;	68;	4.7;	0.0;	0.0;
1;	All;	4656;	23.5;	26.4;	665.4;
2;	N-E;	232;	64.1;	46.2;	269.3;
2;	N-S;	1785;	30.2;	126.1;	947.0;
2;	N-W;	653;	11.9;	28.7;	950.1;
2;	E-N;	156;	6.9;	0.0;	25.3;
2;	E-S;	344;	80.2;	100.1;	589.4;
2;	E-W;	240;	70.3;	49.8;	163.2;
2;	S-N;	826;	33.6;	57.3;	242.2;
2;	S-E;	157;	4.1;	0.0;	19.4;
2;	S-W;	61;	80.0;	21.5;	84.8;
2;	W-N;	364;	67.0;	152.7;	421.1;
2;	W-E;	146;	63.1;	103.5;	420.5;
2;	W-S;	51;	63.4;	103.5;	420.5;
2;	All;	5015;	38.3;	65.8;	950.1;
3;	W-N;	283;	57.4;	51.6;	150.9;
3;	S-N;	672;	8.2;	10.4;	106.7;
3;	S-W;	96;	11.1;	2.3;	80.9;
3;	W-S;	254;	7.1;	0.7;	110.3;
3;	W-E;	22;	44.2;	8.3;	231.8;
3;	E-W;	14;	59.8;	4.2;	67.7;
3;	E-S;	12;	76.1;	4.3;	42.9;
3;	E-N;	73;	1.4;	0.0;	0.0;
3;	S-E;	31;	0.6;	0.0;	0.0;
3;	N-S;	1546;	18.2;	23.0;	276.8;
3;	N-W;	492;	18.5;	0.0;	0.0;
3;	N-E;	135;	27.0;	5.1;	105.8;
3;	All;	3630;	18.8;	9.2;	276.8;
5;	S-W;	6;	7.3;	0.0;	0.0;
5;	W-S;	10;	0.4;	2.0;	135.9;
5;	W-E;	492;	3.4;	2.0;	135.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	61;	6.1;	0.0;	25.7;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	811;	0.5;	0.0;	0.0;
5;	E-S;	140;	5.1;	0.3;	68.5;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1520;	2.1;	0.5;	135.9;
0;	All;	14821;	25.2;	27.1;	950.1;

Existing PM with ZIA station - LongGateDown_132

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:04:40 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.6;	0.0;	0.0;
1;	E-W;	141;	64.4;	48.3;	207.1;
1;	E-S;	146;	40.1;	30.4;	152.2;
1;	W-N;	140;	45.0;	24.8;	102.3;
1;	W-E;	80;	61.1;	25.3;	165.3;
1;	N-S;	2298;	21.5;	114.7;	618.6;
1;	N-E;	66;	18.7;	3.3;	109.4;
1;	N-SW;	130;	11.2;	0.0;	0.0;
1;	W-S;	304;	14.7;	12.4;	257.5;
1;	S-W;	185;	43.4;	25.4;	236.7;
1;	S-N;	1035;	16.7;	31.5;	474.3;
1;	S-E;	73;	8.8;	0.0;	19.1;
1;	All;	4656;	23.3;	26.3;	618.6;
2;	N-E;	250;	60.7;	44.1;	190.2;
2;	N-S;	1802;	28.6;	123.5;	767.1;
2;	N-W;	656;	10.9;	11.9;	633.8;
2;	E-N;	163;	9.6;	0.1;	27.7;
2;	E-S;	329;	87.7;	112.2;	644.8;
2;	E-W;	254;	75.7;	62.6;	642.7;
2;	S-N;	801;	32.3;	55.0;	275.5;
2;	S-E;	143;	4.7;	0.0;	29.0;
2;	S-W;	87;	103.0;	32.3;	110.1;
2;	W-N;	339;	68.0;	139.0;	421.1;
2;	W-E;	158;	55.1;	92.9;	405.3;
2;	W-S;	60;	65.3;	92.9;	405.3;
2;	All;	5042;	38.6;	63.9;	767.1;
3;	W-N;	292;	56.4;	55.4;	189.4;
3;	S-N;	676;	9.8;	12.4;	112.3;
3;	S-W;	98;	13.9;	3.0;	64.9;
3;	W-S;	235;	8.6;	1.0;	106.4;
3;	W-E;	25;	52.7;	11.0;	228.0;
3;	E-W;	21;	53.3;	5.3;	60.5;
3;	E-S;	6;	64.9;	2.3;	42.8;
3;	E-N;	71;	1.5;	0.0;	0.0;
3;	S-E;	36;	1.0;	0.0;	0.0;
3;	N-S;	1595;	18.9;	26.0;	252.2;
3;	N-W;	474;	16.9;	0.0;	29.6;
3;	N-E;	149;	25.6;	5.6;	188.8;
3;	All;	3678;	19.4;	10.2;	252.2;
5;	S-W;	7;	7.5;	0.0;	0.0;
5;	W-S;	19;	0.4;	1.3;	125.5;
5;	W-E;	481;	3.5;	1.3;	125.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	5.6;	0.0;	17.9;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	872;	0.6;	0.0;	0.0;
5;	E-S;	121;	4.9;	0.0;	20.3;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1560;	2.0;	0.3;	125.5;
0;	All;	14936;	25.3;	26.8;	767.1;

Existing PM with ZIA station - LongGateDown_142

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:06:25 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.6;	0.0;	0.0;
1;	E-W;	138;	53.0;	38.6;	190.3;
1;	E-S;	141;	39.0;	28.7;	169.2;
1;	W-N;	151;	43.0;	24.4;	110.6;
1;	W-E;	71;	52.8;	18.8;	161.2;
1;	N-S;	2288;	24.4;	138.9;	875.5;
1;	N-E;	60;	18.7;	2.5;	68.4;
1;	N-SW;	136;	16.3;	0.0;	0.0;
1;	W-S;	296;	14.3;	11.0;	164.3;
1;	S-W;	163;	51.1;	33.0;	279.9;
1;	S-N;	1086;	18.6;	36.2;	349.3;
1;	S-E;	73;	6.9;	0.0;	0.0;
1;	All;	4668;	24.8;	27.7;	875.5;
2;	N-E;	256;	71.1;	60.2;	643.6;
2;	N-S;	1764;	27.2;	102.0;	540.6;
2;	N-W;	715;	9.9;	8.4;	644.8;
2;	E-N;	178;	6.7;	0.0;	0.0;
2;	E-S;	295;	75.2;	78.6;	474.3;
2;	E-W;	253;	72.8;	57.8;	322.2;
2;	S-N;	829;	32.2;	55.1;	235.3;
2;	S-E;	124;	5.0;	0.0;	0.0;
2;	S-W;	82;	77.8;	27.3;	108.9;
2;	W-N;	332;	68.2;	138.5;	420.2;
2;	W-E;	152;	66.4;	104.7;	419.6;
2;	W-S;	75;	60.6;	104.7;	419.6;
2;	All;	5055;	36.8;	61.4;	644.8;
3;	W-N;	311;	58.8;	60.0;	249.6;
3;	S-N;	673;	9.2;	11.5;	108.3;
3;	S-W;	98;	13.9;	3.4;	87.0;
3;	W-S;	227;	5.6;	0.0;	0.0;
3;	W-E;	13;	47.3;	3.9;	106.9;
3;	E-W;	25;	54.3;	6.8;	67.4;
3;	E-S;	12;	66.5;	3.8;	43.0;
3;	E-N;	62;	1.1;	0.0;	0.0;
3;	S-E;	22;	0.8;	0.0;	0.0;
3;	N-S;	1570;	17.7;	28.5;	267.0;
3;	N-W;	449;	14.5;	0.0;	0.0;
3;	N-E;	152;	22.3;	6.5;	149.2;
3;	All;	3614;	18.7;	10.4;	267.0;
5;	S-W;	8;	11.7;	0.0;	0.0;
5;	W-S;	11;	0.6;	0.0;	33.7;
5;	W-E;	488;	2.8;	0.0;	33.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	59;	9.1;	0.0;	29.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	912;	0.5;	0.0;	0.0;
5;	E-S;	134;	6.1;	0.3;	64.3;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1612;	2.0;	0.0;	64.3;
0;	All;	14949;	24.9;	26.5;	875.5;

Existing PM with ZIA station - LongGateDown_152

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:08:09 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	52;	0.6;	0.0;	0.0;
1;	E-W;	129;	51.6;	34.4;	194.6;
1;	E-S;	164;	41.7;	35.4;	263.9;
1;	W-N;	154;	43.5;	24.8;	85.7;
1;	W-E;	87;	46.1;	20.0;	163.0;
1;	N-S;	2249;	25.8;	147.3;	640.2;
1;	N-E;	53;	18.1;	3.0;	64.4;
1;	N-SW;	149;	12.1;	0.0;	0.0;
1;	W-S;	277;	12.1;	6.6;	251.3;
1;	S-W;	224;	62.5;	60.0;	460.1;
1;	S-N;	1096;	19.7;	41.1;	426.4;
1;	S-E;	66;	7.1;	0.0;	0.0;
1;	All;	4700;	26.5;	31.0;	640.2;
2;	N-E;	253;	66.1;	48.9;	315.8;
2;	N-S;	1782;	27.6;	112.9;	911.4;
2;	N-W;	679;	11.2;	10.2;	710.1;
2;	E-N;	175;	15.0;	1.1;	105.9;
2;	E-S;	308;	101.1;	120.4;	653.3;
2;	E-W;	254;	90.6;	83.2;	620.8;
2;	S-N;	863;	31.1;	55.2;	278.9;
2;	S-E;	142;	5.6;	0.0;	0.0;
2;	S-W;	66;	77.6;	19.3;	104.7;
2;	W-N;	359;	73.3;	185.4;	420.7;
2;	W-E;	147;	67.3;	124.7;	420.1;
2;	W-S;	51;	69.9;	124.7;	420.1;
2;	All;	5079;	39.9;	73.8;	911.4;
3;	W-N;	306;	54.4;	52.9;	214.3;
3;	S-N;	689;	10.8;	14.3;	129.5;
3;	S-W;	100;	12.5;	2.9;	63.9;
3;	W-S;	238;	6.9;	0.2;	52.5;
3;	W-E;	17;	36.2;	5.7;	174.1;
3;	E-W;	10;	80.1;	3.9;	41.7;
3;	E-S;	18;	56.3;	4.8;	62.6;
3;	E-N;	72;	1.2;	0.0;	0.0;
3;	S-E;	26;	0.8;	0.0;	0.0;
3;	N-S;	1600;	23.2;	33.6;	486.1;
3;	N-W;	438;	21.3;	0.0;	0.0;
3;	N-E;	152;	38.7;	8.4;	228.8;
3;	All;	3666;	22.3;	10.6;	486.1;
5;	S-W;	3;	8.0;	0.0;	0.0;
5;	W-S;	15;	0.5;	9.2;	217.0;
5;	W-E;	495;	10.0;	9.2;	217.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	64;	9.2;	0.0;	28.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	876;	0.5;	0.0;	0.0;
5;	E-S;	128;	7.5;	0.5;	46.7;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1581;	4.4;	2.1;	217.0;
0;	All;	15026;	27.7;	31.2;	911.4;

Existing PM with ZIA station - LongGateDown_162

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp
 Comment:
 Date: Wednesday, January 22, 2014 3:09:53 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	63;	0.5;	0.0;	0.0;
1;	E-W;	131;	57.1;	38.9;	230.3;
1;	E-S;	147;	46.3;	36.7;	235.2;
1;	W-N;	138;	35.2;	18.6;	90.1;
1;	W-E;	85;	56.6;	25.1;	154.9;
1;	N-S;	2319;	24.4;	136.3;	675.0;
1;	N-E;	50;	18.5;	2.5;	55.3;
1;	N-SW;	136;	11.9;	0.0;	0.0;
1;	W-S;	297;	15.1;	11.9;	189.5;
1;	S-W;	207;	48.6;	30.6;	283.9;
1;	S-N;	1080;	16.2;	29.1;	480.9;
1;	S-E;	65;	6.2;	0.0;	0.0;
1;	All;	4718;	24.5;	27.5;	675.0;
2;	N-E;	259;	61.3;	48.5;	193.3;
2;	N-S;	1804;	27.2;	114.7;	714.3;
2;	N-W;	683;	12.0;	14.9;	810.1;
2;	E-N;	152;	8.7;	0.0;	21.0;
2;	E-S;	343;	87.8;	109.9;	602.3;
2;	E-W;	247;	77.8;	67.6;	600.2;
2;	S-N;	854;	35.5;	61.3;	295.6;
2;	S-E;	144;	4.8;	0.1;	37.1;
2;	S-W;	63;	71.7;	19.1;	63.8;
2;	W-N;	344;	74.9;	172.9;	439.4;
2;	W-E;	143;	68.0;	121.7;	419.6;
2;	W-S;	62;	64.3;	121.7;	419.6;
2;	All;	5098;	39.0;	71.0;	810.1;
3;	W-N;	279;	56.9;	51.7;	186.5;
3;	S-N;	699;	8.4;	10.7;	116.4;
3;	S-W;	79;	10.4;	1.6;	85.7;
3;	W-S;	246;	10.6;	2.1;	155.9;
3;	W-E;	23;	42.4;	13.3;	277.4;
3;	E-W;	16;	50.2;	3.9;	64.2;
3;	E-S;	15;	58.5;	4.5;	43.4;
3;	E-N;	66;	1.2;	0.0;	0.0;
3;	S-E;	32;	0.8;	0.0;	0.0;
3;	N-S;	1636;	17.0;	27.3;	341.2;
3;	N-W;	444;	14.2;	0.0;	0.0;
3;	N-E;	128;	20.2;	4.4;	175.0;
3;	All;	3663;	17.7;	9.9;	341.2;
5;	S-W;	8;	9.9;	0.0;	0.0;
5;	W-S;	17;	0.5;	6.2;	153.4;
5;	W-E;	487;	8.2;	6.2;	153.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	58;	7.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	857;	0.5;	0.0;	0.0;
5;	E-S;	133;	8.5;	0.7;	89.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1560;	3.9;	1.5;	153.4;
0;	All;	15039;	25.6;	29.2;	810.1;

Existing PM with ZIA station - LongGateDown_172

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:11:36 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	51;	0.4;	0.0;	0.0;
1;	E-W;	151;	55.3;	43.8;	214.5;
1;	E-S;	142;	40.0;	29.4;	171.3;
1;	W-N;	159;	40.8;	23.7;	126.8;
1;	W-E;	95;	54.7;	26.8;	178.3;
1;	N-S;	2256;	27.7;	164.9;	1055.9;
1;	N-E;	69;	23.3;	3.9;	81.7;
1;	N-SW;	153;	16.9;	0.0;	0.0;
1;	W-S;	275;	15.7;	13.6;	273.6;
1;	S-W;	172;	52.2;	32.5;	242.5;
1;	S-N;	1068;	17.1;	33.2;	379.7;
1;	S-E;	58;	6.8;	0.0;	0.0;
1;	All;	4649;	26.8;	31.0;	1055.9;
2;	N-E;	234;	63.3;	46.9;	170.7;
2;	N-S;	1741;	26.5;	96.7;	620.5;
2;	N-W;	696;	9.5;	10.3;	477.3;
2;	E-N;	178;	7.2;	0.0;	20.3;
2;	E-S;	323;	87.6;	100.5;	537.2;
2;	E-W;	246;	76.0;	62.8;	535.1;
2;	S-N;	804;	31.9;	55.9;	273.3;
2;	S-E;	141;	6.2;	0.1;	33.3;
2;	S-W;	92;	89.3;	31.0;	104.4;
2;	W-N;	332;	69.5;	141.8;	406.9;
2;	W-E;	163;	61.2;	117.8;	406.3;
2;	W-S;	58;	71.9;	117.8;	406.3;
2;	All;	5008;	37.5;	65.1;	620.5;
3;	W-N;	324;	58.3;	59.6;	195.9;
3;	S-N;	673;	10.0;	12.1;	125.4;
3;	S-W;	96;	11.9;	2.8;	86.6;
3;	W-S;	213;	9.1;	0.5;	85.8;
3;	W-E;	18;	56.5;	11.0;	207.4;
3;	E-W;	19;	70.3;	6.9;	63.6;
3;	E-S;	13;	59.6;	4.1;	43.2;
3;	E-N;	67;	1.0;	0.0;	0.0;
3;	S-E;	30;	0.6;	0.0;	0.0;
3;	N-S;	1543;	18.8;	25.7;	238.7;
3;	N-W;	470;	16.8;	0.0;	0.0;
3;	N-E;	137;	24.1;	4.6;	112.6;
3;	All;	3603;	20.0;	10.6;	238.7;
5;	S-W;	12;	8.3;	0.0;	0.0;
5;	W-S;	11;	0.7;	0.5;	117.2;
5;	W-E;	492;	2.4;	0.5;	117.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	54;	8.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	909;	0.6;	0.0;	0.0;
5;	E-S;	122;	4.8;	0.1;	43.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1600;	1.8;	0.1;	117.2;
0;	All;	14860;	26.1;	28.5;	1055.9;

Existing PM with ZIA station - LongGateDown_182

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp
 Comment:
 Date: Wednesday, January 22, 2014 3:13:20 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	62;	0.5;	0.0;	0.0;
1;	E-W;	135;	53.9;	39.0;	191.7;
1;	E-S;	147;	37.3;	28.9;	232.5;
1;	W-N;	147;	44.4;	25.6;	127.6;
1;	W-E;	74;	55.1;	20.8;	148.8;
1;	N-S;	2251;	24.5;	139.0;	716.8;
1;	N-E;	74;	17.4;	2.9;	64.4;
1;	N-SW;	144;	15.2;	0.0;	0.0;
1;	W-S;	301;	14.1;	12.4;	241.1;
1;	S-W;	189;	55.1;	39.8;	295.7;
1;	S-N;	1129;	16.9;	34.2;	299.8;
1;	S-E;	60;	4.8;	0.0;	0.0;
1;	All;	4713;	24.6;	28.6;	716.8;
2;	N-E;	246;	64.5;	48.2;	188.0;
2;	N-S;	1765;	28.2;	111.6;	666.9;
2;	N-W;	691;	11.1;	17.2;	761.1;
2;	E-N;	177;	6.2;	0.0;	16.9;
2;	E-S;	323;	88.8;	106.7;	583.6;
2;	E-W;	232;	73.0;	50.5;	214.2;
2;	S-N;	833;	32.0;	54.1;	277.0;
2;	S-E;	128;	5.1;	0.0;	25.4;
2;	S-W;	64;	97.6;	27.9;	84.6;
2;	W-N;	377;	66.5;	161.3;	421.6;
2;	W-E;	126;	71.3;	105.3;	421.0;
2;	W-S;	46;	55.0;	105.3;	421.0;
2;	All;	5008;	38.0;	65.7;	761.1;
3;	W-N;	272;	56.1;	49.7;	189.4;
3;	S-N;	678;	8.7;	11.4;	134.5;
3;	S-W;	114;	13.4;	3.0;	63.9;
3;	W-S;	253;	13.9;	2.7;	148.8;
3;	W-E;	22;	63.4;	19.3;	270.3;
3;	E-W;	11;	84.3;	5.9;	62.5;
3;	E-S;	13;	51.2;	3.5;	42.7;
3;	E-N;	72;	1.6;	0.0;	0.0;
3;	S-E;	24;	0.6;	0.0;	0.0;
3;	N-S;	1569;	18.5;	28.0;	416.5;
3;	N-W;	457;	15.1;	0.0;	0.0;
3;	N-E;	140;	22.8;	6.2;	169.2;
3;	All;	3625;	18.9;	10.8;	416.5;
5;	S-W;	6;	7.6;	0.0;	0.0;
5;	W-S;	16;	0.5;	4.2;	169.7;
5;	W-E;	492;	6.2;	4.2;	169.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	8.4;	0.4;	60.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	860;	0.6;	0.0;	0.0;
5;	E-S;	125;	4.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1561;	3.0;	1.0;	169.7;
0;	All;	14907;	25.4;	28.2;	761.1;

Existing PM with ZIA station - LongGateDown_192

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:15:04 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.5;	0.0;	0.0;
1;	E-W;	127;	52.1;	35.3;	148.5;
1;	E-S;	152;	46.0;	37.9;	342.1;
1;	W-N;	160;	37.8;	21.7;	123.8;
1;	W-E;	96;	56.9;	29.2;	165.4;
1;	N-S;	2288;	26.5;	148.8;	777.0;
1;	N-E;	48;	25.4;	2.6;	62.7;
1;	N-SW;	151;	15.6;	0.0;	0.0;
1;	W-S;	271;	12.6;	7.3;	139.8;
1;	S-W;	196;	48.8;	34.5;	338.2;
1;	S-N;	1117;	13.3;	25.0;	229.1;
1;	S-E;	57;	5.7;	0.0;	0.0;
1;	All;	4721;	24.9;	28.5;	777.0;
2;	N-E;	287;	69.2;	57.6;	254.3;
2;	N-S;	1754;	28.3;	112.0;	843.0;
2;	N-W;	689;	10.2;	9.7;	723.9;
2;	E-N;	163;	6.4;	0.0;	26.3;
2;	E-S;	315;	84.5;	94.7;	561.5;
2;	E-W;	251;	69.6;	56.4;	559.4;
2;	S-N;	878;	31.0;	55.3;	239.3;
2;	S-E;	139;	5.4;	0.3;	79.2;
2;	S-W;	76;	87.5;	25.4;	107.8;
2;	W-N;	354;	69.8;	161.9;	421.3;
2;	W-E;	158;	73.0;	111.7;	418.8;
2;	W-S;	47;	69.8;	111.7;	418.8;
2;	All;	5111;	38.3;	66.4;	843.0;
3;	W-N;	316;	57.1;	58.1;	214.4;
3;	S-N;	691;	8.9;	11.3;	105.1;
3;	S-W;	84;	11.9;	1.7;	65.6;
3;	W-S;	210;	22.4;	8.3;	331.7;
3;	W-E;	29;	51.0;	30.9;	453.2;
3;	E-W;	17;	80.5;	7.5;	66.9;
3;	E-S;	13;	36.6;	2.4;	60.3;
3;	E-N;	70;	1.0;	0.0;	0.0;
3;	S-E;	24;	0.8;	0.0;	0.0;
3;	N-S;	1526;	17.8;	21.6;	223.3;
3;	N-W;	449;	18.6;	0.0;	29.9;
3;	N-E;	145;	25.4;	6.3;	145.1;
3;	All;	3574;	20.3;	12.3;	453.2;
5;	S-W;	6;	8.3;	0.0;	0.0;
5;	W-S;	11;	0.5;	2.3;	125.2;
5;	W-E;	494;	4.7;	2.3;	125.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	60;	7.4;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	860;	0.7;	0.0;	0.0;
5;	E-S;	153;	6.8;	0.7;	86.1;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1584;	2.8;	0.6;	125.2;
0;	All;	14990;	26.1;	28.7;	843.0;

Existing PM with ZIA station - LongGateDown_202

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\Existing PM with ZIA station\Existing PM with ZIA station - LongGateDown.inp

Comment:

Date: Wednesday, January 22, 2014 3:16:47 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	56;	0.5;	0.0;	0.0;
1;	E-W;	152;	59.4;	50.6;	252.4;
1;	E-S;	134;	39.4;	28.3;	165.8;
1;	W-N;	158;	37.6;	21.9;	121.9;
1;	W-E;	96;	50.9;	26.6;	208.5;
1;	N-S;	2284;	24.4;	135.8;	703.8;
1;	N-E;	62;	24.0;	4.3;	82.6;
1;	N-SW;	147;	11.3;	0.0;	0.0;
1;	W-S;	264;	14.9;	10.3;	140.5;
1;	S-W;	193;	53.0;	37.8;	470.6;
1;	S-N;	1089;	18.9;	43.2;	650.0;
1;	S-E;	63;	8.1;	0.0;	0.0;
1;	All;	4698;	25.4;	29.9;	703.8;
2;	N-E;	222;	63.7;	43.5;	188.5;
2;	N-S;	1677;	26.8;	99.1;	581.3;
2;	N-W;	746;	10.7;	19.2;	790.4;
2;	E-N;	192;	7.3;	0.1;	22.2;
2;	E-S;	321;	94.9;	107.7;	577.6;
2;	E-W;	243;	85.7;	61.8;	192.0;
2;	S-N;	799;	32.2;	52.3;	315.6;
2;	S-E;	146;	4.8;	0.2;	54.8;
2;	S-W;	75;	100.4;	28.1;	128.4;
2;	W-N;	349;	65.7;	150.1;	420.4;
2;	W-E;	168;	61.6;	98.4;	419.8;
2;	W-S;	41;	73.5;	98.4;	419.8;
2;	All;	4979;	38.2;	63.2;	790.4;
3;	W-N;	279;	58.3;	52.6;	208.5;
3;	S-N;	674;	9.9;	12.0;	112.9;
3;	S-W;	102;	10.5;	2.9;	104.3;
3;	W-S;	245;	7.9;	0.6;	89.6;
3;	W-E;	18;	41.3;	9.6;	211.1;
3;	E-W;	21;	66.4;	7.1;	43.5;
3;	E-S;	16;	59.7;	4.6;	63.2;
3;	E-N;	58;	1.5;	0.0;	0.0;
3;	S-E;	29;	0.9;	0.0;	0.0;
3;	N-S;	1481;	20.0;	26.8;	307.4;
3;	N-W;	463;	17.3;	0.0;	0.0;
3;	N-E;	127;	29.0;	4.7;	127.2;
3;	All;	3513;	20.1;	10.1;	307.4;
5;	S-W;	6;	7.2;	0.0;	0.0;
5;	W-S;	14;	0.3;	1.4;	61.4;
5;	W-E;	492;	3.3;	1.4;	61.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	5.7;	0.0;	27.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	926;	0.6;	0.0;	0.0;
5;	E-S;	136;	6.1;	0.1;	43.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1636;	2.1;	0.3;	61.4;
0;	All;	14826;	25.8;	27.6;	790.4;

**Appendix E-4: VISSIM Output Reports
Horizon Year 2038 With Zia Platform Open**

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:27:47 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	124;	0.6;	0.0;	0.0;
1;	E-W;	97;	75.8;	34.8;	148.3;
1;	E-S;	159;	61.1;	49.9;	220.3;
1;	W-N;	341;	53.4;	58.7;	268.4;
1;	W-E;	133;	55.8;	39.3;	193.4;
1;	N-S;	1139;	16.3;	42.2;	375.2;
1;	N-E;	160;	33.2;	14.7;	135.2;
1;	N-SW;	120;	2.6;	0.0;	0.0;
1;	W-S;	123;	5.9;	0.5;	92.7;
1;	S-W;	300;	45.9;	31.3;	372.9;
1;	S-N;	2021;	29.1;	73.1;	675.4;
1;	S-E;	295;	26.3;	0.6;	112.4;
1;	All;	5012;	29.6;	28.8;	675.4;
2;	N-E;	199;	56.6;	37.0;	216.3;
2;	N-S;	902;	28.6;	56.3;	295.7;
2;	N-W;	303;	3.4;	1.7;	204.1;
2;	E-N;	228;	12.8;	2.7;	75.4;
2;	E-S;	121;	77.3;	36.6;	126.2;
2;	E-W;	152;	56.1;	26.8;	170.6;
2;	S-N;	2001;	58.3;	300.0;	1008.0;
2;	S-E;	315;	20.8;	2.1;	155.9;
2;	S-W;	111;	59.0;	18.3;	107.0;
2;	W-N;	415;	98.6;	346.2;	439.4;
2;	W-E;	274;	64.6;	294.7;	438.9;
2;	W-S;	30;	62.3;	294.7;	438.9;
2;	All;	5051;	49.3;	118.1;	1008.0;
3;	W-N;	408;	65.0;	81.8;	274.2;
3;	S-N;	1829;	10.7;	32.9;	301.3;
3;	S-W;	234;	12.6;	9.2;	129.6;
3;	W-S;	105;	3.6;	0.0;	0.0;
3;	W-E;	8;	41.6;	2.3;	61.3;
3;	E-W;	48;	68.7;	17.7;	106.2;
3;	E-S;	17;	54.4;	5.0;	61.4;
3;	E-N;	178;	4.7;	0.3;	61.0;
3;	S-E;	8;	1.4;	0.0;	0.0;
3;	N-S;	717;	11.0;	12.2;	165.9;
3;	N-W;	302;	10.7;	0.1;	110.2;
3;	N-E;	34;	21.9;	1.7;	86.0;
3;	All;	3888;	17.2;	13.6;	301.3;
5;	S-W;	4;	7.5;	0.0;	0.0;
5;	W-S;	10;	41.2;	193.8;	720.2;
5;	W-E;	655;	82.8;	193.8;	720.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	71;	91.8;	49.7;	358.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	541;	0.2;	0.0;	0.0;
5;	E-S;	25;	12.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1306;	47.2;	48.6;	720.2;
0;	All;	15257;	34.5;	52.5;	1008.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:29:47 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	166;	0.6;	0.0;	0.0;
1;	E-W;	100;	98.3;	54.0;	252.6;
1;	E-S;	110;	65.6;	37.9;	250.8;
1;	W-N;	319;	54.8;	56.8;	218.1;
1;	W-E;	140;	67.8;	52.5;	241.2;
1;	N-S;	1132;	18.2;	43.9;	249.1;
1;	N-E;	165;	40.3;	16.3;	149.2;
1;	N-SW;	142;	2.2;	0.0;	0.0;
1;	W-S;	138;	5.6;	0.2;	30.5;
1;	S-W;	310;	46.8;	36.0;	516.7;
1;	S-N;	2092;	29.5;	91.5;	1245.3;
1;	S-E;	308;	23.8;	0.6;	90.8;
1;	All;	5122;	30.5;	32.5;	1245.3;
2;	N-E;	208;	55.5;	37.9;	167.0;
2;	N-S;	856;	26.8;	48.1;	234.9;
2;	N-W;	305;	4.8;	4.5;	277.3;
2;	E-N;	252;	13.7;	2.7;	86.3;
2;	E-S;	101;	65.7;	26.7;	107.0;
2;	E-W;	142;	54.7;	26.1;	155.4;
2;	S-N;	2033;	55.0;	279.0;	1109.8;
2;	S-E;	271;	19.9;	0.3;	38.0;
2;	S-W;	104;	82.9;	25.8;	192.8;
2;	W-N;	403;	116.5;	365.4;	439.5;
2;	W-E;	230;	75.1;	289.1;	438.9;
2;	W-S;	25;	72.6;	289.1;	438.9;
2;	All;	4930;	49.8;	116.2;	1109.8;
3;	W-N;	390;	61.7;	75.4;	251.0;
3;	S-N;	1820;	10.1;	30.4;	318.6;
3;	S-W;	244;	12.2;	8.8;	118.7;
3;	W-S;	125;	3.8;	0.0;	0.0;
3;	W-E;	6;	74.8;	3.2;	104.7;
3;	E-W;	49;	60.9;	15.0;	88.7;
3;	E-S;	13;	56.5;	3.6;	44.6;
3;	E-N;	178;	6.3;	0.5;	39.5;
3;	S-E;	7;	1.6;	0.0;	0.0;
3;	N-S;	643;	8.4;	8.1;	154.9;
3;	N-W;	314;	9.6;	0.0;	0.0;
3;	N-E;	29;	15.8;	0.7;	21.9;
3;	All;	3818;	15.7;	12.1;	318.6;
5;	S-W;	5;	309.6;	0.0;	0.0;
5;	W-S;	7;	316.4;	873.5;	1620.9;
5;	W-E;	642;	339.8;	873.5;	1620.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	41;	620.3;	431.5;	983.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	527;	0.2;	0.0;	0.0;
5;	E-S;	24;	17.5;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1246;	199.0;	242.1;	1620.9;
0;	All;	15116;	46.9;	91.3;	1620.9;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:31:54 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	150;	0.6;	0.0;	0.0;
1;	E-W;	100;	67.4;	31.5;	146.9;
1;	E-S;	134;	55.1;	36.9;	197.5;
1;	W-N;	321;	47.7;	50.2;	186.2;
1;	W-E;	118;	54.0;	33.9;	185.7;
1;	N-S;	1155;	20.4;	52.9;	365.2;
1;	N-E;	139;	37.3;	10.0;	145.8;
1;	N-SW;	129;	4.8;	0.0;	0.0;
1;	W-S;	164;	5.1;	0.1;	32.4;
1;	S-W;	293;	43.9;	34.0;	269.3;
1;	S-N;	2015;	33.0;	114.7;	1374.7;
1;	S-E;	306;	22.4;	0.1;	32.1;
1;	All;	5024;	30.3;	30.4;	1374.7;
2;	N-E;	218;	57.5;	41.6;	235.8;
2;	N-S;	939;	32.8;	65.7;	305.5;
2;	N-W;	283;	3.6;	1.4;	145.9;
2;	E-N;	233;	13.2;	2.8;	103.9;
2;	E-S;	99;	82.9;	30.6;	153.0;
2;	E-W;	164;	54.4;	30.6;	167.3;
2;	S-N;	2004;	65.5;	393.6;	1215.5;
2;	S-E;	323;	32.7;	6.0;	211.7;
2;	S-W;	133;	79.0;	28.5;	127.4;
2;	W-N;	412;	107.8;	359.7;	439.5;
2;	W-E;	274;	61.8;	347.4;	438.9;
2;	W-S;	37;	73.3;	347.4;	438.9;
2;	All;	5119;	54.9;	138.0;	1215.5;
3;	W-N;	429;	69.9;	93.4;	270.6;
3;	S-N;	1855;	10.1;	31.4;	283.7;
3;	S-W;	220;	12.1;	7.6;	129.2;
3;	W-S;	86;	2.2;	0.0;	0.0;
3;	W-E;	5;	54.1;	1.3;	39.6;
3;	E-W;	49;	56.6;	14.1;	106.2;
3;	E-S;	11;	63.7;	3.2;	39.7;
3;	E-N;	181;	4.3;	0.2;	36.8;
3;	S-E;	11;	1.2;	0.0;	0.0;
3;	N-S;	704;	8.5;	9.2;	111.9;
3;	N-W;	332;	10.8;	0.1;	67.4;
3;	N-E;	36;	18.2;	1.7;	65.0;
3;	All;	3919;	16.9;	13.5;	283.7;
5;	S-W;	5;	467.3;	0.0;	23.9;
5;	W-S;	11;	69.7;	305.9;	806.4;
5;	W-E;	686;	137.0;	305.9;	806.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	53;	856.4;	473.4;	965.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	548;	0.3;	0.0;	0.0;
5;	E-S;	32;	11.2;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1335;	107.1;	120.6;	965.3;
0;	All;	15397;	41.7;	72.6;	1374.7;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:33:53 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	140;	0.7;	0.0;	0.0;
1;	E-W;	105;	66.5;	32.7;	186.0;
1;	E-S;	131;	45.5;	30.0;	187.0;
1;	W-N;	327;	48.7;	51.7;	219.8;
1;	W-E;	123;	63.9;	42.6;	252.7;
1;	N-S;	1179;	22.1;	58.6;	360.6;
1;	N-E;	144;	36.1;	11.0;	111.9;
1;	N-SW;	123;	4.9;	0.0;	0.0;
1;	W-S;	133;	5.3;	0.2;	51.3;
1;	S-W;	303;	47.7;	34.2;	276.5;
1;	S-N;	1955;	34.0;	104.2;	1062.4;
1;	S-E;	342;	27.2;	0.4;	56.4;
1;	All;	5005;	31.9;	30.5;	1062.4;
2;	N-E;	235;	54.0;	41.1;	342.8;
2;	N-S;	895;	26.2;	48.1;	211.7;
2;	N-W;	316;	4.4;	1.9;	191.3;
2;	E-N;	225;	14.2;	3.4;	84.2;
2;	E-S;	106;	65.8;	25.8;	108.1;
2;	E-W;	162;	50.6;	27.9;	125.0;
2;	S-N;	1997;	61.3;	338.8;	1166.5;
2;	S-E;	270;	27.1;	2.7;	181.1;
2;	S-W;	139;	87.1;	32.6;	230.0;
2;	W-N;	365;	118.6;	358.0;	439.3;
2;	W-E;	244;	69.9;	299.2;	438.7;
2;	W-S;	33;	75.3;	299.2;	438.7;
2;	All;	4987;	52.2;	123.2;	1166.5;
3;	W-N;	400;	64.4;	80.0;	296.6;
3;	S-N;	1822;	10.0;	30.3;	264.6;
3;	S-W;	230;	10.2;	6.3;	148.9;
3;	W-S;	110;	2.7;	0.0;	0.0;
3;	W-E;	7;	72.8;	2.7;	63.4;
3;	E-W;	52;	87.5;	24.3;	168.5;
3;	E-S;	14;	57.2;	3.8;	62.6;
3;	E-N;	174;	5.4;	0.1;	25.8;
3;	S-E;	12;	0.9;	0.0;	0.0;
3;	N-S;	674;	10.4;	13.1;	183.9;
3;	N-W;	320;	8.8;	0.6;	160.3;
3;	N-E;	37;	15.0;	1.3;	64.4;
3;	All;	3852;	16.6;	13.5;	296.6;
5;	S-W;	6;	87.6;	0.0;	0.0;
5;	W-S;	8;	167.2;	502.2;	1591.9;
5;	W-E;	596;	192.5;	502.2;	1591.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	57;	359.0;	205.0;	739.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	583;	0.3;	0.0;	0.0;
5;	E-S;	34;	14.3;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1284;	107.3;	134.4;	1591.9;
0;	All;	15128;	41.1;	71.5;	1591.9;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:35:53 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	141;	0.6;	0.0;	0.0;
1;	E-W;	94;	120.0;	59.8;	239.7;
1;	E-S;	145;	72.7;	55.4;	196.9;
1;	W-N;	325;	52.6;	55.6;	170.7;
1;	W-E;	120;	58.9;	37.7;	195.3;
1;	N-S;	1145;	14.6;	34.5;	240.4;
1;	N-E;	140;	24.9;	6.9;	88.1;
1;	N-SW;	130;	1.8;	0.0;	0.0;
1;	W-S;	151;	5.2;	0.0;	28.9;
1;	S-W;	312;	49.3;	26.5;	217.2;
1;	S-N;	1975;	35.3;	68.0;	620.8;
1;	S-E;	313;	31.9;	0.0;	29.3;
1;	All;	4991;	32.5;	28.7;	620.8;
2;	N-E;	200;	56.4;	37.4;	187.3;
2;	N-S;	956;	30.6;	59.7;	313.8;
2;	N-W;	310;	4.1;	2.6;	164.4;
2;	E-N;	231;	12.4;	2.1;	85.9;
2;	E-S;	101;	78.7;	31.5;	146.1;
2;	E-W;	161;	54.3;	28.5;	110.4;
2;	S-N;	2027;	79.7;	458.2;	1462.6;
2;	S-E;	282;	38.4;	3.3;	138.3;
2;	S-W;	115;	85.9;	22.4;	151.1;
2;	W-N;	402;	110.5;	352.8;	439.4;
2;	W-E;	233;	74.9;	306.1;	438.8;
2;	W-S;	30;	68.3;	306.1;	438.8;
2;	All;	5048;	60.9;	134.2;	1462.6;
3;	W-N;	424;	63.5;	82.8;	261.7;
3;	S-N;	1800;	11.7;	36.9;	330.2;
3;	S-W;	245;	11.8;	8.2;	215.7;
3;	W-S;	95;	5.1;	0.1;	32.1;
3;	W-E;	7;	24.8;	2.5;	153.6;
3;	E-W;	36;	66.2;	12.6;	65.8;
3;	E-S;	21;	47.2;	4.7;	44.3;
3;	E-N;	181;	5.1;	0.2;	60.0;
3;	S-E;	18;	1.8;	0.0;	0.0;
3;	N-S;	744;	13.6;	17.9;	154.2;
3;	N-W;	302;	9.6;	0.2;	80.3;
3;	N-E;	44;	21.7;	3.0;	63.3;
3;	All;	3917;	17.8;	14.1;	330.2;
5;	S-W;	2;	18.9;	0.0;	0.0;
5;	W-S;	11;	257.9;	733.2;	1324.7;
5;	W-E;	666;	288.4;	733.2;	1324.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	24;	1452.1;	645.1;	965.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	553;	0.2;	0.0;	0.0;
5;	E-S;	33;	26.0;	0.0;	15.7;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1289;	179.1;	234.6;	1324.7;
0;	All;	15245;	50.6;	94.1;	1462.6;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:37:59 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	137;	0.8;	0.0;	0.0;
1;	E-W;	104;	91.4;	49.6;	242.6;
1;	E-S;	132;	55.9;	38.4;	212.5;
1;	W-N;	318;	52.4;	53.9;	173.7;
1;	W-E;	129;	70.4;	49.3;	211.1;
1;	N-S;	1181;	16.4;	42.4;	282.0;
1;	N-E;	135;	29.2;	8.4;	132.1;
1;	N-SW;	113;	3.2;	0.0;	0.0;
1;	W-S;	148;	4.8;	0.0;	29.6;
1;	S-W;	337;	50.2;	40.8;	492.1;
1;	S-N;	2000;	28.7;	88.7;	1339.0;
1;	S-E;	295;	22.6;	0.3;	53.0;
1;	All;	5029;	29.5;	31.0;	1339.0;
2;	N-E;	215;	54.0;	38.4;	168.9;
2;	N-S;	930;	29.8;	55.2;	273.6;
2;	N-W;	312;	4.0;	1.6;	216.9;
2;	E-N;	215;	10.7;	2.0;	98.5;
2;	E-S;	129;	76.1;	36.6;	129.7;
2;	E-W;	155;	56.4;	30.0;	174.4;
2;	S-N;	2012;	62.3;	341.7;	1096.1;
2;	S-E;	278;	27.2;	2.0;	112.0;
2;	S-W;	120;	76.9;	25.0;	108.6;
2;	W-N;	400;	108.1;	376.3;	439.3;
2;	W-E;	258;	64.1;	267.1;	438.7;
2;	W-S;	31;	59.2;	267.1;	438.7;
2;	All;	5055;	52.5;	120.3;	1096.1;
3;	W-N;	391;	65.1;	79.0;	255.6;
3;	S-N;	1864;	10.5;	31.6;	349.2;
3;	S-W;	237;	11.4;	6.7;	104.7;
3;	W-S;	116;	2.5;	0.0;	0.0;
3;	W-E;	10;	53.4;	2.5;	43.4;
3;	E-W;	42;	67.4;	14.5;	128.8;
3;	E-S;	17;	50.1;	4.2;	45.3;
3;	E-N;	176;	5.1;	0.2;	39.0;
3;	S-E;	9;	2.2;	0.0;	0.0;
3;	N-S;	718;	6.6;	7.0;	126.3;
3;	N-W;	335;	10.1;	0.0;	33.4;
3;	N-E;	40;	15.9;	0.8;	43.3;
3;	All;	3955;	15.6;	12.2;	349.2;
5;	S-W;	5;	204.2;	0.0;	0.0;
5;	W-S;	11;	197.7;	620.4;	1093.8;
5;	W-E;	675;	249.8;	620.4;	1093.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	33;	971.7;	542.3;	964.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	557;	0.2;	0.0;	0.0;
5;	E-S;	31;	28.9;	0.2;	35.4;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1312;	156.2;	198.1;	1093.8;
0;	All;	15351;	44.3;	83.2;	1339.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:40:03 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	158;	0.6;	0.0;	0.0;
1;	E-W;	102;	74.3;	36.2;	173.5;
1;	E-S;	116;	49.4;	30.0;	195.4;
1;	W-N;	337;	47.9;	51.9;	208.5;
1;	W-E;	113;	56.4;	35.0;	190.4;
1;	N-S;	1133;	22.0;	56.8;	476.9;
1;	N-E;	169;	37.2;	16.7;	200.8;
1;	N-SW;	141;	4.1;	0.0;	0.0;
1;	W-S;	148;	6.3;	0.6;	52.1;
1;	S-W;	315;	50.3;	83.8;	1643.5;
1;	S-N;	2059;	32.8;	129.9;	1640.5;
1;	S-E;	283;	27.1;	0.2;	50.0;
1;	All;	5074;	31.5;	36.8;	1643.5;
2;	N-E;	190;	52.6;	33.6;	170.6;
2;	N-S;	871;	34.7;	63.0;	305.9;
2;	N-W;	326;	4.8;	3.5;	206.3;
2;	E-N;	225;	11.0;	1.1;	85.3;
2;	E-S;	117;	73.5;	31.6;	171.8;
2;	E-W;	152;	62.8;	31.1;	170.8;
2;	S-N;	2026;	64.0;	359.4;	1172.2;
2;	S-E;	268;	25.7;	0.8;	91.0;
2;	S-W;	141;	76.9;	28.3;	131.4;
2;	W-N;	404;	108.7;	357.5;	439.4;
2;	W-E;	255;	74.1;	324.5;	438.8;
2;	W-S;	31;	49.8;	324.5;	438.8;
2;	All;	5006;	54.8;	129.9;	1172.2;
3;	W-N;	421;	64.5;	84.8;	282.5;
3;	S-N;	1837;	11.3;	34.3;	277.8;
3;	S-W;	199;	10.2;	5.4;	107.4;
3;	W-S;	92;	5.9;	0.0;	0.0;
3;	W-E;	9;	65.2;	5.0;	89.1;
3;	E-W;	55;	71.7;	19.8;	105.1;
3;	E-S;	14;	56.9;	3.5;	42.5;
3;	E-N;	174;	4.4;	0.1;	32.8;
3;	S-E;	18;	1.4;	0.0;	0.0;
3;	N-S;	672;	7.5;	8.1;	157.3;
3;	N-W;	310;	9.1;	0.0;	0.0;
3;	N-E;	34;	19.8;	1.5;	44.0;
3;	All;	3835;	17.0;	13.5;	282.5;
5;	S-W;	10;	416.7;	0.0;	20.0;
5;	W-S;	8;	182.4;	627.3;	1380.5;
5;	W-E;	664;	252.0;	627.3;	1380.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	46;	652.7;	404.6;	964.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	589;	0.3;	0.0;	0.0;
5;	E-S;	30;	5.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1347;	150.9;	184.4;	1380.5;
0;	All;	15262;	46.0;	84.9;	1643.5;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:42:05 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	134;	0.5;	0.0;	0.0;
1;	E-W;	108;	60.4;	30.9;	192.0;
1;	E-S;	138;	59.3;	42.5;	270.5;
1;	W-N;	338;	50.2;	55.2;	254.4;
1;	W-E;	114;	54.9;	33.4;	187.5;
1;	N-S;	1152;	21.3;	55.6;	356.9;
1;	N-E;	137;	28.3;	10.8;	147.4;
1;	N-SW;	125;	3.6;	0.0;	0.0;
1;	W-S;	148;	6.9;	0.8;	73.2;
1;	S-W;	314;	50.9;	42.4;	408.4;
1;	S-N;	2019;	37.7;	104.5;	569.1;
1;	S-E;	310;	27.5;	0.1;	48.4;
1;	All;	5037;	33.5;	31.4;	569.1;
2;	N-E;	206;	55.9;	37.7;	168.1;
2;	N-S;	921;	29.6;	55.4;	283.1;
2;	N-W;	329;	5.6;	4.7;	299.5;
2;	E-N;	244;	13.8;	4.5;	118.4;
2;	E-S;	101;	67.9;	25.9;	145.6;
2;	E-W;	149;	46.9;	23.3;	124.0;
2;	S-N;	2043;	66.0;	350.9;	1288.8;
2;	S-E;	294;	28.2;	1.4;	101.9;
2;	S-W;	116;	83.9;	27.1;	166.7;
2;	W-N;	388;	119.0;	378.8;	439.4;
2;	W-E;	202;	70.7;	308.8;	436.2;
2;	W-S;	23;	56.0;	308.8;	436.2;
2;	All;	5016;	54.3;	127.3;	1288.8;
3;	W-N;	400;	69.4;	85.2;	296.2;
3;	S-N;	1850;	10.0;	29.3;	321.5;
3;	S-W;	227;	11.2;	6.6;	176.1;
3;	W-S;	112;	3.6;	0.0;	0.0;
3;	W-E;	6;	68.6;	2.7;	87.5;
3;	E-W;	33;	71.7;	11.7;	64.7;
3;	E-S;	16;	45.4;	3.5;	41.0;
3;	E-N;	188;	5.6;	0.5;	83.9;
3;	S-E;	12;	1.2;	0.0;	0.0;
3;	N-S;	699;	11.4;	13.2;	126.9;
3;	N-W;	323;	9.0;	0.0;	0.0;
3;	N-E;	25;	18.8;	1.3;	67.2;
3;	All;	3891;	16.7;	12.8;	321.5;
5;	S-W;	2;	1190.2;	0.0;	0.0;
5;	W-S;	12;	264.4;	928.3;	1668.7;
5;	W-E;	603;	364.2;	928.3;	1668.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	30;	1482.1;	775.7;	965.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	556;	0.4;	0.0;	0.0;
5;	E-S;	38;	8.0;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1241;	217.7;	292.5;	1668.7;
0;	All;	15185;	51.1;	104.2;	1668.7;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:44:11 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	139;	0.6;	0.0;	0.0;
1;	E-W;	91;	102.2;	46.6;	148.2;
1;	E-S;	142;	70.7;	52.8;	267.1;
1;	W-N;	353;	58.6;	66.2;	281.3;
1;	W-E;	109;	67.2;	38.9;	151.2;
1;	N-S;	1137;	15.9;	41.1;	278.2;
1;	N-E;	142;	19.3;	3.7;	106.5;
1;	N-SW;	134;	2.5;	0.0;	0.0;
1;	W-S;	142;	5.1;	0.3;	49.2;
1;	S-W;	323;	41.5;	25.3;	248.9;
1;	S-N;	1985;	29.6;	76.6;	977.3;
1;	S-E;	307;	24.0;	0.1;	31.7;
1;	All;	5004;	29.8;	29.3;	977.3;
2;	N-E;	232;	52.3;	37.6;	166.4;
2;	N-S;	903;	30.0;	54.1;	279.5;
2;	N-W;	309;	5.0;	4.5;	393.0;
2;	E-N;	239;	13.2;	2.1;	67.4;
2;	E-S;	101;	70.0;	26.8;	103.7;
2;	E-W;	152;	54.0;	27.5;	107.1;
2;	S-N;	2023;	90.9;	561.1;	1359.9;
2;	S-E;	256;	53.8;	7.3;	224.2;
2;	S-W;	129;	91.2;	26.6;	127.1;
2;	W-N;	389;	114.9;	373.8;	439.5;
2;	W-E;	221;	71.0;	267.9;	439.0;
2;	W-S;	33;	62.1;	267.9;	439.0;
2;	All;	4987;	66.4;	138.1;	1359.9;
3;	W-N;	415;	67.2;	85.8;	281.0;
3;	S-N;	1850;	11.8;	37.8;	421.6;
3;	S-W;	220;	12.4;	8.3;	165.1;
3;	W-S;	101;	3.1;	0.0;	0.0;
3;	W-E;	7;	59.0;	2.4;	43.4;
3;	E-W;	42;	86.5;	18.8;	92.9;
3;	E-S;	12;	63.3;	4.5;	63.4;
3;	E-N;	188;	5.8;	0.5;	90.1;
3;	S-E;	14;	3.4;	0.0;	0.0;
3;	N-S;	685;	12.4;	14.1;	127.8;
3;	N-W;	311;	8.4;	0.0;	0.0;
3;	N-E;	45;	18.4;	2.4;	46.4;
3;	All;	3890;	18.1;	14.6;	421.6;
5;	S-W;	5;	228.2;	0.0;	0.0;
5;	W-S;	3;	290.9;	744.8;	1574.8;
5;	W-E;	611;	282.9;	744.8;	1574.8;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	53;	770.9;	475.6;	965.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	562;	0.2;	0.0;	0.0;
5;	E-S;	28;	7.3;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1262;	171.2;	218.4;	1574.8;
0;	All;	15143;	50.6;	92.2;	1574.8;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:46:08 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	146;	0.8;	0.0;	0.0;
1;	E-W;	112;	82.2;	45.2;	186.6;
1;	E-S;	122;	58.0;	36.9;	148.6;
1;	W-N;	348;	46.1;	51.8;	235.1;
1;	W-E;	116;	53.3;	33.0;	168.3;
1;	N-S;	1117;	22.8;	60.0;	409.5;
1;	N-E;	183;	33.7;	15.8;	165.2;
1;	N-SW;	129;	5.0;	0.0;	0.0;
1;	W-S;	127;	5.3;	0.5;	49.8;
1;	S-W;	317;	54.0;	53.6;	587.0;
1;	S-N;	1982;	36.7;	104.4;	604.0;
1;	S-E;	293;	24.1;	0.3;	53.0;
1;	All;	4992;	33.8;	33.5;	604.0;
2;	N-E;	169;	47.4;	27.4;	147.3;
2;	N-S;	849;	30.7;	52.7;	341.8;
2;	N-W;	340;	4.3;	3.0;	274.2;
2;	E-N;	245;	15.0;	5.2;	120.6;
2;	E-S;	99;	61.5;	23.5;	106.9;
2;	E-W;	158;	60.2;	31.1;	174.0;
2;	S-N;	1963;	56.4;	278.3;	981.3;
2;	S-E;	292;	22.1;	1.1;	102.5;
2;	S-W;	124;	62.8;	23.6;	128.8;
2;	W-N;	372;	115.9;	367.4;	439.5;
2;	W-E;	232;	72.2;	252.6;	438.5;
2;	W-S;	15;	60.6;	252.6;	438.5;
2;	All;	4858;	49.5;	109.9;	981.3;
3;	W-N;	393;	65.7;	79.7;	268.3;
3;	S-N;	1815;	10.7;	32.2;	330.2;
3;	S-W;	254;	10.5;	7.0;	106.6;
3;	W-S;	116;	4.2;	0.0;	0.0;
3;	W-E;	8;	66.8;	3.8;	63.1;
3;	E-W;	53;	64.2;	16.9;	105.5;
3;	E-S;	18;	65.4;	5.8;	42.9;
3;	E-N;	164;	5.3;	0.3;	58.1;
3;	S-E;	8;	1.4;	0.0;	0.0;
3;	N-S;	628;	13.3;	13.2;	234.6;
3;	N-W;	293;	10.4;	0.4;	107.9;
3;	N-E;	47;	14.7;	1.4;	61.9;
3;	All;	3797;	17.5;	13.4;	330.2;
5;	S-W;	3;	662.4;	0.0;	0.0;
5;	W-S;	3;	314.0;	867.9;	1657.4;
5;	W-E;	586;	325.5;	867.9;	1657.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	46;	953.1;	543.7;	965.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	591;	0.2;	0.0;	0.0;
5;	E-S;	31;	3.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1260;	188.7;	253.3;	1657.4;
0;	All;	14907;	47.8;	92.4;	1657.4;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 3:56:11 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	67;	0.4;	0.0;	0.0;
1;	E-W;	110;	50.8;	29.2;	169.4;
1;	E-S;	167;	41.0;	35.4;	192.5;
1;	W-N;	165;	39.9;	24.3;	123.4;
1;	W-E;	110;	51.2;	28.5;	128.9;
1;	N-S;	2367;	25.7;	155.6;	766.0;
1;	N-E;	80;	21.5;	4.1;	105.6;
1;	N-SW;	156;	13.6;	0.0;	0.0;
1;	W-S;	327;	18.1;	20.5;	291.4;
1;	S-W;	211;	67.5;	57.7;	299.4;
1;	S-N;	1133;	17.1;	33.0;	375.0;
1;	S-E;	65;	6.6;	0.0;	0.0;
1;	All;	4958;	26.1;	32.3;	766.0;
2;	N-E;	252;	90.8;	58.8;	339.4;
2;	N-S;	1897;	54.4;	319.7;	1653.7;
2;	N-W;	726;	22.7;	35.1;	1331.3;
2;	E-N;	161;	7.0;	0.0;	0.0;
2;	E-S;	325;	96.5;	112.7;	615.4;
2;	E-W;	249;	50.6;	37.7;	188.4;
2;	S-N;	914;	44.6;	84.7;	302.0;
2;	S-E;	176;	7.5;	0.3;	60.2;
2;	S-W;	68;	77.7;	20.6;	86.8;
2;	W-N;	348;	130.2;	357.4;	427.9;
2;	W-E;	171;	55.9;	98.1;	423.7;
2;	W-S;	77;	52.9;	98.1;	423.7;
2;	All;	5364;	54.8;	101.9;	1653.7;
3;	W-N;	327;	56.6;	60.0;	227.5;
3;	S-N;	767;	9.9;	13.7;	127.5;
3;	S-W;	102;	15.5;	2.4;	62.0;
3;	W-S;	286;	8.7;	1.4;	146.4;
3;	W-E;	23;	41.7;	11.1;	267.9;
3;	E-W;	20;	63.0;	6.1;	83.8;
3;	E-S;	18;	60.6;	5.2;	63.0;
3;	E-N;	66;	1.4;	0.0;	0.0;
3;	S-E;	33;	0.8;	0.0;	0.0;
3;	N-S;	1674;	22.1;	44.4;	816.7;
3;	N-W;	496;	19.9;	0.0;	0.0;
3;	N-E;	131;	27.8;	3.1;	110.2;
3;	All;	3943;	21.3;	12.3;	816.7;
5;	S-W;	3;	17.9;	0.0;	0.0;
5;	W-S;	11;	22.1;	173.4;	523.3;
5;	W-E;	560;	89.9;	173.4;	523.3;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	152.6;	59.3;	267.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	874;	0.8;	0.0;	0.0;
5;	E-S;	172;	26.0;	10.3;	341.5;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1682;	38.8;	46.3;	523.3;
0;	All;	15947;	35.9;	48.3;	1653.7;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 3:58:06 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	66;	0.4;	0.0;	0.0;
1;	E-W;	154;	48.2;	39.3;	171.0;
1;	E-S;	126;	43.9;	29.3;	196.4;
1;	W-N;	168;	36.0;	21.4;	106.2;
1;	W-E;	102;	49.5;	26.4;	170.4;
1;	N-S;	2370;	24.7;	141.3;	845.7;
1;	N-E;	74;	19.1;	3.2;	124.5;
1;	N-SW;	152;	16.3;	0.0;	0.0;
1;	W-S;	338;	15.7;	15.3;	329.5;
1;	S-W;	205;	85.8;	84.6;	618.1;
1;	S-N;	1113;	19.9;	40.0;	571.1;
1;	S-E;	76;	8.2;	0.0;	0.0;
1;	All;	4944;	26.7;	33.4;	845.7;
2;	N-E;	256;	88.7;	59.3;	300.1;
2;	N-S;	1888;	55.2;	308.8;	1437.4;
2;	N-W;	710;	21.8;	2.2;	161.0;
2;	E-N;	158;	10.4;	0.4;	45.2;
2;	E-S;	335;	90.5;	115.5;	644.4;
2;	E-W;	242;	42.3;	29.9;	151.0;
2;	S-N;	912;	48.9;	93.0;	297.8;
2;	S-E;	168;	6.6;	0.1;	34.8;
2;	S-W;	71;	79.8;	21.4;	85.4;
2;	W-N;	347;	131.7;	369.6;	430.8;
2;	W-E;	149;	54.0;	153.7;	430.2;
2;	W-S;	53;	52.9;	153.7;	430.2;
2;	All;	5289;	55.3;	109.0;	1437.4;
3;	W-N;	315;	53.5;	54.9;	194.5;
3;	S-N;	751;	8.9;	12.5;	119.5;
3;	S-W;	114;	14.6;	3.4;	85.9;
3;	W-S;	295;	8.5;	0.6;	88.8;
3;	W-E;	28;	45.9;	12.5;	210.3;
3;	E-W;	15;	75.0;	5.6;	42.9;
3;	E-S;	13;	50.6;	3.1;	42.1;
3;	E-N;	76;	1.2;	0.0;	0.0;
3;	S-E;	32;	0.9;	0.0;	0.0;
3;	N-S;	1624;	23.8;	27.8;	317.6;
3;	N-W;	514;	23.1;	0.6;	169.1;
3;	N-E;	139;	33.3;	4.9;	131.1;
3;	All;	3916;	22.0;	10.5;	317.6;
5;	S-W;	5;	11.2;	0.0;	0.0;
5;	W-S;	12;	143.1;	381.3;	981.0;
5;	W-E;	516;	186.1;	381.3;	981.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	55;	239.8;	108.9;	443.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	847;	0.5;	0.0;	0.0;
5;	E-S;	177;	23.2;	9.5;	237.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1612;	71.7;	97.9;	981.0;
0;	All;	15761;	39.7;	60.3;	1437.4;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VI SSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:00:01 PM
 VI SSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.6;	0.0;	0.0;
1;	E-W;	140;	57.2;	41.7;	191.6;
1;	E-S;	148;	42.2;	32.2;	127.7;
1;	W-N;	163;	40.2;	24.8;	108.2;
1;	W-E;	96;	50.4;	25.0;	164.0;
1;	N-S;	2424;	24.6;	139.8;	803.9;
1;	N-E;	67;	18.1;	2.2;	42.6;
1;	N-SW;	136;	12.4;	0.0;	0.0;
1;	W-S;	345;	18.5;	22.8;	291.6;
1;	S-W;	206;	67.0;	55.1;	337.2;
1;	S-N;	1121;	14.9;	26.4;	347.0;
1;	S-E;	79;	7.1;	0.0;	0.0;
1;	All;	4983;	25.2;	30.8;	803.9;
2;	N-E;	275;	109.3;	89.8;	781.6;
2;	N-S;	1952;	65.9;	373.5;	1255.4;
2;	N-W;	693;	25.8;	14.6;	641.7;
2;	E-N;	164;	8.0;	0.6;	84.1;
2;	E-S;	320;	88.5;	107.2;	625.5;
2;	E-W;	249;	43.9;	41.4;	623.4;
2;	S-N;	913;	49.7;	95.3;	300.6;
2;	S-E;	155;	6.8;	0.1;	54.9;
2;	S-W;	98;	86.4;	29.2;	125.3;
2;	W-N;	348;	129.3;	348.8;	439.3;
2;	W-E;	182;	37.9;	75.9;	420.8;
2;	W-S;	70;	40.8;	75.9;	420.8;
2;	All;	5419;	60.3;	104.4;	1255.4;
3;	W-N;	347;	59.8;	66.6;	209.1;
3;	S-N;	756;	10.3;	14.5;	129.9;
3;	S-W;	114;	16.0;	3.5;	67.8;
3;	W-S;	265;	11.1;	1.2;	113.2;
3;	W-E;	23;	40.3;	13.8;	234.7;
3;	E-W;	22;	61.8;	7.2;	42.8;
3;	E-S;	9;	64.2;	3.0;	39.8;
3;	E-N;	71;	1.1;	0.0;	0.0;
3;	S-E;	40;	0.7;	0.0;	0.0;
3;	N-S;	1677;	27.5;	46.3;	693.6;
3;	N-W;	514;	24.1;	0.0;	0.0;
3;	N-E;	149;	33.0;	6.7;	232.0;
3;	All;	3987;	25.0;	13.6;	693.6;
5;	S-W;	6;	8.4;	0.0;	0.0;
5;	W-S;	18;	20.6;	197.8;	463.7;
5;	W-E;	548;	94.5;	197.8;	463.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	63;	61.3;	22.4;	246.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	879;	0.6;	0.0;	0.0;
5;	E-S;	160;	12.1;	1.7;	79.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1674;	35.0;	46.6;	463.7;
0;	All;	16063;	38.0;	49.0;	1255.4;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:01:53 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.5;	0.0;	0.0;
1;	E-W;	138;	52.0;	37.1;	171.1;
1;	E-S;	144;	40.5;	30.9;	190.2;
1;	W-N;	178;	42.6;	26.2;	122.3;
1;	W-E;	86;	55.0;	25.7;	152.4;
1;	N-S;	2414;	25.5;	145.5;	683.1;
1;	N-E;	69;	21.5;	2.4;	45.4;
1;	N-SW;	144;	12.3;	0.0;	0.0;
1;	W-S;	328;	16.7;	18.1;	273.6;
1;	S-W;	189;	56.3;	39.8;	207.1;
1;	S-N;	1161;	15.4;	28.9;	300.9;
1;	S-E;	88;	6.7;	0.0;	0.0;
1;	All;	5004;	24.9;	29.6;	683.1;
2;	N-E;	278;	94.5;	68.9;	257.7;
2;	N-S;	1866;	57.8;	306.3;	1283.4;
2;	N-W;	740;	22.7;	9.2;	483.6;
2;	E-N;	181;	7.8;	0.3;	47.8;
2;	E-S;	297;	84.3;	89.6;	540.6;
2;	E-W;	255;	45.2;	35.3;	148.1;
2;	S-N;	937;	46.1;	90.0;	317.8;
2;	S-E;	141;	7.4;	0.1;	32.7;
2;	S-W;	92;	69.1;	25.9;	131.3;
2;	W-N;	330;	136.7;	356.2;	439.5;
2;	W-E;	159;	45.1;	111.3;	438.2;
2;	W-S;	76;	46.5;	111.3;	438.2;
2;	All;	5352;	55.2;	100.4;	1283.4;
3;	W-N;	357;	56.9;	66.3;	278.1;
3;	S-N;	758;	10.4;	14.9;	143.8;
3;	S-W;	110;	13.3;	3.4;	63.0;
3;	W-S;	267;	7.5;	0.3;	77.1;
3;	W-E;	12;	44.5;	6.9;	198.6;
3;	E-W;	26;	72.3;	9.1;	65.1;
3;	E-S;	12;	49.7;	3.1;	41.7;
3;	E-N;	65;	1.5;	0.0;	0.0;
3;	S-E;	24;	0.9;	0.0;	0.0;
3;	N-S;	1646;	20.7;	32.2;	401.3;
3;	N-W;	470;	17.7;	0.0;	0.0;
3;	N-E;	156;	23.2;	6.2;	198.6;
3;	All;	3903;	20.7;	11.9;	401.3;
5;	S-W;	7;	11.3;	0.0;	0.0;
5;	W-S;	14;	49.7;	227.8;	632.5;
5;	W-E;	534;	117.1;	227.8;	632.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	55;	157.4;	58.6;	282.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	928;	0.7;	0.0;	0.0;
5;	E-S;	153;	17.5;	7.5;	259.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1691;	44.6;	58.0;	632.5;
0;	All;	15950;	36.1;	49.4;	1283.4;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:03:44 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	52;	0.4;	0.0;	0.0;
1;	E-W;	131;	50.9;	33.4;	149.9;
1;	E-S;	165;	42.5;	35.5;	244.8;
1;	W-N;	179;	39.1;	26.4;	132.6;
1;	W-E;	98;	51.0;	25.7;	166.0;
1;	N-S;	2376;	29.5;	174.0;	799.8;
1;	N-E;	66;	22.4;	3.4;	85.6;
1;	N-SW;	161;	17.3;	0.0;	0.0;
1;	W-S;	321;	14.3;	10.3;	247.0;
1;	S-W;	240;	90.4;	103.0;	576.7;
1;	S-N;	1143;	18.1;	34.9;	597.0;
1;	S-E;	75;	11.7;	0.0;	0.0;
1;	All;	5007;	29.6;	37.2;	799.8;
2;	N-E;	262;	89.8;	63.3;	301.0;
2;	N-S;	1894;	56.7;	328.0;	1285.0;
2;	N-W;	727;	24.2;	5.3;	238.4;
2;	E-N;	177;	8.1;	0.4;	45.3;
2;	E-S;	306;	88.9;	97.1;	496.2;
2;	E-W;	250;	50.9;	42.9;	474.3;
2;	S-N;	949;	49.1;	94.7;	323.6;
2;	S-E;	158;	7.5;	0.1;	41.4;
2;	S-W;	82;	81.2;	26.1;	82.8;
2;	W-N;	351;	133.4;	370.0;	439.0;
2;	W-E;	159;	53.0;	136.5;	420.9;
2;	W-S;	59;	48.8;	136.5;	420.9;
2;	All;	5374;	56.3;	108.4;	1285.0;
3;	W-N;	337;	59.0;	64.6;	268.1;
3;	S-N;	767;	10.0;	13.9;	145.1;
3;	S-W;	114;	13.6;	3.3;	80.9;
3;	W-S;	279;	8.7;	0.8;	72.3;
3;	W-E;	22;	49.6;	11.2;	193.9;
3;	E-W;	8;	45.2;	2.0;	44.4;
3;	E-S;	19;	60.0;	5.6;	81.3;
3;	E-N;	76;	1.3;	0.0;	0.0;
3;	S-E;	31;	0.8;	0.0;	0.0;
3;	N-S;	1660;	21.5;	34.3;	611.5;
3;	N-W;	460;	18.5;	0.0;	0.0;
3;	N-E;	156;	28.2;	5.4;	169.5;
3;	All;	3929;	21.1;	11.8;	611.5;
5;	S-W;	3;	18.0;	0.0;	0.0;
5;	W-S;	16;	78.9;	339.9;	1005.7;
5;	W-E;	536;	164.9;	339.9;	1005.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	59;	255.5;	100.5;	310.1;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	904;	0.7;	0.0;	0.0;
5;	E-S;	154;	14.6;	4.5;	237.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1672;	64.4;	87.2;	1005.7;
0;	All;	15982;	40.1;	59.4;	1285.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:05:39 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.6;	0.0;	0.0;
1;	E-W;	130;	54.5;	37.6;	183.2;
1;	E-S;	147;	44.9;	36.5;	192.4;
1;	W-N;	163;	40.6;	24.3;	109.3;
1;	W-E;	93;	50.3;	24.4;	186.2;
1;	N-S;	2447;	29.3;	178.8;	975.1;
1;	N-E;	52;	23.7;	2.8;	63.7;
1;	N-SW;	147;	20.0;	0.0;	0.0;
1;	W-S;	345;	20.1;	24.9;	221.9;
1;	S-W;	230;	78.4;	76.4;	529.0;
1;	S-N;	1118;	15.0;	25.2;	365.8;
1;	S-E;	73;	10.3;	0.0;	0.0;
1;	All;	5010;	28.6;	35.9;	975.1;
2;	N-E;	278;	105.2;	78.3;	795.9;
2;	N-S;	1896;	71.7;	463.3;	1655.8;
2;	N-W;	713;	31.6;	19.4;	1079.6;
2;	E-N;	153;	6.8;	0.1;	38.2;
2;	E-S;	338;	90.8;	102.7;	396.2;
2;	E-W;	246;	50.8;	35.9;	167.7;
2;	S-N;	943;	48.2;	95.3;	344.1;
2;	S-E;	164;	6.8;	0.0;	0.0;
2;	S-W;	69;	64.5;	17.8;	87.6;
2;	W-N;	321;	136.3;	339.7;	439.5;
2;	W-E;	151;	33.5;	50.5;	437.9;
2;	W-S;	63;	35.6;	50.5;	437.9;
2;	All;	5335;	62.6;	104.5;	1655.8;
3;	W-N;	327;	57.1;	61.0;	233.2;
3;	S-N;	769;	7.8;	10.6;	106.8;
3;	S-W;	91;	12.7;	2.5;	83.3;
3;	W-S;	275;	12.0;	3.8;	234.1;
3;	W-E;	25;	60.7;	19.8;	355.6;
3;	E-W;	17;	67.7;	5.8;	86.7;
3;	E-S;	18;	52.2;	5.1;	45.0;
3;	E-N;	66;	0.9;	0.0;	0.0;
3;	S-E;	40;	0.8;	0.0;	0.0;
3;	N-S;	1701;	23.1;	37.2;	690.9;
3;	N-W;	470;	21.1;	0.0;	0.0;
3;	N-E;	130;	27.8;	3.3;	108.2;
3;	All;	3929;	21.8;	12.4;	690.9;
5;	S-W;	7;	60.2;	0.0;	0.0;
5;	W-S;	17;	88.6;	317.7;	932.7;
5;	W-E;	509;	162.3;	317.7;	932.7;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	47;	247.0;	105.4;	441.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	891;	0.5;	0.0;	0.0;
5;	E-S;	134;	18.9;	4.7;	99.6;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1605;	61.8;	82.8;	932.7;
0;	All;	15879;	41.7;	57.3;	1655.8;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:07:33 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	51;	0.4;	0.0;	0.0;
1;	E-W;	152;	54.8;	43.5;	208.3;
1;	E-S;	143;	42.0;	30.8;	150.7;
1;	W-N;	179;	40.7;	25.5;	122.3;
1;	W-E;	108;	57.6;	33.4;	183.4;
1;	N-S;	2392;	35.5;	248.8;	1648.5;
1;	N-E;	73;	31.6;	3.4;	58.7;
1;	N-SW;	163;	19.4;	0.0;	0.0;
1;	W-S;	320;	17.3;	17.5;	291.7;
1;	S-W;	199;	60.0;	42.7;	286.6;
1;	S-N;	1157;	16.5;	32.6;	274.3;
1;	S-E;	70;	8.9;	0.1;	51.5;
1;	All;	5007;	31.1;	39.8;	1648.5;
2;	N-E;	247;	114.5;	62.1;	361.4;
2;	N-S;	1864;	77.4;	516.8;	1656.0;
2;	N-W;	720;	36.5;	3.8;	169.1;
2;	E-N;	179;	7.6;	0.0;	22.1;
2;	E-S;	319;	85.7;	89.8;	365.8;
2;	E-W;	238;	46.2;	32.1;	185.3;
2;	S-N;	929;	46.5;	90.5;	317.4;
2;	S-E;	155;	7.9;	0.3;	71.2;
2;	S-W;	104;	81.3;	31.3;	145.8;
2;	W-N;	338;	127.1;	334.7;	439.5;
2;	W-E;	171;	48.0;	79.6;	420.8;
2;	W-S;	65;	49.3;	79.6;	420.8;
2;	All;	5329;	64.9;	110.1;	1656.0;
3;	W-N;	378;	62.1;	76.0;	257.9;
3;	S-N;	756;	10.5;	14.6;	141.4;
3;	S-W;	107;	13.6;	3.3;	148.3;
3;	W-S;	240;	8.3;	1.0;	157.2;
3;	W-E;	22;	39.9;	8.3;	278.7;
3;	E-W;	21;	66.0;	6.6;	63.3;
3;	E-S;	16;	64.2;	4.9;	44.4;
3;	E-N;	69;	1.3;	0.0;	0.0;
3;	S-E;	33;	0.7;	0.0;	0.0;
3;	N-S;	1642;	25.5;	38.8;	628.6;
3;	N-W;	492;	21.7;	0.0;	0.0;
3;	N-E;	138;	25.0;	3.1;	104.8;
3;	All;	3914;	24.1;	13.1;	628.6;
5;	S-W;	11;	11.1;	0.0;	0.0;
5;	W-S;	11;	88.4;	231.5;	798.4;
5;	W-E;	535;	109.9;	231.5;	798.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	58;	52.3;	4.4;	97.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	913;	0.5;	0.0;	0.0;
5;	E-S;	148;	24.1;	5.7;	204.2;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1676;	40.0;	52.6;	798.4;
0;	All;	15926;	41.6;	54.0;	1656.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:09:28 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	62;	0.6;	0.0;	0.0;
1;	E-W;	137;	54.2;	38.3;	211.8;
1;	E-S;	148;	39.5;	30.4;	193.2;
1;	W-N;	171;	37.9;	23.0;	107.7;
1;	W-E;	88;	56.7;	25.3;	144.9;
1;	N-S;	2375;	26.6;	168.3;	781.0;
1;	N-E;	75;	22.1;	3.7;	88.8;
1;	N-SW;	157;	16.1;	0.0;	0.0;
1;	W-S;	345;	18.6;	21.7;	259.7;
1;	S-W;	211;	62.6;	56.3;	351.1;
1;	S-N;	1159;	16.0;	30.5;	412.0;
1;	S-E;	64;	9.9;	0.0;	28.9;
1;	All;	4992;	26.2;	33.1;	781.0;
2;	N-E;	267;	94.9;	63.5;	299.3;
2;	N-S;	1876;	62.3;	360.3;	1177.1;
2;	N-W;	734;	25.2;	28.9;	713.4;
2;	E-N;	179;	6.2;	0.0;	29.1;
2;	E-S;	319;	101.1;	117.3;	587.1;
2;	E-W;	236;	48.9;	42.5;	585.0;
2;	S-N;	927;	44.3;	83.7;	371.6;
2;	S-E;	149;	6.2;	0.0;	27.2;
2;	S-W;	73;	77.7;	22.7;	84.2;
2;	W-N;	344;	134.2;	370.6;	421.6;
2;	W-E;	140;	56.4;	106.2;	420.8;
2;	W-S;	48;	54.3;	106.2;	420.8;
2;	All;	5292;	58.6;	108.5;	1177.1;
3;	W-N;	316;	59.3;	60.5;	215.8;
3;	S-N;	762;	7.9;	10.3;	141.7;
3;	S-W;	122;	15.5;	3.4;	106.3;
3;	W-S;	287;	12.9;	3.2;	132.0;
3;	W-E;	29;	45.4;	18.4;	253.5;
3;	E-W;	13;	45.8;	4.1;	61.3;
3;	E-S;	14;	61.5;	4.1;	41.5;
3;	E-N;	74;	1.5;	0.0;	0.0;
3;	S-E;	26;	1.0;	0.0;	0.0;
3;	N-S;	1635;	24.0;	28.7;	412.9;
3;	N-W;	484;	21.9;	0.0;	0.0;
3;	N-E;	151;	27.3;	3.7;	171.6;
3;	All;	3913;	22.3;	11.4;	412.9;
5;	S-W;	4;	11.3;	0.0;	0.0;
5;	W-S;	16;	115.3;	479.0;	1145.4;
5;	W-E;	509;	241.2;	479.0;	1145.4;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	45;	493.8;	268.3;	743.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	878;	0.8;	0.0;	0.0;
5;	E-S;	163;	33.3;	17.2;	286.9;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1615;	94.8;	138.2;	1145.4;
0;	All;	15812;	43.1;	68.4;	1177.1;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:11:39 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	59;	0.7;	0.0;	0.0;
1;	E-W;	122;	55.1;	35.6;	209.2;
1;	E-S;	154;	47.8;	39.0;	338.2;
1;	W-N;	190;	37.4;	25.9;	131.7;
1;	W-E;	107;	51.0;	27.8;	168.8;
1;	N-S;	2416;	27.3;	161.0;	779.1;
1;	N-E;	56;	23.6;	2.9;	64.1;
1;	N-SW;	161;	16.5;	0.0;	0.0;
1;	W-S;	313;	16.1;	15.5;	220.5;
1;	S-W;	213;	74.6;	73.8;	513.3;
1;	S-N;	1196;	19.7;	39.6;	381.3;
1;	S-E;	64;	6.7;	0.0;	0.0;
1;	All;	5051;	28.0;	35.1;	779.1;
2;	N-E;	300;	97.5;	69.2;	235.2;
2;	N-S;	1848;	64.8;	384.2;	1420.8;
2;	N-W;	737;	27.0;	20.3;	928.5;
2;	E-N;	164;	6.6;	0.1;	21.6;
2;	E-S;	319;	76.2;	83.4;	394.4;
2;	E-W;	249;	48.2;	40.0;	392.3;
2;	S-N;	971;	47.7;	97.5;	305.7;
2;	S-E;	157;	7.2;	0.1;	50.8;
2;	S-W;	82;	82.6;	24.2;	88.6;
2;	W-N;	357;	131.4;	381.5;	439.5;
2;	W-E;	163;	46.4;	156.8;	439.0;
2;	W-S;	48;	51.1;	156.8;	439.0;
2;	All;	5395;	58.8;	117.9;	1420.8;
3;	W-N;	362;	62.6;	70.7;	218.7;
3;	S-N;	777;	9.6;	13.9;	166.3;
3;	S-W;	95;	13.8;	3.1;	81.6;
3;	W-S;	246;	14.0;	3.7;	199.1;
3;	W-E;	37;	53.9;	23.1;	320.7;
3;	E-W;	17;	51.9;	4.1;	40.9;
3;	E-S;	15;	59.9;	4.4;	44.8;
3;	E-N;	71;	1.7;	0.0;	0.0;
3;	S-E;	26;	0.9;	0.0;	0.0;
3;	N-S;	1612;	21.6;	34.2;	487.8;
3;	N-W;	462;	19.1;	0.0;	0.0;
3;	N-E;	157;	30.0;	6.7;	172.8;
3;	All;	3877;	22.5;	13.7;	487.8;
5;	S-W;	5;	9.7;	0.0;	0.0;
5;	W-S;	14;	115.9;	323.2;	771.5;
5;	W-E;	532;	163.0;	323.2;	771.5;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	67;	280.4;	97.9;	369.6;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	895;	0.6;	0.0;	0.0;
5;	E-S;	174;	20.2;	7.3;	227.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1687;	65.9;	83.5;	771.5;
0;	All;	16010;	41.1;	61.1;	1420.8;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:13:45 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	56;	0.7;	0.0;	0.0;
1;	E-W;	152;	55.1;	43.3;	235.8;
1;	E-S;	134;	42.0;	30.0;	152.0;
1;	W-N;	177;	35.6;	22.8;	128.2;
1;	W-E;	106;	48.2;	25.6;	147.7;
1;	N-S;	2411;	28.3;	181.3;	777.1;
1;	N-E;	70;	19.4;	2.8;	64.6;
1;	N-SW;	151;	17.8;	0.0;	0.0;
1;	W-S;	316;	16.9;	16.7;	211.0;
1;	S-W;	214;	72.4;	62.5;	404.0;
1;	S-N;	1135;	17.8;	29.2;	247.0;
1;	S-E;	67;	10.3;	0.0;	0.0;
1;	All;	4989;	28.0;	34.5;	777.1;
2;	N-E;	242;	70.1;	48.9;	231.5;
2;	N-S;	1823;	44.4;	195.6;	817.0;
2;	N-W;	785;	12.8;	7.1;	390.5;
2;	E-N;	195;	8.2;	0.3;	50.7;
2;	E-S;	316;	83.9;	89.6;	496.2;
2;	E-W;	233;	45.6;	31.0;	149.6;
2;	S-N;	888;	50.8;	93.7;	406.3;
2;	S-E;	162;	8.0;	0.2;	42.9;
2;	S-W;	77;	101.9;	31.6;	148.6;
2;	W-N;	333;	138.3;	378.3;	439.4;
2;	W-E;	166;	51.8;	162.4;	427.2;
2;	W-S;	45;	58.1;	162.4;	427.2;
2;	All;	5265;	49.0;	100.1;	817.0;
3;	W-N;	324;	56.4;	58.7;	235.1;
3;	S-N;	749;	10.2;	14.2;	168.6;
3;	S-W;	117;	14.0;	4.1;	88.2;
3;	W-S;	286;	10.2;	2.8;	150.1;
3;	W-E;	24;	55.6;	14.7;	271.6;
3;	E-W;	22;	69.1;	7.9;	61.5;
3;	E-S;	16;	50.5;	4.0;	65.1;
3;	E-N;	63;	1.6;	0.0;	0.0;
3;	S-E;	31;	0.8;	0.0;	0.0;
3;	N-S;	1564;	21.3;	32.4;	551.5;
3;	N-W;	479;	18.5;	0.3;	85.6;
3;	N-E;	137;	26.6;	4.1;	178.4;
3;	All;	3812;	21.0;	11.9;	551.5;
5;	S-W;	6;	31.2;	0.0;	0.0;
5;	W-S;	14;	173.6;	413.2;	1109.9;
5;	W-E;	513;	195.5;	413.2;	1109.9;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	S-E;	62;	261.2;	76.1;	203.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	E-W;	950;	0.6;	0.0;	0.0;
5;	E-S;	147;	14.3;	2.2;	79.2;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1692;	72.0;	100.5;	1109.9;
0;	All;	15758;	38.0;	59.2;	1109.9;

**Appendix E-5: VISSIM Output Reports
Horizon Year 2038 With Zia Platform Open Mitigation**

Node evaluation

File: q:\trf\projects\santafe-zipastation\viessim\2038 am with ped\2038 am with ped_mitigate_longdwell.inp

Comment:

Date: Thursday, January 23, 2014 11:41:35 AM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	124;	0.7;	0.0;	0.0;
1;	E-W;	97;	75.9;	34.9;	148.3;
1;	E-S;	159;	61.1;	49.8;	220.3;
1;	W-N;	341;	52.6;	57.6;	268.4;
1;	W-E;	133;	53.5;	37.7;	193.4;
1;	N-S;	1132;	17.5;	45.3;	395.1;
1;	N-E;	162;	31.3;	13.2;	177.0;
1;	N-SW;	120;	2.7;	0.0;	0.0;
1;	W-S;	123;	6.5;	0.8;	72.1;
1;	S-W;	299;	41.6;	30.8;	317.8;
1;	S-N;	2059;	29.0;	91.0;	1294.8;
1;	S-E;	292;	21.5;	0.6;	88.9;
1;	All;	5041;	29.1;	30.1;	1294.8;
2;	E-S;	122;	77.9;	35.8;	120.4;
2;	E-N;	228;	11.9;	2.4;	71.5;
2;	E-W;	152;	54.4;	26.6;	169.3;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.6;	0.0;	0.0;
2;	N-E;	199;	53.2;	34.4;	215.9;
2;	N-S;	893;	26.6;	52.6;	279.9;
2;	N-W;	303;	4.1;	1.9;	203.5;
2;	S-E;	315;	19.8;	1.1;	94.8;
2;	S-N;	1957;	55.2;	300.1;	1054.1;
2;	S-W;	112;	59.5;	18.4;	106.0;
2;	W-E;	284;	47.8;	42.8;	230.9;
2;	W-N;	471;	63.3;	71.4;	231.4;
2;	W-S;	30;	43.6;	42.8;	230.9;
2;	All;	5068;	43.8;	45.0;	1054.1;
3;	W-N;	408;	65.0;	81.8;	274.2;
3;	S-N;	1829;	10.6;	32.5;	316.0;
3;	S-W;	234;	13.3;	9.9;	164.5;
3;	W-S;	105;	3.7;	0.0;	0.0;
3;	W-E;	8;	41.6;	2.4;	61.3;
3;	E-W;	48;	68.7;	17.7;	106.2;
3;	E-S;	17;	54.4;	5.0;	61.4;
3;	E-N;	178;	4.6;	0.3;	78.3;
3;	S-E;	8;	1.1;	0.0;	0.0;
3;	N-S;	719;	8.8;	10.5;	145.6;
3;	N-W;	302;	9.6;	0.0;	0.0;
3;	N-E;	34;	18.8;	2.2;	85.5;
3;	All;	3890;	16.6;	13.5;	316.0;
5;	S-W;	5;	6.5;	0.0;	0.0;
5;	W-S;	10;	0.6;	0.0;	0.0;
5;	W-E;	698;	0.7;	0.0;	0.0;
5;	S-E;	87;	5.7;	0.1;	35.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	542;	0.1;	0.0;	0.0;
5;	E-S;	25;	1.5;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1367;	0.8;	0.0;	35.0;
0;	All;	15366;	28.2;	24.6;	1294.8;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 3:54:05 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	166;	0.6;	0.0;	0.0;
1;	E-W;	100;	98.3;	54.0;	252.6;
1;	E-S;	110;	65.7;	37.9;	250.8;
1;	W-N;	319;	54.8;	56.8;	218.1;
1;	W-E;	140;	67.7;	52.5;	241.2;
1;	N-S;	1130;	17.5;	42.3;	249.1;
1;	N-E;	164;	36.9;	14.5;	181.4;
1;	N-SW;	142;	2.3;	0.0;	0.0;
1;	W-S;	138;	5.2;	0.1;	31.6;
1;	S-W;	311;	49.8;	45.1;	576.8;
1;	S-N;	2202;	28.3;	105.2;	1248.5;
1;	S-E;	309;	24.7;	1.3;	114.5;
1;	All;	5231;	29.9;	34.1;	1248.5;
2;	E-S;	101;	69.2;	28.1;	106.7;
2;	E-N;	252;	14.8;	3.8;	107.5;
2;	E-W;	142;	62.9;	29.6;	174.3;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.6;	0.0;	0.0;
2;	N-E;	208;	65.3;	44.4;	189.9;
2;	N-S;	856;	26.0;	46.3;	315.5;
2;	N-W;	305;	4.9;	4.2;	278.0;
2;	S-E;	271;	19.6;	1.8;	93.3;
2;	S-N;	2035;	49.4;	253.0;	1078.9;
2;	S-W;	105;	83.2;	27.1;	192.1;
2;	W-E;	274;	60.2;	61.2;	335.9;
2;	W-N;	504;	80.7;	91.8;	336.9;
2;	W-S;	29;	59.9;	61.2;	335.9;
2;	All;	5084;	45.3;	46.6;	1078.9;
3;	W-N;	390;	62.2;	76.0;	251.0;
3;	S-N;	1820;	10.0;	30.4;	319.3;
3;	S-W;	244;	12.6;	9.0;	118.7;
3;	W-S;	125;	3.9;	0.0;	0.0;
3;	W-E;	6;	74.8;	3.2;	104.7;
3;	E-W;	49;	60.8;	15.0;	88.7;
3;	E-S;	13;	56.5;	3.6;	44.6;
3;	E-N;	177;	6.2;	0.4;	39.4;
3;	S-E;	7;	1.6;	0.0;	0.0;
3;	N-S;	647;	7.3;	7.3;	128.1;
3;	N-W;	314;	8.8;	0.0;	0.0;
3;	N-E;	29;	12.9;	0.8;	22.3;
3;	All;	3821;	15.5;	12.1;	319.3;
5;	S-W;	6;	9.0;	0.0;	0.0;
5;	W-S;	7;	0.4;	0.0;	29.1;
5;	W-E;	700;	1.2;	0.0;	29.1;
5;	S-E;	87;	5.6;	0.1;	30.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	528;	0.1;	0.0;	0.0;
5;	E-S;	24;	1.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1352;	1.1;	0.0;	30.4;
0;	All;	15488;	28.9;	25.7;	1248.5;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 3:55:53 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	150;	0.6;	0.0;	0.0;
1;	E-W;	100;	67.3;	31.4;	146.4;
1;	E-S;	134;	55.1;	36.9;	197.5;
1;	W-N;	321;	47.2;	49.7;	186.2;
1;	W-E;	118;	54.1;	33.9;	185.7;
1;	N-S;	1148;	20.1;	51.9;	365.2;
1;	N-E;	136;	38.0;	13.3;	145.9;
1;	N-SW;	129;	4.6;	0.0;	0.0;
1;	W-S;	164;	5.4;	0.2;	33.0;
1;	S-W;	294;	47.5;	33.4;	259.1;
1;	S-N;	2050;	31.3;	124.7;	1561.7;
1;	S-E;	302;	25.4;	0.4;	78.5;
1;	All;	5046;	30.0;	31.3;	1561.7;
2;	E-S;	99;	83.8;	31.1;	164.9;
2;	E-N;	233;	12.5;	2.1;	110.3;
2;	E-W;	164;	59.0;	31.9;	167.5;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	7.2;	0.0;	0.0;
2;	N-E;	218;	63.8;	45.7;	233.3;
2;	N-S;	939;	30.4;	61.4;	299.2;
2;	N-W;	283;	4.2;	1.6;	139.8;
2;	S-E;	325;	23.2;	8.2;	216.1;
2;	S-N;	2001;	48.9;	258.0;	1033.7;
2;	S-W;	135;	69.4;	29.4;	127.3;
2;	W-E;	284;	56.0;	56.4;	274.0;
2;	W-N;	469;	79.7;	86.1;	274.6;
2;	W-S;	37;	57.6;	56.4;	274.0;
2;	All;	5189;	45.2;	47.7;	1033.7;
3;	W-N;	429;	69.9;	93.5;	270.6;
3;	S-N;	1855;	10.0;	31.3;	284.1;
3;	S-W;	220;	12.1;	7.3;	130.8;
3;	W-S;	86;	2.0;	0.0;	0.0;
3;	W-E;	5;	54.1;	1.3;	39.6;
3;	E-W;	49;	56.6;	14.1;	106.2;
3;	E-S;	11;	63.7;	3.2;	39.7;
3;	E-N;	182;	4.3;	0.2;	36.8;
3;	S-E;	11;	1.1;	0.0;	0.0;
3;	N-S;	702;	8.5;	9.1;	129.3;
3;	N-W;	332;	10.5;	0.0;	40.0;
3;	N-E;	36;	18.8;	1.8;	65.1;
3;	All;	3918;	16.9;	13.5;	284.1;
5;	S-W;	10;	6.3;	0.0;	0.0;
5;	W-S;	11;	0.5;	0.0;	0.0;
5;	W-E;	691;	0.8;	0.0;	0.0;
5;	S-E;	82;	5.5;	0.2;	51.3;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	550;	0.1;	0.0;	0.0;
5;	E-S;	32;	2.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1376;	0.9;	0.0;	51.3;
0;	All;	15529;	29.2;	25.7;	1561.7;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 3:57:39 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	140;	0.7;	0.0;	0.0;
1;	E-W;	105;	66.5;	32.7;	186.1;
1;	E-S;	131;	45.5;	30.0;	187.0;
1;	W-N;	327;	48.7;	51.7;	219.8;
1;	W-E;	123;	65.1;	43.5;	271.8;
1;	N-S;	1189;	22.1;	58.6;	360.6;
1;	N-E;	145;	31.0;	9.6;	156.1;
1;	N-SW;	123;	5.2;	0.0;	0.0;
1;	W-S;	133;	4.7;	0.0;	29.4;
1;	S-W;	302;	47.0;	47.8;	1104.3;
1;	S-N;	2064;	30.4;	90.1;	1101.3;
1;	S-E;	338;	23.3;	0.0;	0.0;
1;	All;	5120;	30.0;	30.3;	1104.3;
2;	E-S;	106;	73.9;	28.7;	132.0;
2;	E-N;	225;	14.6;	3.8;	116.9;
2;	E-W;	162;	51.6;	27.8;	107.4;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.6;	0.0;	0.0;
2;	N-E;	235;	58.2;	45.6;	343.0;
2;	N-S;	895;	29.6;	53.7;	237.2;
2;	N-W;	316;	4.7;	2.2;	191.1;
2;	S-E;	270;	21.4;	1.7;	188.9;
2;	S-N;	1988;	57.0;	305.2;	1164.0;
2;	S-W;	139;	79.1;	30.4;	204.2;
2;	W-E;	276;	53.7;	61.0;	376.2;
2;	W-N;	471;	82.1;	89.0;	377.2;
2;	W-S;	38;	53.8;	61.0;	376.2;
2;	All;	5123;	48.2;	50.7;	1164.0;
3;	W-N;	400;	64.4;	80.0;	296.6;
3;	S-N;	1822;	9.5;	28.5;	271.2;
3;	S-W;	231;	10.3;	6.2;	148.9;
3;	W-S;	110;	2.8;	0.0;	0.0;
3;	W-E;	7;	72.8;	2.7;	63.4;
3;	E-W;	52;	87.5;	24.3;	168.5;
3;	E-S;	14;	57.2;	3.8;	62.6;
3;	E-N;	174;	4.8;	0.1;	25.8;
3;	S-E;	12;	0.9;	0.0;	0.0;
3;	N-S;	679;	9.0;	9.2;	193.5;
3;	N-W;	320;	9.6;	0.0;	0.0;
3;	N-E;	37;	12.4;	0.7;	26.9;
3;	All;	3858;	16.1;	13.0;	296.6;
5;	S-W;	7;	7.6;	0.0;	0.0;
5;	W-S;	10;	0.5;	0.0;	0.0;
5;	W-E;	693;	1.3;	0.0;	0.0;
5;	S-E;	86;	5.3;	0.0;	28.5;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	583;	0.1;	0.0;	0.0;
5;	E-S;	34;	2.0;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1413;	1.1;	0.0;	28.5;
0;	All;	15514;	29.9;	26.2;	1164.0;

Node evaluation

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Comment:

Date: Wednesday, January 22, 2014 3:59:25 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	141;	0.6;	0.0;	0.0;
1;	E-W;	94;	116.7;	57.9;	239.8;
1;	E-S;	145;	72.7;	55.4;	196.9;
1;	W-N;	325;	52.6;	55.6;	170.7;
1;	W-E;	119;	59.3;	37.7;	195.3;
1;	N-S;	1139;	14.3;	34.1;	262.4;
1;	N-E;	140;	22.6;	5.7;	67.7;
1;	N-SW;	130;	1.6;	0.0;	0.0;
1;	W-S;	151;	5.5;	0.2;	33.8;
1;	S-W;	313;	40.8;	26.6;	230.7;
1;	S-N;	2062;	28.0;	96.4;	1623.2;
1;	S-E;	314;	23.6;	0.1;	29.0;
1;	All;	5073;	28.4;	30.8;	1623.2;
2;	E-S;	103;	78.3;	30.6;	123.3;
2;	E-N;	231;	13.7;	3.7;	109.6;
2;	E-W;	161;	53.6;	27.8;	108.2;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	5.9;	0.0;	0.0;
2;	N-E;	199;	53.0;	34.8;	168.9;
2;	N-S;	956;	29.9;	58.3;	278.9;
2;	N-W;	310;	4.1;	2.4;	165.1;
2;	S-E;	281;	42.7;	6.2;	180.1;
2;	S-N;	2015;	80.0;	464.7;	1172.2;
2;	S-W;	113;	80.2;	19.4;	146.6;
2;	W-E;	264;	46.3;	37.5;	300.9;
2;	W-N;	487;	62.5;	74.2;	301.8;
2;	W-S;	32;	36.9;	37.5;	300.9;
2;	All;	5154;	55.6;	56.9;	1172.2;
3;	W-N;	424;	63.5;	82.8;	261.7;
3;	S-N;	1799;	10.7;	33.5;	293.5;
3;	S-W;	245;	12.1;	8.8;	214.5;
3;	W-S;	95;	4.9;	0.1;	32.1;
3;	W-E;	7;	24.8;	2.5;	153.6;
3;	E-W;	36;	66.2;	12.6;	65.8;
3;	E-S;	21;	47.2;	4.7;	44.2;
3;	E-N;	181;	4.4;	0.0;	20.0;
3;	S-E;	18;	1.8;	0.0;	0.0;
3;	N-S;	745;	11.3;	14.7;	148.9;
3;	N-W;	302;	8.0;	0.0;	0.0;
3;	N-E;	44;	15.7;	1.9;	68.2;
3;	All;	3917;	16.7;	13.5;	293.5;
5;	S-W;	8;	8.1;	0.0;	0.0;
5;	W-S;	12;	0.4;	0.0;	0.0;
5;	W-E;	704;	0.9;	0.0;	0.0;
5;	S-E;	84;	5.8;	0.1;	46.7;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	551;	0.1;	0.0;	0.0;
5;	E-S;	33;	1.5;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1392;	0.9;	0.0;	46.7;
0;	All;	15536;	32.0;	28.3;	1623.2;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 4:01:12 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	137;	0.8;	0.0;	0.0;
1;	E-W;	104;	91.4;	49.6;	242.6;
1;	E-S;	132;	55.8;	38.4;	212.5;
1;	W-N;	318;	52.4;	53.9;	173.7;
1;	W-E;	129;	69.4;	48.4;	211.1;
1;	N-S;	1181;	16.2;	41.7;	282.0;
1;	N-E;	134;	25.4;	8.5;	132.2;
1;	N-SW;	113;	3.2;	0.0;	0.0;
1;	W-S;	148;	4.8;	0.0;	29.6;
1;	S-W;	334;	47.3;	44.7;	426.3;
1;	S-N;	2063;	20.5;	45.7;	469.8;
1;	S-E;	296;	18.1;	0.1;	70.6;
1;	All;	5089;	25.5;	27.6;	469.8;
2;	E-S;	129;	75.7;	36.8;	129.7;
2;	E-N;	215;	12.0;	2.3;	72.7;
2;	E-W;	155;	56.5;	29.7;	177.0;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.8;	0.0;	0.0;
2;	N-E;	215;	53.9;	38.5;	168.9;
2;	N-S;	930;	29.4;	55.2;	257.3;
2;	N-W;	312;	4.2;	1.9;	238.9;
2;	S-E;	278;	16.1;	0.5;	53.4;
2;	S-N;	2016;	48.1;	232.5;	877.8;
2;	S-W;	121;	61.8;	23.2;	108.4;
2;	W-E;	271;	48.8;	45.1;	234.3;
2;	W-N;	471;	64.4;	73.5;	234.8;
2;	W-S;	33;	48.3;	45.1;	234.3;
2;	All;	5148;	41.8;	41.7;	877.8;
3;	W-N;	391;	65.1;	79.0;	255.6;
3;	S-N;	1864;	10.5;	32.0;	348.8;
3;	S-W;	237;	11.1;	6.6;	104.9;
3;	W-S;	116;	2.4;	0.0;	0.0;
3;	W-E;	10;	53.4;	2.5;	56.9;
3;	E-W;	42;	67.4;	14.5;	128.7;
3;	E-S;	17;	50.1;	4.2;	45.3;
3;	E-N;	176;	5.2;	0.3;	39.0;
3;	S-E;	9;	2.3;	0.0;	0.0;
3;	N-S;	720;	6.7;	6.5;	145.3;
3;	N-W;	335;	9.6;	0.0;	16.5;
3;	N-E;	40;	17.4;	0.8;	46.0;
3;	All;	3957;	15.6;	12.2;	348.8;
5;	S-W;	8;	12.0;	0.1;	40.2;
5;	W-S;	12;	0.6;	0.0;	0.0;
5;	W-E;	698;	0.7;	0.0;	0.0;
5;	S-E;	82;	5.6;	0.1;	31.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	558;	0.1;	0.0;	0.0;
5;	E-S;	30;	1.5;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1388;	0.9;	0.0;	40.2;
0;	All;	15582;	26.2;	22.6;	877.8;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 4:02:52 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	158;	0.6;	0.0;	0.0;
1;	E-W;	102;	74.3;	36.2;	173.5;
1;	E-S;	116;	49.3;	30.0;	195.4;
1;	W-N;	337;	47.9;	51.9;	208.5;
1;	W-E;	113;	56.4;	35.0;	190.4;
1;	N-S;	1126;	21.9;	56.4;	451.8;
1;	N-E;	169;	39.6;	17.6;	148.1;
1;	N-SW;	141;	4.1;	0.0;	0.0;
1;	W-S;	148;	6.4;	0.7;	52.9;
1;	S-W;	318;	47.8;	57.7;	1040.6;
1;	S-N;	2146;	29.0;	120.0;	1410.6;
1;	S-E;	289;	24.0;	0.0;	30.6;
1;	All;	5163;	29.7;	33.8;	1410.6;
2;	E-S;	117;	68.2;	29.3;	173.8;
2;	E-N;	225;	11.0;	0.9;	82.9;
2;	E-W;	152;	58.0;	29.1;	150.9;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.9;	0.0;	0.0;
2;	N-E;	190;	50.9;	32.9;	170.7;
2;	N-S;	871;	35.0;	64.3;	428.4;
2;	N-W;	326;	6.0;	3.9;	205.6;
2;	S-E;	268;	16.0;	0.2;	56.6;
2;	S-N;	2041;	50.1;	252.3;	1105.0;
2;	S-W;	140;	67.9;	29.4;	149.6;
2;	W-E;	284;	47.0;	44.9;	193.0;
2;	W-N;	479;	65.4;	73.2;	211.3;
2;	W-S;	32;	50.7;	44.9;	193.0;
2;	All;	5127;	43.6;	43.2;	1105.0;
3;	W-N;	421;	64.5;	84.8;	282.4;
3;	S-N;	1835;	11.4;	35.4;	377.7;
3;	S-W;	198;	10.7;	5.5;	107.2;
3;	W-S;	92;	5.9;	0.0;	0.0;
3;	W-E;	9;	65.2;	5.0;	89.1;
3;	E-W;	55;	71.9;	19.9;	105.1;
3;	E-S;	14;	57.2;	3.6;	42.5;
3;	E-N;	173;	3.8;	0.1;	32.8;
3;	S-E;	18;	1.4;	0.0;	0.0;
3;	N-S;	672;	10.8;	10.2;	158.4;
3;	N-W;	310;	9.3;	0.0;	0.0;
3;	N-E;	34;	16.1;	1.0;	42.2;
3;	All;	3831;	17.6;	13.8;	377.7;
5;	S-W;	10;	7.1;	0.0;	0.0;
5;	W-S;	8;	0.6;	0.0;	0.0;
5;	W-E;	699;	0.7;	0.0;	0.0;
5;	S-E;	82;	5.3;	0.0;	27.8;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	588;	0.1;	0.0;	0.0;
5;	E-S;	30;	1.8;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1417;	0.8;	0.0;	27.8;
0;	All;	15538;	28.7;	25.0;	1410.6;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 4:04:36 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	134;	0.5;	0.0;	0.0;
1;	E-W;	108;	60.4;	30.9;	192.0;
1;	E-S;	138;	56.2;	39.7;	248.8;
1;	W-N;	338;	50.2;	55.2;	254.4;
1;	W-E;	114;	55.0;	33.4;	187.5;
1;	N-S;	1147;	20.6;	53.9;	356.9;
1;	N-E;	137;	40.4;	17.1;	169.9;
1;	N-SW;	125;	3.4;	0.0;	0.0;
1;	W-S;	148;	6.6;	0.7;	74.6;
1;	S-W;	316;	54.2;	57.5;	598.3;
1;	S-N;	2172;	31.8;	101.3;	976.7;
1;	S-E;	311;	25.6;	0.5;	90.4;
1;	All;	5188;	31.3;	32.5;	976.7;
2;	E-S;	103;	76.0;	28.9;	144.9;
2;	E-N;	244;	12.9;	4.1;	144.0;
2;	E-W;	149;	51.9;	25.5;	128.0;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.6;	0.0;	0.0;
2;	N-E;	206;	62.4;	41.7;	168.1;
2;	N-S;	919;	30.0;	55.5;	272.6;
2;	N-W;	329;	6.4;	5.8;	320.7;
2;	S-E;	294;	39.4;	7.5;	234.0;
2;	S-N;	2037;	72.4;	411.9;	1290.7;
2;	S-W;	116;	95.9;	28.4;	166.3;
2;	W-E;	235;	52.3;	63.2;	329.0;
2;	W-N;	532;	90.1;	107.1;	329.9;
2;	W-S;	26;	66.8;	63.2;	329.0;
2;	All;	5192;	56.5;	60.2;	1290.7;
3;	W-N;	400;	69.4;	85.2;	296.2;
3;	S-N;	1844;	9.8;	29.3;	325.1;
3;	S-W;	227;	11.1;	6.6;	151.9;
3;	W-S;	112;	3.5;	0.0;	0.0;
3;	W-E;	6;	68.6;	2.7;	87.5;
3;	E-W;	33;	71.7;	11.7;	64.7;
3;	E-S;	16;	45.7;	3.6;	41.0;
3;	E-N;	188;	5.6;	0.6;	83.9;
3;	S-E;	12;	1.1;	0.0;	0.0;
3;	N-S;	702;	9.5;	9.9;	127.1;
3;	N-W;	322;	8.8;	0.2;	74.2;
3;	N-E;	25;	16.2;	1.1;	67.1;
3;	All;	3887;	16.2;	12.6;	325.1;
5;	S-W;	7;	7.2;	0.0;	0.0;
5;	W-S;	13;	0.6;	0.0;	0.0;
5;	W-E;	695;	1.4;	0.0;	0.0;
5;	S-E;	86;	5.8;	0.0;	29.4;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	556;	0.2;	0.0;	0.0;
5;	E-S;	38;	3.3;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1395;	1.3;	0.0;	29.4;
0;	All;	15662;	33.2;	29.4;	1290.7;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 4:06:21 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	139;	0.6;	0.0;	0.0;
1;	E-W;	91;	102.2;	46.6;	148.2;
1;	E-S;	142;	70.8;	52.8;	267.1;
1;	W-N;	353;	58.6;	66.2;	281.3;
1;	W-E;	108;	67.5;	38.9;	129.3;
1;	N-S;	1151;	16.9;	43.4;	326.0;
1;	N-E;	142;	25.5;	7.1;	171.5;
1;	N-SW;	134;	2.8;	0.0;	0.0;
1;	W-S;	141;	4.7;	0.1;	31.6;
1;	S-W;	327;	36.5;	29.5;	506.8;
1;	S-N;	2127;	22.2;	65.5;	1079.4;
1;	S-E;	321;	18.6;	0.1;	31.2;
1;	All;	5176;	26.4;	29.2;	1079.4;
2;	E-S;	101;	83.7;	31.0;	125.4;
2;	E-N;	239;	14.3;	2.7;	100.3;
2;	E-W;	152;	65.9;	32.7;	193.7;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	5.8;	0.0;	0.0;
2;	N-E;	229;	62.6;	45.8;	296.5;
2;	N-S;	895;	26.8;	48.8;	268.5;
2;	N-W;	309;	5.3;	4.7;	392.8;
2;	S-E;	256;	37.7;	4.6;	181.0;
2;	S-N;	2046;	67.9;	403.4;	1263.0;
2;	S-W;	130;	78.1;	25.4;	126.6;
2;	W-E;	252;	51.3;	50.5;	324.5;
2;	W-N;	488;	73.3;	83.9;	320.6;
2;	W-S;	42;	47.3;	50.5;	324.5;
2;	All;	5141;	52.7;	56.0;	1263.0;
3;	W-N;	415;	67.2;	85.8;	281.0;
3;	S-N;	1859;	11.1;	33.7;	296.8;
3;	S-W;	220;	12.7;	7.8;	145.2;
3;	W-S;	101;	3.3;	0.0;	0.0;
3;	W-E;	7;	59.0;	2.4;	43.4;
3;	E-W;	42;	86.5;	18.8;	92.9;
3;	E-S;	12;	63.3;	4.5;	63.4;
3;	E-N;	188;	5.2;	0.3;	39.7;
3;	S-E;	14;	2.8;	0.0;	0.0;
3;	N-S;	684;	7.4;	9.1;	126.3;
3;	N-W;	308;	8.3;	0.0;	0.0;
3;	N-E;	44;	15.2;	1.2;	41.1;
3;	All;	3894;	16.9;	13.6;	296.8;
5;	S-W;	7;	7.9;	0.0;	0.0;
5;	W-S;	7;	0.4;	0.0;	0.0;
5;	W-E;	698;	0.9;	0.0;	0.0;
5;	S-E;	85;	5.1;	0.1;	30.8;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	563;	0.1;	0.0;	0.0;
5;	E-S;	28;	1.7;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1388;	0.9;	0.0;	30.8;
0;	All;	15599;	30.4;	27.6;	1263.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 AM with Ped\2038 AM with Ped_Mitigate_LongDwell.inp

Comment:

Date: Wednesday, January 22, 2014 4:08:05 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	146;	0.8;	0.0;	0.0;
1;	E-W;	112;	82.2;	45.2;	186.6;
1;	E-S;	122;	58.3;	36.9;	148.6;
1;	W-N;	348;	46.1;	51.8;	235.1;
1;	W-E;	116;	53.5;	33.0;	168.3;
1;	N-S;	1109;	20.7;	54.5;	431.6;
1;	N-E;	184;	37.2;	19.1;	186.9;
1;	N-SW;	129;	4.7;	0.0;	0.0;
1;	W-S;	127;	5.2;	0.5;	50.0;
1;	S-W;	319;	52.3;	46.4;	590.2;
1;	S-N;	2090;	33.5;	101.5;	650.7;
1;	S-E;	288;	25.2;	0.1;	46.2;
1;	All;	5090;	32.2;	32.4;	650.7;
2;	E-S;	99;	61.2;	23.7;	105.8;
2;	E-N;	245;	16.6;	6.4;	112.5;
2;	E-W;	158;	60.7;	31.6;	174.2;
2;	N-S;	1;	0.0;	0.0;	0.0;
2;	S-N;	1;	6.6;	0.0;	0.0;
2;	N-E;	169;	48.5;	28.3;	147.4;
2;	N-S;	849;	30.2;	52.7;	490.1;
2;	N-W;	340;	4.7;	3.3;	258.4;
2;	S-E;	293;	19.2;	1.8;	143.5;
2;	S-N;	1958;	53.1;	260.2;	938.4;
2;	S-W;	124;	60.8;	21.8;	105.4;
2;	W-E;	271;	44.2;	37.6;	235.6;
2;	W-N;	492;	63.4;	74.4;	236.1;
2;	W-S;	17;	51.0;	37.6;	235.6;
2;	All;	5017;	43.1;	41.4;	938.4;
3;	W-N;	393;	65.7;	79.7;	268.6;
3;	S-N;	1815;	10.4;	32.0;	409.8;
3;	S-W;	254;	11.2;	7.3;	106.4;
3;	W-S;	116;	4.3;	0.0;	0.0;
3;	W-E;	8;	66.8;	3.8;	63.1;
3;	E-W;	53;	64.2;	16.9;	106.0;
3;	E-S;	18;	65.4;	5.8;	42.5;
3;	E-N;	164;	5.1;	0.4;	83.0;
3;	S-E;	8;	1.3;	0.0;	0.0;
3;	N-S;	630;	10.9;	11.7;	146.9;
3;	N-W;	293;	9.0;	0.1;	52.9;
3;	N-E;	47;	13.1;	1.2;	61.8;
3;	All;	3799;	16.9;	13.2;	409.8;
5;	S-W;	6;	6.7;	0.0;	0.0;
5;	W-S;	4;	0.4;	0.0;	0.0;
5;	W-E;	705;	0.7;	0.0;	0.0;
5;	S-E;	87;	5.2;	0.0;	26.2;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	E-W;	591;	0.1;	0.0;	0.0;
5;	E-S;	31;	1.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1424;	0.8;	0.0;	26.2;
0;	All;	15330;	29.1;	24.0;	938.4;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:45:14 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	67;	0.4;	0.0;	0.0;
1;	E-W;	112;	53.2;	30.5;	147.0;
1;	E-S;	166;	54.5;	46.4;	211.7;
1;	W-N;	161;	48.8;	28.9;	128.3;
1;	W-E;	107;	56.5;	31.9;	166.0;
1;	N-S;	2373;	24.9;	151.6;	780.4;
1;	N-E;	80;	18.4;	3.7;	81.4;
1;	N-SW;	155;	15.9;	0.0;	0.0;
1;	W-S;	325;	17.8;	19.0;	293.7;
1;	S-W;	212;	49.3;	38.7;	290.3;
1;	S-N;	1209;	20.9;	43.2;	452.7;
1;	S-E;	65;	7.4;	0.0;	23.8;
1;	All;	5032;	26.6;	32.8;	780.4;
2;	E-S;	324;	116.3;	143.0;	702.3;
2;	E-N;	161;	13.6;	0.2;	43.6;
2;	E-W;	249;	56.7;	42.1;	187.7;
2;	N-E;	253;	109.9;	68.4;	621.6;
2;	N-S;	1901;	65.0;	429.3;	1548.2;
2;	N-W;	715;	36.1;	15.7;	836.6;
2;	S-E;	176;	6.2;	0.1;	47.5;
2;	S-N;	930;	38.9;	73.1;	296.3;
2;	S-W;	66;	100.1;	27.8;	106.6;
2;	W-E;	178;	43.5;	50.7;	233.3;
2;	W-N;	395;	60.1;	88.3;	234.0;
2;	W-S;	80;	42.4;	50.7;	233.3;
2;	All;	5428;	57.1;	82.5;	1548.2;
3;	W-N;	340;	64.4;	68.1;	256.6;
3;	S-N;	757;	9.3;	14.0;	128.4;
3;	S-W;	99;	12.9;	2.7;	82.1;
3;	W-S;	285;	10.4;	3.2;	169.2;
3;	W-E;	24;	62.9;	17.1;	290.7;
3;	E-W;	20;	70.8;	7.0;	83.8;
3;	E-S;	18;	76.6;	6.7;	63.0;
3;	E-N;	66;	1.3;	0.0;	0.0;
3;	S-E;	33;	0.8;	0.0;	0.0;
3;	N-S;	1692;	20.6;	30.6;	311.1;
3;	N-W;	507;	17.6;	0.0;	0.0;
3;	N-E;	129;	31.4;	6.7;	154.0;
3;	All;	3970;	21.5;	13.0;	311.1;
5;	S-W;	3;	13.4;	0.0;	0.0;
5;	W-S;	12;	0.4;	0.0;	31.0;
5;	W-E;	574;	0.4;	0.0;	31.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	73;	5.2;	0.0;	31.3;
5;	E-W;	863;	0.4;	0.0;	0.0;
5;	E-S;	168;	4.0;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1693;	1.0;	0.0;	31.3;
0;	All;	16123;	32.9;	34.2;	1548.2;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:47:06 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	66;	0.5;	0.0;	0.0;
1;	E-W;	155;	63.4;	52.0;	234.1;
1;	E-S;	127;	55.7;	36.2;	193.2;
1;	W-N;	164;	49.1;	30.0;	109.3;
1;	W-E;	103;	63.3;	33.9;	216.0;
1;	N-S;	2366;	26.9;	172.8;	939.0;
1;	N-E;	74;	20.5;	2.5;	125.0;
1;	N-SW;	150;	16.8;	0.0;	0.0;
1;	W-S;	335;	17.4;	20.8;	308.3;
1;	S-W;	209;	52.9;	41.0;	384.4;
1;	S-N;	1204;	23.6;	55.2;	524.3;
1;	S-E;	75;	8.2;	0.0;	0.0;
1;	All;	5028;	28.9;	37.0;	939.0;
2;	E-S;	333;	104.4;	135.8;	849.4;
2;	E-N;	157;	12.1;	0.0;	18.4;
2;	E-W;	242;	49.8;	34.6;	170.6;
2;	N-E;	258;	98.8;	63.5;	631.9;
2;	N-S;	1903;	60.0;	404.5;	1345.1;
2;	N-W;	700;	34.1;	33.2;	1182.8;
2;	S-E;	167;	6.1;	0.1;	32.0;
2;	S-N;	919;	41.6;	78.2;	388.8;
2;	S-W;	72;	98.6;	26.4;	106.3;
2;	W-E;	173;	38.5;	49.6;	161.0;
2;	W-N;	413;	62.4;	93.9;	229.0;
2;	W-S;	61;	50.4;	49.6;	161.0;
2;	All;	5398;	54.5;	80.8;	1345.1;
3;	W-N;	324;	60.7;	63.0;	193.2;
3;	S-N;	743;	11.1;	16.6;	160.6;
3;	S-W;	114;	13.7;	4.2;	89.6;
3;	W-S;	296;	11.7;	3.2;	242.9;
3;	W-E;	28;	55.6;	19.8;	364.4;
3;	E-W;	16;	58.0;	4.4;	41.5;
3;	E-S;	13;	73.5;	4.7;	42.1;
3;	E-N;	76;	1.2;	0.0;	0.0;
3;	S-E;	32;	0.8;	0.0;	0.0;
3;	N-S;	1628;	22.3;	39.7;	446.7;
3;	N-W;	523;	19.4;	0.1;	72.1;
3;	N-E;	143;	28.4;	6.7;	145.9;
3;	All;	3936;	22.1;	13.5;	446.7;
5;	S-W;	5;	7.2;	0.0;	0.0;
5;	W-S;	12;	0.3;	0.0;	0.0;
5;	W-E;	571;	0.3;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	72;	5.0;	0.0;	56.4;
5;	E-W;	840;	0.5;	0.0;	0.0;
5;	E-S;	174;	3.9;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1674;	1.0;	0.0;	56.4;
0;	All;	16036;	32.9;	35.0;	1345.1;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:49:06 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	58;	0.5;	0.0;	0.0;
1;	E-W;	140;	62.0;	44.5;	231.2;
1;	E-S;	143;	54.6;	41.6;	184.7;
1;	W-N;	163;	45.9;	26.9;	122.6;
1;	W-E;	96;	59.2;	29.9;	210.2;
1;	N-S;	2415;	26.0;	157.6;	945.8;
1;	N-E;	67;	16.1;	2.1;	61.0;
1;	N-SW;	136;	17.6;	0.0;	0.0;
1;	W-S;	347;	20.0;	27.4;	294.0;
1;	S-W;	209;	52.5;	44.2;	283.7;
1;	S-N;	1173;	24.3;	52.0;	367.1;
1;	S-E;	78;	7.1;	0.0;	0.0;
1;	All;	5025;	28.4;	35.5;	945.8;
2;	E-S;	320;	93.6;	116.4;	644.9;
2;	E-N;	164;	7.3;	0.0;	24.6;
2;	E-W;	250;	49.5;	48.4;	643.0;
2;	N-E;	264;	131.6;	89.2;	932.8;
2;	N-S;	1919;	86.3;	660.8;	1549.3;
2;	N-W;	693;	54.3;	22.0;	917.8;
2;	S-E;	157;	5.8;	0.0;	23.1;
2;	S-N;	917;	36.9;	69.9;	296.6;
2;	S-W;	98;	113.4;	38.3;	103.2;
2;	W-E;	186;	42.6;	53.3;	158.4;
2;	W-N;	379;	62.2;	87.6;	184.7;
2;	W-S;	67;	47.4;	53.3;	158.4;
2;	All;	5414;	66.9;	103.3;	1549.3;
3;	W-N;	357;	63.8;	70.3;	251.3;
3;	S-N;	752;	11.0;	15.6;	146.5;
3;	S-W;	113;	13.0;	3.0;	85.2;
3;	W-S;	265;	14.8;	3.8;	205.5;
3;	W-E;	24;	71.7;	23.6;	327.0;
3;	E-W;	23;	64.4;	7.5;	42.8;
3;	E-S;	10;	41.3;	1.8;	38.3;
3;	E-N;	71;	1.3;	0.0;	0.0;
3;	S-E;	40;	0.9;	0.0;	0.0;
3;	N-S;	1661;	21.9;	38.5;	313.0;
3;	N-W;	501;	17.3;	0.0;	0.0;
3;	N-E;	148;	26.3;	9.3;	147.3;
3;	All;	3965;	22.5;	14.4;	327.0;
5;	S-W;	6;	8.2;	0.0;	0.0;
5;	W-S;	19;	0.5;	0.0;	0.0;
5;	W-E;	560;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	70;	4.8;	0.0;	37.0;
5;	E-W;	881;	0.4;	0.0;	0.0;
5;	E-S;	160;	3.7;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1696;	0.9;	0.0;	37.0;
0;	All;	16100;	37.0;	40.9;	1549.3;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:51:11 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.5;	0.0;	0.0;
1;	E-W;	138;	62.7;	45.4;	238.8;
1;	E-S;	141;	56.0;	42.6;	190.7;
1;	W-N;	171;	48.5;	30.7;	144.2;
1;	W-E;	88;	52.7;	25.2;	208.4;
1;	N-S;	2416;	25.8;	155.4;	789.8;
1;	N-E;	68;	17.2;	2.6;	43.5;
1;	N-SW;	145;	15.7;	0.0;	0.0;
1;	W-S;	329;	17.0;	17.2;	231.3;
1;	S-W;	195;	51.2;	40.2;	348.2;
1;	S-N;	1228;	23.1;	52.5;	365.2;
1;	S-E;	87;	5.9;	0.0;	0.0;
1;	All;	5071;	27.6;	34.3;	789.8;
2;	E-S;	297;	100.3;	114.1;	619.2;
2;	E-N;	181;	8.7;	0.3;	56.7;
2;	E-W;	255;	51.0;	39.5;	189.2;
2;	N-E;	279;	97.2;	75.2;	692.5;
2;	N-S;	1871;	57.7;	370.1;	1428.2;
2;	N-W;	741;	30.0;	26.7;	866.8;
2;	S-E;	141;	5.5;	0.0;	21.8;
2;	S-N;	940;	35.0;	68.7;	344.5;
2;	S-W;	91;	90.6;	32.6;	127.4;
2;	W-E;	170;	40.2;	49.2;	179.9;
2;	W-N;	384;	64.6;	92.2;	262.6;
2;	W-S;	80;	41.4;	49.2;	179.9;
2;	All;	5430;	51.3;	76.5;	1428.2;
3;	W-N;	366;	76.9;	88.8;	405.7;
3;	S-N;	759;	10.2;	14.5;	152.2;
3;	S-W;	110;	14.5;	3.8;	84.0;
3;	W-S;	267;	6.1;	0.0;	0.0;
3;	W-E;	13;	40.8;	5.1;	129.3;
3;	E-W;	26;	81.4;	10.8;	108.5;
3;	E-S;	13;	44.9;	2.7;	42.6;
3;	E-N;	65;	1.5;	0.0;	0.0;
3;	S-E;	24;	1.2;	0.0;	0.0;
3;	N-S;	1614;	20.2;	38.7;	457.5;
3;	N-W;	467;	18.3;	0.4;	134.7;
3;	N-E;	153;	30.0;	10.5;	193.2;
3;	All;	3877;	22.7;	14.6;	457.5;
5;	S-W;	7;	9.8;	0.0;	0.0;
5;	W-S;	14;	0.6;	0.0;	0.0;
5;	W-E;	565;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	70;	5.0;	0.0;	57.9;
5;	E-W;	930;	0.4;	0.0;	0.0;
5;	E-S;	154;	4.0;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1740;	0.9;	0.0;	57.9;
0;	All;	16118;	31.5;	33.4;	1428.2;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStation\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:53:13 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	52;	1.1;	0.0;	0.0;
1;	E-W;	129;	65.3;	43.8;	173.7;
1;	E-S;	165;	61.1;	52.4;	396.0;
1;	W-N;	178;	45.8;	29.0;	107.9;
1;	W-E;	99;	64.2;	32.9;	208.1;
1;	N-S;	2344;	28.2;	173.0;	833.4;
1;	N-E;	66;	19.6;	2.7;	86.5;
1;	N-SW;	153;	14.6;	0.0;	0.0;
1;	W-S;	323;	13.2;	9.5;	210.9;
1;	S-W;	243;	51.0;	49.6;	328.0;
1;	S-N;	1225;	23.8;	52.8;	389.3;
1;	S-E;	72;	6.8;	0.0;	0.0;
1;	All;	5049;	29.5;	37.1;	833.4;
2;	E-S;	307;	98.5;	110.0;	519.7;
2;	E-N;	177;	9.1;	0.4;	42.7;
2;	E-W;	250;	58.3;	50.4;	516.4;
2;	N-E;	260;	98.0;	67.3;	518.8;
2;	N-S;	1872;	59.1;	387.7;	1254.0;
2;	N-W;	722;	30.5;	18.1;	822.3;
2;	S-E;	159;	6.5;	0.2;	44.7;
2;	S-N;	947;	41.0;	79.8;	379.1;
2;	S-W;	82;	103.6;	31.7;	85.8;
2;	W-E;	172;	38.3;	46.9;	141.4;
2;	W-N;	417;	65.4;	94.8;	253.6;
2;	W-S;	65;	31.2;	46.9;	141.4;
2;	All;	5430;	53.2;	77.9;	1254.0;
3;	W-N;	350;	74.6;	81.3;	312.5;
3;	S-N;	758;	9.7;	14.0;	108.4;
3;	S-W;	113;	12.6;	2.2;	85.6;
3;	W-S;	280;	12.9;	5.4;	315.4;
3;	W-E;	22;	64.1;	19.8;	436.9;
3;	E-W;	9;	87.5;	4.2;	43.5;
3;	E-S;	19;	54.2;	5.1;	67.4;
3;	E-N;	76;	1.6;	0.0;	0.0;
3;	S-E;	31;	0.9;	0.0;	0.0;
3;	N-S;	1663;	18.8;	30.2;	382.5;
3;	N-W;	456;	16.0;	0.0;	0.0;
3;	N-E;	160;	28.0;	8.7;	192.5;
3;	All;	3937;	21.6;	14.2;	436.9;
5;	S-W;	3;	9.5;	0.0;	0.0;
5;	W-S;	17;	0.6;	0.0;	0.0;
5;	W-E;	573;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	73;	5.3;	0.1;	45.5;
5;	E-W;	901;	0.4;	0.0;	0.0;
5;	E-S;	153;	4.3;	0.0;	26.8;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1720;	1.0;	0.0;	45.5;
0;	All;	16136;	32.5;	34.5;	1254.0;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:55:18 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	65;	0.6;	0.0;	0.0;
1;	E-W;	132;	68.6;	49.7;	252.5;
1;	E-S;	146;	66.5;	53.2;	193.1;
1;	W-N;	160;	52.4;	30.7;	110.9;
1;	W-E;	93;	62.8;	31.0;	160.8;
1;	N-S;	2462;	25.8;	154.3;	679.8;
1;	N-E;	51;	16.8;	1.9;	42.0;
1;	N-SW;	144;	15.5;	0.0;	0.0;
1;	W-S;	344;	16.2;	16.3;	247.4;
1;	S-W;	233;	51.3;	45.2;	347.1;
1;	S-N;	1194;	20.4;	41.1;	410.6;
1;	S-E;	73;	7.2;	0.0;	0.0;
1;	All;	5097;	27.9;	35.3;	679.8;
2;	E-S;	339;	102.0;	120.0;	495.6;
2;	E-N;	153;	7.4;	0.2;	46.3;
2;	E-W;	246;	53.2;	38.9;	187.9;
2;	N-E;	281;	124.2;	90.0;	933.9;
2;	N-S;	1901;	75.7;	548.2;	1473.2;
2;	N-W;	713;	42.8;	17.6;	833.8;
2;	S-E;	164;	6.8;	0.1;	33.2;
2;	S-N;	950;	37.1;	71.4;	320.5;
2;	S-W;	68;	88.1;	23.1;	86.5;
2;	W-E;	170;	44.1;	53.5;	184.2;
2;	W-N;	395;	69.6;	97.8;	240.8;
2;	W-S;	69;	47.5;	53.5;	184.2;
2;	All;	5449;	62.2;	92.8;	1473.2;
3;	W-N;	335;	67.0;	70.8;	212.0;
3;	S-N;	762;	12.4;	18.2;	161.1;
3;	S-W;	91;	13.4;	2.1;	64.2;
3;	W-S;	282;	9.3;	1.3;	130.0;
3;	W-E;	25;	49.1;	13.0;	251.5;
3;	E-W;	17;	87.9;	7.7;	86.7;
3;	E-S;	19;	75.9;	7.3;	63.0;
3;	E-N;	66;	1.5;	0.0;	0.0;
3;	S-E;	40;	0.8;	0.0;	0.0;
3;	N-S;	1691;	17.8;	34.3;	441.7;
3;	N-W;	473;	16.6;	0.0;	0.0;
3;	N-E;	131;	26.3;	7.9;	168.3;
3;	All;	3932;	20.7;	13.5;	441.7;
5;	S-W;	8;	10.0;	0.0;	0.0;
5;	W-S;	18;	0.5;	0.0;	0.0;
5;	W-E;	566;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	66;	5.5;	0.0;	37.6;
5;	E-W;	889;	0.3;	0.0;	0.0;
5;	E-S;	135;	3.4;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1682;	0.8;	0.0;	37.6;
0;	All;	16160;	34.9;	37.8;	1473.2;

Node evaluation

File: Q:\TRF\Projects\SantaFe-ZiaStati on\VISSIM\2038 PM with Ped\2038 PM with Ped_miti.inp
 Comment:
 Date: Wednesday, January 22, 2014 4:57:27 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	51;	0.5;	0.0;	0.0;
1;	E-W;	151;	63.7;	50.0;	228.4;
1;	E-S;	141;	51.3;	37.1;	171.9;
1;	W-N;	178;	50.0;	30.9;	207.1;
1;	W-E;	106;	61.2;	35.8;	183.3;
1;	N-S;	2360;	35.1;	231.6;	1190.0;
1;	N-E;	73;	25.7;	3.1;	64.2;
1;	N-SW;	159;	23.5;	0.0;	0.0;
1;	W-S;	320;	18.2;	19.9;	314.4;
1;	S-W;	201;	42.0;	31.3;	216.1;
1;	S-N;	1209;	27.1;	60.9;	404.1;
1;	S-E;	70;	7.2;	0.0;	0.0;
1;	All;	5019;	33.5;	41.7;	1190.0;
2;	E-S;	318;	97.6;	104.9;	432.5;
2;	E-N;	179;	7.7;	0.0;	19.0;
2;	E-W;	238;	52.8;	43.3;	430.6;
2;	N-E;	245;	106.1;	72.2;	853.5;
2;	N-S;	1852;	67.8;	469.2;	1411.8;
2;	N-W;	720;	37.3;	10.8;	727.4;
2;	S-E;	155;	6.0;	0.0;	24.7;
2;	S-N;	936;	36.9;	71.5;	319.3;
2;	S-W;	103;	122.5;	45.1;	169.1;
2;	W-E;	182;	39.4;	48.9;	221.5;
2;	W-N;	379;	67.7;	92.5;	222.2;
2;	W-S;	72;	46.7;	48.9;	221.5;
2;	All;	5379;	57.2;	84.0;	1411.8;
3;	W-N;	380;	62.9;	74.3;	257.4;
3;	S-N;	762;	10.6;	13.8;	125.2;
3;	S-W;	108;	11.8;	2.7;	90.6;
3;	W-S;	244;	9.2;	1.7;	109.0;
3;	W-E;	26;	43.9;	12.0;	230.5;
3;	E-W;	21;	77.2;	8.0;	44.3;
3;	E-S;	16;	60.3;	4.6;	42.7;
3;	E-N;	69;	1.1;	0.0;	0.0;
3;	S-E;	33;	1.1;	0.0;	0.0;
3;	N-S;	1622;	21.9;	35.4;	374.0;
3;	N-W;	487;	18.4;	0.0;	0.0;
3;	N-E;	134;	28.0;	6.1;	106.2;
3;	All;	3902;	22.4;	13.2;	374.0;
5;	S-W;	11;	7.9;	0.0;	0.0;
5;	W-S;	12;	0.6;	0.0;	0.0;
5;	W-E;	572;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	64;	4.7;	0.0;	0.0;
5;	E-W;	914;	0.4;	0.0;	0.0;
5;	E-S;	148;	4.0;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1721;	0.9;	0.0;	0.0;
0;	All;	16021;	35.3;	37.0;	1411.8;

Node evaluation

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 Comment:
 Date: Wednesday, January 22, 2014 4:59:33 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	62;	0.6;	0.0;	0.0;
1;	E-W;	135;	55.1;	38.1;	204.7;
1;	E-S;	149;	50.3;	37.9;	172.8;
1;	W-N;	172;	47.0;	30.0;	144.3;
1;	W-E;	89;	61.7;	28.3;	165.6;
1;	N-S;	2354;	28.6;	184.6;	894.0;
1;	N-E;	75;	19.5;	3.2;	67.3;
1;	N-SW;	152;	18.9;	0.0;	0.0;
1;	W-S;	344;	18.0;	21.3;	263.2;
1;	S-W;	213;	48.0;	39.6;	344.6;
1;	S-N;	1265;	23.2;	52.6;	371.4;
1;	S-E;	63;	9.0;	0.0;	0.0;
1;	All;	5073;	28.9;	36.3;	894.0;
2;	E-S;	320;	99.1;	117.6;	584.8;
2;	E-N;	179;	6.3;	0.1;	47.0;
2;	E-W;	236;	52.8;	49.0;	582.9;
2;	N-E;	267;	80.4;	62.4;	764.9;
2;	N-S;	1885;	43.8;	243.6;	1119.6;
2;	N-W;	728;	20.6;	26.4;	812.3;
2;	S-E;	149;	5.1;	0.1;	34.2;
2;	S-N;	930;	38.2;	74.2;	361.9;
2;	S-W;	73;	108.1;	30.2;	106.3;
2;	W-E;	157;	48.3;	46.9;	219.0;
2;	W-N;	431;	66.0;	98.4;	244.3;
2;	W-S;	53;	35.3;	46.9;	219.0;
2;	All;	5408;	45.6;	66.3;	1119.6;
3;	W-N;	327;	65.0;	66.2;	259.0;
3;	S-N;	762;	8.3;	11.5;	128.9;
3;	S-W;	122;	11.7;	2.9;	101.2;
3;	W-S;	285;	15.1;	4.1;	129.2;
3;	W-E;	29;	62.4;	25.2;	250.7;
3;	E-W;	15;	66.0;	5.5;	64.1;
3;	E-S;	14;	53.1;	3.5;	43.3;
3;	E-N;	74;	1.6;	0.0;	0.0;
3;	S-E;	26;	1.2;	0.0;	0.0;
3;	N-S;	1628;	18.5;	27.1;	275.8;
3;	N-W;	481;	17.2;	0.0;	0.0;
3;	N-E;	151;	29.7;	6.3;	174.5;
3;	All;	3914;	20.4;	12.7;	275.8;
5;	S-W;	7;	8.4;	0.0;	0.0;
5;	W-S;	17;	0.5;	0.0;	0.0;
5;	W-E;	567;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	70;	5.1;	0.0;	34.4;
5;	E-W;	875;	0.5;	0.0;	0.0;
5;	E-S;	163;	3.9;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1699;	1.0;	0.0;	34.4;
0;	All;	16094;	29.5;	30.7;	1119.6;

Node evaluation

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Comment:

Date: Wednesday, January 22, 2014 5:01:34 PM

VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis

Node 2: Zia_St Francis

Node 3: Sawmill / St Francis

Node 5: Zia / Galisteo

Node: Node Number

Movement: Movement (Bearing from-to)

veh(All): Number of Vehicles, All Vehicle Types

Delay(All): Average delay per vehicle [s], All Vehicle Types

aveQueue: Average Queue Length [ft]

maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	59;	0.7;	0.0;	0.0;
1;	E-W;	124;	60.5;	39.1;	249.9;
1;	E-S;	152;	61.1;	49.0;	214.2;
1;	W-N;	182;	47.8;	32.1;	130.1;
1;	W-E;	105;	59.9;	34.0;	189.5;
1;	N-S;	2423;	26.2;	164.8;	829.5;
1;	N-E;	57;	16.5;	1.6;	61.5;
1;	N-SW;	161;	16.0;	0.0;	0.0;
1;	W-S;	312;	18.4;	20.3;	248.3;
1;	S-W;	219;	54.1;	46.2;	398.7;
1;	S-N;	1270;	23.7;	49.0;	407.3;
1;	S-E;	64;	10.9;	0.0;	0.0;
1;	All;	5128;	28.7;	36.3;	829.5;
2;	E-S;	319;	97.0;	107.6;	562.1;
2;	E-N;	164;	8.1;	0.4;	42.1;
2;	E-W;	249;	50.4;	46.0;	560.2;
2;	N-E;	300;	81.0;	69.3;	632.2;
2;	N-S;	1845;	44.6;	261.9;	1046.4;
2;	N-W;	734;	21.8;	32.8;	778.3;
2;	S-E;	157;	5.1;	0.1;	67.7;
2;	S-N;	983;	40.4;	82.2;	341.3;
2;	S-W;	83;	106.3;	31.9;	110.5;
2;	W-E;	178;	37.9;	48.0;	162.3;
2;	W-N;	406;	65.0;	94.7;	209.5;
2;	W-S;	54;	42.3;	48.0;	162.3;
2;	All;	5472;	46.1;	68.6;	1046.4;
3;	W-N;	370;	74.2;	85.7;	278.7;
3;	S-N;	776;	10.0;	15.3;	173.6;
3;	S-W;	95;	14.2;	2.9;	103.4;
3;	W-S;	245;	13.3;	4.7;	177.0;
3;	W-E;	38;	52.3;	22.2;	298.5;
3;	E-W;	18;	67.3;	5.8;	45.2;
3;	E-S;	15;	81.7;	6.0;	42.9;
3;	E-N;	71;	1.5;	0.0;	0.0;
3;	S-E;	26;	1.1;	0.0;	0.0;
3;	N-S;	1617;	20.5;	34.5;	709.6;
3;	N-W;	463;	17.0;	0.0;	0.0;
3;	N-E;	156;	31.5;	7.9;	148.2;
3;	All;	3890;	23.2;	15.4;	709.6;
5;	S-W;	5;	11.0;	0.0;	0.0;
5;	W-S;	15;	0.4;	0.0;	0.0;
5;	W-E;	566;	0.4;	0.0;	0.0;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	71;	5.0;	0.0;	36.0;
5;	E-W;	893;	0.4;	0.0;	0.0;
5;	E-S;	172;	4.1;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1722;	1.0;	0.0;	36.0;
0;	All;	16212;	30.3;	32.1;	1046.4;

Node evaluation

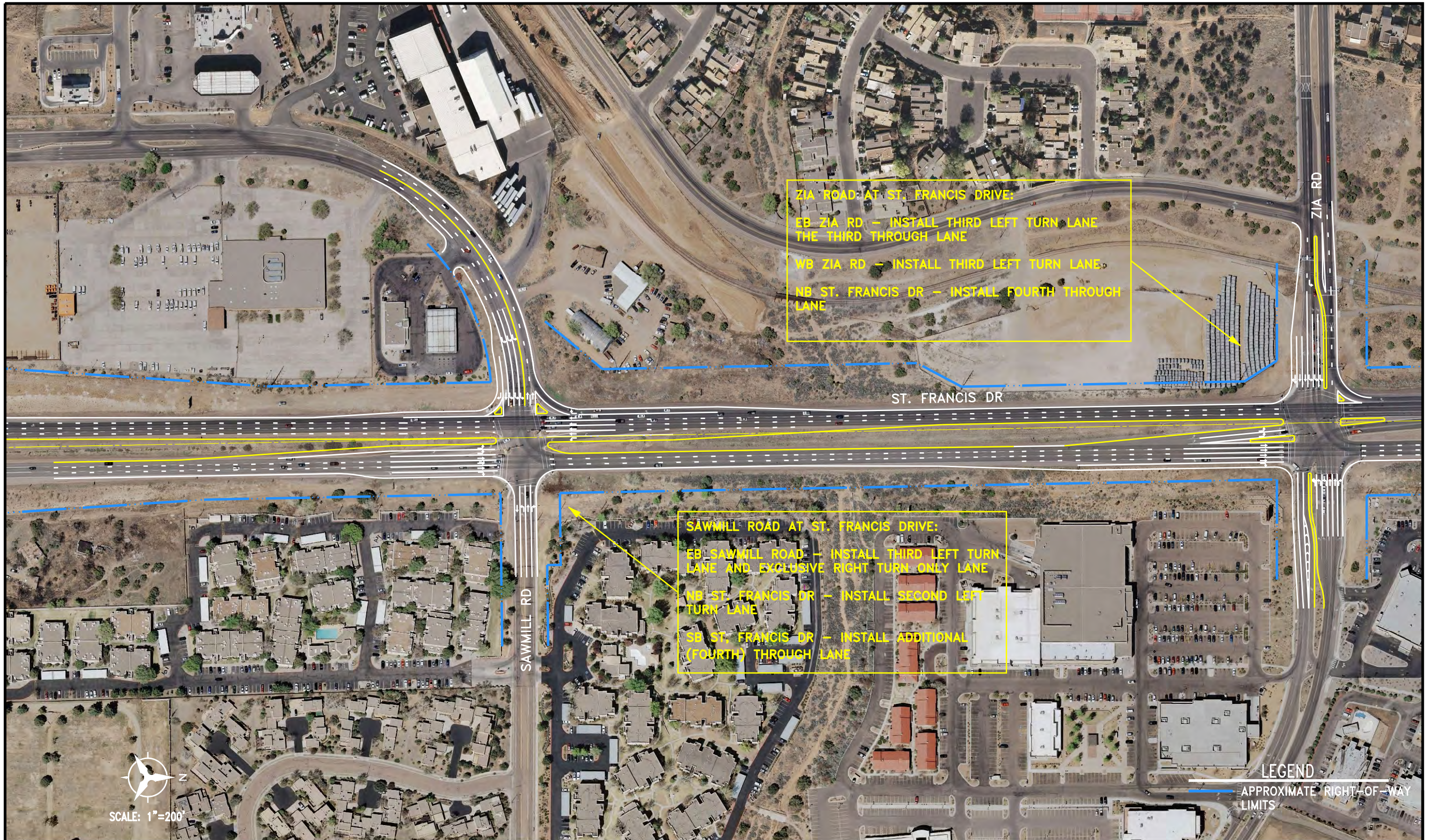
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 Comment:
 Date: Wednesday, January 22, 2014 5:03:35 PM
 VISSIM: 5.40-09 [41012]

Node 1: Siringo / St Francis
 Node 2: Zia_St Francis
 Node 3: Sawmill / St Francis
 Node 5: Zia / Galisteo

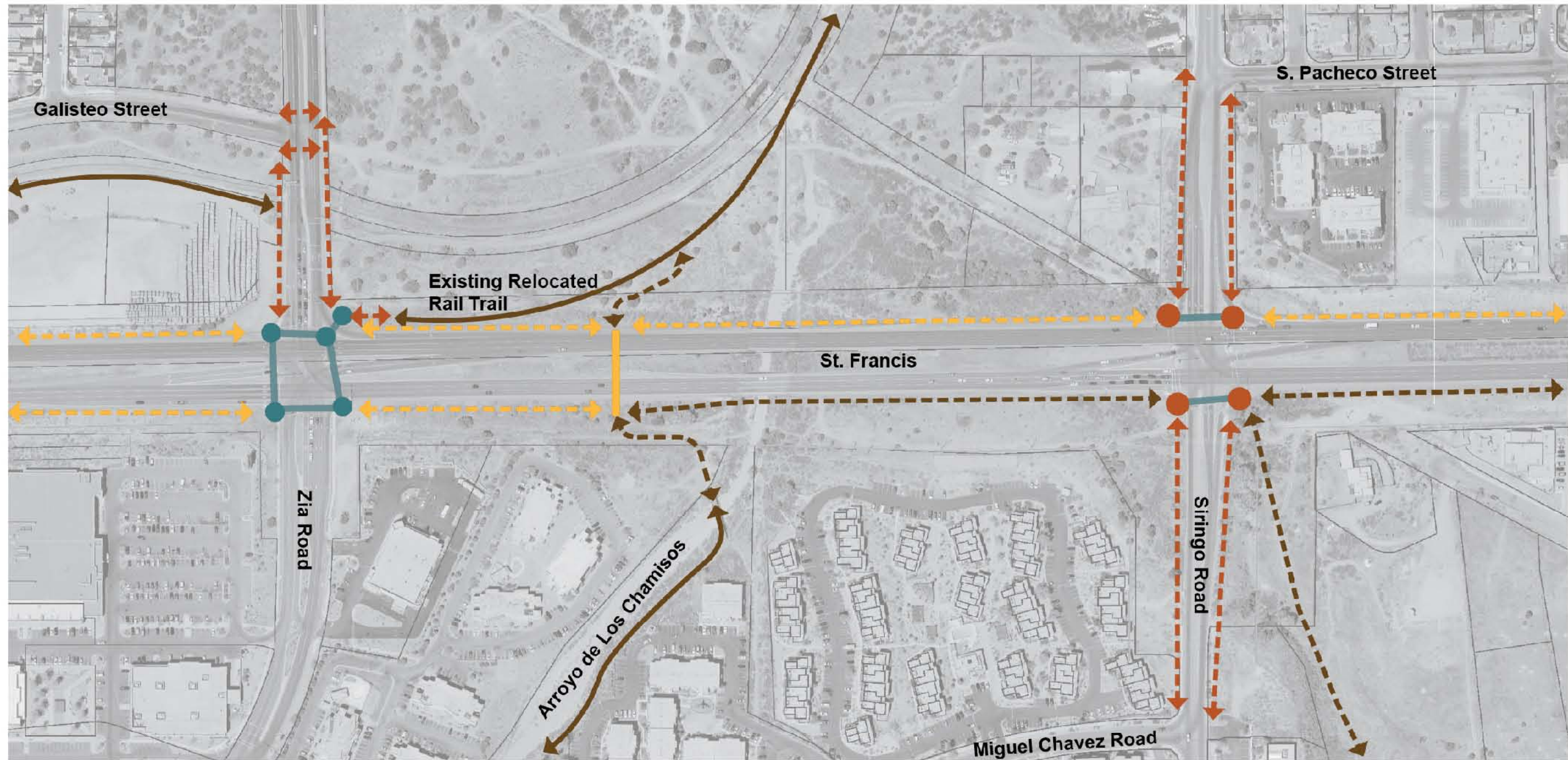
Node: Node Number
 Movement: Movement (Bearing from-to)
 veh(All): Number of Vehicles, All Vehicle Types
 Delay(All): Average delay per vehicle [s], All Vehicle Types
 aveQueue: Average Queue Length [ft]
 maxQueue: Maximum Queue Length [ft]

Node;	Movement;	veh(All);	Delay(All);	aveQueue;	maxQueue;
1;	E-N;	56;	0.7;	0.0;	0.0;
1;	E-W;	152;	58.6;	47.2;	237.1;
1;	E-S;	134;	56.2;	40.0;	214.1;
1;	W-N;	175;	48.2;	30.3;	169.5;
1;	W-E;	104;	56.1;	30.8;	166.2;
1;	N-S;	2431;	27.8;	175.3;	911.4;
1;	N-E;	70;	18.2;	3.3;	63.8;
1;	N-SW;	153;	20.5;	0.0;	0.0;
1;	W-S;	313;	16.6;	16.2;	250.1;
1;	S-W;	213;	44.1;	37.2;	254.1;
1;	S-N;	1202;	23.5;	50.4;	369.9;
1;	S-E;	67;	5.3;	0.0;	0.0;
1;	All;	5070;	28.8;	35.9;	911.4;
2;	E-S;	315;	93.6;	102.8;	579.5;
2;	E-N;	195;	8.9;	0.4;	43.7;
2;	E-W;	233;	49.2;	35.2;	149.5;
2;	N-E;	242;	81.7;	54.0;	741.1;
2;	N-S;	1824;	47.1;	274.5;	1291.9;
2;	N-W;	778;	24.3;	38.9;	788.6;
2;	S-E;	163;	6.0;	0.0;	25.5;
2;	S-N;	887;	37.0;	67.7;	297.9;
2;	S-W;	77;	127.3;	37.5;	150.7;
2;	W-E;	182;	44.8;	51.6;	142.7;
2;	W-N;	400;	65.6;	96.2;	244.0;
2;	W-S;	58;	45.2;	51.6;	142.7;
2;	All;	5354;	46.3;	67.5;	1291.9;
3;	W-N;	336;	67.2;	70.7;	251.6;
3;	S-N;	744;	8.7;	12.1;	148.4;
3;	S-W;	118;	12.6;	3.9;	100.5;
3;	W-S;	285;	9.4;	1.4;	94.1;
3;	W-E;	24;	55.6;	13.5;	215.6;
3;	E-W;	23;	93.9;	11.2;	61.2;
3;	E-S;	17;	68.2;	5.8;	65.1;
3;	E-N;	63;	1.2;	0.0;	0.0;
3;	S-E;	31;	1.0;	0.0;	0.0;
3;	N-S;	1567;	17.0;	28.0;	250.8;
3;	N-W;	481;	16.7;	0.0;	27.2;
3;	N-E;	135;	30.0;	5.1;	109.8;
3;	All;	3824;	20.1;	12.6;	251.6;
5;	S-W;	6;	6.9;	0.0;	0.0;
5;	W-S;	16;	0.3;	0.0;	29.2;
5;	W-E;	568;	0.4;	0.0;	29.2;
5;	W-N;	0;	0.0;	0.0;	0.0;
5;	N-W;	0;	0.0;	0.0;	0.0;
5;	SW-E;	71;	4.9;	0.1;	35.5;
5;	E-W;	947;	0.4;	0.0;	0.0;
5;	E-S;	142;	3.6;	0.0;	0.0;
5;	E-N;	0;	0.0;	0.0;	0.0;
5;	All;	1750;	0.9;	0.0;	35.5;
0;	All;	15998;	29.5;	31.0;	1291.9;

Appendix F: Reference Report
St. Francis Drive through the City of Santa Fe Corridor Study Initial
Evaluation of Alternatives Project







LEGEND

- ENHANCE center median, pedestrian island, ramps, landing areas, and/or pedestrian controllers
- NEW center median, pedestrian island, ramps, landing areas, and/or pedestrian controllers
- ▬ ENHANCE crosswalk, sidewalk, and/or connection to sidewalks
- ▬ NEW crosswalk, sidewalk, and/or connection to sidewalks
- ▬ NEW multi-use path
- ▬ EXISTING trails
- ▬ NEW trails proposed by the City of Santa Fe
- ▬ NEW overpass or underpass

26-APR-2010 09:58

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BRINCKERHOFF**

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