



Agua Fria Corridor Study

City of Santa Fe

Agua Fria Street
Santa Fe, New Mexico
11/15/2023

Agua Fria Corridor Study

Prepared for

City of Santa Fe

Agua Fria Street
Santa Fe, New Mexico

Prepared by



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Executive Summary

Project Area and Background

The project's goal is to identify alternative pedestrian, bicycle, and vehicular traffic improvements that will increase safety for all users, reduce vehicular speeds and enhance mobility and accessibility for active transportation. The City of Santa Fe developed the scope of the study based on constituent concerns regarding pedestrian and bicyclist safety, and new residential communities being built along Agua Fria Street.

The City of Santa Fe adopted on August 31, 2022, their Complete Street's Resolution No. 2022-46 intended to further support, honor, and strengthen the work of the City of Santa Fe to be more inclusive of innovative designs that accommodate pedestrian and bicycle facilities, support varied road lane widths and sidewalk widths. The resolution called for "new road construction or retrofits of existing roads, project funding priorities, and other instances involving potential change to the design of any street shall be reviewed for compliance with Complete Streets design standards." This study will document the existing traffic, multimodal deficiencies, and evaluate potential alternatives to improve the corridor conditions. The study limits are on Agua Fria Street from Siler Road to Osage Avenue, which is approximately 1.1 miles.

Summary of Findings

The Agua Fria Street corridor was analyzed from Siler Road to Osage Avenue. The following is a summary of the findings from the study:

- All intersections performed at acceptable LOS D or better in existing conditions during the AM, MID, and PM peak hours.
- During the 2032 No-build Conditions, all movements at the analyzed intersections are anticipated to operate at acceptable LOS during the AM and PM. Except individual movements at the intersections of Agua Fria Street and Siler Road and Agua Fria Street and Osage Avenue are anticipated to perform at unacceptable LOS during the PM peak hours on both Thursday and Friday.
- Left- and right-turn deceleration lane warrants were conducted based on the NMDOT SAMM. All the existing left-turn lanes are warranted at all the intersections. The following right-turn lanes are warranted:
 - Agua Fria Street and Maez Road – eastbound right turn
- A sight distance analysis was conducted at the intersections. The following intersections have permanent obstructions within the sight triangle with a posted speed limit of 35 mph:
 - Maez Road
 - Camino Carlos Rael
 - Camino Carmelita
 - Ferguson Lane
- The following alternatives were analyzed as part of this study:
 - No-Build Alternative
 - Alternative A – 10-ft Lanes with Raised Medians
 - Alternative B – 9-ft Lanes with Raised Medians (This alternative was developed per the direction of the City of Santa Fe and Santa Fe MPO)
 - Alternative C – No Left-Turn Lanes
 - Alternative D – Roundabout
 - Alternative E – Posted Speed Limit Reduction
 - Additional Alternative – 8-in Stripe with Raised Medians
- Based on traffic calming, multimodal, safety, traffic operations, maintenance, and cost, the Additional Alternative scored the highest.

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- Multimodal connectivity was reviewed. A trail connection to the Santa Fe River Trail is proposed at Jardin Lane. In addition, from the traffic impact studies provided, information related to pedestrian crossings was also obtained (one proposed east of the intersection of La Cieneguita and another proposed between the intersections of Boylan Circle and Boylan Lane-Harrison Road).



Recommendations

The following is a list of recommendations:

- The Additional Alternative is the preferred alternative to move forward to design. This alternative consists of reconstructing the roadway to include 9.5-ft lanes (measured from the inside of the stripe) with an 8-in stripe, 5-ft bike lanes, 4-ft to 6-ft wide sidewalks, and raised medians at various locations to promote access control and traffic calming. This alternative would also close any unused driveways and update driveway widths to meet current standards.
- Update the signal timing at the Siler Road intersection.
- Alternative D – Roundabout is not recommended to move forward at the Siler Road intersection. A roundabout should be considered at Maez Road to improve sight distances and provide an opportunity for U-turns when access management is implemented. A roundabout should be considered at Osage Avenue to help mitigate injury crashes and improve traffic operations.
- Alternative E – Posted Speed Limit Reduction to 30 mph within the study limits.
- Construct a protective barrier or railing along the drop-off adjacent to the Acequia Lofts development sidewalk.
- Landscaping within intersection sight triangle will need to be kept below 3-ft. Intersection warning signs should be installed at the following intersections if the posted speed limit is not reduced:
 - Maez Road
 - Camino Carlos Rael
 - Camino Carmelita
 - Ferguson Lane
- Construct a pedestrian crossing near the intersection of Jardin Lane and Agua Fria Street to provide connectivity to the Santa Fe River Trail.
- For all pedestrian crossings it is recommended to place the following treatments based on the *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*:
 - Install high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 - Install advance “Yield to Here to Pedestrians” sign and yield sign
 - Install pedestrian refuge island
 - Install rectangular rapid-flashing beacon (RRFB)
- An access management plan was not developed as part of this study. It is recommended that an access management plan be developed as part of preliminary design.
- Upon completion of any proposed improvements, the City will conduct an appropriate analysis of traffic speed, reliability, and safety, and monitor pedestrian and bicycle movements and collision data so as to provide feedback to the project's stated goal.



1.0 Introduction

1.1 Project Area and Background

The project's goal is to identify alternative pedestrian, bicycle, and vehicular traffic improvements that will increase safety for all users, reduce vehicular speeds and enhance mobility and accessibility for active transportation. The City of Santa Fe adopted on August 31, 2022, their Complete Street's Resolution No. 2022-46 intended to further support, honor, and strengthen the work of the City of Santa Fe to be more inclusive of innovative designs that accommodate pedestrian and bicycle facilities, support varied road lane widths and sidewalk widths (see [Appendix E](#)). This study will document the existing traffic, multimodal deficiencies, and evaluate potential alternatives to improve the corridor conditions. The study limits are on Agua Fria Street from Siler Road to Osage Avenue (see [Figure 1](#)), approximately 1.1 miles.



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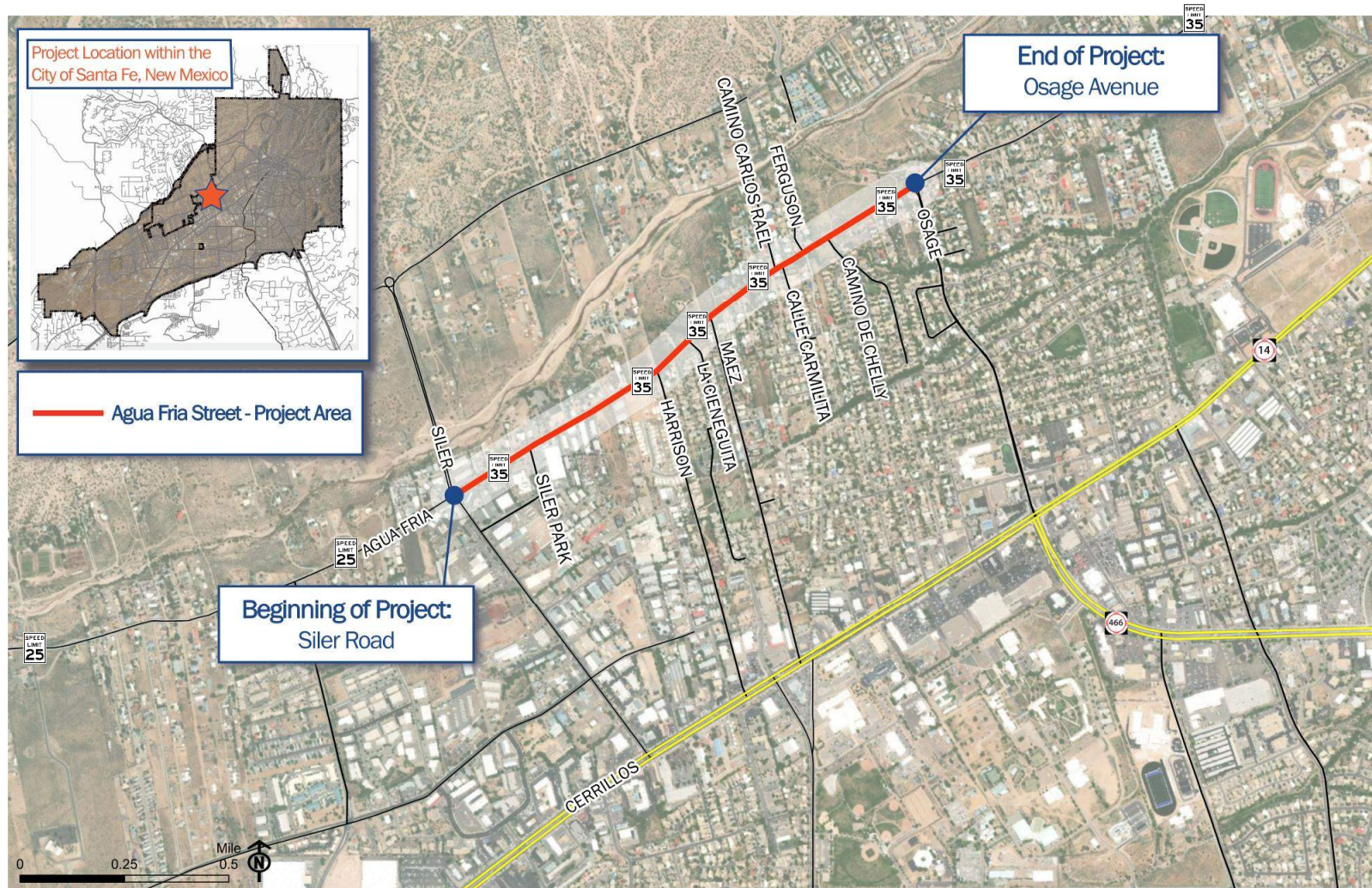


Figure 1: Study Area



2.0 Existing Conditions

2.1 Roadway Classification

2.1.1 Existing Alignment

Agua Fria Street. Agua Fria Street is a minor arterial that runs east-west and has a posted speed limit of 35 miles per hour (mph). It is a three-lane, undivided roadway, which includes two through lanes, a center two-way left turn lane, bike lanes, and sidewalk, see [Figure 2](#). Adjacent land uses consist of residential and commercial. Currently, the City of Santa Fe has an ordinance along Agua Fria Street prohibiting vehicles over 5 tons.



Figure 2: Agua Fria Street Typical Section

2.1.2 Adjacent Roadways

The study area has ten (10) roadways that intersects the corridor and are analyzed as part of this study. These roadways are described below.

Siler Road. Siler Road is a three-lane, minor arterial, which includes two through lanes and a two-way left turn lane. It runs north-south, connecting Alameda Street to Cerrillos Road. Siler Road intersects Agua Fria Street at a signalized intersection and has a posted speed limit of 30 mph.

Siler Park Lane. Siler Park Lane is two-lane, undivided local road. It creates an alternative connection between Siler Road and Agua Fria Street, serving commercial properties. Siler Park Lane intersects Agua Fria Street at a stop-controlled T-intersection. This roadway currently does not provide a posted speed limit sign; therefore, a standard speed limit of 25 mph was assumed.

Harrison Road. Harrison Road is a two-lane, undivided, local street with a posted speed limit of 25 mph. It runs north-south and serves residential housing. Harrison Road intersects Agua Fria Street at a two-way stop-controlled intersection.

La Cieneguita. La Cieneguita is a north-south local street that serves residential housing. It intersects Agua Fria Street at a stop-controlled T-intersection.

Maez Road. Maez Road is a two-lane, undivided local street with a posted speed limit of 25 mph. It runs north-south, connecting Agua Fria Street to Cerrillos Road. Maez Road serves residential housing and intersects Agua Fria Street at a stop-controlled T-intersection.



Camino Carlos Rael. Camino Carlos Rael is a two-lane, undivided local street, with a posted speed limit of 20 mph. It intersects Agua Fria Street at a stop-controlled T-intersection and has no other outlet.

Calle Carmilita. Calle Carmilita is a two-lane, undivided residential street with a posted speed limit of 25 mph. It runs north-south, intersecting Agua Fria Street at a stop-controlled T-intersection.

Ferguson Lane. Ferguson Lane is a two-lane, undivided local street, that serves the Aspen Creek Community. It intersects Agua Fria Street at a stop-controlled T-intersection and has no other outlet.

Camino de Chelly. Camino de Chelly is a two-lane, undivided local street with a posted speed limit of 25 mph. It intersects Agua Fria Street at a stop-controlled T-intersection. There is a pedestrian crosswalk at the intersection to connect to the Santa Fe River Trail.

Osage Avenue. Osage Avenue is a two-lane, undivided minor arterial with a posted speed limit of 25 mph. It runs north-south connecting to Agua Fria Street to Cerrillos Road. Osage Avenue intersects Agua Fria Street at a signalized intersection and provides access to the Frenchy's Park and Santa Fe River Trail.

2.2 Traffic

2.2.1 Traffic Impact Studies

Traffic studies that were conducted within the study area were requested from the City of Santa Fe. The following studies were provided:

- Boylan Development – Traffic Impact Study, June 2022
- Acequia Lofts – Traffic Impact Study, April 2018
- El Camino Crossing – July 2019

Boylan Development. This study was submitted June 2022. The report documents the impact of 64 units of apartment complex with associated parking lot at the northern side of Agua Fria between Boylan Circle and Boylan Lane/Harrison Road. The study provided the following recommendation under the build conditions:

1. Construct a right turn deceleration lane for the westbound approach.

The other intersections analyzed in this study are anticipated to operate at acceptable levels of service under the build conditions.

Acequia Lofts. This study was submitted April 2018. This report documents the impact of 120 units of multi-family housing complex (low-rise) at the northwest corner of Agua Fria Street and La Cieneguita. The study recommended the following recommendations under the build conditions:

1. Construct a full access point with one lane entering and two lanes exiting (one shared left/thru and one right turn),
2. Construct a right turn deceleration lane for the westbound approach to have a length of 250 feet plus an 8:1 taper.
3. Construct a midblock crossing with a pedestrian refuge to the east of La Cieneguita.

The other intersections analyzed in the study are anticipated to operate at acceptable levels of service under the build conditions.

El Camino Crossing. A midblock crossing with a pedestrian refuge is anticipated to be constructed between the intersections of Boylan Circle and Boylan Lane/Harrison Road.



2.2.2 Existing Traffic Data

Tube count data (volume, speed and classification) was collected for a two-week period in October 2022. The tube counts were setup at four locations along the study area. However, one of the data collection sites provided defective count data. Therefore, only three sites are presented in [Table 1](#) that summarizes the data collected from the tube counters; the full tube count data can be found in [Appendix A](#). The average daily traffic (ADT) on the study area ranged from 10,764 vehicles per day (vpd) to 11,930 vpd, which is similar to the Santa Fe Metropolitan Planning Organization (MPO) Traffic Counts Map for 2019 that provides a range of 10,803 to 15,826 vph for Agua Fria Street within the study area. The 85th percentile speed was found to be up to five (5) miles over the posted speed limit.



Figure 3: Santa FE MPO Traffic Counts 2019

Table 1: Tube Count Data Summary

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85 th -Percentile Speed (mph)
1	Agua Fria Street between Siler Road and Siler Park Lane	EB	5,754	11,095	35	37
		WB	5,341			39
2	Agua Fria Street between Boylan Circle and Harrison Road	EB	5,145	10,764	35	40
		WB	5,619			39
3	Agua Fria Street between Camino de Chelly and Osage Avenue	EB	6,076	11,930	35	39
		WB	5,854			39

Traffic cameras were setup at the following 10 intersections to collect turning movement counts in October 2022:

1. Agua Fria Street and Siler Road
2. Agua Fria Street and Siler Park Lane
3. Agua Fria Street and Harrison Road
4. Agua Fria Street and La Cieneguita
5. Agua Fria Street and Maez Road
6. Agua Fria Street and Camino Carlos Rael
7. Agua Fria Street and Calle Carmilita
8. Agua Fria Street and Ferguson Lane
9. Agua Fria Street and Camino de Chelly
10. Agua Fria Street and Osage Avenue

Turning movement counts were collected for a total of 13-hours, from 6:00 AM to 7:00 PM. The AM, MID, and PM Peak Hours were identified as follows for Thursday, Friday, and Saturday:



Table 2: Peak Hours Observed

Day of Week	Peak Hour Period	Hours of the Day
Thursday	AM	8:15 AM – 9:15 AM
	MID	12:00 PM – 1:00 PM
	PM	4:15 PM – 5:15 PM
Friday	AM	7:45 AM – 8:45 AM
	MID	12:30 PM – 1:30 PM
	PM	4:15 PM – 5:15 PM
Saturday	AM	10:00 AM – 11:00 AM
	MID	11:00 AM – 12:00 PM
	PM	1:45 PM – 2:45 PM

Figure 4 through **Figure 6** summarizes the AM, MID, and PM Peak Hour turning movement counts at each intersection per day. The full turning movement count data can be found in **Appendix A**.

Pedestrians and bicyclists were counted for the 13-hour period at each of the intersections. **Table 3** through **Table 5** summarizes the AM, MID, and PM peak hours for pedestrians and bicyclists. It also summarizes the total number of pedestrians that used the intersection.



Table 3: Observed Pedestrian Counts - Thursday

Intersection	Hour	Pedestrian Volume*				Bicyclist Volume*			
		North Leg	East Leg	South Leg	West Leg	SB	WB	NB	EB
Agua Fria Street and Siler Road	AM Peak	1	4	0	0	0	1	0	0
	MID Peak	0	1	2	2	0	0	0	0
	PM Peak	1	3	0	0	0	0	0	1
	13 Hour Total	4	20	5	9	5	4	3	4
Agua Fria Street and Siler Park Lane	AM Peak	0	0	0	1	0	1	0	0
	MID Peak	0	0	2	0	0	0	0	0
	PM Peak	0	0	1	0	0	2	0	0
	13 Hour Total	0	0	20	2	0	11	2	3
Agua Fria Street and Harrison Road	AM Peak	2	0	3	0	0	0	0	0
	MID Peak	2	0	3	0	0	0	0	0
	PM Peak	1	0	2	1	0	2	1	0
	13 Hour Total	11	0	30	3	1	14	5	4
Agua Fria Street and La Cienegueta	AM Peak	1	0	2	0	0	2	0	0
	MID Peak	0	0	1	0	0	0	0	1
	PM Peak	0	0	1	0	0	0	0	2
	13 Hour Total	2	1	14	1	0	14	3	10
Agua Fria Street and Maez Road	AM Peak	1	0	0	0	0	2	0	0
	MID Peak	2	1	4	1	0	1	0	1
	PM Peak	0	0	1	0	0	2	0	1
	13 Hour Total	14	6	13	5	0	19	0	12
Agua Fria Street and Camino Carlos Rael	AM Peak	2	0	0	0	0	0	0	0
	MID Peak	0	0	0	0	0	9	0	1
	PM Peak	0	0	0	0	0	2	0	1
	13 Hour Total	6	0	16	0	0	15	0	5
Agua Fria Street and Calle Carmilita	AM Peak	0	0	0	0	0	0	0	0
	MID Peak	0	0	0	0	0	9	0	1
	PM Peak	1	0	0	0	0	2	0	2
	13 Hour Total	8	0	13	0	0	24	0	12
Agua Fria Street and Ferguson Lane	AM Peak	2	0	1	0	0	0	0	0
	MID Peak	0	0	1	0	0	10	0	1
	PM Peak	0	0	0	0	0	1	0	2
	13 Hour Total	8	0	17	1	0	19	0	12
Agua Fria Street and Camino de Chelly	AM Peak	0	0	3	8	0	0	0	0
	MID Peak	0	0	0	5	0	9	0	1
	PM Peak	0	0	0	7	0	1	0	0
	13 Hour Total	0	0	17	62	0	17	0	4
Agua Fria Street and Osage Avenue	AM Peak	0	2	0	0	0	0	0	0
	MID Peak	0	4	0	0	3	9	0	0
	PM Peak	0	3	0	1	0	0	1	1
	13 Hour Total	11	30	3	4	16	18	10	4

Note: Pedestrian Volume - AM Peak 7:45 AM to 8:45 AM; MID Peak 1:00 PM to 2:00 PM; PM Peak 6:00 PM to 7:00 PM;
Bicyclist Volume - AM Peak 7:00 AM to 8:00 AM; MID Peak 10:00 AM to 11:00 AM; PM Peak 12:00 PM to 1:00 PM



Table 4: Observed Pedestrian Counts - Friday

Intersection	Hour	Pedestrian Volume*				Bicyclist Volume*			
		North Leg	East Leg	South Leg	West Leg	SB	WB	NB	EB
Agua Fria Street and Siler Road	AM Peak	0	0	0	0	0	1	1	0
	MID Peak	0	0	0	0	0	0	1	0
	PM Peak	0	0	0	2	0	0	0	1
	13 Hour Total	0	11	4	17	3	2	7	8
Agua Fria Street and Siler Park Lane	AM Peak	0	0	0	0	0	1	0	1
	MID Peak	0	0	0	0	0	2	0	1
	PM Peak	0	0	0	0	0	0	0	1
	13 Hour Total	0	0	12	3	0	7	1	5
Agua Fria Street and Harrison Road	AM Peak	1	1	3	1	0	1	0	1
	MID Peak	1	0	0	0	0	2	0	1
	PM Peak	0	0	1	0	0	1	0	2
	13 Hour Total	11	1	9	1	0	13	3	8
Agua Fria Street and La Cienegueta	AM Peak	1	1	4	2	0	0	0	1
	MID Peak	0	0	0	0	0	2	0	1
	PM Peak	0	1	0	0	0	1	0	3
	13 Hour Total	11	2	15	3	0	9	3	15
Agua Fria Street and Maez Road	AM Peak	2	0	1	0	0	1	0	1
	MID Peak	1	0	1	0	0	2	0	0
	PM Peak	0	0	4	0	0	0	1	3
	13 Hour Total	17	8	15	4	0	10	2	14
Agua Fria Street and Camino Carlos Rael	AM Peak	1	0	2	0	0	0	0	0
	MID Peak	0	0	3	0	0	0	0	1
	PM Peak	1	0	1	0	0	0	0	0
	13 Hour Total	10	0	19	1	0	1	0	5
Agua Fria Street and Calle Carmilita	AM Peak	1	0	1	0	0	1	0	0
	MID Peak	0	0	3	0	0	0	1	1
	PM Peak	2	0	1	0	0	2	0	0
	13 Hour Total	12	1	17	0	0	12	1	5
Agua Fria Street and Ferguson Lane	AM Peak	1	0	3	0	0	1	0	0
	MID Peak	0	0	3	0	0	0	0	2
	PM Peak	0	0	2	0	0	2	0	0
	13 Hour Total	9	0	24	0	0	11	0	6
Agua Fria Street and Camino de Chelly	AM Peak	0	0	2	4	0	0	0	0
	MID Peak	0	0	0	6	0	0	0	2
	PM Peak	0	0	2	8	0	0	0	0
	13 Hour Total	0	0	14	57	0	4	1	4
Agua Fria Street and Osage Avenue	AM Peak	0	0	0	1	0	1	0	0
	MID Peak	1	0	0	0	0	0	3	1
	PM Peak	0	0	0	2	2	1	1	0
	13 Hour Total	7	6	4	16	4	7	8	2

Note: Pedestrian Volume - AM Peak 7:45 AM to 8:45 AM; MID Peak 1:00 PM to 2:00 PM; PM Peak 6:00 PM to 7:00 PM;
Bicyclist Volume - AM Peak 7:00 AM to 8:00 AM; MID Peak 10:00 AM to 11:00 AM; PM Peak 12:00 PM to 1:00 PM



Table 5: Observed Pedestrian Counts - Saturday

Intersection	Hour	Pedestrian Volume*				Bicyclist Volume*			
		North Leg	East Leg	South Leg	West Leg	SB	WB	NB	EB
Agua Fria Street and Siler Road	AM Peak	0	0	0	0	0	0	0	0
	MID Peak	0	2	0	1	0	2	0	0
	PM Peak	0	0	0	0	3	0	0	0
	13 Hour Total	1	16	1	11	16	7	1	2
Agua Fria Street and Siler Park Lane	AM Peak	0	0	0	0	0	0	0	0
	MID Peak	0	0	0	0	0	2	0	3
	PM Peak	0	0	1	0	0	0	0	1
	13 Hour Total	0	1	8	0	0	15	2	10
Agua Fria Street and Harrison Road	AM Peak	1	0	1	0	0	0	0	0
	MID Peak	0	0	0	0	0	2	0	5
	PM Peak	1	1	1	0	0	10	1	2
	13 Hour Total	5	3	12	0	0	29	5	13
Agua Fria Street and La Cieneguita	AM Peak	1	2	0	0	0	0	0	0
	MID Peak	0	0	0	0	0	2	0	4
	PM Peak	3	0	1	0	0	2	0	3
	13 Hour Total	10	4	13	1	0	16	9	16
Agua Fria Street and Maez Road	AM Peak	3	0	1	1	0	0	0	0
	MID Peak	0	0	0	0	0	2	0	5
	PM Peak	3	0	0	0	0	11	0	3
	13 Hour Total	12	7	12	2	0	26	1	29
Agua Fria Street and Camino Carlos Rael	AM Peak	3	0	0	0	0	0	0	0
	MID Peak	0	0	2	0	0	1	0	0
	PM Peak	0	0	3	0	0	1	0	0
	13 Hour Total	17	0	21	0	1	11	0	3
Agua Fria Street and Calle Carmilita	AM Peak	1	0	0	0	0	0	0	0
	MID Peak	0	0	0	0	0	1	0	2
	PM Peak	0	0	0	0	0	1	0	1
	13 Hour Total	5	0	13	0	0	12	0	11
Agua Fria Street and Ferguson Lane	AM Peak	2	0	1	0	0	0	0	0
	MID Peak	0	0	0	0	0	1	0	2
	PM Peak	0	0	0	0	0	1	0	1
	13 Hour Total	9	0	24	0	0	11	0	9
Agua Fria Street and Camino de Chelly	AM Peak	0	0	0	2	0	0	0	0
	MID Peak	0	0	0	2	0	1	0	0
	PM Peak	0	0	1	0	0	1	0	0
	13 Hour Total	0	0	17	29	0	3	0	3
Agua Fria Street and Osage Avenue	AM Peak	1	0	0	3	0	0	0	0
	MID Peak	0	2	0	0	0	1	0	0
	PM Peak	0	0	0	0	0	0	1	0
	13 Hour Total	3	9	3	17	0	6	6	5

Note: Pedestrian Volume - AM Peak 7:45 AM to 8:45 AM; MID Peak 1:00 PM to 2:00 PM; PM Peak 6:00 PM to 7:00 PM;
Bicyclist Volume - AM Peak 7:00 AM to 8:00 AM; MID Peak 10:00 AM to 11:00 AM; PM Peak 12:00 PM to 1:00 PM



2.2.3 Level of Service Criteria

This section addresses unsignalized and signalized operations using the procedures and methodologies contained in the Highway Capacity Manual (HCM), 6th Edition; Transportation Research Board, 2016 for the level of service (LOS) criteria to determine Peak Hours traffic operations.

Signalized Intersections

The intersection analysis conforms to the operational analysis methodology outlined in the HCM. The HCM methodology relates the intersection LOS to the intersection delay, in terms of seconds per vehicle. Synchro 11, macrosimulation software was used for the traffic analysis, as it employs the methods of HCM to calculate level of service. The LOS criteria used for the analysis of the intersections are described in [Table 6](#) and identify the thresholds of control delays and the associated LOS.

Table 6: Signalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	≤ 10	Free-flow operations, minimal delay
B	$> 10 - 20$	Stable flow, slight delays
C	$> 20 - 35$	Stable flow, acceptable delay
D	$> 35 - 55$	Approaching unstable flow, long delay
E	$> 55 - 80$	Unstable flow, intolerable delay
F	> 80	Forced flow, congestion

Unsignalized Intersections

For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement. The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For all-way stop-controlled intersections, the HCM defines the LOS as the average delay per vehicle for the overall intersection. For side street stop-controlled intersections, LOS is reported for the approach with the highest average delay per vehicle. [Table 7](#) summarizes the relationship between delay and LOS for unsignalized intersections.

Table 7: Unsignalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	$0 \leq 10$	Free-flow operations, minimal delay
B	$> 10 \leq 15$	Stable flow, slight delays
C	$> 15 \leq 25$	Stable flow, acceptable delay
D	$> 25 \leq 35$	Approaching unstable flow, long delay
E	$> 35 \leq 50$	Unstable flow, intolerable delay
F	> 50	Forced flow, congestion

The New Mexico Department of Transportation (NMDOT), as per the State Access Management Manual (SAMM, [Table 15.C-1](#) below), specifies a minimum LOS D as the acceptable condition for signalized and unsignalized intersections urban minor arterials (UMA).



Table 15.C-1 Minimum Acceptable Level of Service Standards								
Facility Type ¹	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Weaving Areas	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Notes: 1. The Facility Types are per the Highway Capacity Manual.
2. Evaluate safety and operational concerns using the best available technique.

2.2.4 Existing Level of Service

Figure 4 through Figure 6 summarizes the existing turning movement count volumes and associated LOS of the analyzed intersections for the Existing Year 2022. Appendix B provides the traffic volume data, and the Synchro analysis reports for Existing Year 2022 conditions.

The traffic operation analyses indicated that all movements at the ten analyzed intersections are currently operating at acceptable LOS during the AM, MID, PM Peak Hours.



Table 8: Existing AM [MID] (PM) LOS Results

Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS	Saturday LOS
Agua Fria Street and Siler Road	EB	L	1	B [B] (C)	B [B] (B)	B [B] (B)
		T	1	C [C] (C)	C [C] (C)	B [C] (C)
		R	1	C [B] (C)	C [B] (B)	B [B] (B)
	WB	L	1	B [B] (B)	B [B] (B)	B [B] (B)
		T/R	1	C [C] (D)	C [C] (C)	B [C] (C)
	NB	L	1	C [C] (C)	C [C] (C)	C [C] (C)
		T/R	1	D [D] (D)	D [D] (D)	D [D] (D)
	SB	L	1	C [C] (C)	C [C] (C)	C [C] (C)
		T/R	1	C [D] (D)	D [D] (D)	D [D] (D)
Agua Fria Street and Siler Park Lane	EB	T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/R	1	B [B] (B)	B [B] (B)	B [B] (B)
Agua Fria Street and Harrison Road	EB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/T/R	1	B [B] (B)	B [B] (B)	B [B] (B)
	SB	L/T/R	1	B [B] (C)	C [B] (B)	B [B] (B)
Agua Fria Street and La Cieneguita	EB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
		R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/T/R	1	B [B] (C)	C [B] (B)	B [B] (B)
	SB	L/T/R	1	A [A] (A)	A [B] (A)	A [B] (A)
Agua Fria Street and Maez Road	EB	T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/R	1	B [B] (C)	C [C] (B)	B [B] (B)
Agua Fria Street and Camino Carlos Rael	EB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	SB	L/R	1	B [B] (B)	B [B] (B)	B [B] (B)
Agua Fria Street and Calle Carmilita	EB	T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/R	1	B [B] (B)	B [B] (B)	B [B] (B)

Agua Fria Street
Corridor Study



Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS	Saturday LOS
Agua Fria Street and Ferguson Lane	EB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/T/R	1	B [B] (B)	C [B] (B)	B [B] (B)
	SB	L/T/R	1	B [B] (C)	C [C] (B)	B [B] (B)
Agua Fria Street and Camino de Chelly	EB	T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	WB	L*	1	A [A] (A)	A [A] (A)	A [A] (A)
		T	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/R	1	B [B] (B)	B [B] (B)	B [B] (B)
Agua Fria Street and Osage Avenue	EB	L	1	A [A] (B)	B [A] (A)	A [A] (A)
		T/R	1	B [B] (C)	B [B] (B)	A [B] (B)
	WB	L	1	A [A] (B)	A [A] (A)	A [A] (A)
		T/R	1	A [A] (A)	A [A] (A)	A [A] (A)
	NB	L/T/R	1	D [D] (D)	D [D] (D)	D [D] (D)
	SB	L	1	D [C] (C)	C [C] (D)	D [D] (D)
		T/R	1	D [C] (C)	C [C] (D)	D [D] (D)

Note: * Two-way left-turn lane

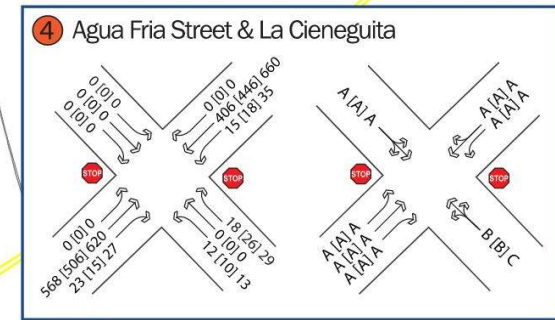
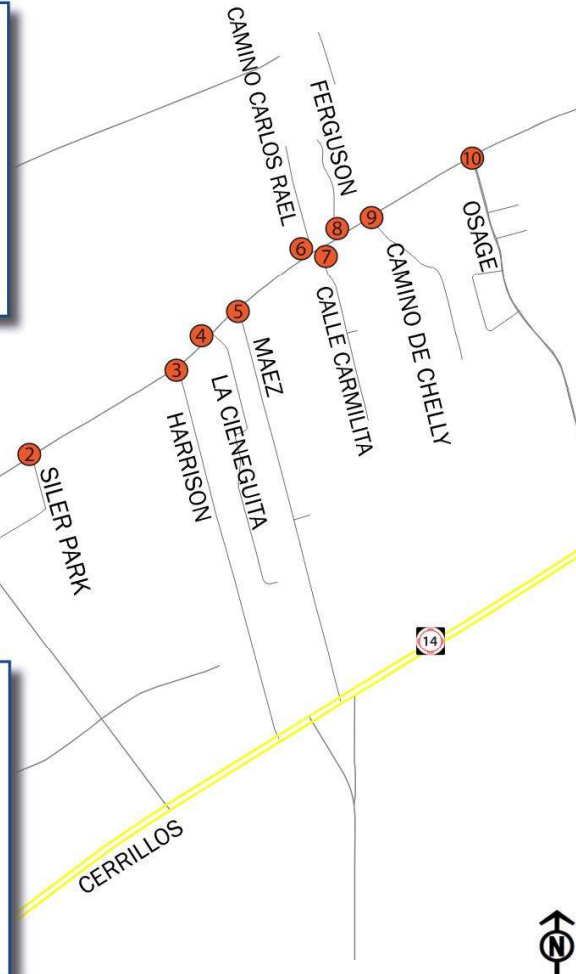
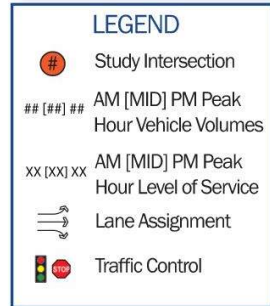
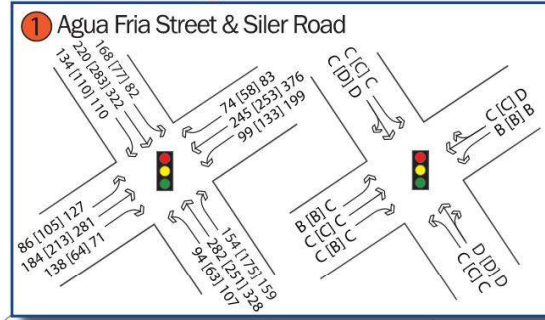
Agua Fria Street Corridor Study



Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Intersections 1 through 5



City of Santa Fe, New Mexico

Figure 4: Existing Traffic Volumes – Thursday

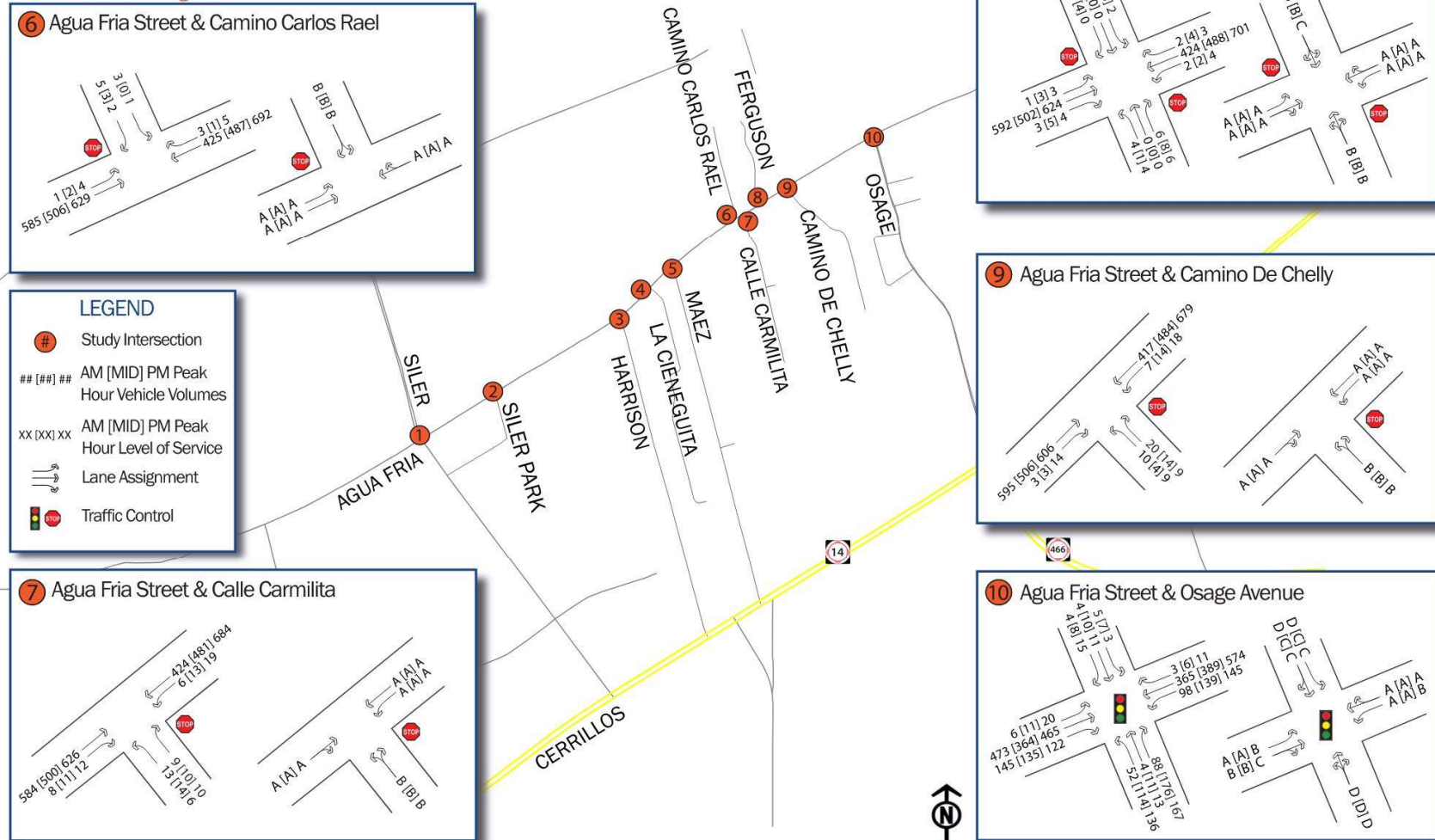


Agua Fria Street Corridor Study

Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Intersections 6 through 10



City of Santa Fe, New Mexico

Figure 4: Existing Traffic Volumes – Thursday (cont.)



Agua Fria Street Corridor Study

Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Intersections 1 through 5

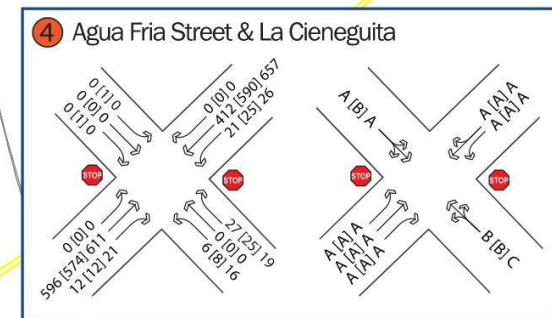
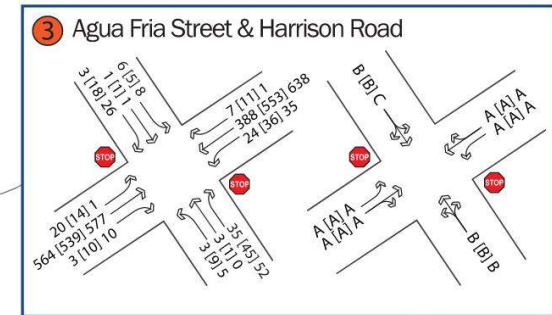
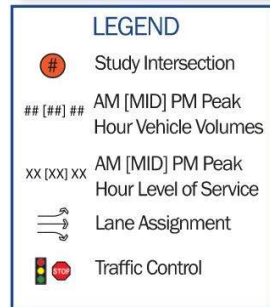
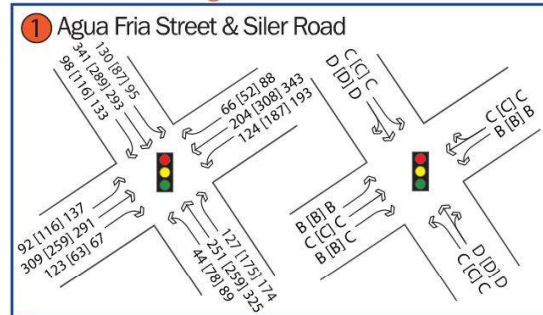


Figure 5: Existing Traffic Volumes – Friday

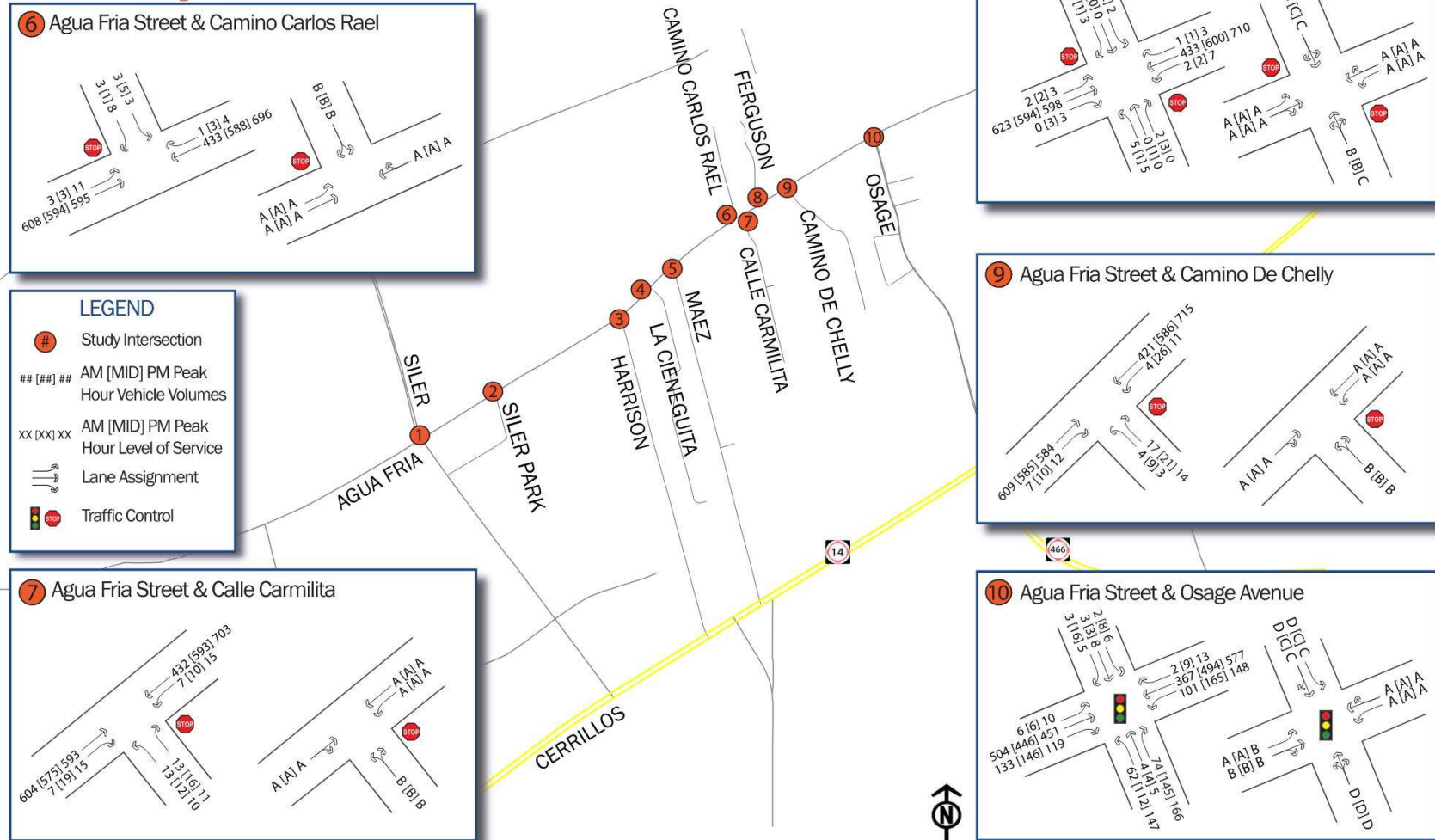


Agua Fria Street Corridor Study

Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Intersections 6 through 10



City of Santa Fe, New Mexico

Figure 5: Existing Traffic Volumes – Friday (cont.)



Agua Fria Street Corridor Study

Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Saturday

Intersections 1 through 5

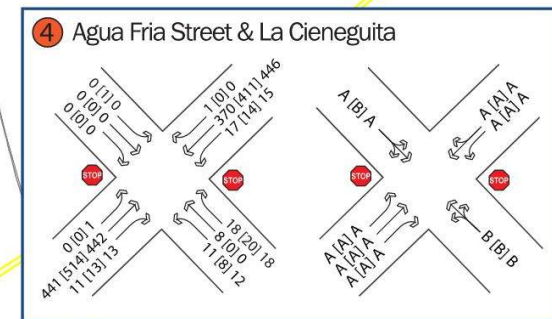
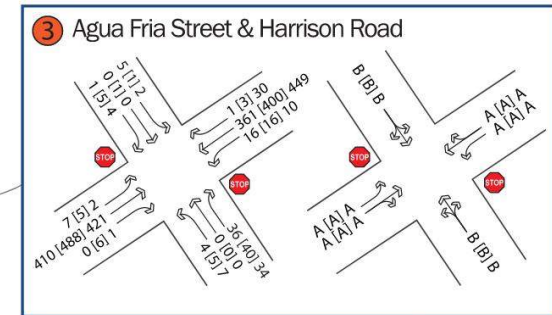
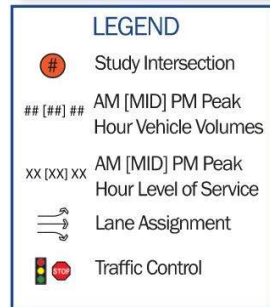


Figure 6: Existing Traffic Volumes – Saturday

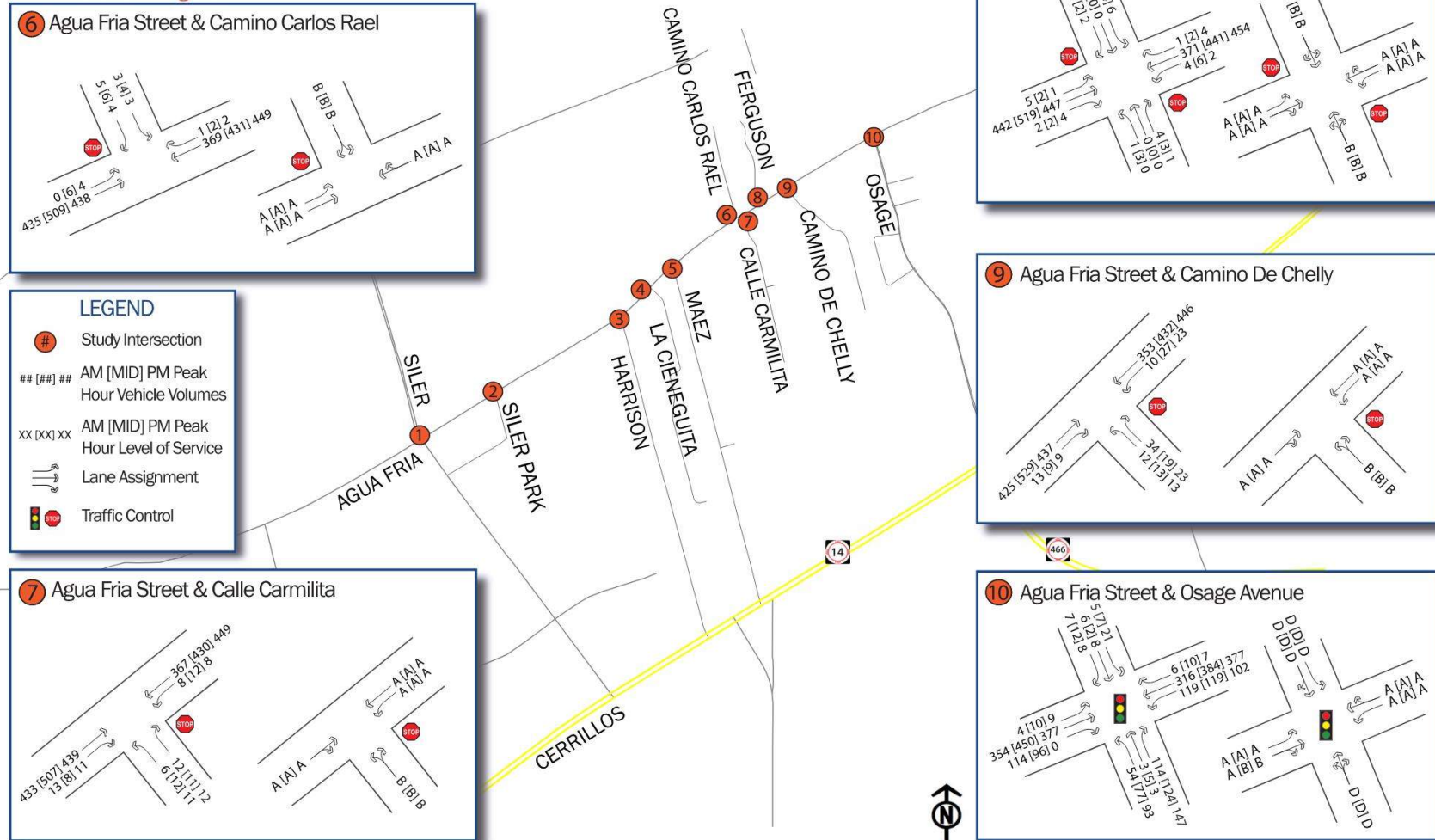


Agua Fria Street Corridor Study

Existing Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Saturday

Intersections 6 through 10



City of Santa Fe, New Mexico

Figure 6: Existing Traffic Volumes – Saturday (cont.)



2.3 Safety Analysis

2.3.1 Crash Records (2010-2020)

Historical crash data was provided by the City of Santa Fe for the most recent ten years available (2010 to 2020). The crash data requested was for the study area on Agua Fria Street from Siler Road to Osage Avenue. The crash data was analyzed to identify any crash trends within the study limits.

There was a total of 308 reported crashes within the study limits. [Table 9](#) summarizes the total crash severity. The full crash data can be found in [Appendix C](#).

Table 9: Total Crashes (2010-2020)

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2010	0 (0%)	10 (33%)	20 (67%)	30 (100%)
2011	0 (0%)	12 (37%)	20 (63%)	32 (100%)
2012	0 (0%)	5 (28%)	13 (72%)	18 (100%)
2013	0 (0%)	6 (29%)	15 (71%)	21 (100%)
2014	0 (0%)	4 (17%)	19 (83%)	23 (100%)
2015	0 (0%)	17 (53%)	15 (47%)	32 (100%)
2016	0 (0%)	23 (42%)	32 (58%)	55 (100%)
2017	0 (0%)	7 (30%)	16 (70%)	23 (100%)
2018	0 (0%)	6 (21%)	22 (79%)	28 (100%)
2019	0 (0%)	9 (35%)	17 (65%)	26 (100%)
2020	0 (0%)	4 (20%)	16 (80%)	20 (100%)
Total	0 (0%)	103 (33%)	205 (67%)	308 (100%)

*PDO – Property Damage Only

The following observations were concluded from the historical crash data:

- Out of the total crashes in the ten-year period, none of them resulted in a fatal crash, 33% (103 crashes) resulted in injury with no fatalities and 67% (205 crashes) resulted in property damage only (PDO).
- Approximately 88% (272 crashes) of all the crashes had as classification collision with other vehicle, and 7% (21 crashes) were classified as collision with a fixed object.
- About 80% (246 crashes) of all the crashes occurred during daylight conditions, 11% (35 crashes) occurred during dark-lighted conditions, 3% (11 crashes) occurred in unknown conditions, 3% (10 crashes) occurred during dusk conditions, 2% (5 crashes) occurred during dark-not-lighted conditions, and 1% (1 crashes) occurred during dawn conditions.
- Close to 94% (290 crashes) of all crashes occurred during clear weather conditions, 3% (9 crashes) occurred in unknown weather conditions, 1.3% (4 crashes) occurred in snowing weather conditions, 1.3% (4 crashes) occurred in raining weather conditions, and 0.4% (1 crashes) occurred in other weather conditions.
- From the total crashes, 6% (18 crashes) were alcohol related and 1% (2 crashes) were related to drug involvement.

Physical conditions during crashes such as lighting, and weather did not indicate any strong influence on crashes.



Table 10: Lighting Conditions

Lighting Conditions	Crash Count
Daylight	246 (80%)
Dark & Low Light*	51 (17%)
Unknown	11 (3%)
Total	308 (100%)

*Dark & Low Light include the following light conditions: Dark-Not Lighted, Dark-Lighted, Dawn and Dusk.

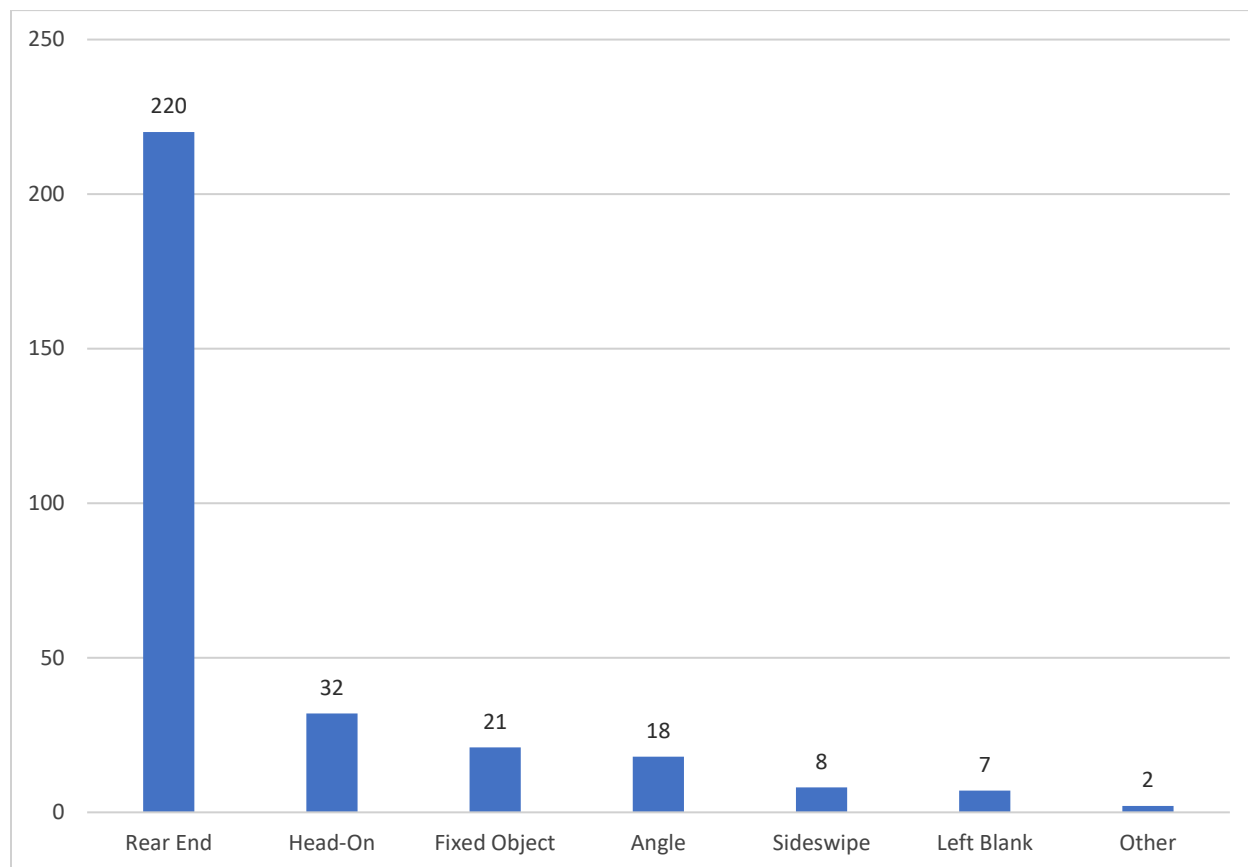


Figure 7: Crash Type Summary

Agua Fria Street Corridor Study

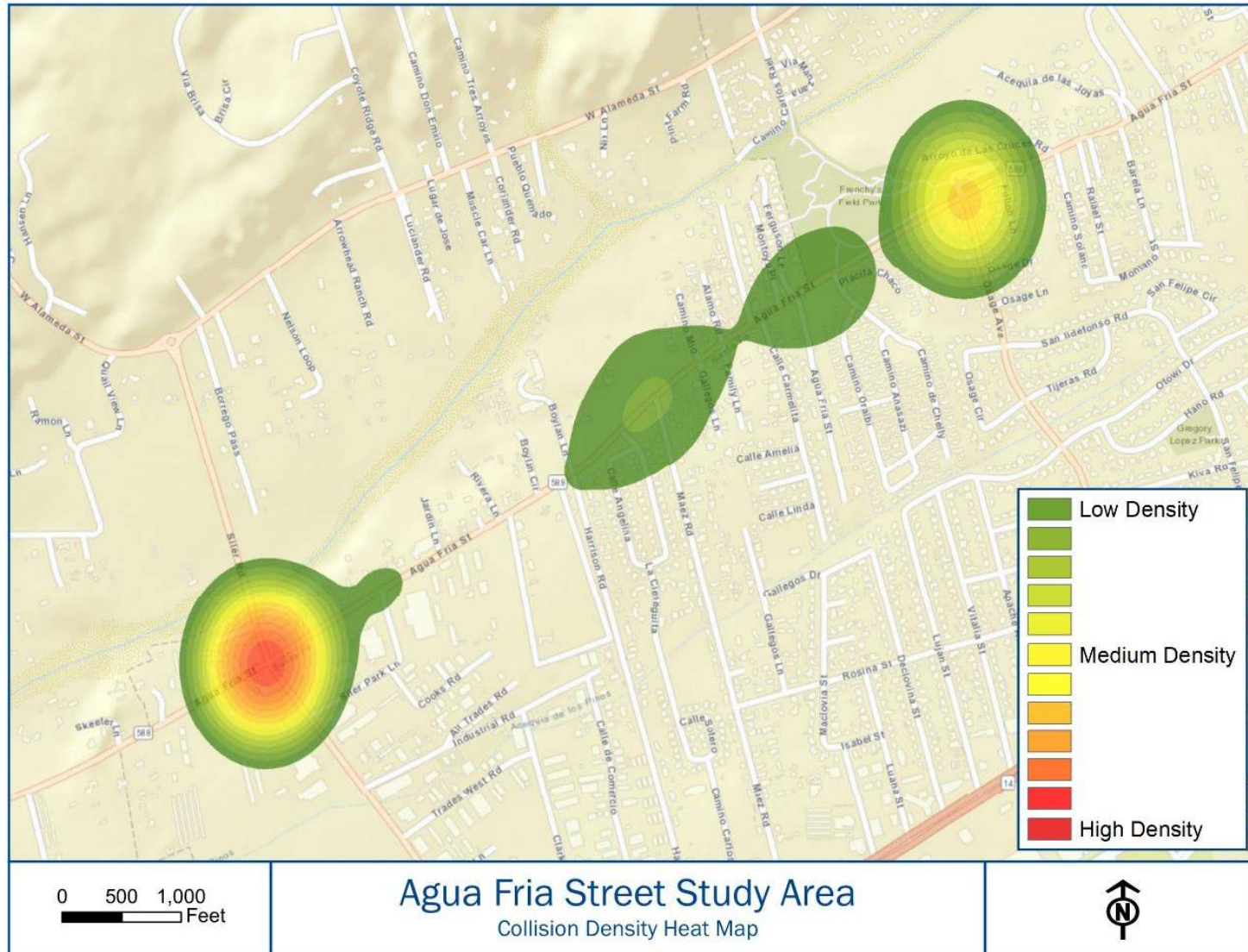


Figure 8: Crash Heat Map

Agua Fria Street Corridor Study



The following intersections were analyzed further based on the historical crash data provided:

1. Agua Fria Street and Siler Road
2. Agua Fria Street and Siler Park Lane
3. Agua Fria Street and Harrison Road
4. Agua Fria Street and La Cieneguita
5. Agua Fria Street and Maez Road
6. Agua Fria Street and Camino Carlos Rael
7. Agua Fria Street and Calle Carmilita
8. Agua Fria Street and Ferguson Lane
9. Agua Fria Street and Camino de Chelly
10. Agua Fria Street and Osage Avenue

In addition, sight triangles were analyzed for Intersections #2 through #8. The AASHTO 2018 *Policy on Geometric Design of Highways and Streets, 7th Edition*, has standards for departure sight triangles. Measured from the stop bar on the side street for instance on one end and to the center of the through lane on the other end. These were used to determine if a stopped vehicle on a minor roadway has sufficient sight distance from the intersection to enter or cross a major roadway.

Intersection #1 – Agua Fria Street and Siler Road

The intersection of Agua Fria Street and Siler Road had a total of 130 reported crashes. From the crash data, it was reported that 83 of the crashes were rear end and 27 crashes were angle. The pedalcyclist car crash happened in 2015 and was contributed to following too closely, it occurred on a clear day during daylight, information provided did not indicate any strong influences. From the total, 88 of the collisions were reported as property damage only and 42 were injury only. Seven crashes at this intersection were alcohol related.

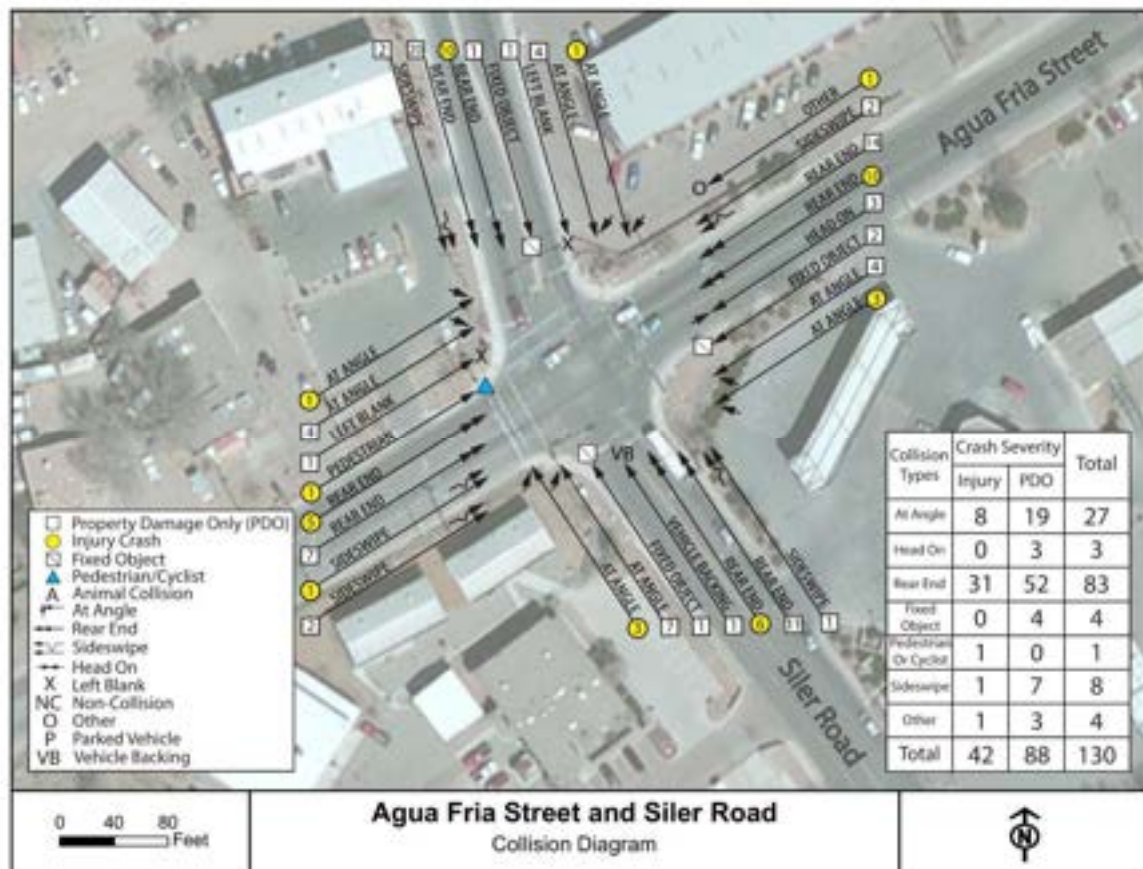




Figure 9: Intersection #1 – Agua Fria Street and Siler Road – Crash Types and Crash Severity

Intersection #2 – Agua Fria Street and Siler Park Lane

Five crashes were reported at the intersection of Agua Fria Street and Siler Park Lane, two were reported as rear end, one as entering at an angle, one as head-on and one as a collision with a parked vehicle. Two crashes were reported as injury with no fatalities and three were reported as property damage only. Two crashes at this intersection were alcohol related.



Figure 10: Intersection #2 – Agua Fria Street and Siler Park Lane – Crash Types and Crash Severity

Intersection #2 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance since according to AASHTO, “if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient distance to anticipate and avoid collisions.” Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Siler Park Lane. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.



Figure 11 shows the sight triangles for the Siler Park Lane northbound approach. The vegetation at the corner reduces and inhibits the view of the sight triangle.

Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 11 shows the sight triangles for the Siler Park Lane northbound approach. There are trees and a fence at the corner property that obstructs the sight triangle (see **Figure 37**).

It is recommended that objects within the sight triangle will need to be kept below 3-ft.



Figure 11: Intersection #2 – Agua Fria Street and Siler Park Lane Northbound Approach Sight Distance



Intersection #3 – Agua Fria Street and Harrison Road

Six total crashes were reported at the intersection of Agua Fria Street and Harrison Road, three were reported as rear end, one as a collision with a fixed object, one as head-on, and one as a collision with a parked vehicle. The crash involving a cyclist was in 2013 and contributed to the driver disregarding the traffic signal, it occurred on a clear day during daylight, information provided did not indicate any strong influences. Two crashes were reported as injury with no fatalities and four were reported as property damage only. For this intersection, none of the crashes were alcohol related.



Figure 12: Intersection #3 – Agua Fria Street and Harrison Road – Crash Types and Crash Severity

Intersection #3 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Harrison Road. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 13 shows the sight triangles for the Harrison Road northbound approach. There are no objects within the sight triangle. **Figure 14** shows the sight triangles for the Boylan Lane southbound approach. There are no objects within the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 13 shows the sight triangles for the Harrison Road northbound approach. There are no objects within the sight triangle. **Figure 14** shows the sight triangles for the Boylan Lane southbound approach. A bus stop sign can be found within the sight triangle that is over 3-ft in height, however, it does not block the view of the driver.



Figure 13: Intersection #3 – Agua Fria Street and Harrison Road Southbound Approach Sight Distance



Figure 14: Intersection #3 – Agua Fria Street and Boylan Ln. Southbound Approach Sight Distance



Intersection #4 – Agua Fria Street and La Cieneguita

Four total crashes were reported at the Agua Fria Street and La Cieneguita intersection, one was reported as rear end, one as head-on and one crash with no information regarding crash classification or analysis (left blank), and one as a collision with a parked vehicle. One crash was reported as injury with no fatalities and three were reported as property damage only. For this intersection, none of the crashes were alcohol related.



Figure 15: Intersection #4 – Agua Fria Street and La Cieneguita– Crash Types and Crash Severity

Intersection #4 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and La Cieneguita. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 16 shows the sight triangles for the La Cieneguita northbound approach. There are no objects within the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 16 shows the sight triangles for the La Cieneguita northbound approach. There are no objects within the sight triangle.



Figure 16: Intersection #4 – Agua Fria Street and La Cieneguita Northbound Approach Sight Distance



Intersection #5 – Agua Fria Street and Maez Road

The intersection of Agua Fria Street and Maez Road had a total of sixteen (16) crashes. Seven crashes were reported as entering at an angle, five as rear end, two as sideswipe, one as a collision with a pedalcyclist and one crashes with no information regarding crash classification or analysis (left blank). The crash that involved a cyclist happened in 2016 with a contributing factor of driver inattention, it occurred on a clear day during daylight, information provided did not indicate any strong influences. Eight of these collisions were property damage only and eight were injury only. For this intersection, none of the crashes were alcohol related.



Figure 17: Intersection #5 – Agua Fria Street and Maez Road – Crash Types and Crash Severity

Intersection #5 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Maez Road. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 18 shows the sight triangles for the Maez Road northbound approach. There are no objects within the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 18 shows the sight triangles for the Maez Road northbound approach. There are objects over 3-ft in height within the sight triangle, which reduces and inhibits the view of the sight triangle.



Figure 18: Intersection #5 – Agua Fria Street and Maez Road Northbound Approach Sight Distance



Intersection #6 – Agua Fria Street and Camino Carlos Rael

Two crashes were observed at the intersection of Agua Fria Street and Camino Carlos Rael, one was reported as a rear end collision, and one as a collision with a fixed object. Both crashes were reported as property damage only. One of the crashes was alcohol related.



Figure 19: Intersection #6 – Agua Fria Street and Camino Carlos Rael – Crash Types and Crash Severity

Intersection #6 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Camino Carlos Rael. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 20 shows the sight triangles for the Camino Carlos Rael southbound approach. There is a rock wall at the corner property that obstructs the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 20 shows the sight triangles for the Camino Carlos Rael southbound approach. There is a wood fence at the corner property that obstructs the sight triangle (see **Figure 39**).



Figure 20: Intersection #6 – Agua Fria Street and Camino Carlos Rael Southbound Approach Sight Distance



Intersection #7 – Agua Fria Street and Calle Carmilita

Six crashes were reported at the intersection of Agua Fria Street and Calle Carmilita. Two were reported as rear end, one as sideswipe, one as head-on, one as a collision with a fixed object and one crash had no information regarding crash classification or analysis (left blank). Five crashes were reported as injury with no fatalities and one was reported as property damage only. One crash at this intersection was alcohol related.



Figure 21: Intersection #7 – Agua Fria Street and Calle Carmilita – Crash Types and Crash Severity

Intersection #7 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Calle Carmilita. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 22 shows the sight triangles for the Calle Carmilita northbound approach. There are no objects within the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 22 shows the sight triangles for the Calle Carmilita northbound approach. There is a concrete wall at the corner property that obstructs the sight triangle (see **Figure 40**).



Figure 22: Intersection #7 – Agua Fria Street and Calle Carmilita. Northbound Approach Sight Distance



Intersection #8 – Agua Fria Street and Ferguson Lane

No crashes were reported at this intersection during the ten-year timeframe that was analyzed.



Figure 23: Intersection #8 – Agua Fria Street and Ferguson Lane – Crash Types and Crash Severity

Intersection #8 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Ferguson Lane. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 24 shows the sight triangles for the Ferguson Lane southbound approach. There is a block wall that obstructs the sight triangle (see Figure 41). Figure 25 shows the sight triangles for the Agua Fria Street northbound approach.

Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.



Figure 24 shows the sight triangles for the Ferguson Lane southbound approach. There is a block wall within the sight triangle. Figure 25 shows the sight triangles for the Agua Fria Street northbound approach. There are no objects within the sight triangle.



Figure 24: Intersection #8 – Agua Fria Street and Ferguson Lane Southbound Approach Sight Distance



Figure 25: Intersection #8 – Agua Fria Street and Agua Fria Street Northbound Approach Sight Distance



Intersection #9 – Agua Fria Street and Camino de Chelly

The intersection of Agua Fria Street and Camino de Chelly had a total of fifteen (15) crashes. It was reported that 11 of the crashes were classified as rear end, two as sideswipe and two as a collision with a fixed object. Eight of the crashes were classified as injury crash only and seven as property damage crashes. For this intersection, none of the crashes were alcohol related.



Figure 26: Intersection #9 – Agua Fria Street and Camino de Chelly – Crash Types and Crash Severity

Intersection #9 - Sight Distance Analysis

Stopping sight distance was used instead of the intersection sight distance. Intersection Control Case B was used to determine the sight triangles at the intersection of Agua Fria Street and Camino De Chelly. The vertex of the sight triangle is measured 14.5-ft from the edge of traveled way as described in AASHTO.

Case B1 – Left Turn from Stop

Case B1 is for a vehicle stopped at a minor street, trying to make a left-turn onto the major street. According to AASHTO (Table 9-7), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 27 shows the sight triangles for the Camino De Chelly northbound approach. There are no objects within the sight triangle.



Case B2 – Right Turn from Stop

Case B2 is for a vehicle stopped at a minor street, trying to make a right-turn onto the major street. According to AASHTO (Table 9-9), the stopping sight distance for a passenger car should be at least 305-ft for a roadway with a design speed of 40 mph.

Figure 27 shows the sight triangles for the Camino De Chelly northbound approach. There are no objects within the sight triangle.



Figure 27: Intersection #9 – Agua Fria Street and Camino De Chelly Northbound Approach Sight Distance



Intersection #10 – Agua Fria Street and Osage Avenue

The intersection of Agua Fria Street and Osage Avenue had a total of 86 reported crashes. From the crash data, it was reported that 68 of the crashes were rear end, eight crashes were entering at an angle, six crashes were with fixed objects, and two had no information regarding crash classification or analysis (left blank). Out of the total crashes, 63 of the crashes were reported at property damage only and 23 were reported at injury only. Six crashes at this intersection were alcohol related.



Figure 28: Intersection #10 – Agua Fria Street and Osage Avenue – Crash Types and Crash Severity



2.3.2 Crash Analysis

In order to create a comparison between crashes, crash rates are typically used. These rates are based on data such as traffic volumes, length of road sections considered, and time in years. Typical crash rate equations for intersections are rates per million entering vehicles (RMEV) and for roadway segments are rates per 100-million vehicle miles (RMVM). State crash rates are only calculated for roadway crashes (RMVM) not intersection crashes. An intersection crash may be included in a roadway crash but are not provided in a separate calculation.

$$R = \frac{C * 100,000,000}{n * 365 * l * v}$$

Where:

R = Roadway Crash Rate per 100-Million Vehicle Miles (MVM)

C = Total Crashes in a n-year period

n = Year Period of Study (Minimum of 3 years, suggested 5 years)

l = Length of Roadway in Miles

v = Total Entering Volume of Vehicles per Day

The National Highway Traffic Safety Administration (NHTSA) provides national crash statistics. The national fatality rate in 2020 was 1.34 fatalities per 100 million vehicle miles traveled (*Source: <https://cdan.nhtsa.gov/tsftables/National%20Statistics.pdf>*). Between 2010 to 2020, there were no fatalities reported along the Agua Fria corridor, which would be a fatality crash rate of 0.0 fatalities per 100 million vehicle miles traveled.

NHTSA also provides national rates for injured persons. The 2020 injury rate was 79 injuries per 100 million vehicle miles traveled. **Table 11** summarizes the injury crash rates between 2010 to 2015 and between 2016 to 2020 for the Agua Fria Corridor. The injury rates for the corridor are 194 injuries per 100 million vehicle miles traveled and 181 injuries per 100 million vehicle miles traveled. This is higher than the national average but as stated previously, New Mexico only calculates roadway crashes and intersection crashes are provided in these calculations. This means that crashes that occurred at the intersection but on the intersecting street is included in the total number of crashes.

Table 11: Crash Rate (Injury Crashes)

Year	C _i	n	v	l	RMVM
2020-2016	46	5	11,837	1.1	194
2015-2010	54	6	12,388	1.1	181

Note: C_i = Only Injury Crashes



2.4 Multimodal Facilities

Santa Fe Trails has a bus route (Route 1) that runs east and west along the Agua Fria Street corridor. This line connects to the Downtown Transit Center, Frenchy's Park, and Santa Fe Place Transit Center. There are fifteen bus stops located along Agua Fria Street within the study area, see [Figure 29](#).



Figure 29: Santa Fe Trails - Route 1

The 2021 Santa Fe MPO Bikeways and Trails Map (see [Figure 30](#)) indicates bike lanes on each side of Agua Fria Street between Siler Road and Osage Avenue. There are various streets that intersect the study corridor that are identified as shared on-street routes. The River Trail (paved multi-use path) runs parallel to Agua Fria Street on the north side.

There is a midblock crossing located just west of the Camino de Chelly intersection that accesses Frenchy's Park. It has a pedestrian refuge and pedestrian warning signs at the crossing.

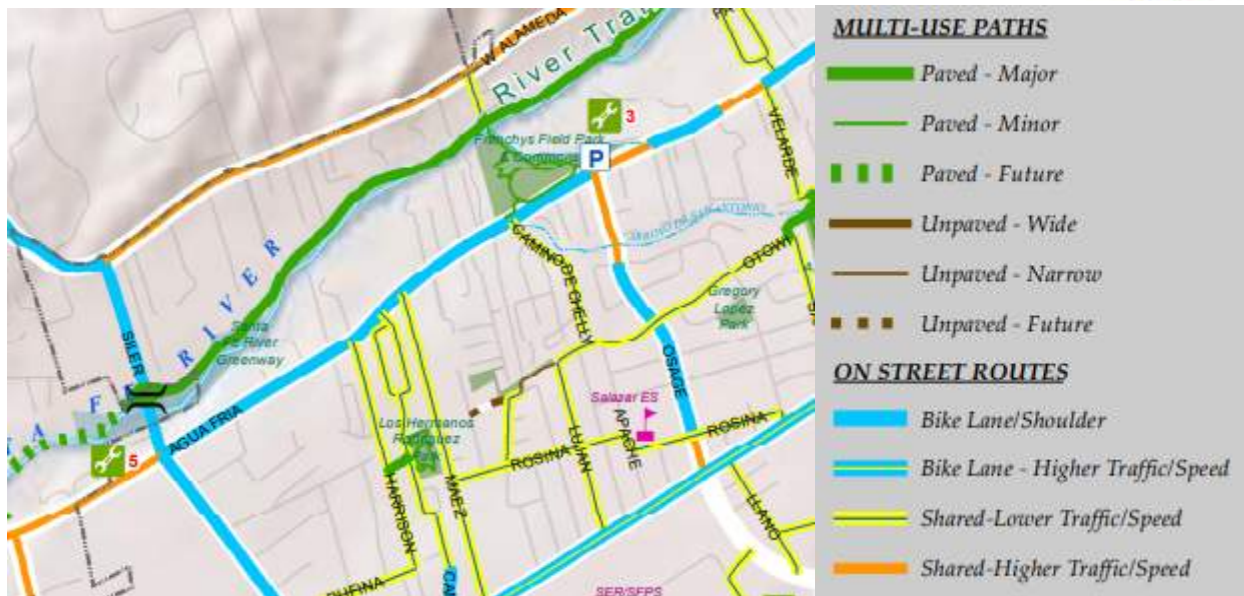


Figure 30: Santa Fe MPO Bikeways 2021

2.5 Field Review

A field review was conducted on November 1, 2022, which staff from City of Santa Fe, Santa Fe MPO, and Wilson & Company attended. The team walked the entire study limits to review the existing conditions of the corridor. Below is a summary of the findings during the field review:

- The intersection of Agua Fria Street and Siler Road has faded striping, see [Figure 31](#). The City of Santa Fe mentioned that the signal was redone approximately 10 years ago. The MPO mentioned that it has been observed that southbound queues have caused crashes in the past. There is a gas station access located 45-feet from the intersection.



Figure 31: Siler Road Intersection

- Bike lanes are 5-feet wide but the width narrows at drop inlets, see [Figure 32](#).



Figure 32: Drop Inlets in Bike Lane

- Mailboxes are located at properties lines and within the right-of-way along the corridor, see [Figure 33](#).



Figure 33: Mailboxes in Right-of-Way

- Trash cans were observed to be placed on the sidewalk during trash day, see [Figure 34](#).

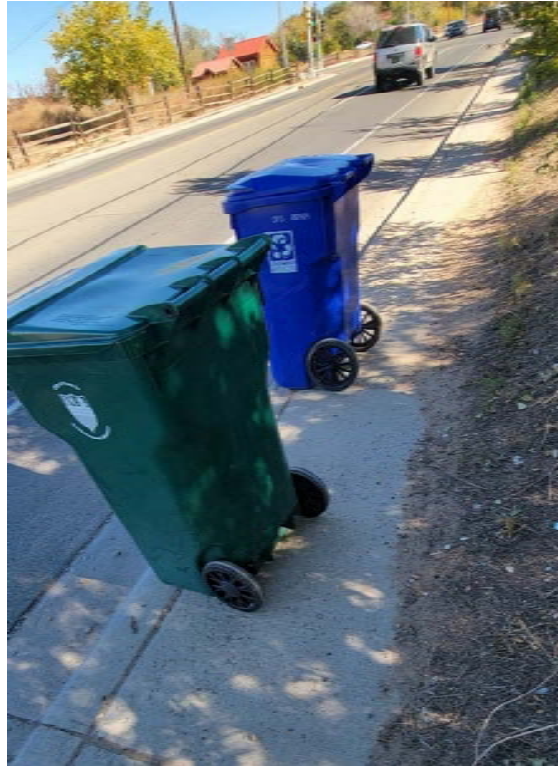


Figure 34: Trash Cans Along Sidewalk

- The sidewalk is uneven at various locations throughout the corridor which causes tripping hazards, see [Figure 35](#).



Figure 35: Uneven Sidewalk

- There are curbcuts throughout the corridor that do not connect to a driveway and/or do not serve a use, see [Figure 36](#).

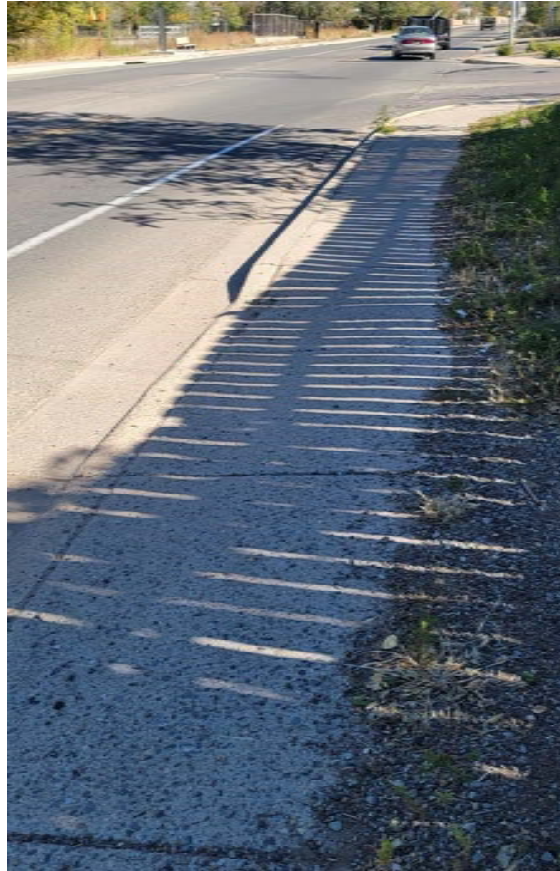


Figure 36: Unused Curbcuts

- Trees were observed to obstruct sight distances at the intersection of Agua Fria Street and Siler Park Lane, see [Figure 37](#).



Figure 37: Siler Park Lane Sight Distance



- The sidewalk near the new Acequia Lofts has a steep drop off with no protection, see [Figure 38](#).



Figure 38: Sidewalk Drop-off Near Acequia Lofts

- There was observed to be intersection sight distance issues at Camino Carlos Rael from a fence, see [Figure 39](#).

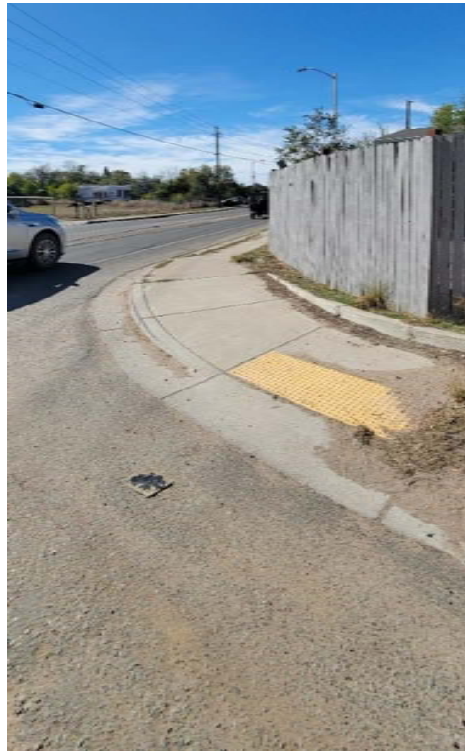


Figure 39: Camino Carlos Rael Sight Distance



- There are very wide driveways throughout the corridor.
- There was observed to be intersection sight distance issues from a block wall at Calle Carmilita, see [Figure 40](#).

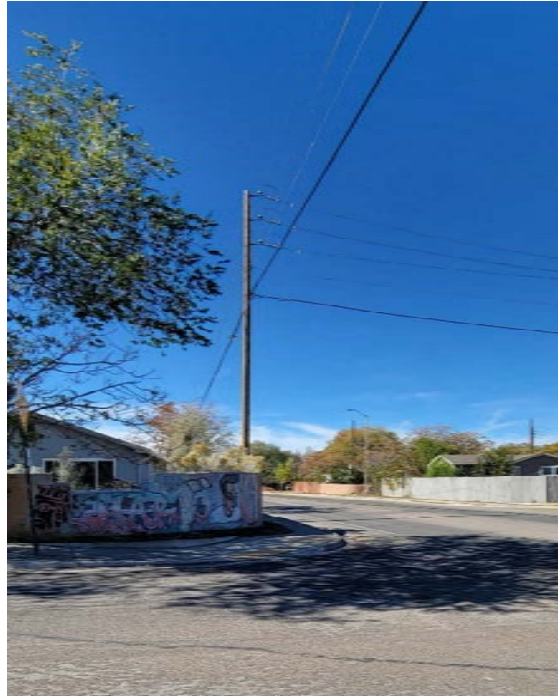


Figure 40: Calle Carmilita Sight Distance

- There was observed to be intersection sight distance issues at Ferguson Lane from a block wall, see [Figure 41](#).



Figure 41: Ferguson Lane Sight Distance



- The Camino de Chelly turnout is wide and creates long pedestrian crossing distances.



Figure 42: Camino de Chelly Access

3.0 Public Involvement

Public involvement and consideration of the project setting and context are important components of any study.

3.1 Public Meeting #1

The first public meeting to present the existing conditions was held on December 13, 2022, from 5:30 pm to 7:30 pm at Homewise. The purpose of this meeting was to present the project and obtain input from the community and stakeholders. The meeting consisted of an open house, followed by a PowerPoint presentation, and then a question-and-answer session.

Approximately 18 members of the public attended the meeting. Questions from the attendees covered topics such as new development in the area, speeding, safety, and pedestrian/bicycle safety. A full public meeting summary can be found in [Appendix E](#).

3.1.1 Post Meeting Comments

Public comments were accepted via email for one week after the December 13th meeting. There were nine individuals that provided email comments. The nine commentors expressed their concerns about pedestrian/bicycle safety and connectivity along the corridor. Three different respondents were concerned about increased development along Agua Fria. There were also several comments about the current speed along Agua Fria and if the posted speed would be reduced along the corridor.

Three of the nine comments expressed support for roundabouts at intersections within the corridor while one comment was against roundabouts. Five of the nine respondents would like to see raised medians and/or pedestrian refuges along the corridor. Two of the nine respondents would like to see dedicated turn lanes at various intersections. The full emails are provided in [Appendix E](#).



3.2 Public Meeting #2

The second public meeting to present the proposed conditions was held on October 24, 2023, from 5:30 pm to 7:00 pm at Homewise. The purpose of this meeting was to present the project, proposed alternative, and obtain input from the community and stakeholders. The meeting consisted of an open house, followed by a PowerPoint presentation, and then a question-and-answer session.

Approximately 41 members of the public attended the meeting. Questions from the attendees covered topics such as speeding, safety, and pedestrian/bicycle safety. A full public meeting summary can be found in [Appendix E](#).

3.2.1 Post Meeting Comments

Public comments were accepted via email for one week after the October 24th meeting. There were nine individuals that provided email comments. The nine commentors provided input about the alternatives, safety, and connectivity along the corridor.

Six of the nine comments expressed support for roundabouts at intersections within the corridor. Five of the nine respondents want to see the historical value of the road preserved and noted along the roadway. The full emails are provided in [Appendix E](#).

4.0 Proposed Conditions

For the proposed alternatives, existing traffic volumes were projected to represent future volume conditions. The growth rate calculations are described in the following section.

4.1 Growth Factor

For the growth factor analysis, the Santa Fe Metropolitan Planning Organization (SFMPO) Travel Demand Model (TDM) outputs were used. Under this approach, the growth rate was determined using the Travel Demand Model projections from the SFMPO, which considers sociodemographic information as well as land use development. The Santa Fe Travel Demand Model provides turn volume outputs at different locations within the City of Santa Fe, New Mexico for the year 2020 and the different future horizon years.

Turn traffic volume outputs were obtained along Agua Fria Street between Siler Road and Osage Avenue in Santa Fe, New Mexico. The turn traffic volumes were collected at five intersections along the study area:

1. Agua Fria Street and Siler Road
2. Agua Fria Street and Harrison Road
3. Agua Fria Street and Maez Road
4. Agua Fria Street and Camino Carlos Rael
5. Agua Fria Street and Osage Avenue

These five intersections provided with turn volume outputs for the year 2020, as well as year 2050 (see [Table 12](#) and [Appendix F](#)).



Table 12: Turn volume outputs along Agua Fria Street (AM, MID and PM Peak Hour)

Intersection	Dir.	2020 (Turn Volumes)			2050 (Turn Volumes)		
		AM	MID	PM	AM	MID	PM
Agua Fria & Siler	EBL	84	38	100	113	61	108
Agua Fria & Siler	EBR	100	76	85	99	120	148
Agua Fria & Siler	EBT	252	169	217	381	217	272
Agua Fria & Siler	NBL	55	75	55	58	68	92
Agua Fria & Siler	NBR	43	56	63	62	79	97
Agua Fria & Siler	NBT	187	196	337	323	246	407
Agua Fria & Siler	SBL	52	29	48	72	42	64
Agua Fria & Siler	SBR	55	27	141	109	114	133
Agua Fria & Siler	SBT	376	194	342	374	219	465
Agua Fria & Siler	WBL	137	101	136	161	126	148
Agua Fria & Siler	WBR	20	26	112	30	75	130
Agua Fria & Siler	WBT	142	168	319	210	254	426
Agua Fria & Harrison	EBR	21	18	30	36	32	78
Agua Fria & Harrison	EBT	319	244	325	439	317	449
Agua Fria & Harrison	NBL	12	20	36	33	38	74
Agua Fria & Harrison	NBR	154	153	292	250	170	328
Agua Fria & Harrison	WBT	306	281	531	430	422	649
Agua Fria & Maez	EBR	53	47	80	60	53	93
Agua Fria & Maez	EBT	420	350	537	629	433	684
Agua Fria & Maez	NBL	14	9	19	25	14	26
Agua Fria & Maez	NBR	48	22	18	27	12	18
Agua Fria & Maez	WBL	35	25	62	47	28	81
Agua Fria & Maez	WBT	291	272	512	405	407	622
Agua Fria & Camino Carlos Rael	EBL	6	7	12	11	10	17
Agua Fria & Camino Carlos Rael	EBT	461	365	543	644	435	686
Agua Fria & Camino Carlos Rael	SBL	23	11	15	26	14	19
Agua Fria & Camino Carlos Rael	SBR	11	6	9	15	9	15
Agua Fria & Camino Carlos Rael	WBR	7	12	21	9	15	25
Agua Fria & Camino Carlos Rael	WBT	314	291	564	437	425	688
Agua Fria & Osage Ave	EBR	103	73	98	141	89	156
Agua Fria & Osage Ave	EBT	422	311	460	565	368	548
Agua Fria & Osage Ave	NBL	41	42	179	110	147	234
Agua Fria & Osage Ave	NBR	155	122	213	190	142	216
Agua Fria & Osage Ave	WBL	169	109	155	174	126	179
Agua Fria & Osage Ave	WBT	265	271	436	321	302	505

Source: Santa Fe – Travel Demand Model Outputs

Growth Rate was calculated using the following formula:

$$\text{Growth Rate} = \left(\frac{\text{Future Turn Volume (Year 2050)}}{\text{Past Turn Volume (Year 2020)}} \right)^{\frac{1}{n}} - 1 \quad , \quad \text{where } n = \text{year difference}$$



Table 13 provides the growth rate results for each lane orientation provided. The growth rate for each peak hour period analysis conducted was found to have an overall average of 1.0% increase per year.

Table 13: Growth Rate Results

Intersection	Direction	2020 (Growth Rate)			Average
		AM	MID	PM	
Agua Fria & Siler	EBL	1.0%	1.6%	0.3%	0.9%
Agua Fria & Siler	EBR	0.0%	1.5%	1.9%	1.1%
Agua Fria & Siler	EBT	1.4%	0.8%	0.8%	1.0%
Agua Fria & Siler	NBL	0.2%	-0.3%	1.7%	0.5%
Agua Fria & Siler	NBR	1.2%	1.2%	1.4%	1.3%
Agua Fria & Siler	NBT	1.8%	0.8%	0.6%	1.1%
Agua Fria & Siler	SBL	1.1%	1.2%	1.0%	1.1%
Agua Fria & Siler	SBR	2.3%	4.9%	-0.2%	2.3%
Agua Fria & Siler	SBT	0.0%	0.4%	1.0%	0.5%
Agua Fria & Siler	WBL	0.5%	0.7%	0.3%	0.5%
Agua Fria & Siler	WBR	1.4%	3.6%	0.5%	1.8%
Agua Fria & Siler	WBT	1.3%	1.4%	1.0%	1.2%
Agua Fria & Harrison	EBR	1.8%	1.9%	3.2%	2.3%
Agua Fria & Harrison	EBT	1.1%	0.9%	1.1%	1.0%
Agua Fria & Harrison	NBL	3.4%	2.2%	2.4%	2.7%
Agua Fria & Harrison	NBR	1.6%	0.4%	0.4%	0.8%
Agua Fria & Harrison	WBT	1.1%	1.4%	0.7%	1.1%
Agua Fria & Maez	EBR	0.4%	0.4%	0.5%	0.4%
Agua Fria & Maez	EBT	1.4%	0.7%	0.8%	1.0%
Agua Fria & Maez	NBL	2.0%	1.5%	1.1%	1.5%
Agua Fria & Maez	NBR	-1.9%	-2.0%	0.0%	-1.3%
Agua Fria & Maez	WBL	1.0%	0.4%	0.9%	0.8%
Agua Fria & Maez	WBT	1.1%	1.4%	0.7%	1.0%
Agua Fria & Camino Carlos Rael	EBL	2.0%	1.2%	1.2%	1.5%
Agua Fria & Camino Carlos Rael	EBT	1.1%	0.6%	0.8%	0.8%
Agua Fria & Camino Carlos Rael	SBL	0.4%	0.8%	0.8%	0.7%
Agua Fria & Camino Carlos Rael	SBR	1.0%	1.4%	1.7%	1.4%
Agua Fria & Camino Carlos Rael	WBR	0.8%	0.7%	0.6%	0.7%
Agua Fria & Camino Carlos Rael	WBT	1.1%	1.3%	0.7%	1.0%
Agua Fria & Osage Ave	EBR	1.1%	0.7%	1.6%	1.1%
Agua Fria & Osage Ave	EBT	1.0%	0.6%	0.6%	0.7%
Agua Fria & Osage Ave	NBL	3.3%	4.3%	0.9%	2.8%
Agua Fria & Osage Ave	NBR	0.7%	0.5%	0.0%	0.4%
Agua Fria & Osage Ave	WBL	0.1%	0.5%	0.5%	0.4%
Agua Fria & Osage Ave	WBT	0.6%	0.4%	0.5%	0.5%
Total Average					1.0%



The 10-year projected growth factor was found to be 1.10 using the following formula:

$$\text{Growth Factor} = (1 + \text{Growth Rate})^n$$

Where n=year difference

$$\text{Growth Factor} = (1 + 1\%)^{10}$$
$$\text{Growth Factor} = 1.10$$

4.2 2032 No-Build Alternative

The No-Build Alternative will be considered throughout the corridor study. This alternative assumes that Agua Fria Street will remain in its existing configuration. Improvements would be limited to those discussed in the Traffic Impact Analyses provided and to limited routine maintenance.

Boylan Development Traffic Impact Analysis. The study provided the following recommendation for the intersection of Agua Fria Street and Harrison Road-Boylan Lane:

- For the westbound approach, construct a right-turn deceleration lane.

Acequia Lofts Traffic Impact Study. The study provided the following recommendations for the intersection of Agua Fria Street and La Cieneguita:

- For the southbound approach, construct two exiting lanes (one shared left/thru and one right),
- For the westbound approach, construct a 250-ft right-turn lane.

In addition, only AM and PM peak hour periods were analyzed for all proposed conditions during weekdays (Thursday and Friday) in order to incorporate the expected vehicles trips from the proposed developments.

4.2.1 Traffic Operations

The traffic operation analyses indicated that all movements at the analyzed intersections are anticipated to operate at acceptable LOS during the AM and PM peak hours for both Thursday and Friday. Except individual movements at the intersections of Agua Fria Street and Siler Road and Agua Fria Street and Osage Avenue are anticipated to perform at unacceptable LOS during the PM peak hours on both Thursday and Friday. **Appendix A** provides the Synchro analysis reports for 2032 No-Build conditions.

Based on the crash data provided, the intersection at Agua Fria Street and Siler Road had the most crashes occurring within the study area and being anticipated to perform at an unacceptable LOS for individual lane movements it is recommended to conduct a future project study to analyze the existing signal timing and the feasibility of changes to the design such as incorporating additional deceleration lanes. Optimizing the signal timing/phasing for this intersection would improve traffic flow therefore improving to an acceptable LOS.



Table 14: No-Build AM (PM) LOS Results

Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Siler Road	EB	L	1	C (C)	B (C)
		T	1	C (C)	C (D)
		R	1	C (C)	C (C)
	WB	L	1	B (C)	B (C)
		T/R	1	C (E)	C (D)
	NB	L	1	C (C)	C (C)
		T/R	1	D (E)	D (E)
	SB	L	1	C (C)	C (C)
		T/R	1	C (D)	D (D)
Agua Fria Street and Siler Park Lane	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	B (B)	B (B)
Agua Fria Street and Harrison Road	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	B (C)	B (C)
	SB	L/T/R	1	C (C)	C (C)
Agua Fria Street and La Cieneguita	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	B (C)	B (C)
	SB	L/T	1	C (C)	C (C)
		R	1	B (B)	B (B)
Agua Fria Street and Maez Road	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	B (C)	B (C)
Agua Fria Street and Camino Carlos Rael	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	WB	T/R	1	A (A)	A (A)
	SB	L/R	1	B (C)	B (C)
Agua Fria Street and Calle Carmilita	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)

Agua Fria Street
Corridor Study



Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Ferguson Lane	NB	L/R	1	B (C)	B (C)
	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	NB	L/T/R	1	B (C)	C (C)
Agua Fria Street and Camino de Chelly	SB	L/T/R	1	B (C)	B (C)
	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
Agua Fria Street and Osage Avenue	NB	L/R	1	B (C)	B (B)
	EB	L	1	A (B)	A (B)
		T/R	1	B (C)	B (C)
	WB	L	1	A (B)	A (B)
		T/R	1	A (B)	A (B)
	NB	L/T/R	1	D (E)	D (E)
	SB	L	1	D (C)	D (C)
		T/R	1	D (C)	D (C)

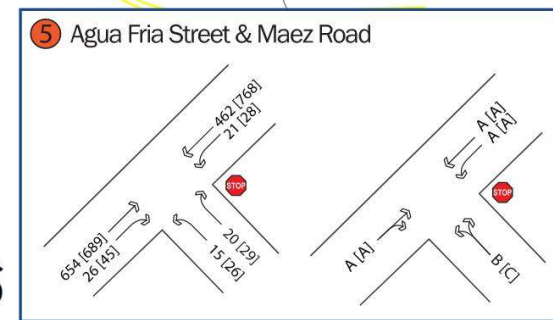
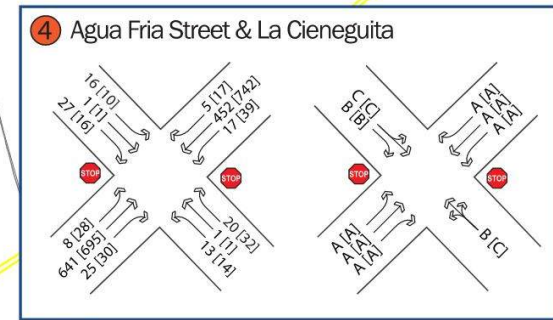
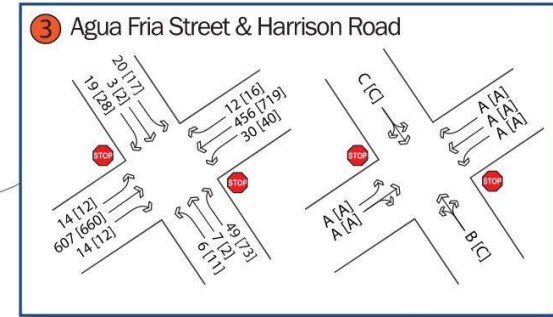
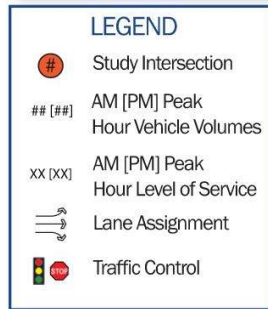
Note: * Two-way left-turn lane



2032 No Build Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Intersections 1 through 5



City of Santa Fe, New Mexico

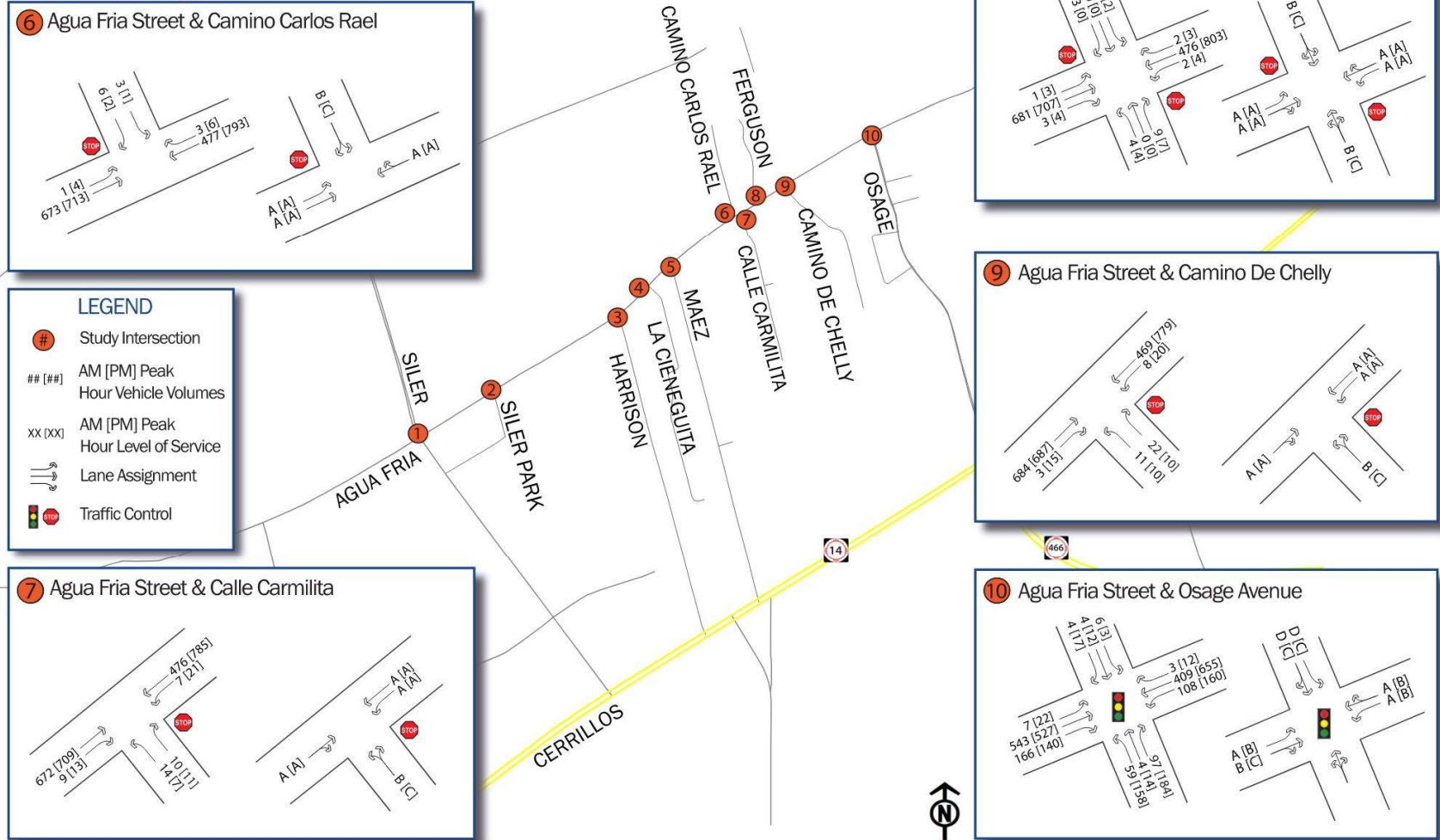
Figure 43: No-Build Traffic Volumes – Thursday



2032 No Build Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Intersections 6 through 10



City of Santa Fe, New Mexico

Figure 43: No-Build Traffic Volumes – Thursday (cont.)



2032 No Build Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Intersections 1 through 5



City of Santa Fe, New Mexico

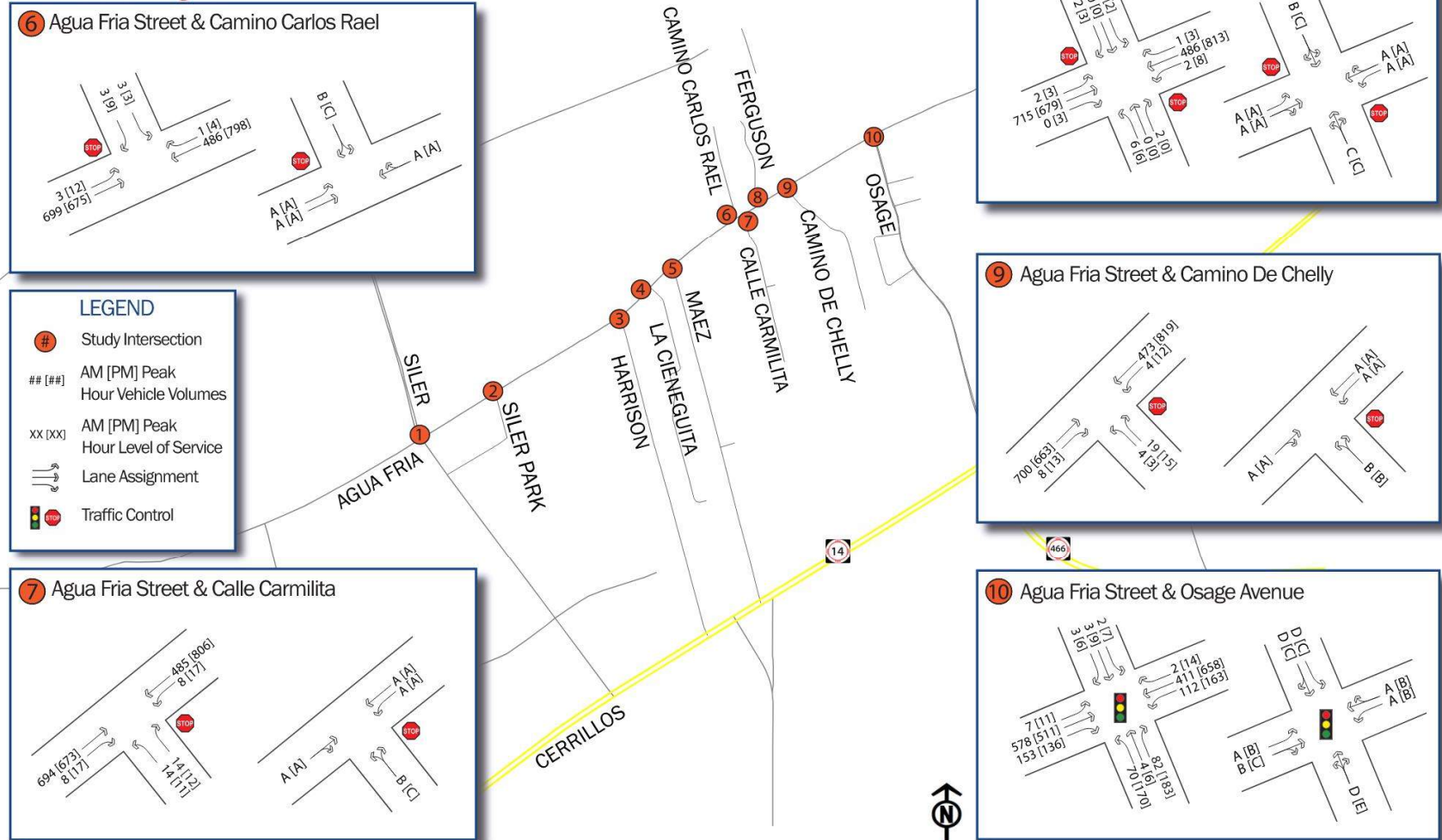
Figure 44: No-Build Traffic Volumes – Friday



2032 No Build Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Intersections 6 through 10



City of Santa Fe, New Mexico

Figure 44: No-Build Traffic Volumes – Friday (cont.)



4.3 2032 Build Alternatives

4.3.1 Alternative A – 10-ft Lanes with Raised Medians

For this alternative, a raised median would replace the two-way left-turn lane, sidewalks would be widened to 4-ft to 6-ft, the 10-ft travel lanes and 5-ft bike lanes would remain as is. All the intersections were analyzed to determine if right turn deceleration lanes and left-turn deceleration lanes are warranted.

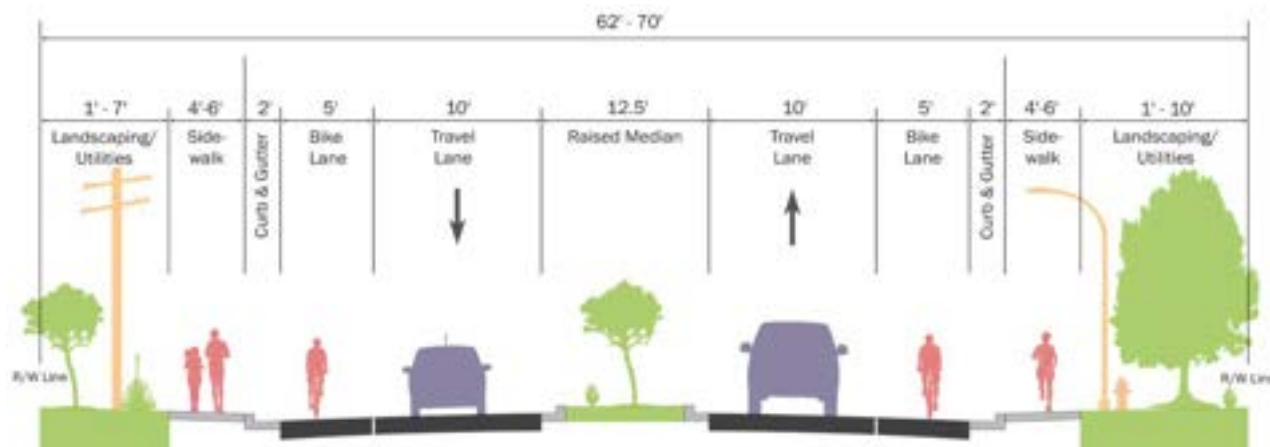


Figure 45: Alternative A – 10-ft Lanes with Raised Medians Typical Section

4.3.1.1 Right-Turn Deceleration Lanes

This section analyzes only right turn movement counts. [Table 17.B-1](#) from the New Mexico State Access Management Manual (SAMM) was used to determine if right turn lanes are warranted at the intersections. The SAMM uses posted speed limits and turning volume per hour for the warrants. Agua Fria Street has a posted speed limit of 35 mph. Based on the table, 45 turning vehicles per hour (or more) warrant a right turn lane. It can also be based on a combination of the minimum turning volume and minimum thru lane volume, if both volumes are greater than the values provided a deceleration lane is warranted.



Table 17.B-1 Criteria for Deceleration Lanes on URBAN TWO-LANE HIGHWAYS						
Turning Volume ¹ (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl) ²			Minimum Directional Volume in the Through Lane (vphpl) ²		
	≤ 30 mph	35 to 45 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	510	450	330	1,080	610	360
10	390	330	210	700	400	240
15	320	250	150	500	280	170
20	270	200	120	380	210	140
25	230	160	100	300	180	120
30	200	130	Required	250	160	110
35	170	110	Required	220	150	100
40	150	Required	Required	200	140	Required
45	130	Required	Required	190	Required	Required
≥ 46	Required	Required	Required	Required	Required	Required
	<i>Left-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Left-turn Volumes:</i> <ul style="list-style-type: none">• ≤ 30 mph : 46 vph or more• 35 to 40 mph : 36 vph or more• 45 to 55 mph : 26 vph or more			<i>Right-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Right-turn Volumes:</i> <ul style="list-style-type: none">• ≤ 30 mph : 46 vph or more• 35 to 40 mph : 41 vph or more• 45 to 55 mph : 36 vph or more		
<i>Notes:</i> 1. Use linear interpolation for turning volumes between 5 and 45 vph 2. The directional volume in the through lane includes through vehicles and turning vehicles.						

Right-turn deceleration lane warrants were conducted at all ten intersections and are summarized in [Table 15](#).

Table 15: Right-Turn Deceleration Lane Results

Intersection	Right-Turn Deceleration Lane					Warrant Met?
	Direction	Right Volume	Warrant Volume	Thru Volume	Warrant Volume	
Agua Fria Street and Siler Road	EBR	-	45	309	Any	N/A*
	WBR	-	45	376	Any	N/A*
Agua Fria Street and Siler Park Lane	EBR	17	17	510	252	Yes ³
Agua Fria Street and Harrison Road	EBR	17	17	527	252	Yes ³
	WBR ¹	13 ²	13	636	328	Being constructed
Agua Fria Street and La Cieneguita	EBR	25	25	624	180	N/A*
	WBR ¹	17 ²	5	660	252	Being constructed
Agua Fria Street and Maez Road	EBR	47	47	453	Required	Yes



Intersection	Right-Turn Deceleration Lane					Warrant Met?
	Direction	Right Volume	Warrant Volume	Thru Volume	Warrant Volume	
Agua Fria Street and Maez Road	WBR	3	5	402	Not required	No
Agua Fria Street and Camino Carlos Rael	WBR	6	6	656	568	Yes ³
Agua Fria Street and Calle Carmilita	EBR	19	19	566	224	Yes ³
Agua Fria Street and Ferguson Lane	EBR	8	8	585	484	Yes ³
	WBR	7	7	558	526	Yes ³
Agua Fria Street and Camino de Chelly	EBR	19	19	419	244	Yes
Agua Fria Street and Osage Avenue	EBR	-	45	461	Any	N/A*
	WBR	16	16	362	304	Yes

Note: N/A* = Deceleration lane already exist

WBR¹ = Deceleration lane recommended by TIA provided

XX² = Number of expected turns by TIA provided

Yes³ = Deceleration lane was not modeled because of right-of-way (ROW) impacts due to adjacent properties to the roadway

Although the intersection of Camino de Chelly warrants an eastbound right turn lane. It is not recommended to be installed since it will lengthen the existing mid-block crossing. An eastbound right turn lane at the Maez Road intersection is recommended if Maez Road stays as a two-way stop-controlled intersection due to its high right turn volumes. A right turn lane will also improve sight distances at the intersection.

The NMDOT SAMM was used to determine the storage length requirements for right turns ([Table 18.K-1](#)). The length requirements were used to model turning lane storage lengths and analyze the intersection LOS. From the SAMM, [Table 18.K-1](#) the minimum deceleration length for a posted speed limit of 35 mph is 230-ft which includes a 100-ft taper.

Table 18.K-1 Deceleration and Acceleration Lengths (feet)										
Speed Change Lane Condition	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
<u>Deceleration Distance</u>										
Stop Condition	150	200	250	325	400	475	550	650	725	850
Slow to 15 mph	130	175	230	300	370	450	525	620	700	820
<u>Deceleration Taper</u>										
Length for 12-foot Lane	50	75	100	125	150	175	200	225	250	250
Straight Line Ratios (L:W)	4:1	6:1	8:1	10.5:1	12.5:1	14.5:1	16.5:1	18.5:1	21:1	21:1
<u>Acceleration Lane Length</u>										
Length for 12-foot Lane	NA	190	270	380	550	760	960	1,170	1,380	1,590
<u>Acceleration Taper</u>										
Length for 12-foot Lane	NA	100	120	150	170	180	230	270	300	300
Straight Line Ratios (L:W)	NA	8:1	10:1	12.5:1	14:1	15:1	19:1	22.5:1	25:1	25:1

This table assumes level terrain and acceleration distances for the passenger car/pickup design vehicle. Refer to the text discussion of Sub-Section 18.K for additional guidance regarding the design of speed change lanes.



From the crash data provided, information related to rear-end collisions was reviewed. It was observed that for six of the unsignalized intersections had at least one-crash related to rear-end (results shown in [Table 16](#)) with no apparent pattern. There were two intersections with two or more rear-end crashes:

- Maez Road
 - One rear-end crash occurred in 2013, due to drivers inattention on a clear day during evening
 - One rear-end crash occurred in 2016, alcohol or drug was involved on a clear day during afternoon
- Camino de Chelly
 - One rear-end crash occurred in 2015, due to driver following too closely on a clear day during evening
 - Four rear-end crashes occurred in 2016, three because of driver following too closely and one due to drivers inattention all on a clear day
 - One rear-end crash occurred in 2019, due to driver's inattention on a clear day during morning

Table 16: Rear-End Crashes per Unsignalized Intersection

Intersection	Direction	Observed Right Turn Volume	Observed Rear-End Collisions
Agua Fria Street and Siler Park Lane	EBR	17	1
Agua Fria Street and Harrison Road	EBR	17	0
	WBR	13	1
Agua Fria Street and La Cieneguita	EBR	25	1
	WBR	17	0
Agua Fria Street and Maez Road	EBR	47	2
	WBR	3	1
Agua Fria Street and Camino Carlos Rael	WBR	6	1
Agua Fria Street and Calle Carmilita	EBR	19	1
Agua Fria Street and Ferguson Lane	EBR	8	0
	WBR	7	0
Agua Fria Street and Camino de Chelly	EBR	19	6



4.3.1.2 Left-Turn Deceleration Lanes

Even though there are two-way left-turn lanes present throughout the study limits, this section analyzes if left-turn lanes are warranted at the intersections. Table 17.B-1 from the NMDOT SAMM uses posted speed and turning volume per hour for the warrants. Agua Fria Street has a posted speed limit of 35 mph. Based on the table, 40 turning vehicles per hour (or more) warrant a left-turn lane. It can also be based on a combination of the minimum turning volume and minimum thru lane volume, if both volumes are greater than the values provided a deceleration lane is warranted.

Table 17.B-1 Criteria for Deceleration Lanes on URBAN TWO-LANE HIGHWAYS						
Turning Volume ¹ (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl) ²			Minimum Directional Volume in the Through Lane (vphpl) ²		
	≤ 30 mph	35 to 45 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	510	450	330	1,080	610	360
10	390	330	210	700	400	240
15	320	250	150	500	280	170
20	270	200	120	380	210	140
25	230	160	100	300	180	120
30	200	130	Required	250	160	110
35	170	110	Required	220	150	100
40	150	Required	Required	200	140	Required
45	130	Required	Required	190	Required	Required
≥ 46	Required	Required	Required	Required	Required	Required
	<i>Left-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Left-turn Volumes:</i> <ul style="list-style-type: none">• ≤ 30 mph : 46 vph or more• 35 to 40 mph : 36 vph or more• 45 to 55 mph : 26 vph or more			<i>Right-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Right-turn Volumes:</i> <ul style="list-style-type: none">• ≤ 30 mph : 46 vph or more• 35 to 40 mph : 41 vph or more• 45 to 55 mph : 36 vph or more		
<i>Notes:</i> <ul style="list-style-type: none">1. Use linear interpolation for turning volumes between 5 and 45 vph2. The directional volume in the through lane includes through vehicles and turning vehicles.						

Left-turn deceleration lane warrants were conducted at all ten intersections and are summarized in Table 17. Based on the SAMM, all ten intersections warrant left-turn lanes, except for the eastbound left at Ferguson Lane.



Table 17: Left-Turn Deceleration Lane Results

Intersection	Left-Turn Deceleration Lane					Warrant Met?
	Direction	Left Volume	Warrant Volume	Thru Volume	Warrant Volume	
Agua Fria Street and Siler Road	EBL	-	40	309	Any	N/A*
	WBL	-	40	367	Any	N/A*
Agua Fria Street and Siler Park Lane	WBL	38	38	427	98	Yes ⁺
Agua Fria Street and Harrison Road	EBL	30	30	355	130	Yes ⁺
	WBL	35	35	674	110	Yes ⁺
Agua Fria Street and La Cieneguita	EBL	2 obs/28 ¹	28	620	142	Yes ⁺
	WBL	27	27	585	136	Yes ⁺
Agua Fria Street and Maez Road	WBL	43	40	640	Required	Yes ⁺
Agua Fria Street and Camino Carlos Rael	EBL	9	9	590	354	Yes ⁺
Agua Fria Street and Calle Carmilita	WBL	19	19	570	210	Yes ⁺
Agua Fria Street and Ferguson Lane	EBL	4	5	538	Not required	No ⁺
	WBL	7	7	626	402	Yes ⁺
Agua Fria Street and Camino de Chelly	WBL	27	27	582	136	Yes ⁺
Agua Fria Street and Osage Avenue	EBL	-	40	461	Any	N/A*
	WBL	-	40	547	Any	N/A*

Note: N/A* = Deceleration Lane already exist

XX¹ = Number of expected turns by TIA provided

+ = Two-way left-turn lane exist

Due to right-of-way constraints of adjacent properties along Agua Fria Street roadway, deceleration lanes were only modeled at the following intersections:

- Agua Fria Street and Harrison Road – westbound right turn
- Agua Fria Street and La Cieneguita – westbound right turn
- Agua Fria Street and Maez Road – eastbound right turn



4.3.1.3 Traffic Operations

Only AM and PM peak hour periods were analyzed for all proposed conditions during weekdays (Thursday and Friday) in order to incorporate the expected vehicles trips from the proposed developments. The traffic operation analyses indicated that all intersections are anticipated to operate at an acceptable LOS. Although there are individual movements at six of the intersections that are anticipated to operate at unacceptable LOS.

Table 18: Alternative A – 10-ft Lanes with Raised Medians LOS Results

Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Siler Road	EB	L	1	C (C)	B (C)
		T	1	C (C)	C (D)
		R	1	C (C)	C (C)
	WB	L	1	B (C)	B (C)
		T/R	1	C (E)	C (D)
	NB	L	1	C (C)	C (C)
		T/R	1	D (E)	D (E)
	SB	L	1	C (C)	C (C)
		T/R	1	C (D)	D (D)
Agua Fria Street and Siler Park Lane	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
	WB	T	1	A (A)	A (A)
	NB	L/R	1	B (B)	B (B)
Agua Fria Street and Harrison Road	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (D)	C (C)
	SB	L/T/R	1	D (F)	D (E)
Agua Fria Street and La Cieneguita	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (E)	C (E)
	SB	L/T	1	D (F)	E (F)
		R	1	B (B)	B (B)
Agua Fria Street and Maez Road	EB	T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)



Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
		T	1	A (A)	A (A)
	NB	L/R	1	C (D)	C (E)
Agua Fria Street and Camino Carlos Rael	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	WB	T/R	1	A (A)	A (A)
	SB	L/R	1	B (C)	B (C)
Agua Fria Street and Calle Carmilita	EB	T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (D)	C (D)
Agua Fria Street and Ferguson Lane	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	NB	L/T/R	1	B (C)	C (C)
	SB	L/T/R	1	B (C)	B (C)
Agua Fria Street and Camino de Chelly	EB	T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (E)	C (C)
Agua Fria Street and Osage Avenue	EB	L	1	A (B)	A (B)
		T/R	1	B (C)	B (C)
	WB	L	1	A (B)	A (B)
		T/R	1	A (B)	A (B)
	NB	L/T/R	1	D (E)	D (E)
	SB	L	1	D (C)	D (C)
		T/R	1	D (C)	D (C)

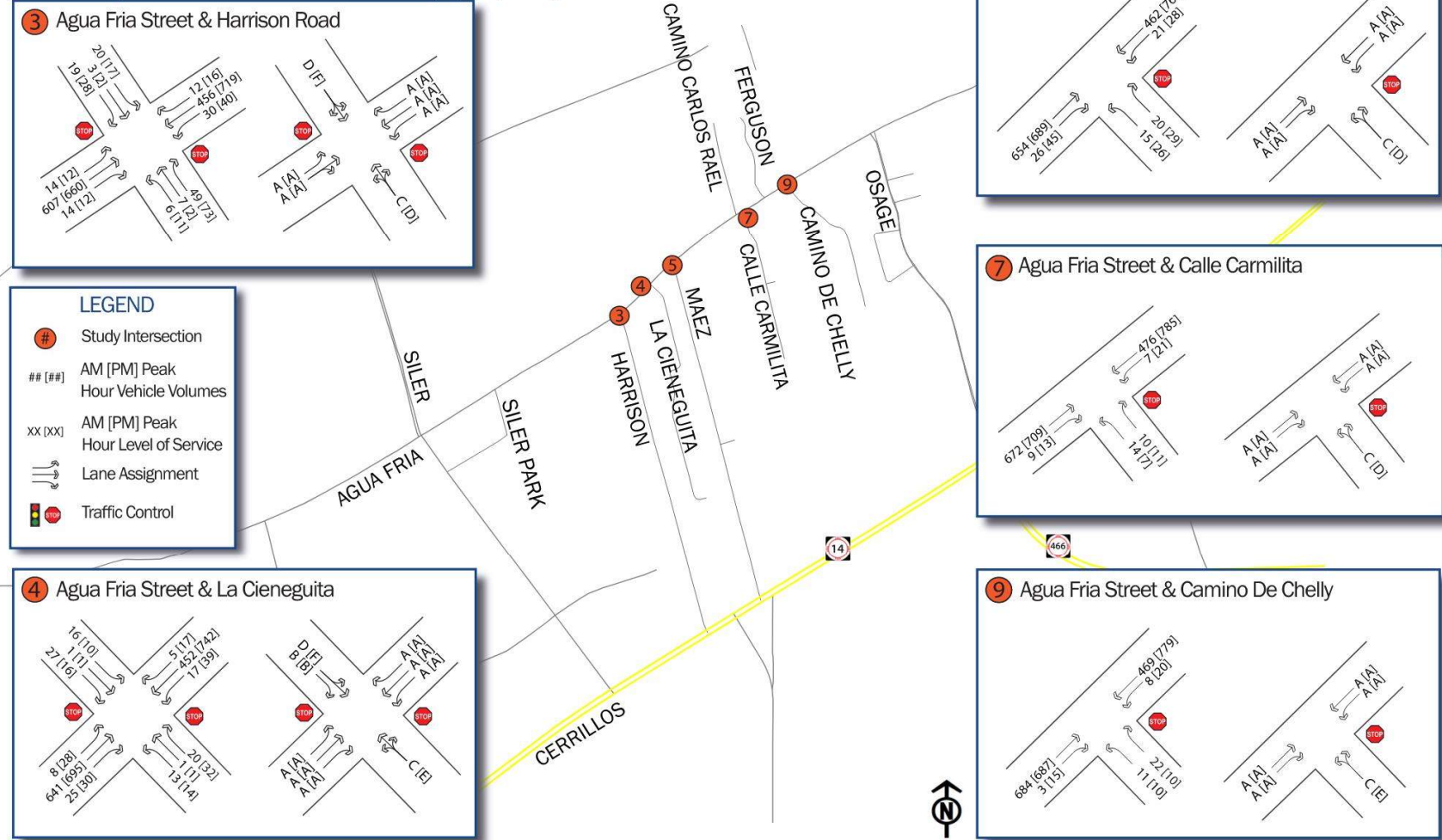
Note: * Two-way left-turn lane



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative A (Added Turn Lanes at Intersections 3, 4, 5, 7, and 9)



City of Santa Fe, New Mexico

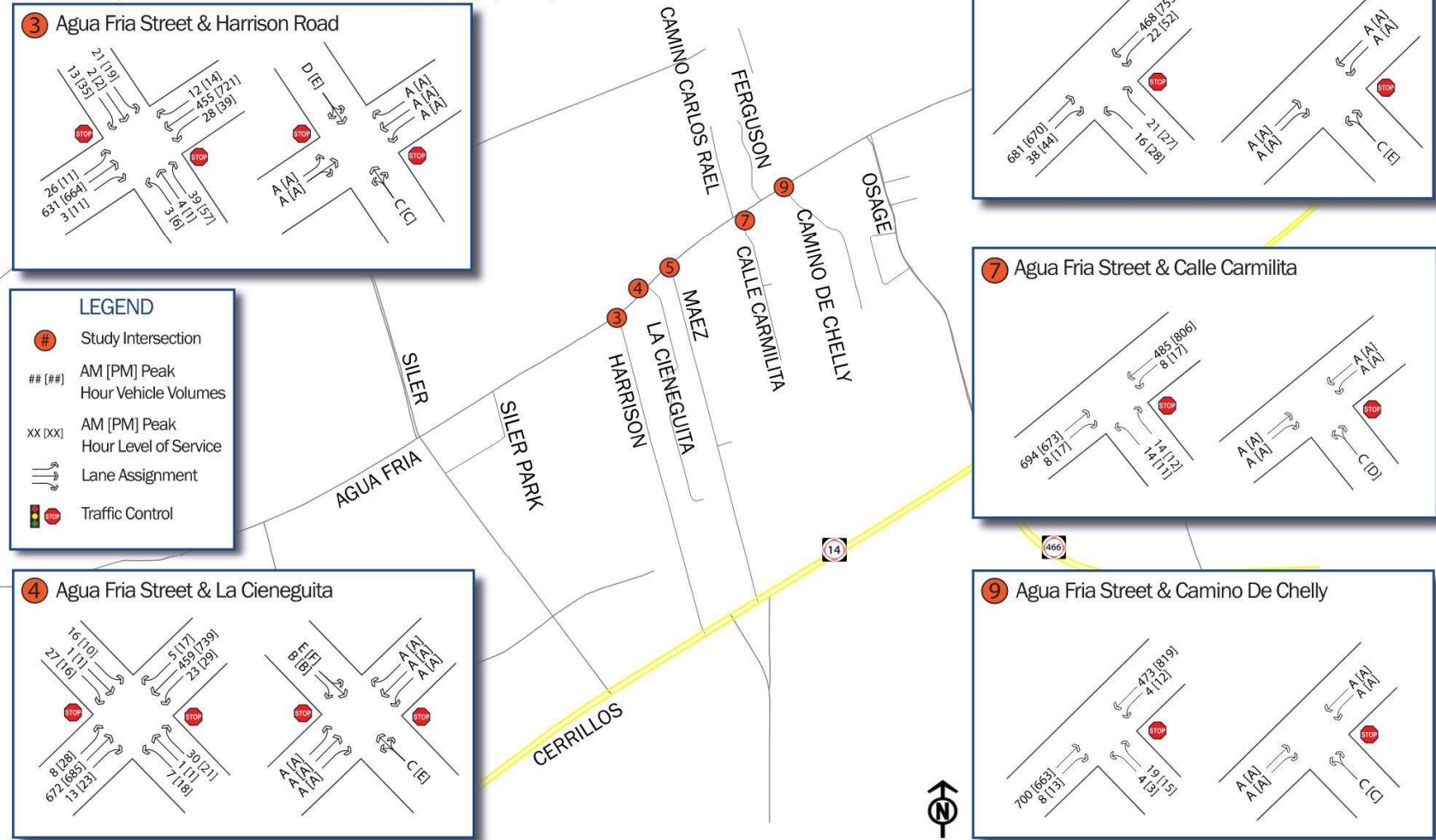
Figure 46: Alternative A – 10-ft Lanes with Raised Medians Volumes – Thursday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative A (Added Turn Lanes at Intersections 3, 4, 5, 7, and 9)



City of Santa Fe, New Mexico

Figure 47: Alternative A – 10-ft Lanes with Raised Medians Volumes – Friday



4.3.2 Alternative B – 9-ft Lanes with Raised Medians

This alternative was developed per the direction of the City of Santa Fe and Santa Fe Metropolitan Planning Organization. Although, 9-ft lanes are typically used on low volume roadways and the National Association of City Transportation Officials (NACTO)¹ states that “in select cases, narrow travel lanes (9-9.5-ft) can be effective as through lanes in conjunction with a turn lane,” the City and MPO wanted to analyze this alternative. This alternative would narrow the travel lane widths from an existing 10-ft lanes to a reduced 9-ft lanes, with raised medians, a 1-ft buffered bike lane, and 4-ft to 6-ft wide sidewalks, see Figure 48. For this Alternative, results from the previous section related to the right turn deceleration lanes and left-turn deceleration lanes was replicated to the traffic model.

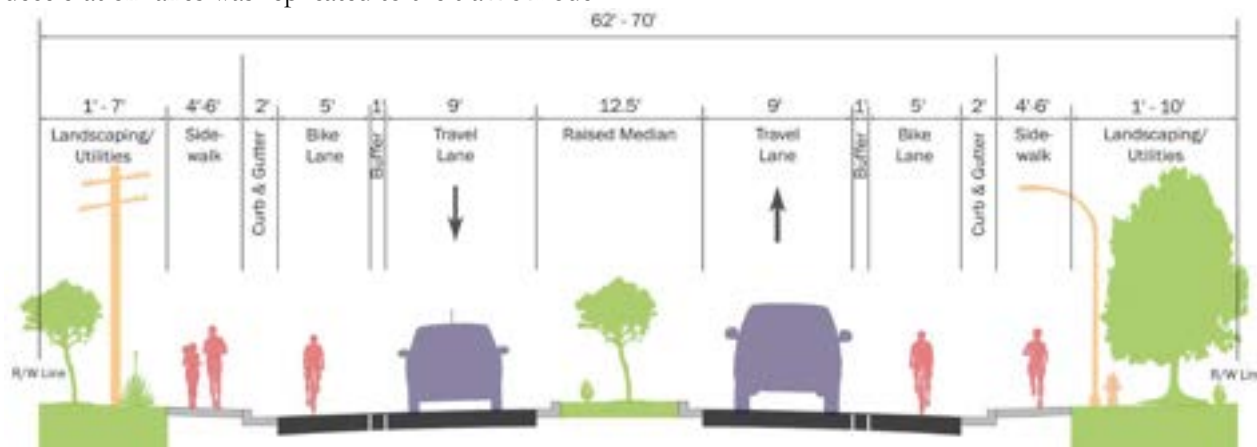


Figure 48: Alternative B – 9-ft Lanes with Raised Medians Typical Section

4.3.2.1 Traffic Operations

Only AM and PM Peak Hour periods were analyzed for all proposed conditions during weekdays (Thursday and Friday) in order to incorporate the expected vehicles trips from the proposed developments. The traffic operation analyses indicated that all intersections are anticipated to operate at an acceptable LOS. Although there are individual movements at six of the intersections that are anticipated to operate at unacceptable LOS.

¹ <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>



Table 19: Alternative B – 9-ft Lanes with Raised Medians AM (PM) LOS Results

Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Siler Road	EB	L	1	C (C)	B (C)
		T	1	C (C)	C (D)
		R	1	C (C)	C (C)
	WB	L	1	B (C)	B (C)
		T/R	1	C (E)	C (E)
	NB	L	1	C (C)	C (C)
		T/R	1	D (F)	D (E)
	SB	L	1	C (C)	C (C)
		T/R	1	C (D)	D (D)
Agua Fria Street and Siler Park Lane	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (C)	C (C)
Agua Fria Street and Harrison Road	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (D)	C (C)
	SB	L/T/R	1	D (F)	D (E)
Agua Fria Street and La Cieneguita	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (E)	C (E)
	SB	L/T	1	D (F)	E (F)
		R	1	B (B)	B (B)
Agua Fria Street and Maez Road	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (E)	C (E)
Agua Fria Street and Camino Carlos Rael	EB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	WB	T/R	1	A (A)	A (A)
	SB	L/R	1	C (C)	C (C)
Agua Fria Street	EB	T/R	1	A (A)	A (A)

Agua Fria Street
Corridor Study



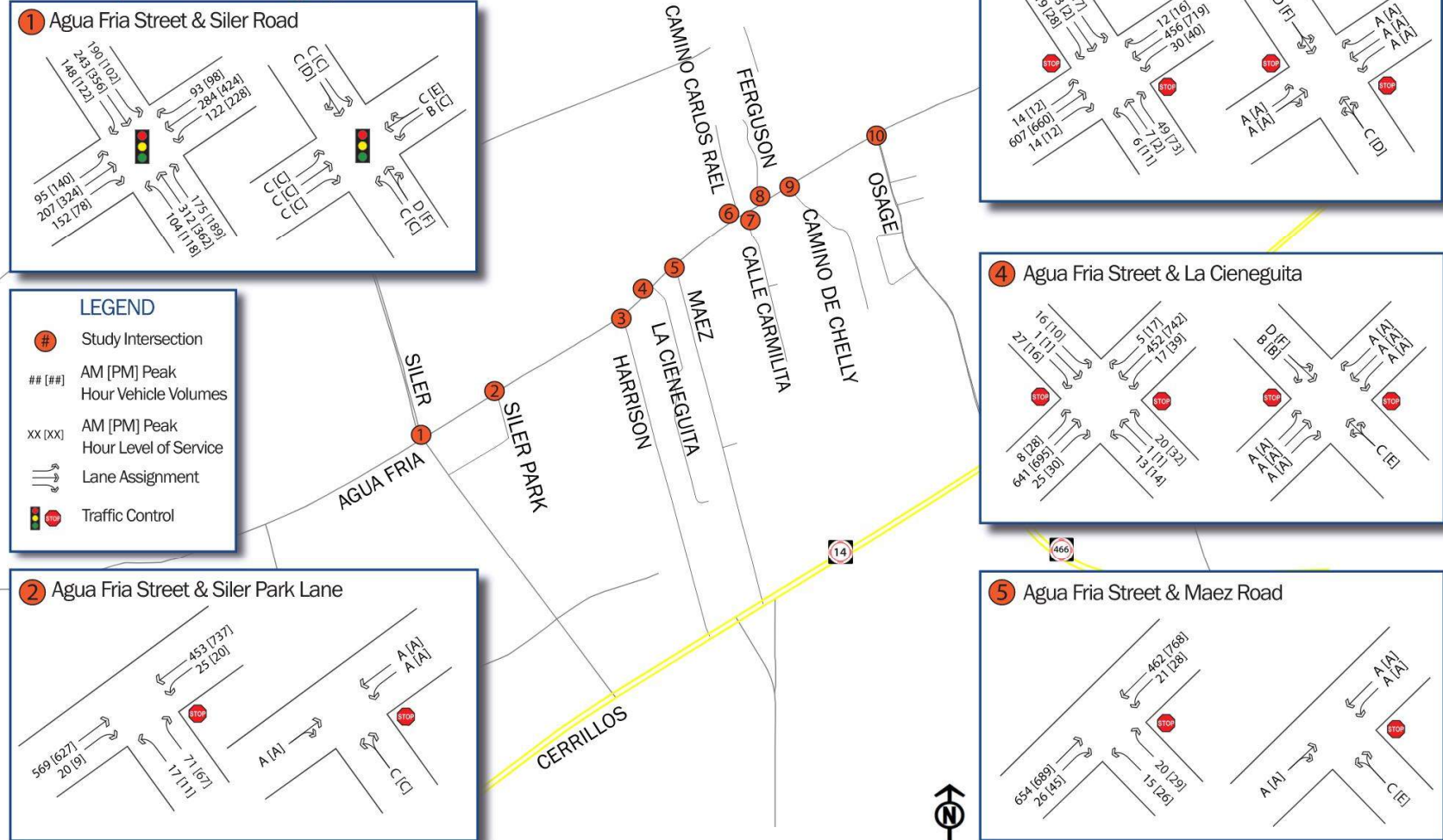
and Calle Carmilita	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (D)	C (D)
Agua Fria Street and Ferguson Lane	EB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T/R	1	A (A)	A (A)
	NB	L/T/R	1	C (D)	D (F)
	SB	L/T/R	1	C (F)	C (D)
Agua Fria Street and Camino de Chelly	EB	T/R	1	A (A)	A (A)
	WB	L*	1	A (A)	A (A)
		T	1	A (A)	A (A)
	NB	L/R	1	C (E)	C (C)
Agua Fria Street and Osage Avenue	EB	L	1	A (B)	A (B)
		T/R	1	B (C)	B (C)
	WB	L	1	A (B)	A (B)
		T/R	1	A (B)	A (B)
	NB	L/T/R	1	D (E)	D (E)
	SB	L	1	D (C)	D (C)
		T/R	1	D (C)	D (C)



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative B (Intersections 1 through 5)



City of Santa Fe, New Mexico

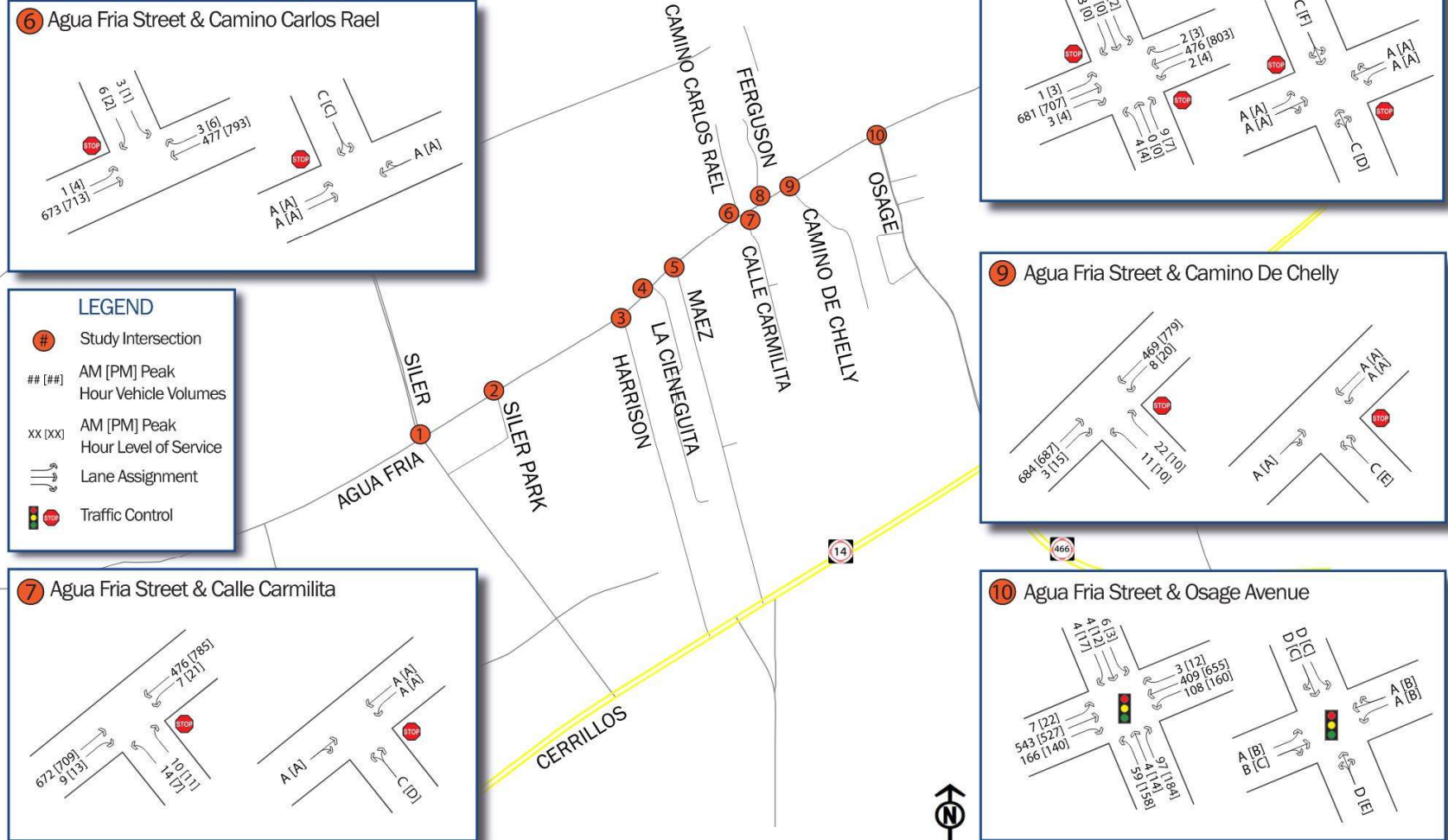
Figure 49: Alternative B – 9-ft Lanes with Raised Medians Volumes – Thursday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative B (Intersections 6 through 10)



City of Santa Fe, New Mexico

Figure 49: Alternative B – 9-ft Lanes with Raised Medians Volumes – Thursday (cont.)



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative B (Intersections 1 through 5)



City of Santa Fe, New Mexico

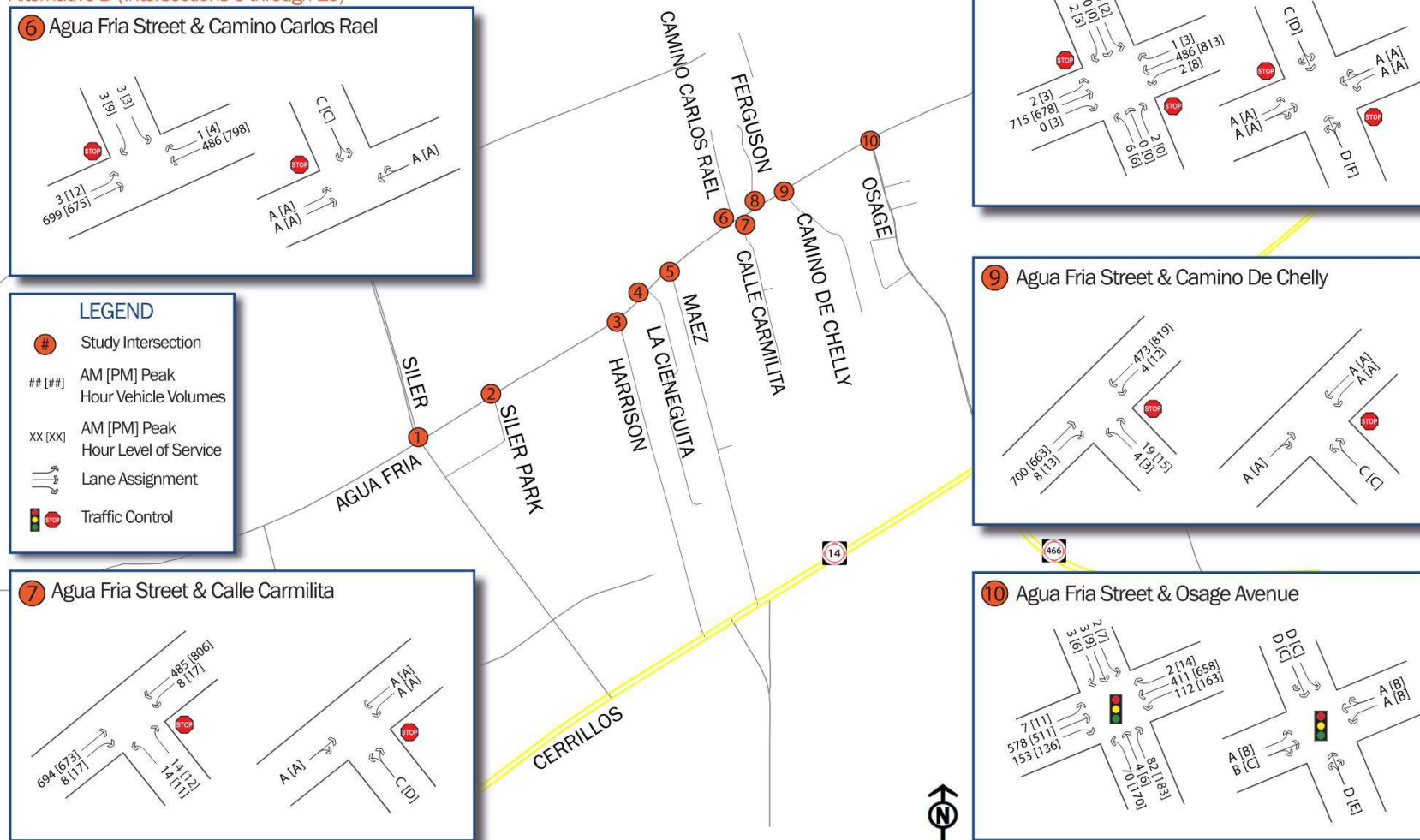
Figure 50: Alternative B – 9-ft Lanes with Raised Medians Volumes – Friday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative B (Intersections 6 through 10)



City of Santa Fe, New Mexico

Figure 50: Alternative B – 9-ft Lanes with Raised Medians Volumes – Friday (cont.)



4.3.2 Alternative C – No Left-Turn Lanes

This alternative analyzes narrowing the existing typical section by constructing a 6-ft raised median and eliminating all left-turn lanes. This change in the lanes would only affect the intersections that currently have a two-way stop controlled, the intersections with a signalized traffic signal were assumed to stay in their existing lane configuration. This alternative would have 10-ft travel lanes, 5-ft bike lanes and 6-ft sidewalk, see [Figure 51](#).

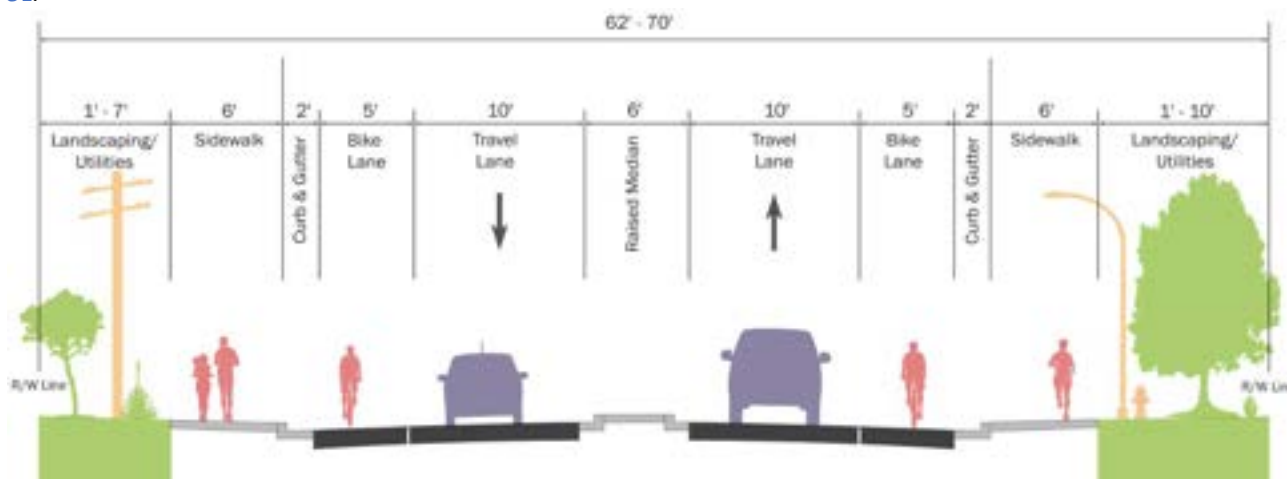


Figure 51: Alternative C – No Left-Turn Lanes Typical Section

4.3.3.1 Traffic Operations

Only AM and PM peak hour periods were analyzed for this alternative during weekdays (Thursday and Friday) in order to incorporate the expected vehicles trips from the proposed developments. The traffic operation analyses indicated that all intersections are anticipated to operate at an acceptable LOS. Although there are individual movements at seven of the intersections that are anticipated to operate at unacceptable LOS.

Table 20: Alternative C – No Left-Turn Lanes AM (PM) LOS Results

Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Siler Road	EB	L	1	C (C)	B (C)
		T	1	C (C)	C (D)
		R	1	C (C)	C (C)
	WB	L	1	B (C)	B (C)
		T/R	1	C (E)	C (D)
	NB	L	1	C (C)	C (C)
		T/R	1	D (E)	D (E)
	SB	L	1	C (C)	C (C)
		T/R	1	C (D)	D (D)
Agua Fria Street and Siler Park Lane	EB	T/R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)
	NB	L/R	1	C (C)	C (C)
Agua Fria Street and Harrison Road	EB	L/T/R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)

Agua Fria Street
Corridor Study



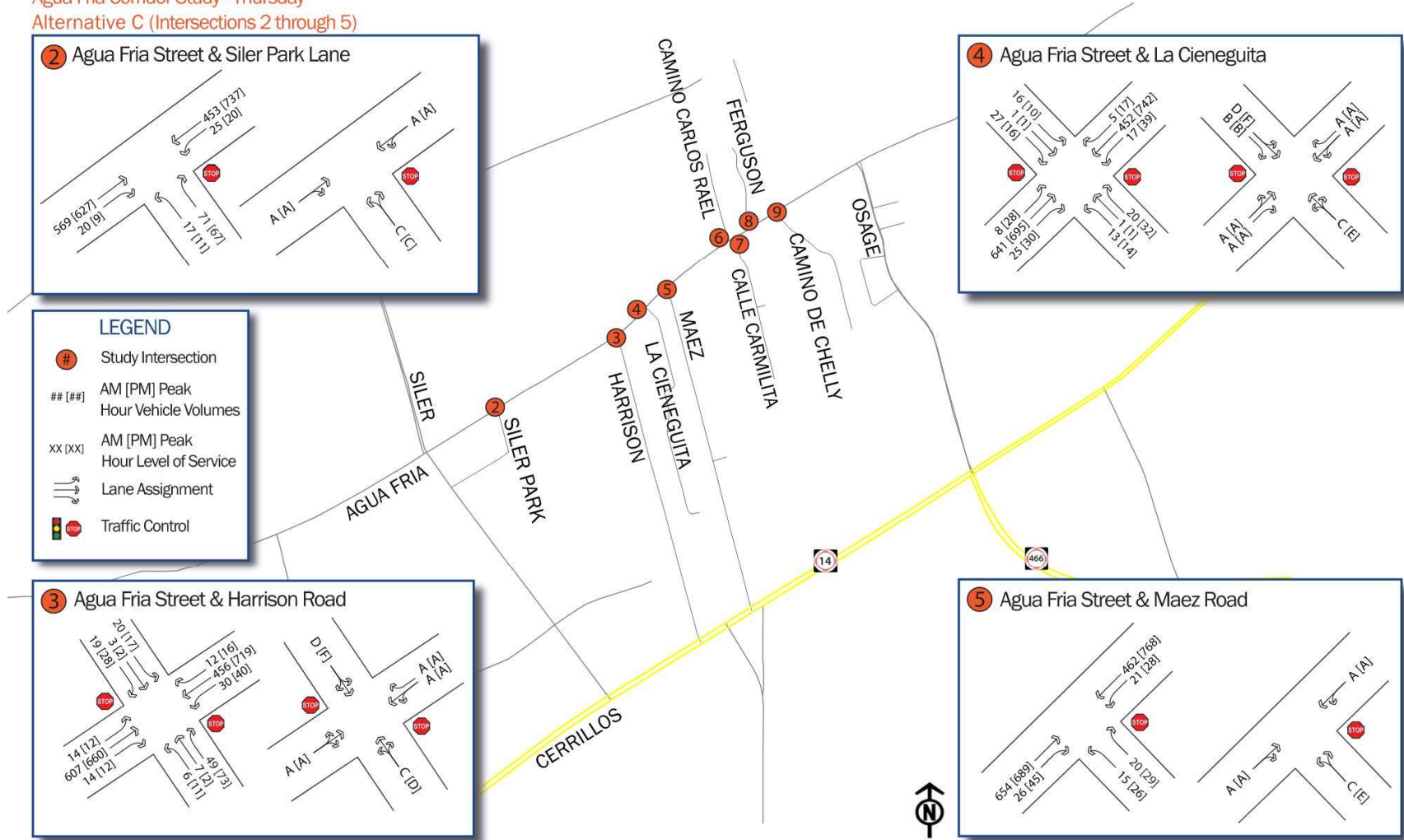
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (D)	C (C)
	SB	L/T/R	1	D (F)	D (E)
Agua Fria Street and La Cieneguita	EB	L/T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)
		R	1	A (A)	A (A)
	NB	L/T/R	1	C (E)	C (E)
	SB	L/T	1	D (F)	E (F)
		R	1	B (B)	B (B)
Agua Fria Street and Maez Road	EB	T/R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)
	NB	L/R	1	C (E)	C (E)
Agua Fria Street and Camino Carlos Rael	EB	L/T	1	A (A)	A (A)
	WB	T/R	1	A (A)	A (A)
	SB	L/R	1	C (C)	C (C)
Agua Fria Street and Calle Carmilita	EB	T/R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)
	NB	L/R	1	C (D)	C (D)
Agua Fria Street and Ferguson Lane	EB	L/T/R	1	A (A)	A (A)
	WB	L/T/R	1	A (A)	A (A)
	NB	L/T/R	1	C (D)	D (F)
	SB	L/T/R	1	C (F)	C (D)
Agua Fria Street and Camino de Chelly	EB	T/R	1	A (A)	A (A)
	WB	L/T	1	A (A)	A (A)
	NB	L/R	1	C (E)	C (C)
Agua Fria Street and Osage Avenue	EB	L	1	A (B)	A (B)
		T/R	1	B (C)	B (C)
	WB	L	1	A (B)	A (B)
		T/R	1	A (B)	A (B)
	NB	L/T/R	1	D (E)	D (E)
	SB	L	1	D (C)	D (C)
		T/R	1	D (C)	D (C)



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative C (Intersections 2 through 5)



City of Santa Fe, New Mexico

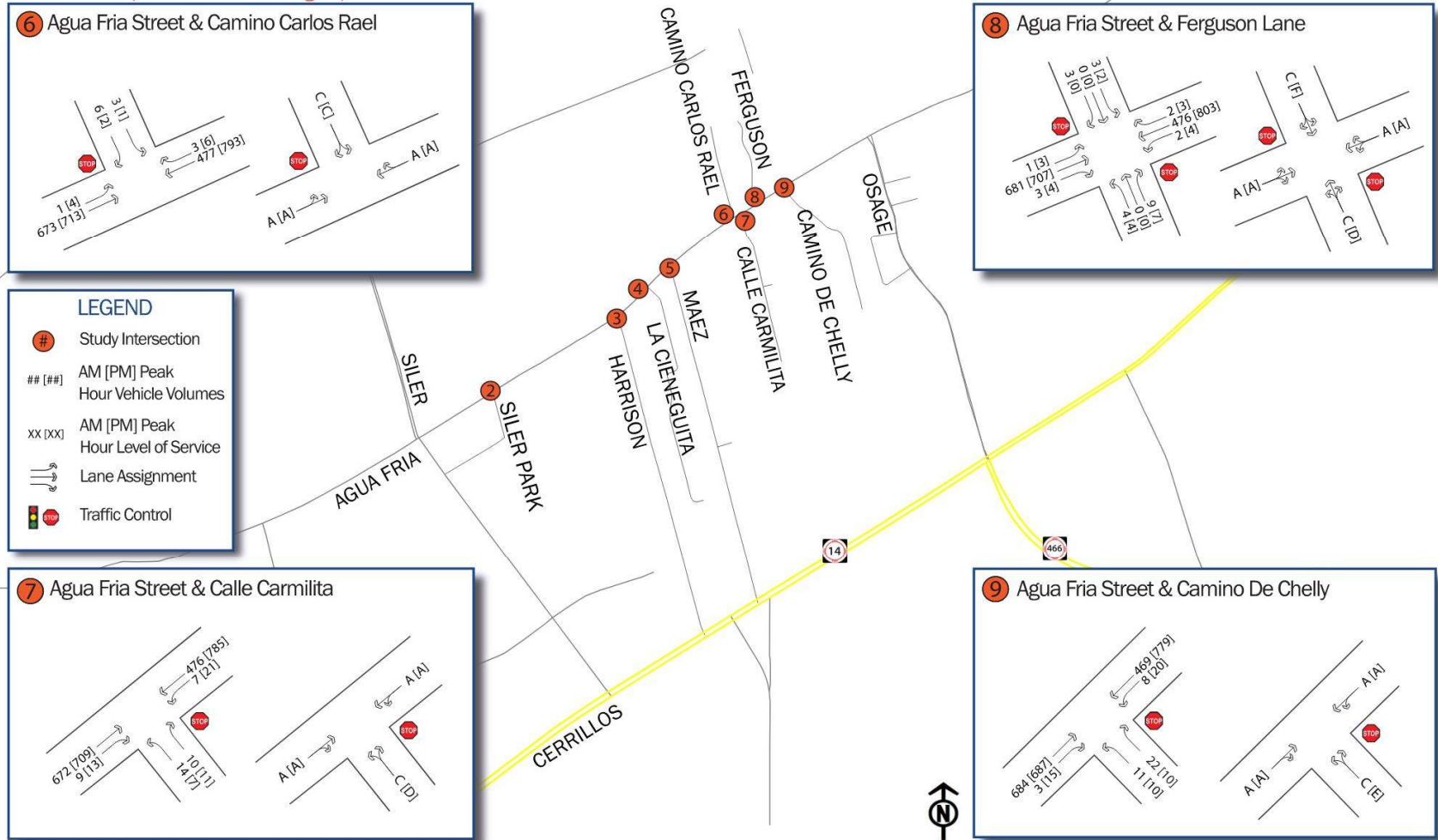
Figure 52: Alternative C - No Left Turn Bays Volumes – Thursday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative C (Intersections 6 through 9)



City of Santa Fe, New Mexico

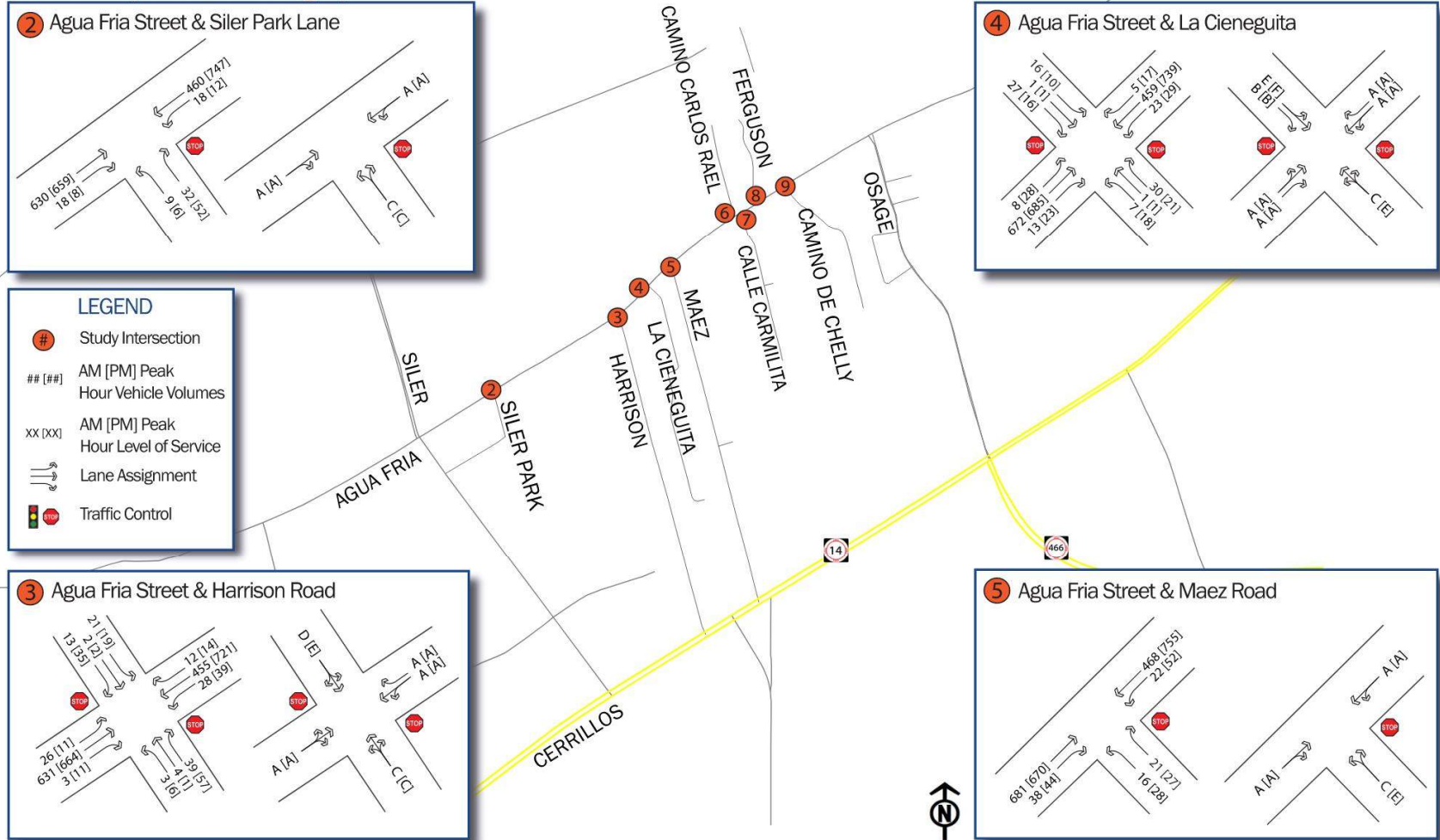
Figure 52: Alternative C - No Left Turn Bays Volumes – Thursday (cont.)



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative C (Intersections 2 through 5)



City of Santa Fe, New Mexico

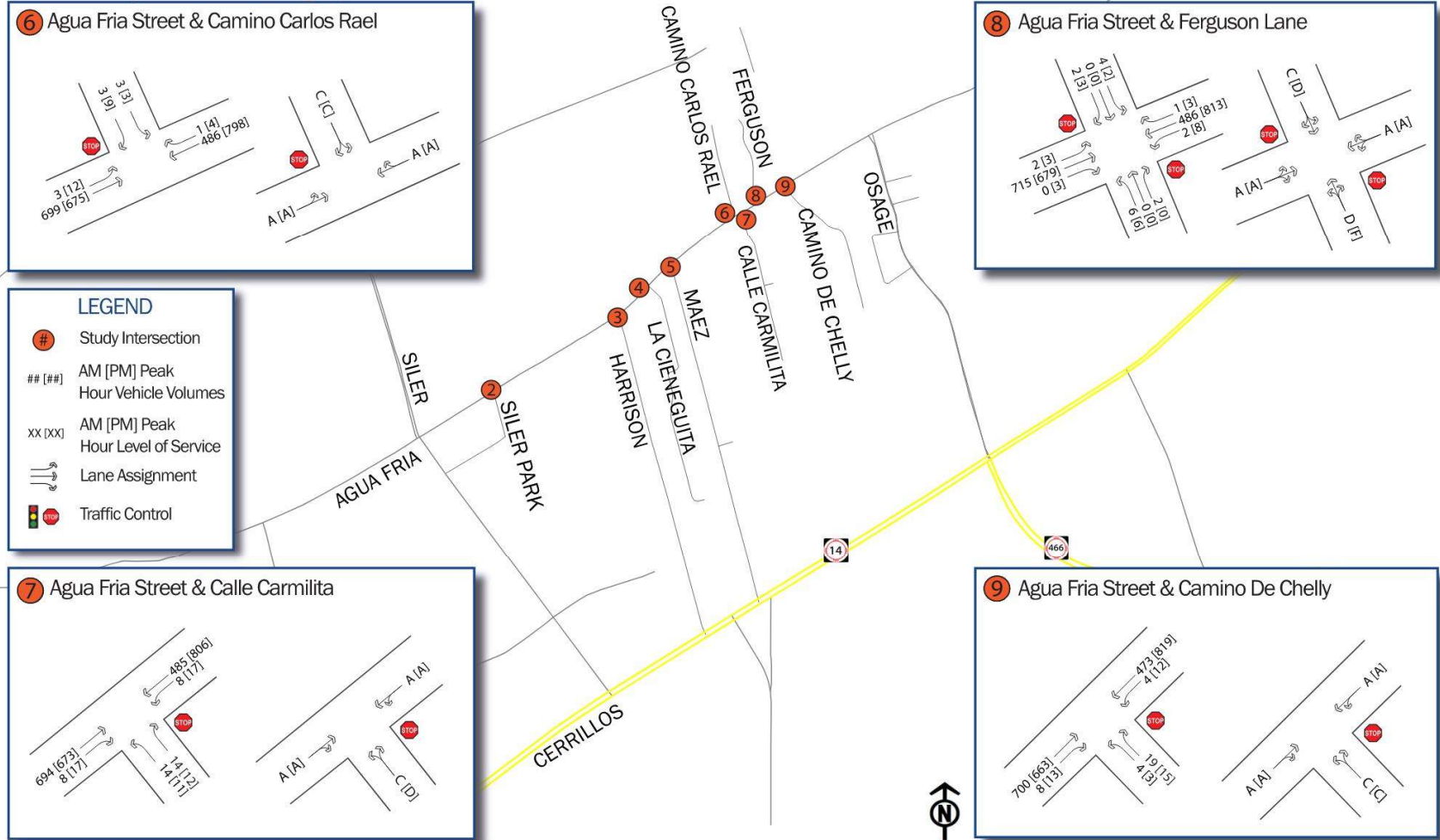
Figure 53: Alternative C - No Left Turn Bays Volumes – Friday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative C (Intersections 6 through 9)



City of Santa Fe, New Mexico

Figure 53: Alternative C - No Left Turn Bays Volumes – Friday (cont.)



4.3.4 Alternative D – Roundabouts

This alternative analyzes a change in the existing intersection control type into a single-lane roundabout at the following three intersections:

1. Agua Fria Street and Siler Road
2. Agua Fria Street and Maez Road
3. Agua Fria Street and Osage Avenue

And additional alternative was analyzed with a double lane roundabout at the intersection of:

- Agua Fria Street and Siler Road

Level of Service Criteria

This section addresses roundabout (unsignalized) and signalized operations using the procedures and methodologies contained in the *Highway Capacity Manual* (HCM), 6th Edition; Transportation Research Board, 2016 for the level of service (LOS) criteria to determine Peak Hours traffic operations. It should be noted that the LOS delay thresholds for a roundabout are more conservative than a signalized intersection since it is considered an unsignalized intersection in the *Highway Capacity Manual* (HCM), 6th Edition. **Table 21** summarizes the relationship between delay and LOS for both a roundabout and signalized intersection.

Table 21: Signalized vs. Roundabout Delay and LOS Criteria

Level of Service	Signalized	Roundabout
	Delay per Vehicle (sec)	
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 25 - 50
F	> 80	> 50

4.3.4.1 Traffic Operations

An analysis of AM and PM peak hour traffic operations for Thursday and Friday were conducted with the projected traffic volumes in order to incorporate the expected vehicles trips from the proposed developments. The results shown in **Table 22**, as well as in **Figure 54** and **Figure 55** indicate that a single lane roundabout is anticipated to operate at acceptable LOS for two of the intersections, Agua Fria Street and Maez Road and Agua Fria Street and Osage Avenue. At the intersection of Agua Fria Street and Siler Road, a single lane roundabout is anticipated to perform at an unacceptable LOS. A two-lane roundabout was analyzed at this intersection, and it is anticipated to operate at an acceptable LOS.



Table 22: Roundabout Alternatives LOS Results

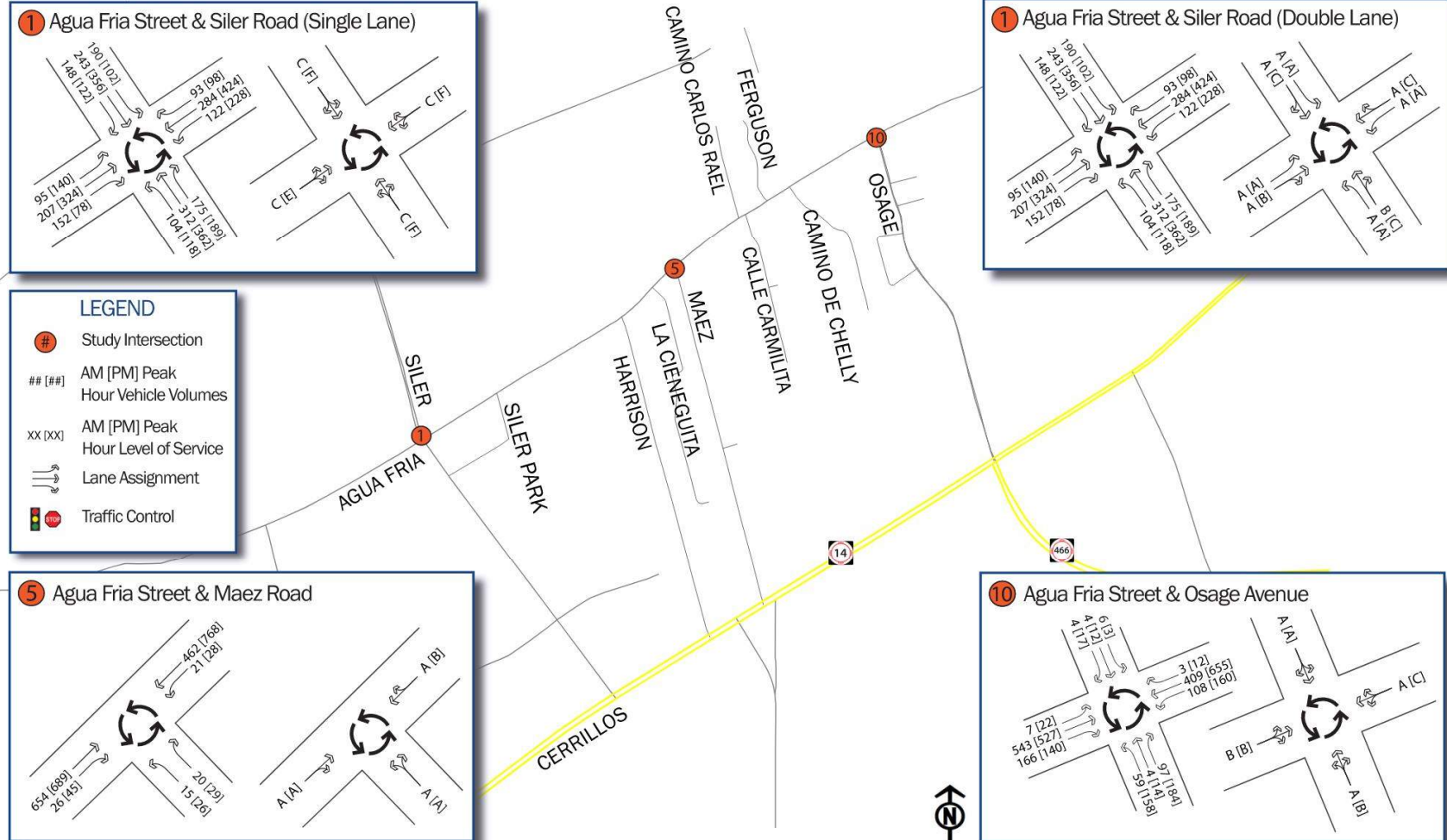
Intersection	Approach	Lane	# Lanes	Thursday LOS	Friday LOS
Agua Fria Street and Siler Road (Single Lane)	EB	L/T/R	1	C (E)	E (D)
	WB	L/T/R	1	C (B)	F (F)
	NB	L/T/R	1	C (C)	F (E)
	SB	L/T/R	1	C (C)	F (E)
Agua Fria Street and Siler Road (Double Lane)	EB	L	1	A (A)	A (A)
		T/R	1	A (C)	B (B)
	WB	L	1	A (A)	A (A)
		T/R	1	A (A)	C (B)
	NB	L	1	A (A)	A (A)
		T/R	1	B (B)	C (C)
	SB	L	1	A (A)	A (A)
		T/R	1	A (B)	C (C)
Agua Fria Street and Maez Road (Single Lane)	EB	T/R	1	A (A)	A (A)
	WB	T/R	1	A (A)	B (B)
	NB	L/R	1	A (A)	A (A)
Agua Fria Street and Osage Avenue (Single Lane)	EB	L/T/R	1	B (B)	B (B)
	WB	L/T/R	1	A (A)	C (C)
	NB	L/T/R	1	A (A)	B (B)
	SB	L/T/R	1	A (A)	A (A)



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Thursday

Alternative D (Roundabout at Intersections 1, 5, and 10)



City of Santa Fe, New Mexico

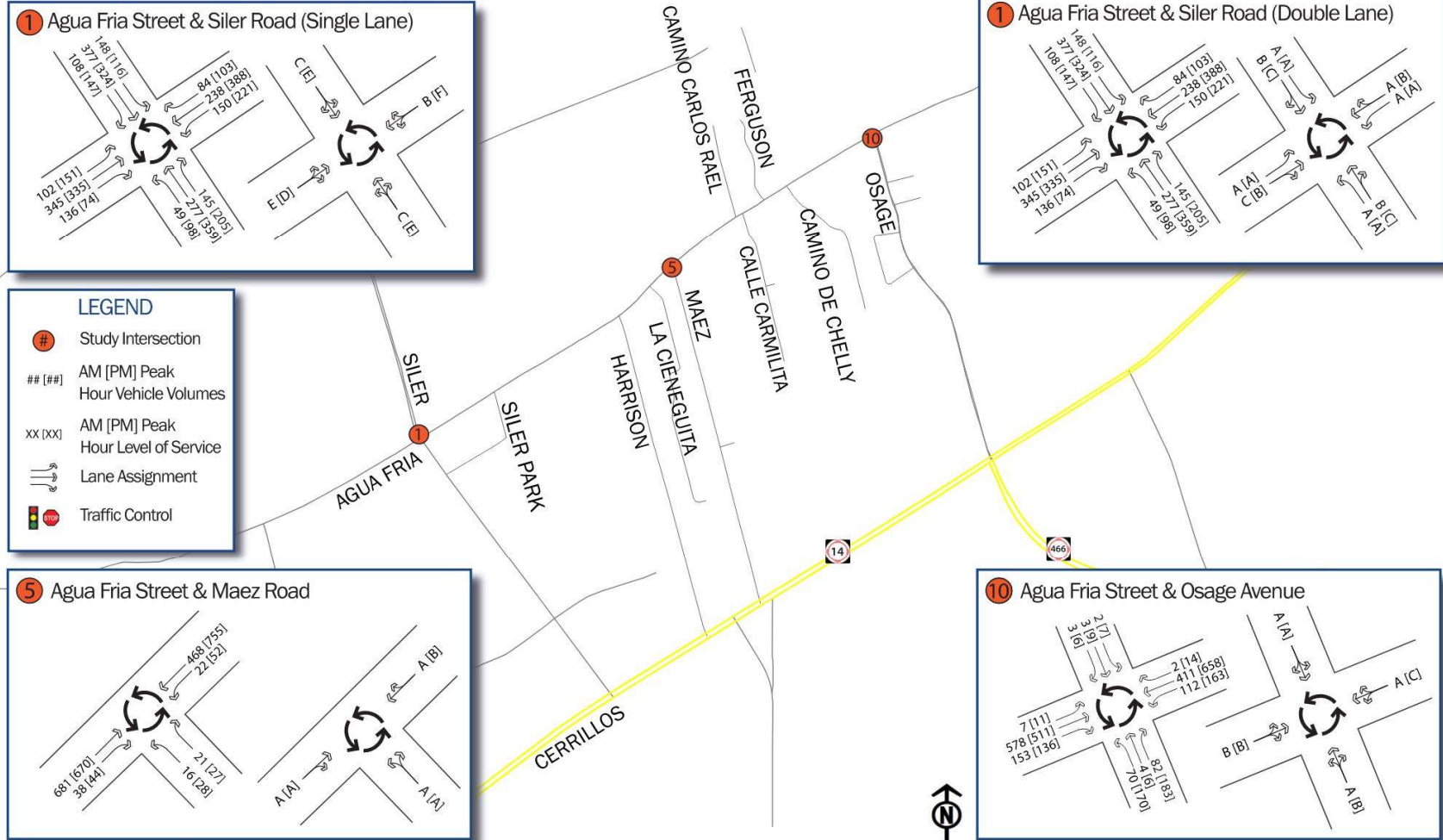
Figure 54: Roundabout Traffic Volumes – Thursday



2032 Build Alternatives Peak Hour Turning Movement Counts & Level of Service

Agua Fria Corridor Study - Friday

Alternative D (Roundabout at Intersections 1, 5, and 10)



City of Santa Fe, New Mexico

Figure 55: Roundabout Traffic Volumes – Friday



4.3.5 Alternative E – Posted Speed Limit Reduction

This alternative analyzes reducing the posted speed limit on Agua Fria Street to 30 mph. Within the study area the current posted speed limit is 35-mph. West of the intersection of Siler Road, the posted speed limit of Agua Fria Street decreases to 25-mph. East of the study limits, near the intersection with Avenida Cristobal Colon, the posted speed limit also decreases to 25-mph. See [Figure 56](#).

According to Vision Zero, speed reduction increases reaction time for both drivers and pedestrians and reduces the severity of pedestrian injuries. Lowering the speed limit would also improve sight triangle deficiencies at the following intersections:

- Maez Road
- Camino Carlos Rael
- Camino Carmelita
- Ferguson Lane



Figure 56: Existing Posted Speed Limits

4.3.6 Pedestrian Crosswalk Recommendations

There is an existing pedestrian crossing west of the intersection at Camino de Chelly that provides connectivity to the Santa Fe River Trail and there is a midblock crossing that was just recently constructed between the intersections of Boylan Circle and Boylan Lane-Harrison Road. Both the pedestrian crossings were analyzed for all the Alternatives described to provide recommendations. *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, published in 2018, provides recommendations for installing marked crosswalks at uncontrolled intersections, based on roadway average annual daily traffic (AADT), and posted speed limit, see [Table 23](#).



Table 23: Application of Pedestrian Crash Countermeasures by Roadway Feature

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 7 9	① 3 5 6 7 9	① 3 5 6 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9

Given the set of conditions in a cell,

- Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Based on Table 23, we have highlighted the recommendation for each proposed alternative.

Note: No-Build Alternative (3 lanes with striped median [TWLTL])
 Alternative A (3 lanes with raised median)
 Alternative B (3 lanes with raised median)
 Alternative C (No roadway configuration matched the proposed typical section of 2 lanes with 6-ft raised median, therefore 3 lanes with raised median was used)

For all provided Alternatives, the following treatment recommendations are provided when placing a pedestrian crosswalk:

- Install high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- Install advance “Yield to Here to Pedestrians” sign and yield sign
- Install pedestrian refuge island
- Install rectangular rapid-flashing beacon (RRFB)



For the existing pedestrian crosswalks – (near the intersection of Camino De Chelly and between the intersections of Boylan Circle and Boylan Lane-Harrison Road) the recommendation is to incorporate all the treatment recommendations previously listed that are not currently in existence.

Proposed Trail Connections

The following two trails are parallel to the study area:

Acequia Trail. A paved trail that is part of Santa Fe’s urban trail system and provides access from the Railroad Park to Otowi Drive and to the Casa Alegre Neighborhood.

Santa Fe River Trail. A paved trail that is a joint effort between the City of Santa Fe and Santa Fe County, which is comprised of trails along the Santa Fe River that will eventually connect from downtown Santa Fe to the Wastewater Treatment Plan west of New Mexico State Route 599 (NM 599).

Additional information regarding proposed trail connections within the study area were obtained from the SFMPO Bicycle Master Plan website (<https://bike.santafempo.org/#>). Two trail connections to the Santa Fe River Trail are proposed at Jardin Lane and Boylan Circle. In addition, from the traffic impact studies provided, information related to pedestrian crossings was also obtained (one proposed east of the intersection of La Cieneguita and another proposed between the intersections of Boylan Circle and Boylan Lane-Harrison Road). **Figure 56** provides an aerial view of existing trails, proposed trail connections, bus stops running along Agua Fria Street, existing and proposed pedestrian crossings. An additional proposed pedestrian crossing is recommended near the intersection of Jardin Lane and Agua Fria Street to provide connectivity to the Santa Fe River Trail. For all pedestrian crossings it is recommended to place all treatment recommendations shown in **Table 23** and described in the *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.

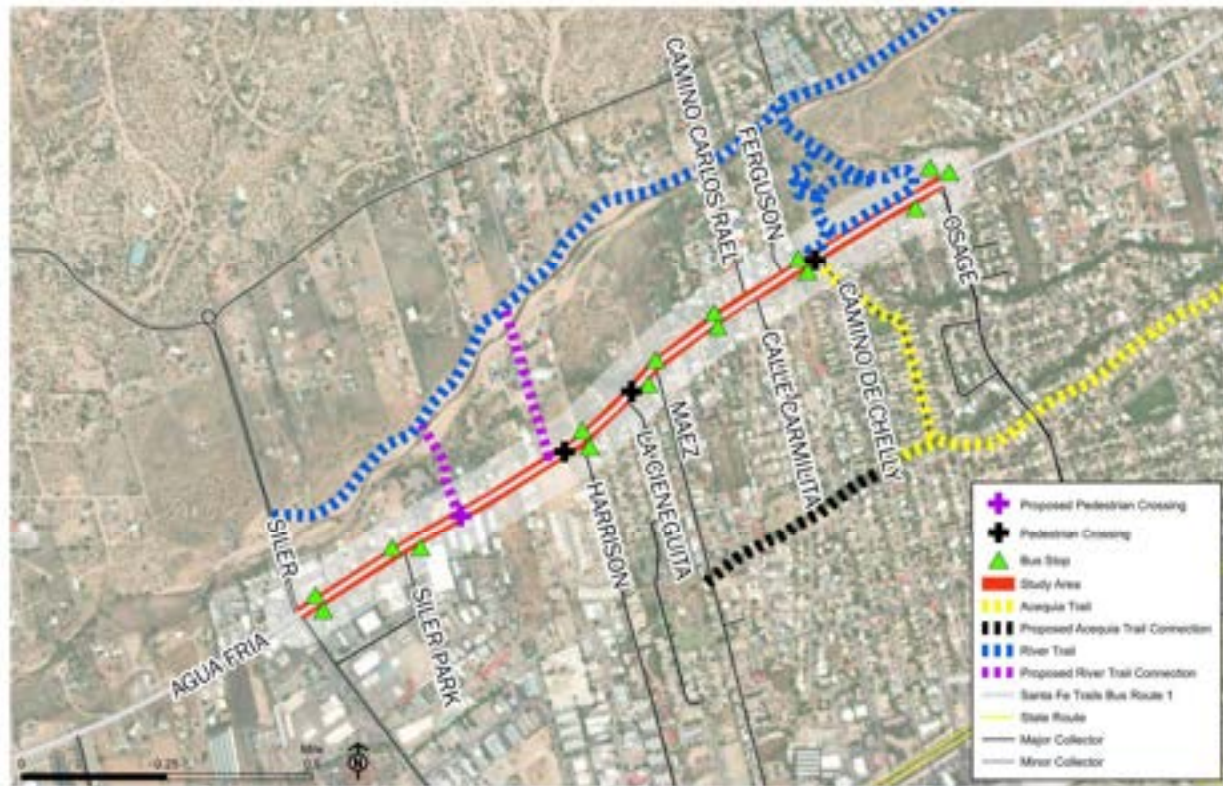


Figure 57: Existing Trails, Bus Stop and Pedestrian Crossings along the Study Area

4.3.6 Field Review Recommendations

Section 2.5 of this study discussed multiple issues within the study area such as sight distances, cracks in sidewalk, lack of sidewalk space due to trash cans, unused curb cuts, wide turnouts with larger radii, and wide drop inlets within the bike lanes. Acequia is a alternative route for bicyclists. Cracked sidewalks, unused curb cuts, and wide turnouts would be addressed during the reconstruction of the roadway. Protective barrier or railing should be installed along the drop-off adjacent to the Acequia Lofts development sidewalk.

Issues related to sight distance are further described under section 2.3, where each of the unsignalized intersections being analyzed was reviewed. For those unsignalized intersections identified with sight distance issues, it is recommended that objects within the sight triangle will need to be kept below 3-ft. Another recommendation derived from the field review is to add intersection warning signs for those intersections that experience permanent obstructions.



5.0 Impact of Alternatives

5.1 Traffic Calming

5.1.1 No-Build Alternative

The No Build Alternative would not mitigate any speeding that occurs within the study area. Existing 85th-percentile speeds that are up to 5 mph over the posted speed limit are anticipated to remain the same.

5.1.2 Alternative A – 10-ft Lanes with Raised Medians

Alternative A would provide raised medians at various locations within the study area. According to FHWA Traffic Calming ePrimer², raised medians narrow the visual appearance of travel lanes which encourages drivers to slow down.

5.1.3 Alternatives B – 9-ft Lanes with Raised Medians

Alternative B would provide raised medians at various locations within the study area. According to FHWA Traffic Calming ePrimer, raised medians narrow the visual appearance of travel lanes which encourages drivers to slow down. Although FHWA Traffic Calming ePrimer does not have lane narrowing as a traffic calming measure, this alternative would cause less roadway shy distance which may attribute to vehicular traffic slowing down.

5.1.4 Alternative C – No Left-Turn Lanes

Alternative C would provide raised medians at various locations and would eliminate all left-turn lanes. According to FHWA Traffic Calming ePrimer, raised medians narrow the visual appearance of travel lanes which encourages drivers to slow down. Although, FHWA does not have removing left-turn lanes as a traffic calming measure, this alternative would cause less roadway capacity which may attribute to vehicular traffic slowing down.

5.1.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. According to FHWA Traffic Calming ePrimer, roundabouts provide a horizontal deflection which encourages motorists to slow down.

5.2 Multimodal

5.2.1 No-Build Alternative

The No-Build Alternative would not address any existing multi-modal deficiencies. The sidewalks would remain 4-ft wide, which are not ADA compliant. There are currently existing 5-ft bike lanes throughout the corridor, which meets minimum standards. Agua Fria Street is an existing transit route and would remain the as is.

5.2.2 Alternative A – 10-ft Lanes with Raised Medians

Alternatives A would provide a raised median that may serve as pedestrian refuges throughout the corridor. This alternative would widen sidewalks to up to 6-ft and would make the corridor ADA compliant. The bike lanes would remain 5-ft wide, which meets minimum standards. Agua Fria Street would remain a transit route.

² FHWA Traffic Calming ePrimer <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>



5.2.3 Alternative B – 9-ft Lanes with Raised Medians

Alternatives B would provide a raised median that may serve as pedestrian refuges throughout the corridor. This alternative would widen sidewalks to up to 6-ft and would make the corridor ADA compliant. The bike lanes would be 5-ft wide with a 1-ft striped buffer, which meets minimum standards. Agua Fria Street would remain a transit route.

5.2.4 Alternative C – No Left-Turn Lanes

Alternatives C would provide a narrower raised median than Alternative A and B, which may be too narrow to serve as ADA compliant pedestrian refuges. This alternative would widen sidewalks to up to 6-ft and would make the corridor ADA compliant. The bike lanes would remain 5-ft wide, which meets minimum standards. Agua Fria Street would remain a transit route.

5.2.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. Roundabouts provide splitter islands between the opposing lanes, approaching the intersection. This allows for pedestrian refuges at the intersection crossings.

5.3 Safety

5.3.1 No-Build Alternative

The No-Build Alternative would not address any existing safety concerns within the study area. The existing crash rate may remain the same without modifications to the corridor.

5.3.2 Alternative A – 10-ft Lanes with Raised Medians

Alternative A may reduce the existing crash rates within the study area, by removing the two-way left-turn lane (TWLTL) and placing a raised median. According to the Crash Modification Factors (CMF) Clearing House, replacing a TWLTL with a raised median may reduce crashes by 23%, with a CMF of 0.77. The reduction of crash types is for angle, fixed object, head-on, rear-end, sideswipe, and single vehicle crashes. The Crash Modification Factors³ (CMF) Clearing House defines a CMF as “a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure.”

Alternative A may reduce the existing crash rates within the study area, by adding dedicated left- and right-turn lanes. According to FHWA Proven Safety Countermeasures⁴, installing dedicated left-turn lanes may reduce the number of total crashes by 28-48% and installing dedicated right-turn lanes may reduce the number of total crashes by 14-26%.

Alternative A may reduce the existing crash rates within the study area, by adding a pedestrian refuge island with appropriate signing and striping. According to FHWA Proven Safety Countermeasures⁵, installing a pedestrian refuge island may reduce pedestrian crashes by 56%.

Agua Fria Street has truck restrictions and is a transit corridor. Bus widths are approximately 10.5-ft including the mirrors. According to NACTO, bus lanes may be 10-ft to 11-ft wide when they are offset. The 10-ft travel lane meets this guideline.

³ [Crash Modification Factors Clearinghouse \(cmfclearinghouse.org\)](http://cmfclearinghouse.org)

⁴ [Proven Safety Countermeasures | FHWA \(dot.gov\)](https://www.fhwa.gov/safety/csm/)

⁵ [Proven Safety Countermeasures | FHWA \(dot.gov\)](https://www.fhwa.gov/safety/csm/)



5.3.3 Alternative B – 9-ft Lanes with Raised Medians

Alternative B may reduce the existing crash rates within the study area, by removing the two-way left-turn lane (TWLTL) and placing a raised median. According to the Crash Modification Factors (CMF) Clearing House, replacing a TWLTL with a raised median may reduce crashes by 23%, with a CMF of 0.77. The reduction of crash types is for angle, fixed object, head-on, rear-end, sideswipe, and single vehicle crashes. The Crash Modification Factors⁶ (CMF) Clearing House defines a CMF as “a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure.”

Alternative B may reduce the existing crash rates within the study area, by adding dedicated left- and right-turn lanes. According to FHWA Proven Safety Countermeasures⁷, installing dedicated left-turn lanes may reduce the number of total crashes by 28-48% and installing dedicated right-turn lanes may reduce the number of total crashes by 14-26%.

Alternative B may reduce the existing crash rates within the study area, by adding a pedestrian refuge island with appropriate signing and striping. According to FHWA Proven Safety Countermeasures⁸, installing a pedestrian refuge island may reduce pedestrian crashes by 56%.

Agua Fria Street has truck restrictions and is a transit corridor. Bus widths are approximately 10.5-ft including the mirrors, see [Figure 58](#). According to NACTO, bus lanes may be 10-ft to 11-ft wide when they are offset. The 9-ft travel lane is narrower than this guideline.



Figure 58: Standard Bus Width

Source: NACTO

Narrowing the lanes would reduce the shy distance/space cushion for drivers. When an object is perceived as an obstacle (ie. opposing vehicle, bicyclist, raised median), the distance a driver will change the vehicle placement. [Figure 59](#) shows a standard pickup truck on Agua Fria Street. Narrowing the current 10-ft lanes to 9-ft would reduce the space cushion for drivers.

⁶ [Crash Modification Factors Clearinghouse \(cmfclearinghouse.org\)](http://cmfclearinghouse.org)

⁷ [Proven Safety Countermeasures | FHWA \(dot.gov\)](http://www.fhwa.gov/safety/countermeasures/)

⁸ [Proven Safety Countermeasures | FHWA \(dot.gov\)](http://www.fhwa.gov/safety/countermeasures/)



Figure 59: Pickup Truck on Agua Fria Street

There was insufficient available data for CMFs that reduce travel lane widths from 10-ft to 9-ft. Therefore, a conclusion at this time cannot be made if 9-ft lanes would have a safety benefit.

5.3.4 Alternative C – No Left-Turn Lanes

Alternative C may increase the crash rate at the existing intersections within the study area, by removing the TWLTL and not providing a lane for vehicles wanting to make a left-turn. According to FHWA Proven Safety Countermeasures⁹, installing dedicated left-turn lanes may reduce the number of total crashes by 28-48%. Therefore, it is anticipated that eliminating left-turn lanes would increase the number of total crashes by 28-48%.

5.3.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. Roundabouts provide fewer intersection conflict points. Conflict points are points where two vehicles can potentially collide with each other. There are 32 vehicle-to-vehicle conflict points at a traditional 4-legged intersection, whereas a roundabout has 8 vehicle-to-vehicle conflict points. Roundabout also reduce approaching speeds which may reduce the number of serious injuries and fatalities at an intersection.

5.4 Traffic Operations

5.4.1 No-Build Alternative

The No-Build Alternative would not address any existing traffic operation deficiencies within the study area.

5.4.2 Alternative A – 10-ft Lanes with Raised Medians

It is anticipated that the addition of turn lanes would increase the capacity and operations of the mainline traffic on Agua Fria Street but would potentially increase the delays on the side streets since drivers departing the side streets would have more lanes to cross.

⁹ [Proven Safety Countermeasures | FHWA \(dot.gov\)](#)



5.4.3 Alternative B – 9-ft Lanes with Raised Medians

It is anticipated that the addition of turn lanes would increase the capacity and operations of the mainline traffic on Agua Fria Street but would potentially increase the delays on the side streets since drivers departing the side streets would have more lanes to cross.

5.4.4 Alternative C – No Left-Turn Lanes

It is anticipated that the elimination of turn lanes would decrease the capacity and operations of the mainline traffic on Agua Fria Street.

5.4.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. It is anticipated that the intersection would operate at acceptable LOS. Although, roundabouts do not operate as efficiently when the minor leg of the intersection has relatively low volumes, causing unnecessary delay for the major street.

5.5 Maintenance

5.5.1 No-Build Alternative

The No-Build Alternative would maintain the same amount of maintenance activities within the study area.

5.5.2 Alternative A – 10-ft Lanes with Raised Medians

It is anticipated that Alternative A would create more maintenance by installing raised medians.

5.5.3 Alternative B – 9-ft Lanes with Raised Medians

It is anticipated that Alternative B would create more maintenance by installing raised medians. Since this alternative would have a buffered bike lane, an additional stripe would need to be maintained.

5.5.4 Alternative C – No Left-Turn Lanes

It is anticipated that Alternative B would create more maintenance by installing raised medians.

5.5.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. It is anticipated that Alternative D would create more maintenance than the existing intersection since the intersection would be widened and landscaping in the median will need to be maintained.

5.6 Cost

5.6.1 No-Build Alternative

There would be no costs associated with the No-Build Alternative except for routine roadway maintenance within the study area.

5.6.2 Alternative A – 10-ft Lanes with Raised Medians

Alternative A would have costs associated with reconstructing the roadway, widening the sidewalks, and adding raised medians. There would also be costs associated with the design of the roadway.

5.6.3 Alternative B – 9-ft Lanes with Raised Medians

Alternative B would have costs associated with reconstructing the roadway, widening the sidewalks, and adding raised medians. There would also be costs associated with the design of the roadway.



5.6.4 Alternative C – No Left-Turn Lanes

Alternative A would have costs associated with reconstructing the roadway, widening the sidewalks, and adding raised medians. There would be additional costs to relocate the existing curb and gutter by narrowing the roadway and relocating the storm drain inlets. There would also be costs associated with the design of the roadway.

5.6.5 Alternative D – Roundabout

Alternative D would construct roundabouts at the Maez Road intersection. Alternative D would have costs associated with reconstructing the intersection and adding raised medians. There would be additional costs to relocate the existing curb and gutter by widening the roadway and relocating the storm drain inlets. There would also be costs associated with right-of-way acquisition and the design of the roadway.

5.7 Alternatives Matrix

The project team scored each alternative based on the criteria described under the Impact of Alternatives section. A summary of the scoring results is shown in the scoring matrix in [Table 24](#). According to the matrix, Alternative A scored higher than the No-Build Alternative, which received 1 point. Of the roadway alternatives, with 2 points. While Alternatives C received -1 points, the least of the three alternatives.

Table 24: Alternatives Matrix

	No-Build Alternative	Alternative A - 10-ft w/ Raised Medians	Alternative B - 9-ft Lane w/ Raised Medians	Alternative C - No Left-Turn Lanes	Alternative D - Roundabout
Traffic calming	(o)	(+)	(++)	(++)	(++)
Multimodal	(-)	(++)	(++)	(+)	(+)
Safety	(-)	(+)	(o)	(o)	(+)
Traffic operations	(+)	(o)	(-)	(-)	(o)
Maintenance	(+)	(-)	(-)	(-)	(-)
Cost	(+)	(-)	(-)	(--)	(--)
Overall score	1	2	1	-1	1

Positive, Good
Above Average
Average
Below Average
Negative, Poor

(++)	2
(+)	1
(o)	0
(-)	-1
(--)	-2



5.8 Additional Alternative

After the study was almost completed, the City of Santa Fe and Wilson & Company came up with an additional typical section, see [Figure 60](#). The alternative has 9.5-ft lanes but is measured from the inside of an 8-in wide stripe, that is located between the bike lane and travel lane. An 8-in stripe will provide more delineation between the bike lane and the travel lane. This alternative also has a 4-in stripe that is located 6-in from the median curb and gutter.

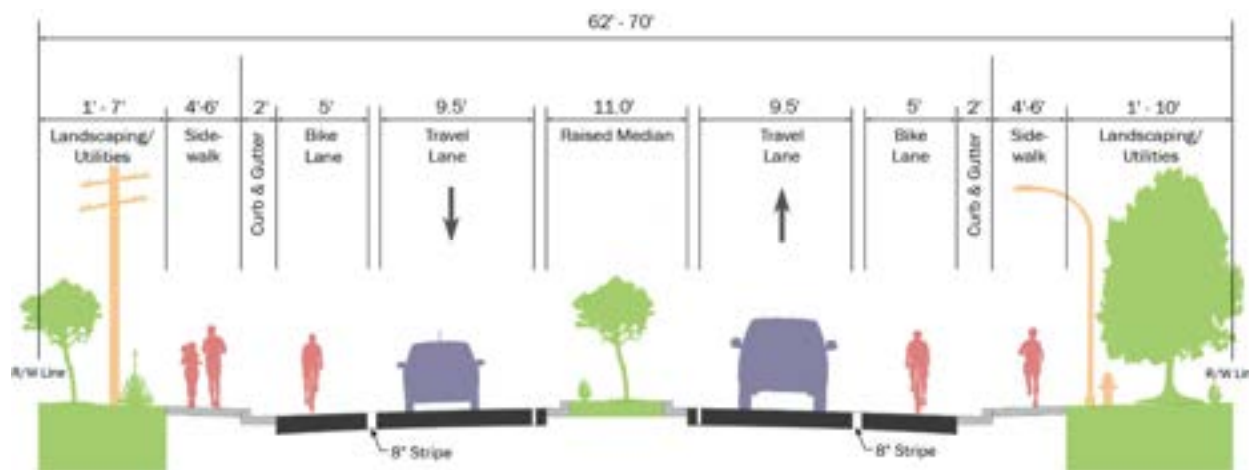


Figure 60: Additional Alternative Typical Section

[Table 25](#) compares the Additional Alternative to Alternative A and Alternative B in the scoring matrix. The Additional Alternative scores the highest.

Table 25: Typical Section Alternatives Matrix

	No-Build Alternative	Alternative A - 10-ft w/ Raised Medians	Alternative B - 9-ft Lane w/ Raised Medians	Additional Alternative 8-in Stripe
Traffic calming	(o)	(+)	(++)	(++)
Multimodal	(-)	(++)	(++)	(++)
Safety	(-)	(+)	(o)	(+)
Traffic operations	(+)	(o)	(-)	(o)
Maintenance	(+)	(-)	(-)	(-)
Cost	(+)	(-)	(-)	(-)
Overall score	1	2	1	3



6.0 Summary of Findings and Recommendations

6.1 Summary of Findings

The Agua Fria Street corridor was analyzed from Siler Road to Osage Avenue. The following is a summary of the findings from the study:

- All intersections performed at acceptable LOS D or better in existing conditions during the AM, MID, and PM peak hours.
- During the 2032 No-build Conditions, all movements at the analyzed intersections are anticipated to operate at acceptable LOS during the AM and PM. Except individual movements at the intersections of Agua Fria Street and Siler Road and Agua Fria Street and Osage Avenue are anticipated to perform at unacceptable LOS during the PM peak hours on both Thursday and Friday.
- Left- and right-turn deceleration lane warrants were conducted based on the NMDOT SAMM. All the existing left-turn lanes are warranted at all the intersections. The following right-turn lanes are warranted:
 - Agua Fria Street and Maez Road – eastbound right turn
- A sight distance analysis was conducted at the intersections. The following intersections have permanent obstructions within the sight triangle with a posted speed limit of 35 mph:
 - Maez Road
 - Camino Carlos Rael
 - Camino Carmelita
 - Ferguson Lane
- The following alternatives were analyzed as part of this study:
 - No-Build Alternative
 - Alternative A – 10-ft Lanes with Raised Medians
 - Alternative B – 9-ft Lanes with Raised Medians (This alternative was developed per the direction of the City of Santa Fe and Santa Fe MPO)
 - Alternative C – No Left-Turn Lanes
 - Alternative D – Roundabout
 - Alternative E – Posted Speed Limit Reduction
 - Additional Alternative – 8-in Stripe with Raised Medians
- Based on traffic calming, multimodal, safety, traffic operations, maintenance, and cost, the Additional Alternative scored the highest.
- Multimodal connectivity was reviewed. A trail connection to the Santa Fe River Trail is proposed at Jardin Lane. In addition, from the traffic impact studies provided, information related to pedestrian crossings was also obtained (one proposed east of the intersection of La Cieneguita and another proposed between the intersections of Boylan Circle and Boylan Lane-Harrison Road).



6.2 Recommendations

The following is a list of recommendations:

- The Additional Alternative is the preferred alternative to move forward to design. This alternative consists of reconstructing the roadway to include 9.5-ft lanes (measured from the inside of the stripe) with an 8-in stripe, 5-ft bike lanes, 4-ft to 6-ft wide sidewalks, and raised medians at various locations to promote access control and traffic calming. This alternative would also close any unused driveways and update driveway widths to meet current standards.
- Update the signal timing at the Siler Road intersection.
- Alternative D – Roundabout is not recommended to move forward at the Siler Road intersection. A roundabout should be considered at Maez Road to improve sight distances and provide an opportunity for U-turns when access management is implemented. A roundabout should be considered at Osage Avenue to help mitigate injury crashes and improve traffic operations.
- Alternative E – Posted Speed Limit Reduction to 30 mph within the study limits.
- Construct a protective barrier or railing along the drop-off adjacent to the Acequia Lofts development sidewalk.
- Landscaping within intersection sight triangle will need to be kept below 3-ft. Intersection warning signs should be installed at the following intersections if the posted speed limit is not reduced:
 - Maez Road
 - Camino Carlos Rael
 - Camino Carmelita
 - Ferguson Lane
- Construct a pedestrian crossing near the intersection of Jardin Lane and Agua Fria Street to provide connectivity to the Santa Fe River Trail.
- For all pedestrian crossings it is recommended to place the following treatments based on the *FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*:
 - Install high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 - Install advance “Yield to Here to Pedestrians” sign and yield sign
 - Install pedestrian refuge island
 - Install rectangular rapid-flashing beacon (RRFB)
- An access management plan was not developed as part of this study. It is recommended that an access management plan be developed as part of preliminary design.
- Upon completion of any proposed improvements, the City will conduct an appropriate analysis of traffic speed, reliability, and safety, and monitor pedestrian and bicycle movements and collision data so as to provide feedback to the project's stated goal.



Appendix A – Traffic Count Data



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: A to B, WB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	7	7	2	0	0	0	0	0	0	18
1:00	0	0	0	1	3	6	3	1	0	0	0	0	0	14
2:00	0	0	0	1	3	2	1	0	0	0	0	0	0	7
3:00	0	0	0	1	0	2	5	1	0	0	0	0	0	9
4:00	0	0	1	0	5	8	4	2	0	1	0	0	0	21
5:00	0	0	0	1	10	13	9	1	1	1	0	0	0	36
6:00	0	0	1	2	28	36	10	1	2	0	0	0	0	80
7:00	6	0	4	13	78	96	39	4	0	0	0	0	0	240
8:00	5	3	5	43	164	107	30	3	0	0	0	0	0	360
9:00	0	0	6	46	102	108	30	4	0	0	0	0	0	296
10:00	7	2	8	68	136	110	22	1	1	0	0	0	0	355
11:00	1	4	6	36	170	112	22	4	0	0	0	0	0	355
12:00 PM	4	6	15	67	132	124	44	6	0	0	0	0	0	398
1:00	0	8	19	50	162	125	22	1	0	0	0	0	0	387
2:00	5	4	6	76	160	110	25	5	0	0	0	0	0	391
3:00	6	8	41	81	215	118	26	0	0	0	0	0	0	495
4:00	8	2	14	70	184	169	41	8	0	0	0	0	0	496
5:00	9	18	47	112	185	114	28	2	0	0	0	0	0	515
6:00	3	6	15	55	151	95	13	5	0	0	0	0	0	343
7:00	0	0	3	11	89	72	10	1	0	0	0	0	0	186
8:00	0	0	1	10	56	59	25	2	2	0	0	0	0	155
9:00	0	0	0	1	38	47	25	5	1	0	0	0	0	117
10:00	0	0	0	7	17	36	21	2	0	1	0	0	0	84
11:00	0	0	1	2	11	19	5	2	0	0	0	0	0	40
Total	54	61	193	756	2106	1695	462	61	7	3	0	0	0	5398



Wilson & Company

4401 Masthead Street NE, Suite 150
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Station ID:
Location 1:
Location 2:
Latitude: 35.664061
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Direction: A to B, WB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	5	6	4	1	0	0	0	0	0	17
1:00	0	0	0	1	0	9	7	0	0	0	0	0	0	17
2:00	0	0	0	0	4	3	1	0	0	0	0	0	0	8
3:00	0	0	0	0	1	0	2	1	0	0	0	0	0	4
4:00	0	0	0	0	2	5	6	4	2	0	1	0	0	20
5:00	0	0	0	4	4	3	7	1	0	0	0	0	0	19
6:00	0	1	2	6	18	32	24	3	0	1	0	0	0	87
7:00	2	1	1	21	69	119	27	6	0	0	0	0	0	246
8:00	3	0	14	74	140	106	26	10	1	0	0	0	0	374
9:00	4	1	3	38	118	119	31	4	1	0	0	0	0	319
10:00	2	2	4	20	128	121	38	6	0	0	0	0	0	321
11:00	4	3	13	55	168	120	33	4	1	0	0	0	0	401
12:00 PM	10	9	11	55	147	140	30	0	0	0	0	0	0	402
1:00	5	5	24	49	165	118	19	3	0	0	0	0	0	388
2:00	2	4	10	50	167	121	29	5	1	0	0	0	0	389
3:00	25	29	50	129	183	96	14	0	0	0	0	0	0	526
4:00	35	31	100	134	145	71	9	3	0	0	0	0	0	528
5:00	36	46	100	154	108	35	0	0	0	0	0	0	0	479
6:00	4	10	57	114	129	78	11	0	0	0	0	0	0	403
7:00	2	4	2	20	87	79	12	3	2	0	1	0	0	212
8:00	2	1	2	10	49	71	15	3	0	0	0	0	0	153
9:00	0	0	0	2	53	61	28	0	0	0	0	0	0	144
10:00	0	0	1	1	16	35	18	2	0	1	0	0	0	74
11:00	0	0	1	5	10	9	6	0	0	0	0	0	0	31
Total	136	147	395	943	1916	1557	397	59	8	2	2	0	0	5562



Wilson & Company

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File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	4	8	3	2	0	0	0	0	0	20
1:00	0	0	0	0	0	6	2	0	0	0	0	0	0	8
2:00	0	1	0	1	0	4	3	0	0	0	0	0	0	9
3:00	0	0	0	0	2	1	1	2	0	0	0	0	0	6
4:00	0	0	0	0	2	1	3	3	0	0	0	0	0	9
5:00	1	0	0	1	6	9	10	3	1	1	0	0	0	32
6:00	0	1	1	2	22	32	14	5	0	1	0	0	0	78
7:00	0	0	6	21	77	96	49	11	1	0	0	0	0	261
8:00	4	2	7	54	132	117	36	6	0	1	0	0	0	359
9:00	4	3	6	35	123	113	26	5	0	0	0	0	0	315
10:00	6	6	11	47	134	106	23	4	0	0	0	0	0	337
11:00	9	6	19	48	192	91	18	3	0	0	0	0	1	387
12:00 PM	5	5	17	80	194	100	23	3	0	0	0	0	0	427
1:00	3	14	28	72	173	80	21	0	0	0	0	0	0	391
2:00	13	15	31	79	171	107	17	1	0	0	0	0	0	434
3:00	7	9	37	102	170	111	23	2	1	0	0	0	0	462
4:00	29	17	48	147	191	78	21	2	0	0	0	0	0	533
5:00	71	58	64	113	121	52	9	0	0	0	0	0	0	488
6:00	7	7	14	74	167	105	19	2	1	0	0	0	0	396
7:00	1	4	8	33	78	70	10	2	0	0	0	0	0	206
8:00	0	0	3	14	55	74	19	2	0	0	0	0	0	167
9:00	1	0	1	5	51	56	21	3	0	0	0	0	0	138
10:00	0	0	0	4	26	32	24	2	1	0	0	0	0	89
11:00	0	0	0	5	7	17	8	2	1	0	0	0	0	40
Total	161	148	301	940	2098	1466	403	65	6	3	0	0	1	5592



Wilson & Company

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GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	0	6	8	11	5	0	0	0	0	0	31
1:00	0	0	0	0	2	7	3	2	0	0	0	0	0	14
2:00	0	0	0	0	2	1	3	1	0	0	0	0	0	7
3:00	0	0	0	0	1	7	1	2	0	0	0	0	0	11
4:00	0	0	0	1	8	4	7	2	0	1	0	0	0	23
5:00	0	0	0	0	5	16	13	4	0	0	0	0	0	38
6:00	0	0	0	7	23	32	19	5	1	0	0	0	0	87
7:00	5	0	3	34	107	76	41	4	0	0	0	0	1	271
8:00	6	0	6	64	145	102	21	0	1	1	0	0	0	346
9:00	2	1	2	43	124	97	21	1	0	0	0	0	0	291
10:00	4	0	4	40	150	107	24	3	0	0	0	0	0	332
11:00	6	9	25	78	165	81	15	2	2	0	0	0	0	383
12:00 PM	4	7	10	80	151	97	16	0	0	0	0	0	0	365
1:00	5	3	11	53	164	108	18	0	0	0	0	0	0	362
2:00	11	7	11	78	174	98	17	2	0	0	0	0	0	398
3:00	18	27	56	131	190	93	14	1	0	0	0	0	1	531
4:00	15	21	62	116	166	109	34	3	1	0	0	0	0	527
5:00	25	39	81	101	150	92	20	1	0	0	0	0	0	509
6:00	4	3	11	55	165	94	23	4	1	0	0	0	0	360
7:00	2	1	4	20	79	88	18	4	0	0	0	0	0	216
8:00	1	0	1	7	49	59	25	2	2	0	0	0	0	146
9:00	0	0	0	6	34	62	12	4	1	0	0	0	0	119
10:00	0	0	1	3	25	53	13	5	1	0	0	0	0	101
11:00	0	0	1	2	13	16	8	1	0	1	0	0	0	42
Total	108	118	290	919	2098	1507	397	58	10	3	0	0	2	5510



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: A to B, WB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	7	7	1	2	0	0	0	0	0	19
1:00	0	0	0	0	2	4	5	2	0	0	0	0	0	13
2:00	0	0	0	2	3	4	3	0	0	0	0	0	0	12
3:00	0	0	0	0	2	1	2	1	1	0	0	0	0	7
4:00	0	0	0	0	0	6	4	0	1	0	0	0	0	11
5:00	0	0	0	2	5	7	6	3	1	0	1	0	0	25
6:00	0	0	1	2	29	28	14	3	0	1	0	0	0	78
7:00	7	1	3	19	69	103	37	5	1	0	0	0	0	245
8:00	15	1	5	31	86	135	42	7	2	0	0	0	0	324
9:00	0	0	2	19	128	143	34	5	1	0	0	0	0	332
10:00	8	4	4	39	145	123	30	3	2	0	0	0	0	358
11:00	8	4	11	65	175	120	33	3	0	0	0	0	0	419
12:00 PM	16	8	29	77	194	129	17	1	0	0	0	0	0	471
1:00	20	20	28	77	203	107	12	3	0	0	0	0	0	470
2:00	18	7	17	76	141	150	30	5	2	0	0	0	0	446
3:00	28	13	20	127	195	115	20	2	0	0	0	0	0	520
4:00	51	45	80	121	136	80	10	3	0	0	0	0	0	526
5:00	32	23	62	126	158	92	13	3	0	0	0	0	0	509
6:00	12	11	11	44	183	136	20	3	0	0	0	0	0	420
7:00	1	1	6	42	132	99	13	1	0	0	0	0	0	295
8:00	2	1	3	43	101	84	18	3	0	0	0	0	0	255
9:00	1	4	10	31	74	62	15	3	0	0	0	0	0	200
10:00	0	0	2	5	46	64	20	4	1	0	0	0	0	142
11:00	0	0	0	8	27	43	16	4	0	0	1	0	0	99
Total	219	143	294	958	2241	1842	415	69	12	1	2	0	0	6196



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: A to B, WB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	4	17	28	8	3	0	0	0	0	0	61
1:00	0	0	0	4	12	17	9	4	1	0	0	0	0	47
2:00	0	0	0	0	7	8	5	2	0	0	0	0	0	22
3:00	0	0	0	0	1	8	5	1	0	0	0	0	0	15
4:00	0	0	0	0	1	1	1	1	0	0	0	0	0	4
5:00	0	0	0	0	4	8	2	0	1	0	0	0	0	15
6:00	0	0	1	1	10	14	7	1	2	0	0	0	0	36
7:00	0	0	0	2	24	54	15	3	5	0	0	0	0	103
8:00	0	1	5	8	36	89	55	14	2	0	0	0	0	210
9:00	2	1	4	9	78	122	49	8	0	1	0	0	0	274
10:00	0	0	1	23	142	121	43	6	0	0	0	0	0	336
11:00	5	3	15	37	113	143	43	10	0	0	0	0	0	369
12:00 PM	7	2	3	37	165	147	44	4	0	0	0	0	0	409
1:00	3	4	5	17	124	146	42	4	0	0	0	0	0	345
2:00	1	3	7	38	159	165	42	8	0	0	0	0	0	423
3:00	7	4	16	40	140	151	38	3	0	0	0	0	0	399
4:00	3	0	15	53	165	140	28	2	0	0	0	0	0	406
5:00	5	0	9	43	141	158	29	6	0	0	0	0	0	391
6:00	3	2	5	30	98	114	34	5	0	0	0	0	0	291
7:00	1	1	2	38	90	81	18	1	1	0	0	0	0	233
8:00	0	0	4	31	100	56	24	0	1	0	0	0	0	216
9:00	1	0	3	32	69	44	4	2	0	0	0	0	0	155
10:00	0	0	6	51	80	34	8	1	0	0	0	0	0	180
11:00	0	5	18	38	76	56	14	0	0	0	1	0	0	208
Total	38	26	120	536	1852	1905	567	89	13	1	1	0	0	5148



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: A to B, WB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	2	2	22	34	13	3	0	0	0	0	0	76
1:00	0	0	0	3	13	20	11	4	0	0	0	0	0	51
2:00	0	0	0	0	4	10	7	3	2	1	0	0	0	27
3:00	0	0	0	0	4	8	8	0	0	0	0	0	0	20
4:00	0	0	0	0	2	4	3	2	0	0	0	0	0	11
5:00	0	0	0	1	5	3	7	4	0	1	0	0	0	21
6:00	0	0	0	2	8	10	5	6	1	0	0	0	0	32
7:00	0	0	0	2	6	22	15	6	1	1	0	0	0	53
8:00	0	0	0	2	21	43	30	11	1	0	0	0	0	108
9:00	2	1	2	9	49	85	28	13	2	0	0	0	0	191
10:00	1	0	7	4	63	111	55	6	0	0	0	0	0	247
11:00	2	0	2	12	75	146	54	7	0	0	0	0	0	298
12:00 PM	1	0	3	21	121	167	40	5	1	1	0	0	0	360
1:00	3	1	7	21	107	151	41	5	0	0	0	0	0	336
2:00	3	1	2	16	112	174	27	5	1	1	0	0	0	342
3:00	3	0	6	24	100	139	40	6	0	0	1	0	0	319
4:00	6	1	4	23	107	142	44	5	0	1	0	0	0	333
5:00	2	1	2	21	102	124	32	9	1	0	0	0	0	294
6:00	1	0	6	25	92	117	20	2	0	0	0	1	0	264
7:00	1	0	1	22	97	89	4	2	0	0	0	0	0	216
8:00	0	0	2	11	42	51	23	6	1	0	1	0	0	137
9:00	0	0	2	3	38	54	20	4	0	0	1	0	0	122
10:00	0	0	0	4	22	34	12	5	0	0	0	0	0	77
11:00	0	0	0	5	12	16	12	0	1	0	0	0	0	46
Total	25	5	48	233	1224	1754	551	119	12	6	3	1	0	3981
Grand Total	741	648	1641	5285	13535	11726	3192	520	68	19	8	1	3	37387
Stats	Percentile													
	Speed													
	15th													
	28													
	50th													
	34													
	85th													
	39													
	95th													
	42													
	Mean Speed (Average)													
	33.3													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	25132													
	Percent in Pace													
	67.2%													
	Number > 35 MPH													
	15538													
	Percent > 35 MPH													
	41.6%													



Wilson & Company

4401 Masthead Street NE, Suite 150
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File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	1	0	2	4	2	2	0	1	0	0	0	0	12
1:00	0	0	0	2	3	0	2	0	0	0	0	0	0	7
2:00	0	0	1	2	2	0	1	0	1	0	0	0	0	7
3:00	0	0	0	1	0	3	1	0	0	0	0	0	0	5
4:00	0	0	0	0	6	6	4	2	1	0	0	0	0	19
5:00	0	0	1	3	12	16	12	5	1	0	0	0	0	50
6:00	0	0	5	12	42	32	17	2	1	0	0	0	0	111
7:00	4	2	18	87	155	88	16	4	0	0	0	0	0	374
8:00	7	12	49	201	207	70	13	1	0	0	0	0	1	561
9:00	6	5	15	120	184	58	12	2	0	0	0	0	0	402
10:00	3	3	27	85	184	84	14	3	0	0	0	0	0	403
11:00	4	2	11	91	192	77	7	2	0	0	0	0	1	387
12:00 PM	9	7	13	114	214	90	10	2	0	0	0	0	0	459
1:00	8	10	15	112	218	88	11	0	1	0	0	0	0	463
2:00	8	10	11	76	212	77	6	2	0	0	0	0	0	402
3:00	5	7	23	127	209	77	14	0	1	1	0	0	0	464
4:00	7	5	12	79	172	110	19	2	0	0	0	0	0	406
5:00	9	10	9	64	204	109	11	1	0	0	0	0	0	417
6:00	5	12	20	86	194	56	8	3	0	0	0	0	0	384
7:00	2	8	2	20	105	64	11	0	1	0	0	0	0	213
8:00	2	4	1	23	78	44	9	2	0	0	0	0	0	163
9:00	0	0	2	22	46	19	7	2	0	0	0	0	0	98
10:00	0	1	0	9	30	28	6	1	0	0	0	0	0	75
11:00	0	0	0	1	10	5	2	1	0	0	0	0	0	19
Total	79	99	235	1339	2683	1203	215	37	8	1	0	0	2	5901



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.664061
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Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	4	4	9	1	1	0	0	0	0	0	19
1:00	0	0	1	1	4	2	3	0	0	0	0	0	0	11
2:00	0	0	0	3	2	3	0	1	0	0	0	0	0	9
3:00	0	0	0	4	1	1	0	0	0	0	0	0	0	6
4:00	0	0	0	4	2	8	4	2	1	0	0	0	0	21
5:00	0	0	0	4	11	22	8	2	1	1	0	0	0	49
6:00	0	0	1	14	35	48	11	5	2	0	0	0	0	116
7:00	5	2	20	71	188	87	25	2	0	0	0	0	0	400
8:00	10	15	23	139	264	101	16	2	0	0	0	0	0	570
9:00	8	5	19	76	200	96	19	0	0	0	0	0	0	423
10:00	1	6	19	96	154	89	12	1	0	0	0	0	0	378
11:00	10	5	20	111	174	69	19	2	0	0	0	0	1	411
12:00 PM	11	13	30	117	198	60	16	0	0	0	0	0	0	445
1:00	13	13	18	116	223	101	15	0	0	0	0	0	0	499
2:00	4	9	12	90	213	99	9	2	0	0	0	0	0	438
3:00	16	6	13	115	223	82	16	3	1	0	0	0	0	475
4:00	13	17	11	127	225	80	22	0	1	0	0	0	0	496
5:00	25	9	17	113	207	88	9	1	0	0	0	0	0	469
6:00	3	23	23	90	163	64	7	0	0	0	0	0	0	373
7:00	5	9	11	34	119	56	7	0	0	0	0	0	0	241
8:00	1	5	2	15	78	52	8	2	0	0	0	0	0	163
9:00	0	1	0	9	68	44	12	1	0	0	0	0	0	135
10:00	0	0	1	8	31	15	7	3	0	0	0	0	0	65
11:00	0	0	0	10	8	14	2	1	0	0	0	0	0	35
Total	125	138	241	1371	2795	1290	248	31	6	1	0	0	1	6247



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	4	4	2	0	0	0	0	0	0	10
1:00	0	0	1	0	2	3	0	0	0	0	0	0	0	6
2:00	0	0	0	1	4	2	0	0	0	0	0	0	0	7
3:00	0	0	1	1	2	5	2	0	1	0	0	0	0	12
4:00	0	0	0	0	2	10	5	1	1	0	0	0	0	19
5:00	1	0	0	2	14	20	6	2	0	0	0	0	0	45
6:00	0	1	2	17	36	33	15	5	1	0	0	0	0	110
7:00	3	3	16	79	177	101	21	2	0	0	0	0	0	402
8:00	7	6	16	138	254	105	20	1	2	0	0	0	0	549
9:00	6	4	19	103	188	83	8	2	1	0	0	0	0	414
10:00	2	4	13	86	181	80	7	0	1	0	0	0	0	374
11:00	8	4	18	110	186	81	15	2	1	0	0	0	0	425
12:00 PM	7	13	29	130	158	75	11	1	1	0	0	0	0	425
1:00	10	16	42	124	165	69	8	2	0	0	0	0	0	436
2:00	14	13	17	106	201	75	12	2	1	0	0	0	0	441
3:00	8	8	23	124	212	93	11	2	0	0	0	0	0	481
4:00	8	6	25	133	191	78	11	0	0	0	0	0	0	452
5:00	25	12	20	89	207	105	12	1	0	0	0	0	0	471
6:00	1	12	21	73	156	57	7	0	0	0	0	0	0	327
7:00	1	10	7	37	112	53	6	2	1	0	0	0	0	229
8:00	0	4	7	20	80	59	8	0	0	0	0	0	0	178
9:00	0	0	3	13	48	21	5	0	0	0	0	0	0	90
10:00	0	0	3	5	23	26	6	1	0	0	0	0	0	64
11:00	0	0	1	7	10	16	3	0	0	1	0	0	0	38
Total	101	116	284	1398	2613	1254	201	26	11	1	0	0	0	6005



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.664061
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Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	2	8	9	2	0	0	0	0	0	0	22
1:00	0	0	1	0	3	3	2	0	0	0	0	0	0	9
2:00	0	0	1	2	3	3	0	0	0	0	0	0	0	9
3:00	0	0	0	1	5	3	2	0	0	0	0	0	0	11
4:00	0	1	0	1	3	5	2	1	0	0	0	0	0	13
5:00	0	0	0	1	14	15	11	1	0	0	0	0	0	42
6:00	0	1	4	24	31	40	13	1	1	0	0	0	0	115
7:00	1	2	21	93	138	82	17	3	0	1	0	0	0	358
8:00	10	11	41	161	267	77	9	6	1	0	0	0	0	583
9:00	7	5	26	92	167	71	17	1	0	0	0	0	0	386
10:00	6	1	10	95	159	81	21	2	1	0	0	0	0	376
11:00	7	10	11	100	202	80	10	0	0	0	0	0	0	420
12:00 PM	4	10	22	112	208	59	13	1	0	0	0	0	0	429
1:00	5	11	25	114	171	75	13	2	0	0	1	0	0	417
2:00	7	15	24	142	187	79	6	1	0	0	0	0	0	461
3:00	10	13	25	140	233	68	9	1	1	0	0	0	0	500
4:00	7	9	16	120	212	86	10	0	0	0	0	0	0	460
5:00	7	14	21	82	162	104	19	5	0	0	0	0	0	414
6:00	3	10	9	64	145	78	14	0	0	0	0	0	0	323
7:00	1	11	8	52	103	64	7	2	0	1	0	0	0	249
8:00	3	1	4	14	63	48	10	4	1	0	0	0	0	148
9:00	0	1	1	7	43	32	13	0	0	0	0	0	0	97
10:00	0	0	0	5	32	39	4	2	0	0	0	0	0	82
11:00	0	0	0	9	10	12	1	1	0	0	0	0	0	33
Total	78	126	271	1433	2569	1213	225	34	5	2	1	0	0	5957



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	1	0	3	7	6	5	0	0	0	0	0	0	22
1:00	0	0	0	1	4	1	0	0	1	0	0	0	0	7
2:00	0	0	0	1	4	4	2	0	0	0	0	0	0	11
3:00	0	0	0	0	1	4	3	1	0	0	0	0	0	9
4:00	0	0	0	0	6	8	2	0	0	0	0	0	0	16
5:00	1	0	0	4	10	17	8	2	0	0	0	0	0	42
6:00	0	0	1	13	32	38	19	1	1	1	0	0	0	106
7:00	2	5	10	54	140	109	19	2	0	0	0	0	0	341
8:00	11	6	15	152	234	95	13	2	0	0	0	0	1	529
9:00	1	3	5	69	222	119	14	0	0	0	0	0	0	433
10:00	4	7	8	80	196	100	17	2	0	0	0	0	0	414
11:00	8	11	20	133	190	82	8	1	0	0	0	0	0	453
12:00 PM	15	14	30	97	211	101	12	1	0	0	0	0	0	481
1:00	16	14	36	137	188	83	5	1	0	0	0	0	0	480
2:00	7	12	11	83	210	97	12	5	0	0	1	0	0	438
3:00	12	14	22	125	228	104	15	0	0	0	0	0	0	520
4:00	20	7	17	107	216	102	13	2	0	0	0	0	0	484
5:00	18	24	25	110	255	74	16	2	0	0	0	0	0	524
6:00	3	11	28	102	183	56	6	2	2	0	0	0	0	393
7:00	2	11	8	62	151	49	9	1	1	0	0	0	0	294
8:00	2	9	3	50	120	62	10	0	0	0	0	0	0	256
9:00	1	0	6	35	91	45	6	0	0	0	0	0	0	184
10:00	0	0	2	23	63	28	13	0	0	0	0	0	0	129
11:00	0	0	3	12	37	32	11	2	3	0	0	0	0	100
Total	123	149	250	1453	2999	1416	238	27	8	1	1	0	1	6666



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	10	30	19	2	1	0	0	0	0	0	63
1:00	0	0	0	3	9	12	2	0	1	0	0	0	0	27
2:00	0	1	0	2	14	6	6	1	0	0	0	0	0	30
3:00	0	0	0	1	6	7	2	0	0	0	0	0	1	17
4:00	0	0	0	0	5	5	0	1	0	0	0	0	0	11
5:00	0	0	1	5	4	6	9	1	0	0	0	0	0	26
6:00	0	0	0	7	19	22	12	3	1	0	0	0	0	64
7:00	1	1	6	24	69	44	13	3	0	0	0	0	0	161
8:00	4	5	12	21	110	93	20	1	1	1	0	0	0	268
9:00	1	8	7	49	134	91	14	0	0	0	0	0	1	305
10:00	2	5	8	64	181	100	20	1	0	0	0	0	0	381
11:00	7	4	7	60	172	99	19	3	1	1	0	0	0	373
12:00 PM	6	3	10	78	197	105	16	2	1	0	0	0	0	418
1:00	10	7	13	76	194	101	20	2	1	0	0	0	0	424
2:00	3	3	10	77	193	116	20	3	0	0	0	0	0	425
3:00	5	2	7	52	209	142	20	2	0	0	0	0	0	439
4:00	2	4	16	52	176	127	17	2	1	0	1	0	1	399
5:00	3	3	6	49	196	117	28	1	2	1	0	0	0	406
6:00	3	3	4	69	167	70	11	2	1	1	0	0	0	331
7:00	3	3	8	57	129	60	9	1	0	0	0	0	0	270
8:00	0	2	6	48	109	54	6	0	0	0	0	0	0	225
9:00	1	0	6	48	80	34	7	1	0	0	1	0	0	178
10:00	1	1	5	31	77	24	2	0	0	0	0	0	0	141
11:00	0	3	0	23	47	28	7	0	0	0	0	0	0	108
Total	52	58	133	906	2527	1482	282	31	10	4	2	0	3	5490



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612
Direction: B to A, EB

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	8	26	23	2	1	1	0	0	0	0	61
1:00	0	1	1	5	22	11	4	0	0	0	0	0	0	44
2:00	0	0	1	4	13	9	3	0	0	0	0	0	0	30
3:00	0	0	0	6	15	5	2	0	1	0	0	0	0	29
4:00	0	0	0	10	20	6	0	0	0	0	1	0	0	37
5:00	0	0	1	1	9	5	4	3	0	0	0	0	0	23
6:00	0	0	1	2	19	16	9	4	0	0	0	0	0	51
7:00	0	2	4	4	42	58	13	4	1	0	0	0	0	128
8:00	1	1	0	11	71	53	18	2	1	0	0	0	0	158
9:00	1	2	3	21	90	92	23	3	2	0	0	0	0	237
10:00	1	2	4	13	106	102	23	3	2	0	0	0	0	256
11:00	1	1	4	33	108	98	22	2	0	0	0	0	0	269
12:00 PM	3	2	2	41	157	79	11	3	1	0	0	0	0	299
1:00	3	1	6	43	148	106	21	2	1	0	0	0	0	331
2:00	5	1	1	38	161	112	21	4	1	0	0	0	0	344
3:00	3	1	4	29	166	93	25	1	0	0	0	0	0	322
4:00	0	1	0	32	145	113	21	1	0	0	0	0	0	313
5:00	0	2	4	26	115	112	28	1	1	0	0	1	0	290
6:00	1	3	5	55	122	71	16	3	0	1	1	0	0	278
7:00	1	1	2	20	90	51	11	0	0	0	0	0	0	176
8:00	0	1	3	15	53	39	9	1	1	0	0	0	0	122
9:00	1	1	1	8	40	34	6	1	1	0	0	0	0	93
10:00	0	1	1	22	45	16	4	3	0	0	0	0	0	92
11:00	0	0	1	3	15	11	2	1	0	0	0	0	0	33
Total	21	24	49	450	1798	1315	298	43	14	1	2	1	0	4016
Grand Total	579	710	1463	8350	17984	9173	1707	229	62	11	6	1	7	40282
Stats	Percentile													
	Speed													
	15th													
	28													
	50th													
	32													
	85th													
	37													
	95th													
	40													
	Mean Speed (Average)													
	32.2													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	27141													
	Percent in Pace													
	67.4%													
	Number > 35 MPH													
	11196													
	Percent > 35 MPH													
	27.8%													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.664061
Longitude: -105.995612

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB	A to B, WB	B to A, EB
12:00 AM	18	12	17	19	20	10	31	22	19	22	61	63	76	61	35	30
1:00	14	7	17	11	8	6	14	9	13	7	47	27	51	44	23	16
2:00	7	7	8	9	9	7	7	9	12	11	22	30	27	30	13	15
3:00	9	5	4	6	6	12	11	11	7	9	15	17	20	29	10	13
4:00	21	19	20	21	9	19	23	13	11	16	4	11	11	37	14	19
5:00	36	50	19	49	32	45	38	42	25	42	15	26	21	23	27	40
6:00	80	111	87	116	78	110	87	115	78	106	36	64	32	51	68	96
7:00	240	374	246	400	261	402	271	358	245	341	103	161	53	128	203	309
8:00	360	561	374	570	359	549	346	583	324	529	210	268	108	158	297	460
9:00	296	402	319	423	315	414	291	386	332	433	274	305	191	237	288	371
10:00	355	403	321	378	337	374	332	376	358	414	336	381	247	256	327	369
11:00	355	387	401	411	387	425	383	420	419	453	369	373	298	269	373	391
12:00 PM	398	459	402	445	427	425	365	429	471	481	409	418	360	299	405	422
1:00	387	463	388	499	391	436	362	417	470	480	345	424	336	331	383	436
2:00	391	402	389	438	434	441	398	461	446	438	423	425	342	344	403	421
3:00	495	464	526	475	462	481	531	500	520	520	399	439	319	322	465	457
4:00	496	406	528	496	533	452	527	460	526	484	406	399	333	313	478	430
5:00	515	417	479	469	488	471	509	414	509	524	391	406	294	290	455	427
6:00	343	384	403	373	396	327	360	323	420	393	291	331	264	278	354	344
7:00	186	213	212	241	206	229	216	249	295	294	233	270	216	176	223	239
8:00	155	163	153	163	167	178	146	148	255	256	216	225	137	122	176	179
9:00	117	98	144	135	138	90	119	97	200	184	155	178	122	93	142	125
10:00	84	75	74	65	89	64	101	82	142	129	180	141	77	92	107	93
11:00	40	19	31	35	40	38	42	33	99	100	208	108	46	33	72	52
Total	5398	5901	5562	6247	5592	6005	5510	5957	6196	6666	5148	5490	3981	4016	5341	5754
Day	11299		11809		11597		11467		12862		10638		7997		11095	
AM Peak	8:00	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	10:00	11:00	11:00	11:00	8:00
Volume	360	561	401	570	387	549	383	583	419	529	369	381	298	269	373	460
PM Peak	5:00	3:00	4:00	1:00	4:00	3:00	3:00	3:00	4:00	5:00	2:00	3:00	12:00 PM	2:00	4:00	3:00
Volume	515	464	528	499	533	481	531	500	526	524	423	439	360	344	478	457
Comb Total	11299		11809		11597		11467		12862		10638		7997		11095	
ADT	ADT: 11,096		AADT: 11,096													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.664061
Longitude: -105.995612

File Name: Agua Fria Counter #1
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	3	4	3	1	0	0	0	0	0	11
1:00	0	2	0	2	2	1	1	0	0	0	0	0	0	8
2:00	0	0	0	1	0	1	1	1	0	0	0	0	0	4
3:00	0	0	0	0	1	1	2	0	0	0	0	0	0	4
4:00	0	0	0	0	2	5	5	2	4	0	0	0	0	18
5:00	0	0	3	1	2	8	13	8	2	0	0	0	0	37
6:00	0	1	5	8	28	27	22	2	1	1	0	0	0	95
7:00	2	1	12	36	74	107	45	1	0	1	0	0	0	279
8:00	3	1	9	27	141	180	44	5	0	0	0	0	0	410
9:00	2	1	13	22	94	156	45	3	4	0	0	0	0	340
10:00	5	1	6	25	104	132	57	10	0	0	0	0	0	340
11:00	4	1	2	14	114	158	59	8	0	1	0	0	0	361
12:00 PM	3	0	4	29	126	180	60	7	3	0	0	0	0	412
1:00	0	2	6	34	150	176	57	8	2	0	0	0	0	435
2:00	5	0	3	25	125	182	59	8	0	0	0	0	0	407
3:00	2	1	5	27	127	200	66	10	0	0	0	0	0	438
4:00	4	2	4	9	93	193	76	16	2	0	0	0	0	399
5:00	6	0	6	21	69	197	77	13	0	0	0	0	1	390
6:00	0	0	5	19	97	154	56	5	2	0	0	0	1	339
7:00	0	0	3	6	43	76	48	2	3	0	0	0	0	181
8:00	2	0	1	5	29	47	31	3	0	1	0	0	0	119
9:00	0	1	0	3	19	37	14	2	1	0	0	0	0	77
10:00	0	0	2	4	16	22	14	3	0	0	0	0	0	61
11:00	0	0	2	0	4	9	1	1	0	0	0	0	0	17
Total	38	14	91	318	1463	2253	856	119	24	4	0	0	2	5182



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	4	5	2	3	0	0	0	0	0	0	14
1:00	0	0	0	0	1	4	1	2	0	0	0	0	0	8
2:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
3:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
4:00	0	0	0	0	2	4	4	2	2	0	0	0	0	14
5:00	0	0	2	2	5	12	9	3	1	0	0	0	0	34
6:00	0	0	0	6	25	30	18	7	1	1	0	0	0	88
7:00	3	1	8	30	89	124	40	6	3	0	0	0	0	304
8:00	2	1	15	26	142	147	61	4	0	0	0	0	0	398
9:00	1	2	8	22	109	155	45	8	2	0	0	0	0	352
10:00	2	2	5	19	113	148	60	9	1	0	0	0	0	359
11:00	1	0	12	38	129	166	32	6	0	0	0	0	0	384
12:00 PM	2	1	5	28	136	170	51	15	0	0	0	0	0	408
1:00	6	2	6	25	166	180	61	5	1	0	0	0	0	452
2:00	0	0	5	11	115	202	56	14	2	0	0	0	0	405
3:00	4	1	6	23	142	201	44	9	1	0	0	0	0	431
4:00	8	1	4	26	133	241	76	11	0	0	0	0	0	500
5:00	10	5	14	17	77	208	80	16	0	0	0	0	0	427
6:00	2	1	5	29	101	136	63	2	2	0	0	0	0	341
7:00	0	1	0	13	60	107	29	3	0	0	0	1	0	214
8:00	0	0	2	2	43	66	28	1	1	0	0	0	0	143
9:00	0	1	3	6	14	57	20	5	2	0	0	0	0	108
10:00	0	0	0	3	11	24	14	2	0	0	0	0	0	54
11:00	0	0	1	1	9	13	2	0	1	0	0	0	0	27
Total	41	19	101	332	1629	2401	797	130	20	1	0	1	0	5472



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	1	2	5	0	0	0	0	0	0	8
1:00	0	0	1	1	0	2	2	0	0	0	0	0	0	6
2:00	0	0	3	0	4	1	0	0	0	0	0	0	0	8
3:00	0	0	0	0	2	4	3	0	0	0	0	0	0	9
4:00	0	1	0	0	0	7	2	3	1	0	1	0	0	15
5:00	0	0	0	2	5	13	10	2	1	0	0	0	0	33
6:00	0	0	5	6	15	25	24	4	0	0	0	0	0	79
7:00	6	0	10	21	83	129	50	4	0	0	0	0	0	303
8:00	4	2	13	35	154	167	58	9	1	0	0	0	0	443
9:00	1	2	22	67	147	102	20	2	0	0	0	0	0	363
10:00	3	7	12	50	173	105	19	0	1	0	0	0	0	370
11:00	7	3	13	80	181	110	20	2	0	0	0	0	0	416
12:00 PM	9	5	19	66	188	130	19	1	2	0	0	0	0	439
1:00	4	3	20	58	209	113	15	1	0	0	0	0	0	423
2:00	4	2	12	60	209	132	23	3	1	0	0	0	0	446
3:00	11	5	13	73	210	141	13	2	0	0	0	0	0	468
4:00	10	5	13	65	214	117	28	3	1	1	0	0	0	457
5:00	11	3	16	42	176	169	38	4	0	0	0	0	0	459
6:00	0	0	4	23	83	113	41	9	1	0	0	0	0	274
7:00	0	0	2	16	66	89	25	2	1	1	0	0	0	202
8:00	2	0	0	9	38	66	24	4	0	0	0	0	0	143
9:00	0	0	0	1	13	40	13	1	0	1	0	0	0	69
10:00	0	0	1	3	9	23	8	1	2	0	0	0	0	47
11:00	0	1	4	2	8	15	4	1	0	0	0	0	0	35
Total	72	39	183	680	2188	1815	464	58	12	3	1	0	0	5515



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	1	3	8	4	0	0	0	0	0	0	17
1:00	0	0	0	1	3	1	2	1	0	0	0	0	0	8
2:00	1	0	0	0	1	2	3	0	0	0	0	0	0	7
3:00	0	0	1	0	0	5	1	0	0	0	0	0	0	7
4:00	0	0	0	2	1	5	1	2	0	0	0	0	0	11
5:00	0	0	4	2	5	16	11	3	0	1	0	0	0	42
6:00	0	1	1	6	25	27	26	8	2	0	0	0	0	96
7:00	2	0	17	50	122	98	22	3	0	1	0	0	0	315
8:00	4	5	22	94	208	139	13	1	0	0	0	0	0	486
9:00	4	5	21	34	133	124	17	2	0	0	0	0	0	340
10:00	5	1	13	33	124	111	18	2	0	0	0	0	0	307
11:00	5	2	14	48	160	126	28	0	0	0	0	0	0	383
12:00 PM	7	2	9	62	157	131	20	0	0	0	0	0	0	388
1:00	2	2	8	40	183	100	19	2	0	0	0	0	0	356
2:00	4	3	12	37	136	130	28	1	0	0	0	0	0	351
3:00	2	4	12	27	120	199	53	6	0	0	0	0	0	423
4:00	14	1	7	20	132	215	55	12	2	0	0	0	0	458
5:00	9	0	8	15	83	188	80	9	2	0	0	0	0	394
6:00	3	0	6	15	79	122	46	9	2	0	0	0	0	282
7:00	1	0	5	13	66	96	29	4	2	0	0	0	0	216
8:00	0	0	2	6	30	66	25	2	0	0	0	0	0	131
9:00	0	1	1	5	18	33	22	3	0	0	0	0	0	83
10:00	0	0	3	2	18	32	9	5	0	0	0	0	0	69
11:00	0	0	2	0	11	7	8	1	0	0	0	0	0	29
Total	63	27	169	513	1818	1981	540	76	10	2	0	0	0	5199



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	3	9	1	1	0	0	0	0	0	15
1:00	0	0	1	0	2	2	0	0	0	0	0	0	0	5
2:00	0	0	0	0	1	3	3	1	0	0	0	0	0	8
3:00	0	0	0	0	1	2	2	2	0	0	0	0	0	7
4:00	0	0	0	1	1	7	4	0	0	0	0	0	0	13
5:00	0	0	0	1	5	18	7	4	0	0	0	0	0	35
6:00	0	0	2	5	22	25	19	2	3	1	0	0	0	79
7:00	4	0	5	21	83	97	49	7	2	1	0	0	0	269
8:00	5	1	9	26	167	174	48	8	0	0	0	0	0	438
9:00	4	2	6	20	96	150	61	10	1	0	0	0	0	350
10:00	1	1	17	25	106	146	61	11	0	0	0	0	0	368
11:00	5	2	4	18	157	170	51	3	2	0	0	0	0	412
12:00 PM	9	0	3	34	116	186	76	14	4	0	0	0	0	442
1:00	11	1	8	25	188	193	53	6	0	0	0	0	0	485
2:00	2	1	4	21	138	185	63	15	2	0	0	0	0	431
3:00	9	0	11	39	158	244	55	5	0	0	0	0	0	521
4:00	6	1	7	29	134	246	77	9	0	1	0	0	0	510
5:00	6	1	7	14	108	274	93	11	1	0	0	0	0	515
6:00	7	0	7	20	122	151	40	3	4	1	0	0	0	355
7:00	0	0	4	14	84	104	30	7	1	0	0	0	0	244
8:00	2	0	1	8	79	92	22	3	0	1	0	0	0	208
9:00	0	1	1	11	32	73	23	4	2	0	0	0	0	147
10:00	1	1	3	6	33	51	13	1	0	0	0	0	0	109
11:00	0	0	1	7	34	42	16	1	0	0	0	0	0	101
Total	72	12	101	346	1870	2644	867	128	22	5	0	0	0	6067



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	1	0	1	2	19	32	6	1	0	0	0	0	0	62
1:00	0	1	1	3	7	12	8	0	0	0	0	0	0	32
2:00	0	0	1	1	4	16	3	2	2	0	0	0	0	29
3:00	0	1	1	0	1	5	5	1	0	0	0	0	0	14
4:00	0	0	0	0	0	5	2	0	0	0	0	0	0	7
5:00	0	0	1	1	4	9	3	2	0	0	0	0	0	20
6:00	0	0	0	2	13	19	11	3	1	0	0	0	0	49
7:00	0	1	3	6	24	49	27	7	1	1	0	0	0	119
8:00	0	0	1	5	39	90	62	6	0	1	0	1	0	205
9:00	5	1	7	7	65	118	56	12	1	0	0	0	0	272
10:00	0	1	4	8	83	161	74	11	1	0	0	0	0	343
11:00	6	1	4	16	87	168	52	4	2	0	0	0	0	340
12:00 PM	2	1	2	12	121	165	69	9	3	0	0	0	0	384
1:00	2	1	3	21	111	204	44	5	2	1	0	0	0	394
2:00	3	0	3	22	109	171	59	13	1	0	0	0	0	381
3:00	3	2	3	10	97	202	85	10	1	0	0	0	0	413
4:00	3	0	7	16	84	181	87	10	2	0	0	0	0	390
5:00	2	1	1	10	92	181	85	17	2	0	0	1	0	392
6:00	2	2	2	16	72	132	45	5	1	0	0	0	0	277
7:00	0	1	9	13	64	94	19	8	0	0	0	0	0	208
8:00	2	0	7	10	55	69	19	1	0	0	0	0	0	163
9:00	1	1	2	4	51	64	15	3	1	0	1	0	0	143
10:00	0	1	2	20	58	55	8	0	0	0	0	0	0	144
11:00	0	0	1	19	45	50	11	1	0	0	0	0	0	127
Total	32	16	66	224	1305	2252	855	131	21	3	1	2	0	4908



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
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Latitude: 35.666503
Longitude: -105.990721
Direction: A to B, EB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	1	1	3	6	34	7	2	0	0	0	0	0	54
1:00	0	1	1	3	11	19	5	1	0	0	0	0	0	41
2:00	0	0	1	0	6	13	5	1	0	0	0	0	0	26
3:00	0	0	0	2	4	11	3	1	0	1	0	0	0	22
4:00	0	0	0	1	8	13	5	2	0	0	0	0	0	29
5:00	0	0	0	1	2	7	6	1	0	0	0	0	0	17
6:00	0	0	2	2	7	14	11	5	0	0	1	0	0	42
7:00	0	0	2	3	17	45	32	4	1	0	0	0	0	104
8:00	0	0	2	4	31	42	30	7	2	0	1	0	0	119
9:00	0	1	3	6	33	91	53	6	3	2	0	0	0	198
10:00	0	4	8	7	41	115	47	14	3	0	0	0	0	239
11:00	1	0	3	8	57	135	41	8	6	0	0	0	0	259
12:00 PM	2	0	4	7	82	147	39	10	0	0	0	0	0	291
1:00	4	3	5	12	69	156	63	10	0	0	0	0	0	322
2:00	3	4	5	10	72	142	65	13	0	1	0	0	0	315
3:00	0	0	5	16	63	149	54	10	2	0	0	0	0	299
4:00	0	4	6	15	59	133	83	12	0	0	0	0	0	312
5:00	2	2	4	9	37	120	71	14	2	0	0	1	0	262
6:00	4	0	7	19	75	93	50	8	1	0	0	0	0	257
7:00	0	0	2	4	56	71	16	6	0	0	0	0	0	155
8:00	0	1	0	7	33	46	13	1	0	0	0	0	0	101
9:00	0	0	4	7	21	32	15	4	1	0	0	0	0	84
10:00	1	0	2	10	28	30	14	2	1	0	0	0	0	88
11:00	0	0	0	1	10	12	6	1	0	0	0	0	0	30
Total	17	21	67	157	828	1670	734	143	22	4	2	1	0	3666
Grand Total	335	148	778	2570	11101	15016	5113	785	131	22	4	4	2	36009
Stats	Percentile													
	Speed													
	15th													
	31													
	50th													
	36													
	85th													
	40													
	95th													
	43													
	Mean Speed (Average)													
	35.6													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	25868													
	Percent in Pace													
	71.8%													
	Number > 35 MPH													
	21079													
	Percent > 35 MPH													
	58.5%													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	10	5	2	0	0	0	0	0	0	18
1:00	0	1	2	0	4	4	2	0	0	0	0	0	0	13
2:00	0	0	2	3	2	2	0	1	0	0	0	0	0	10
3:00	0	0	0	0	1	4	1	1	0	0	0	0	0	7
4:00	0	0	0	2	6	5	5	3	1	0	0	0	0	22
5:00	0	0	1	3	10	9	7	0	1	0	0	0	0	31
6:00	0	0	2	5	20	41	9	0	1	0	0	0	0	78
7:00	9	0	8	16	80	127	34	5	0	1	0	0	0	280
8:00	15	1	15	25	124	144	33	4	0	1	0	0	0	362
9:00	2	2	8	22	125	133	25	2	1	0	0	0	0	320
10:00	11	0	15	29	138	149	29	7	0	0	0	0	0	378
11:00	7	4	16	31	131	174	35	3	0	1	0	0	0	402
12:00 PM	8	1	6	16	156	167	55	3	0	0	0	0	0	412
1:00	1	0	2	31	160	187	27	2	0	1	0	0	0	411
2:00	4	2	6	21	157	183	34	8	2	0	0	0	0	417
3:00	4	4	16	55	176	211	48	3	0	0	0	0	0	517
4:00	4	2	16	33	173	217	58	9	1	0	1	0	0	514
5:00	7	2	21	38	154	247	58	6	0	0	0	0	0	533
6:00	3	0	6	19	139	142	31	1	1	0	0	0	0	342
7:00	1	1	3	6	73	68	14	4	2	0	0	0	0	172
8:00	7	2	2	11	55	62	17	1	1	0	0	0	0	158
9:00	0	1	0	2	41	49	24	1	0	0	0	0	0	118
10:00	0	2	3	7	16	34	13	5	0	0	0	0	0	80
11:00	0	0	1	6	16	11	6	2	0	0	0	0	0	42
Total	83	25	151	382	1967	2375	567	71	11	4	1	0	0	5637



Wilson & Company

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Station ID:
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File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	3	3	5	7	3	0	0	0	0	0	0	21
1:00	0	0	0	0	5	8	4	1	0	0	0	0	0	18
2:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7
3:00	0	0	1	0	0	0	0	2	0	0	0	0	0	3
4:00	0	0	1	1	3	7	9	1	0	1	0	0	0	23
5:00	0	0	0	2	3	6	5	1	0	0	0	0	0	17
6:00	0	0	2	6	24	44	15	3	0	0	0	0	0	94
7:00	9	4	14	14	62	134	30	7	0	0	1	0	0	275
8:00	13	1	5	43	137	161	36	5	2	0	0	0	0	403
9:00	7	2	7	16	105	177	42	5	0	0	0	0	0	361
10:00	6	0	9	23	105	161	41	4	1	0	0	0	0	350
11:00	4	1	10	23	169	173	35	5	1	0	0	0	0	421
12:00 PM	8	0	8	22	148	180	53	2	1	0	0	0	0	422
1:00	6	2	5	20	149	186	40	4	1	0	0	0	0	413
2:00	5	2	13	33	154	163	43	5	2	0	0	0	0	420
3:00	7	2	18	86	228	192	38	4	0	0	0	0	0	575
4:00	10	4	13	76	225	233	41	7	0	0	0	0	0	609
5:00	17	4	15	47	190	232	52	11	0	0	0	0	0	568
6:00	12	0	3	26	149	169	41	1	0	0	0	0	0	401
7:00	0	0	4	12	91	92	14	3	1	0	0	0	0	217
8:00	0	0	6	7	45	87	11	2	1	0	0	0	0	159
9:00	1	1	7	6	54	57	11	1	0	0	0	0	0	138
10:00	1	0	0	3	19	32	11	1	3	0	0	0	0	70
11:00	0	0	3	2	8	10	4	0	0	0	0	0	0	27
Total	106	23	147	471	2081	2514	580	75	13	1	1	0	0	6012



Wilson & Company

4401 Masthead Street NE, Suite 150
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Station ID:
Location 1:
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Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	4	7	4	0	0	0	0	0	0	18
1:00	1	1	1	0	2	5	0	0	0	0	0	0	0	10
2:00	0	1	0	0	5	2	2	0	0	0	0	0	0	10
3:00	0	0	0	2	3	0	1	2	0	0	0	0	0	8
4:00	0	1	0	0	0	5	2	2	0	0	0	0	0	10
5:00	0	1	1	2	3	12	6	4	2	1	0	0	0	32
6:00	2	0	2	8	20	41	9	3	0	0	0	0	0	85
7:00	15	1	6	24	63	116	45	3	0	0	0	0	0	273
8:00	9	5	11	53	130	148	27	3	0	1	0	0	0	387
9:00	8	4	35	130	125	25	4	0	0	0	0	0	0	331
10:00	5	4	21	138	145	39	5	0	0	0	0	0	0	357
11:00	9	10	28	160	152	40	2	0	0	0	0	0	0	401
12:00 PM	8	1	33	174	177	38	10	0	0	0	0	0	0	441
1:00	3	1	25	154	196	45	1	0	0	1	0	0	0	426
2:00	8	3	46	194	162	49	7	0	0	0	0	0	0	469
3:00	14	7	61	193	182	53	0	0	1	0	0	0	0	511
4:00	9	1	51	234	214	40	4	0	0	0	0	0	0	553
5:00	19	11	53	209	210	75	4	1	0	0	0	0	0	582
6:00	10	2	15	30	154	151	18	2	0	0	0	0	0	382
7:00	0	1	5	19	94	71	18	3	0	0	0	0	0	211
8:00	3	0	4	8	55	85	20	0	0	0	0	1	0	176
9:00	1	3	6	5	49	57	10	0	0	2	0	0	0	133
10:00	0	1	3	1	30	37	14	3	0	0	0	0	0	89
11:00	0	0	2	2	10	17	4	0	0	0	0	0	0	35
Total	124	59	409	1743	2185	1158	217	26	3	5	0	1	0	5930



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	6	13	10	2	0	0	0	0	0	32
1:00	0	2	1	1	2	6	1	2	0	0	0	0	0	15
2:00	1	0	1	0	1	3	1	1	0	0	0	0	0	8
3:00	0	0	0	0	4	6	1	0	0	0	0	0	0	11
4:00	0	0	0	2	4	7	7	1	1	0	0	0	0	22
5:00	1	0	2	1	7	15	13	1	0	0	0	0	0	40
6:00	1	1	2	4	24	44	13	4	0	0	0	0	0	93
7:00	9	3	16	78	123	46	5	0	1	0	0	0	0	281
8:00	18	4	42	143	133	24	2	0	0	0	0	0	0	366
9:00	6	1	20	111	122	31	2	1	0	0	0	0	0	294
10:00	13	3	35	110	127	45	0	0	0	0	0	0	0	333
11:00	9	1	52	159	155	33	3	1	0	0	0	0	0	413
12:00 PM	13	4	39	123	178	32	0	0	0	0	0	0	0	389
1:00	11	0	15	141	179	38	0	0	0	0	0	0	0	384
2:00	13	8	31	101	176	100	11	0	0	0	0	1	0	441
3:00	14	4	25	90	252	166	19	1	0	0	0	0	0	571
4:00	18	4	21	50	211	206	52	3	1	0	0	0	0	566
5:00	6	1	8	55	190	242	44	5	0	0	0	0	0	551
6:00	6	3	11	34	144	132	28	3	1	0	0	0	0	362
7:00	1	3	6	16	76	78	21	4	1	0	0	0	0	206
8:00	2	1	5	8	43	64	17	3	0	0	0	0	0	143
9:00	0	0	3	6	45	61	10	1	0	0	0	0	0	126
10:00	2	5	3	2	35	36	15	3	0	0	0	0	0	101
11:00	0	1	0	2	17	16	4	0	0	1	0	0	0	41
Total	144	49	338	1238	2254	1444	279	36	5	1	0	1	0	5789



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	1	8	6	4	0	0	0	0	0	0	20
1:00	0	1	1	1	2	3	4	1	1	0	0	0	0	14
2:00	0	0	1	2	6	1	2	0	0	0	0	0	0	12
3:00	0	0	0	0	1	3	0	0	1	0	0	0	0	5
4:00	0	0	0	0	2	3	3	3	0	0	0	0	0	11
5:00	0	0	0	0	5	11	11	0	0	0	0	0	0	27
6:00	2	0	1	2	24	36	13	4	0	1	0	0	0	83
7:00	5	1	6	27	53	121	35	5	1	1	0	0	0	255
8:00	17	1	5	24	99	135	59	7	1	0	0	0	0	348
9:00	9	1	6	19	81	184	46	5	1	2	0	0	0	354
10:00	6	0	3	17	142	160	52	2	2	0	0	0	0	384
11:00	10	0	9	12	148	164	51	5	1	0	0	1	0	401
12:00 PM	8	1	7	33	192	226	43	5	0	0	0	0	0	515
1:00	8	3	11	37	221	208	26	3	0	1	0	0	0	518
2:00	3	1	11	47	142	199	50	7	0	0	0	0	0	460
3:00	7	2	16	69	228	182	38	3	0	0	0	0	1	546
4:00	8	1	23	62	258	204	39	3	2	0	0	0	0	600
5:00	10	4	25	52	220	218	35	3	0	0	0	0	0	567
6:00	10	1	6	29	184	159	27	1	1	0	0	0	0	418
7:00	6	0	7	27	144	115	15	1	0	0	0	0	0	315
8:00	12	2	4	19	111	111	11	1	0	0	0	0	0	271
9:00	1	0	7	20	95	77	12	2	0	1	0	0	0	215
10:00	2	3	3	2	53	60	15	1	1	0	0	0	0	140
11:00	1	3	0	2	20	45	11	3	0	1	0	0	0	86
Total	125	25	153	504	2439	2631	602	65	12	7	0	1	1	6565



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	2	3	1	20	19	7	1	0	0	0	0	1	54
1:00	0	1	3	2	10	16	9	3	0	0	0	0	0	44
2:00	0	0	1	2	8	5	5	1	0	0	0	0	0	22
3:00	0	0	1	0	3	9	1	0	1	0	0	0	1	16
4:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
5:00	0	0	0	1	5	5	4	0	0	0	0	0	0	15
6:00	0	0	0	2	12	13	7	1	0	0	0	0	0	35
7:00	0	0	0	2	32	39	21	10	0	0	0	0	0	104
8:00	3	0	5	6	27	115	53	9	0	1	0	0	0	219
9:00	6	0	3	12	65	143	51	4	0	0	0	0	0	284
10:00	3	0	3	23	112	157	43	7	1	0	0	0	0	349
11:00	2	1	12	22	116	180	51	9	1	0	0	0	0	394
12:00 PM	6	0	3	33	118	222	44	9	0	0	0	0	0	435
1:00	5	5	4	16	90	201	52	2	2	0	0	0	0	377
2:00	9	0	7	12	146	187	64	6	0	0	1	0	0	432
3:00	0	1	7	43	143	174	47	7	2	0	0	0	0	424
4:00	3	0	12	31	132	193	47	4	2	0	0	0	0	424
5:00	5	1	7	21	131	179	42	5	0	0	0	0	0	391
6:00	1	0	16	25	103	125	27	6	0	0	0	0	0	303
7:00	3	0	4	35	109	98	11	2	0	0	0	0	0	262
8:00	1	1	7	9	92	128	20	2	0	0	0	0	0	260
9:00	2	0	6	10	62	76	10	1	0	0	0	0	0	167
10:00	2	4	1	12	57	72	19	0	0	0	0	0	0	167
11:00	1	1	3	7	37	62	17	0	0	0	0	0	0	128
Total	52	17	108	327	1631	2420	652	89	9	1	1	0	2	5309



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721
Direction: B to A, WB

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	6	18	36	7	4	1	0	0	0	0	72
1:00	0	3	4	3	14	20	5	0	0	0	0	0	0	49
2:00	0	0	0	1	7	4	6	3	1	1	0	0	0	23
3:00	0	0	0	1	1	10	6	1	1	0	0	0	0	20
4:00	0	0	0	3	1	4	2	0	1	0	0	0	0	11
5:00	0	0	1	0	3	5	8	1	2	0	0	0	0	20
6:00	0	0	1	3	8	9	5	2	0	1	0	0	0	29
7:00	0	0	2	1	10	26	15	1	1	0	0	0	0	56
8:00	0	0	1	3	18	59	29	5	0	0	0	0	0	115
9:00	3	0	1	9	38	103	35	8	0	0	0	0	0	197
10:00	2	1	12	12	54	106	65	5	0	0	0	0	0	257
11:00	1	0	3	9	73	163	66	6	0	0	0	0	0	321
12:00 PM	2	1	4	8	134	187	34	4	2	0	0	0	0	376
1:00	3	0	5	20	106	169	29	4	1	0	0	0	0	337
2:00	7	2	6	16	117	159	45	7	0	0	0	0	0	359
3:00	1	1	5	13	99	162	42	7	1	0	0	0	0	331
4:00	2	2	9	22	107	152	45	7	1	0	0	0	0	347
5:00	4	5	9	12	105	126	39	5	1	0	0	0	0	306
6:00	3	0	10	24	100	112	17	2	0	0	0	0	0	268
7:00	2	1	3	20	99	82	15	1	1	1	0	0	0	225
8:00	1	1	1	5	41	67	13	4	0	0	0	0	0	133
9:00	0	0	0	5	42	59	13	0	1	0	0	0	0	120
10:00	0	1	2	3	35	24	12	0	0	0	0	0	0	77
11:00	0	0	5	3	15	18	9	0	0	0	0	0	0	50
Total	31	18	84	202	1245	1862	562	77	15	3	0	0	0	4099
Grand Total	665	216	1390	4867	13802	14404	3459	439	68	22	3	3	3	39341
Stats	Percentile													
	Speed													
	15th													
	50th													
	85th													
	95th													
	29													
	35													
	39													
	42													
	Mean Speed (Average)													
	34.0													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	28015													
	Percent in Pace													
	71.2%													
	Number > 35 MPH													
	18402													
	Percent > 35 MPH													
	46.8%													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB
12:00 AM	11	18	14	21	8	18	17	32	15	20	62	54	54	72	26	34
1:00	8	13	8	18	6	10	8	15	5	14	32	44	41	49	15	23
2:00	4	10	3	7	8	10	7	8	8	12	29	22	26	23	12	13
3:00	4	7	4	3	9	8	7	11	7	5	14	16	22	20	10	10
4:00	18	22	14	23	15	10	11	22	13	11	7	3	29	11	15	15
5:00	37	31	34	17	33	32	42	40	35	27	20	15	17	20	31	26
6:00	95	78	88	94	79	85	96	93	79	83	49	35	42	29	75	71
7:00	279	280	304	275	303	273	315	281	269	255	119	104	104	56	242	218
8:00	410	362	398	403	443	387	486	366	438	348	205	219	119	115	357	314
9:00	340	320	352	361	363	331	340	294	350	354	272	284	198	197	316	306
10:00	340	378	359	350	370	357	307	333	368	384	343	349	239	257	332	344
11:00	361	402	384	421	416	401	383	413	412	401	340	394	259	321	365	393
12:00 PM	412	412	408	422	439	441	388	389	442	515	384	435	291	376	395	427
1:00	435	411	452	413	423	426	356	384	485	518	394	377	322	337	410	409
2:00	407	417	405	420	446	469	351	441	431	460	381	432	315	359	391	428
3:00	438	517	431	575	468	511	423	571	521	546	413	424	299	331	428	496
4:00	399	514	500	609	457	553	458	566	510	600	390	424	312	347	432	516
5:00	390	533	427	568	459	582	394	551	515	567	392	391	262	306	406	500
6:00	339	342	341	401	274	382	282	362	355	418	277	303	257	268	304	354
7:00	181	172	214	217	202	211	216	206	244	315	208	262	155	225	203	230
8:00	119	158	143	159	143	176	131	143	208	271	163	260	101	133	144	186
9:00	77	118	108	138	69	133	83	126	147	215	143	167	84	120	102	145
10:00	61	80	54	70	47	89	69	101	109	140	144	167	88	77	82	103
11:00	17	42	27	27	35	35	29	41	101	86	127	128	30	50	52	58
Total	5182	5637	5472	6012	5515	5930	5199	5789	6067	6565	4908	5309	3666	4099	5145	5619
Day	10819		11484		11445		10988		12632		10217		7765		10764	
AM Peak	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00
Volume	410	402	398	421	443	401	486	413	438	401	343	394	259	321	365	393
PM Peak	3:00	5:00	4:00	4:00	3:00	5:00	4:00	3:00	3:00	4:00	3:00	12:00 PM	1:00	12:00 PM	4:00	4:00
Volume	438	533	500	609	468	582	458	571	521	600	413	435	322	376	432	516
Comb Total	10819		11484		11445		10988		12632		10217		7765		10764	
ADT	ADT: 10,764		AADT: 10,764													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.666503
Longitude: -105.990721

File Name: Agua Fria Counter #2
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	4	7	3	0	0	0	0	0	0	14
1:00	0	0	0	1	9	2	0	0	1	0	0	0	0	13
2:00	0	0	0	0	0	1	1	0	0	0	0	0	1	3
3:00	0	0	0	2	1	3	1	0	0	0	0	0	0	7
4:00	0	0	0	0	1	7	5	4	1	1	0	0	0	19
5:00	0	0	0	2	7	21	18	7	3	0	0	0	0	58
6:00	0	4	4	7	26	48	19	2	1	0	0	0	0	111
7:00	7	10	17	45	142	129	29	3	0	1	0	0	0	383
8:00	27	29	81	152	202	90	18	0	1	0	0	0	0	600
9:00	10	3	7	52	204	135	23	2	0	0	0	0	0	436
10:00	0	2	8	66	181	157	30	1	0	0	0	0	0	445
11:00	6	4	5	49	178	155	20	2	0	0	0	0	0	419
12:00 PM	10	0	15	70	212	143	28	0	0	0	0	0	0	478
1:00	2	2	9	63	204	146	32	5	1	0	0	0	0	464
2:00	12	4	19	53	194	134	24	3	0	0	0	0	0	443
3:00	16	9	22	114	190	124	29	3	0	0	0	0	1	508
4:00	12	11	15	73	163	138	38	5	0	0	0	0	0	455
5:00	9	3	5	45	162	138	33	2	0	1	0	0	0	398
6:00	3	0	7	42	168	128	23	2	0	0	0	0	0	373
7:00	1	0	1	8	72	107	23	2	0	0	0	0	0	214
8:00	1	1	0	7	51	65	17	4	0	0	0	0	0	146
9:00	0	0	0	7	29	45	13	1	1	0	0	0	0	96
10:00	0	0	1	8	23	20	9	3	0	0	0	0	0	64
11:00	0	0	2	1	4	11	5	1	1	0	0	0	0	25
Total	116	82	218	867	2427	1954	441	52	10	3	0	0	2	6172



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	1	3	2	5	4	1	0	0	0	0	0	16
1:00	0	0	0	2	4	0	2	0	0	0	0	0	0	8
2:00	0	0	0	1	3	2	1	0	0	0	0	0	0	7
3:00	0	0	0	0	3	3	0	0	0	0	0	0	0	6
4:00	0	0	0	0	3	9	5	3	1	2	0	0	0	23
5:00	0	0	0	3	9	27	19	5	1	1	0	0	0	65
6:00	0	0	0	2	29	51	26	12	3	0	0	0	0	123
7:00	4	4	8	42	164	149	22	7	3	0	0	0	0	403
8:00	37	26	59	175	202	76	10	0	0	0	0	0	0	585
9:00	8	3	12	55	167	179	50	7	1	0	0	0	0	482
10:00	8	1	1	30	136	190	46	2	1	0	0	0	0	415
11:00	3	0	7	61	165	178	31	5	0	0	0	0	0	450
12:00 PM	9	4	21	85	194	128	30	0	0	0	0	0	1	472
1:00	19	19	25	106	173	132	24	3	0	0	0	0	0	501
2:00	10	6	25	57	182	155	19	2	1	0	0	0	0	457
3:00	21	8	32	89	210	129	17	1	0	0	0	0	0	507
4:00	43	18	30	120	214	93	22	0	0	0	0	0	0	540
5:00	14	12	35	62	167	141	41	3	0	0	0	0	0	475
6:00	4	0	5	64	167	115	14	3	0	0	0	0	0	372
7:00	3	1	0	26	108	77	24	3	0	1	0	0	0	243
8:00	0	0	0	4	52	88	20	3	0	0	0	0	0	167
9:00	1	0	0	3	38	60	16	0	0	0	0	0	0	118
10:00	0	0	0	6	14	38	9	4	0	1	0	0	0	72
11:00	0	0	0	2	10	15	2	1	0	0	0	0	0	30
Total	184	102	261	998	2416	2040	454	65	11	5	0	0	1	6537



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	4	1	2	0	0	0	0	0	0	7
1:00	0	0	0	2	2	1	2	0	0	0	0	0	0	7
2:00	0	0	0	0	2	1	2	0	0	0	0	0	0	5
3:00	0	0	0	1	4	4	2	2	0	0	0	0	0	13
4:00	0	0	0	1	2	9	3	6	1	0	0	0	0	22
5:00	0	0	1	0	7	26	12	6	5	0	0	0	0	57
6:00	0	0	1	5	26	42	24	8	1	0	0	0	0	107
7:00	3	10	33	69	135	115	37	1	1	0	0	0	0	404
8:00	26	28	74	131	188	139	15	3	0	0	0	0	0	604
9:00	9	10	14	78	176	134	40	6	0	0	0	0	0	467
10:00	16	6	19	47	143	167	39	1	0	0	0	0	0	438
11:00	8	0	15	85	201	129	24	2	0	0	0	0	0	464
12:00 PM	7	9	13	46	217	118	29	2	1	0	0	0	0	442
1:00	12	4	24	97	213	86	13	1	1	0	0	0	0	451
2:00	12	5	26	104	180	134	18	1	0	0	0	0	0	480
3:00	21	23	37	103	162	126	16	6	0	0	0	0	0	494
4:00	15	14	36	72	170	136	19	6	0	0	0	0	0	468
5:00	32	17	26	84	199	120	26	5	0	0	0	0	0	509
6:00	5	0	7	45	133	105	21	3	0	0	0	0	0	319
7:00	1	1	7	34	86	93	20	0	0	0	0	0	0	242
8:00	1	0	0	16	67	70	17	2	0	0	0	0	0	173
9:00	0	0	0	3	24	42	15	2	0	0	0	0	0	86
10:00	0	0	0	3	18	34	9	0	1	1	0	0	0	66
11:00	0	0	0	2	13	14	7	0	0	0	0	0	0	36
Total	168	127	333	1028	2372	1846	412	63	11	1	0	0	0	6361



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	5	14	2	0	0	0	0	0	0	23
1:00	0	0	0	0	3	2	1	0	0	0	0	0	0	6
2:00	0	0	0	1	1	3	2	0	0	0	0	0	0	7
3:00	0	0	0	0	2	8	4	0	0	0	0	0	0	14
4:00	0	0	0	0	4	6	3	1	2	0	0	0	0	16
5:00	0	0	0	0	9	24	15	7	0	1	0	0	0	56
6:00	0	0	0	3	30	45	26	10	3	0	0	0	0	117
7:00	4	2	8	62	170	125	23	4	0	2	0	0	0	400
8:00	33	41	92	135	218	89	12	1	1	0	0	0	0	622
9:00	10	2	8	75	171	143	29	2	0	0	0	0	0	440
10:00	2	0	7	49	174	151	34	6	1	0	0	0	0	424
11:00	3	3	12	58	198	134	28	2	0	0	0	0	0	438
12:00 PM	7	6	20	121	183	103	20	5	0	0	0	0	0	465
1:00	10	7	21	68	180	146	20	1	0	0	0	0	0	453
2:00	22	5	25	118	179	131	23	1	0	0	0	0	0	504
3:00	21	6	49	91	209	114	23	0	0	0	0	1	0	514
4:00	10	7	29	112	221	111	22	2	0	0	0	0	0	514
5:00	16	6	18	74	155	150	28	0	0	0	0	0	0	447
6:00	4	2	0	32	143	106	25	3	2	0	0	0	0	317
7:00	2	0	2	17	108	96	19	3	1	0	1	0	0	249
8:00	1	0	0	5	52	73	18	5	0	0	0	0	0	154
9:00	1	0	2	8	39	37	16	4	0	0	0	0	0	107
10:00	0	0	0	4	19	38	13	2	0	0	0	0	0	76
11:00	0	0	0	2	11	15	3	1	0	0	0	0	0	32
Total	146	87	293	1037	2484	1864	409	60	10	3	1	1	0	6395



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.671449
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File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	5	9	5	0	0	0	0	0	0	19
1:00	0	0	0	1	6	1	2	0	0	0	0	0	0	10
2:00	0	0	0	0	2	5	0	3	0	0	0	0	1	11
3:00	0	0	0	0	4	3	2	1	0	0	0	0	0	10
4:00	0	0	0	0	3	5	3	1	1	0	0	0	0	13
5:00	0	0	0	1	6	25	12	5	0	0	0	0	0	49
6:00	0	0	0	2	29	43	19	10	1	0	0	0	1	105
7:00	0	0	6	32	120	157	40	2	0	0	0	0	0	357
8:00	27	28	50	138	241	121	19	1	0	0	0	0	0	625
9:00	7	3	11	53	164	168	26	6	0	0	0	0	0	438
10:00	5	2	5	44	180	175	46	2	1	0	0	0	0	460
11:00	6	18	27	88	183	120	26	1	0	0	0	0	0	469
12:00 PM	15	19	41	93	187	89	31	4	0	0	0	0	0	479
1:00	18	8	39	118	223	125	12	0	0	0	0	0	1	544
2:00	9	8	18	84	210	124	19	2	0	0	0	0	0	474
3:00	23	15	35	142	192	132	18	2	0	0	0	0	1	560
4:00	47	28	43	102	187	129	20	0	0	0	0	0	0	556
5:00	37	13	19	101	221	114	25	1	0	0	0	0	0	531
6:00	6	5	30	88	178	93	15	4	0	0	0	0	0	419
7:00	0	0	1	25	144	83	28	3	0	0	0	0	0	284
8:00	3	0	0	29	90	108	21	3	0	0	0	0	0	254
9:00	2	0	0	7	54	80	24	1	0	0	0	0	0	168
10:00	0	0	0	5	52	55	17	2	0	0	0	0	0	131
11:00	0	0	0	3	26	64	15	1	0	0	0	0	0	109
Total	205	147	325	1156	2707	2028	445	55	3	0	0	0	4	7075



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	19	38	10	2	0	0	0	0	0	70
1:00	0	0	0	3	9	16	7	0	0	0	0	0	0	35
2:00	0	0	0	0	5	18	3	4	0	0	0	0	0	30
3:00	0	0	0	1	0	4	8	2	0	0	0	0	0	15
4:00	0	0	1	1	5	4	1	1	1	0	0	0	0	14
5:00	0	0	0	2	8	14	4	2	2	0	0	0	0	32
6:00	0	0	0	5	18	36	12	2	1	1	0	0	0	75
7:00	1	0	0	7	48	80	30	6	3	0	0	0	0	175
8:00	0	0	0	6	60	170	48	5	0	0	0	0	1	290
9:00	2	0	2	17	106	166	48	13	0	0	0	0	0	354
10:00	1	1	2	25	131	179	45	6	0	0	1	0	0	391
11:00	1	0	10	47	179	142	39	2	0	0	0	0	0	420
12:00 PM	6	3	15	72	167	146	28	2	0	0	0	0	0	439
1:00	0	1	10	73	204	138	12	1	0	0	0	0	0	439
2:00	2	3	20	65	201	120	25	2	1	0	1	0	0	440
3:00	1	0	5	37	170	202	35	3	0	0	0	0	0	453
4:00	2	5	12	73	147	155	38	3	0	0	0	0	0	435
5:00	5	0	4	25	161	185	32	3	1	0	0	0	0	416
6:00	2	0	2	26	116	134	35	4	0	0	0	0	0	319
7:00	0	0	1	17	83	114	20	3	0	0	0	0	0	238
8:00	0	0	0	10	67	87	16	0	0	0	0	0	0	180
9:00	0	0	1	8	49	75	18	2	0	0	0	0	0	153
10:00	0	0	0	9	56	85	16	1	0	0	0	0	0	167
11:00	0	0	0	15	54	64	21	3	0	0	0	0	0	157
Total	23	13	85	545	2063	2372	551	72	9	1	2	0	1	5737



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: A to B, EB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	13	34	11	1	0	0	0	0	0	62
1:00	0	0	0	1	15	21	4	3	3	0	0	0	0	47
2:00	0	0	0	0	8	18	6	2	1	0	0	0	0	35
3:00	0	1	0	0	9	12	4	2	0	0	0	0	0	28
4:00	0	0	0	3	5	16	5	1	0	0	0	0	0	30
5:00	0	0	1	0	7	15	5	1	1	1	1	0	0	32
6:00	0	0	0	0	15	19	19	4	2	0	1	0	0	60
7:00	0	0	0	7	19	85	26	7	3	1	0	0	0	148
8:00	0	0	0	10	49	74	41	8	2	0	0	0	0	184
9:00	0	0	1	10	59	121	65	5	2	0	1	0	0	264
10:00	1	8	3	14	82	143	38	7	1	1	0	0	0	298
11:00	2	0	3	17	78	149	35	8	2	1	0	0	0	295
12:00 PM	1	0	4	25	132	118	24	4	0	0	0	0	0	308
1:00	0	1	8	46	144	126	24	2	0	0	0	0	0	351
2:00	0	0	0	26	136	173	41	5	1	0	0	0	0	382
3:00	3	1	11	21	108	147	41	3	1	0	0	0	0	336
4:00	5	4	9	15	75	167	46	3	0	0	0	0	0	324
5:00	1	0	1	13	101	138	50	2	1	0	0	0	1	308
6:00	2	0	2	18	104	104	30	3	0	0	0	0	0	263
7:00	0	0	1	9	56	75	18	3	0	0	0	0	0	162
8:00	1	0	0	0	33	67	14	2	1	0	0	0	0	118
9:00	0	0	0	2	29	36	18	3	0	0	0	0	0	88
10:00	0	0	1	6	33	37	14	3	0	0	0	0	0	94
11:00	0	0	0	1	9	19	6	0	1	0	0	0	0	36
Total	16	15	45	247	1319	1914	585	82	22	4	3	0	1	4253
Grand Total	858	573	1560	5878	15788	14018	3297	449	76	17	6	1	9	42530
Stats	Percentile													
	Speed													
	15th													
	29													
	50th													
	34													
	85th													
	39													
	95th													
	41													
	Mean Speed (Average)													
	33.4													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	29643													
	Percent in Pace													
	69.7%													
	Number > 35 MPH													
	17871													
	Percent > 35 MPH													
	42.0%													



Wilson & Company

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File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	5	6	10	3	2	0	0	0	0	0	26
1:00	0	0	1	3	2	1	3	0	0	0	0	0	0	10
2:00	0	1	0	0	2	2	1	0	0	0	0	0	0	6
3:00	0	0	0	2	1	2	1	0	0	0	1	0	0	7
4:00	0	0	0	1	5	3	3	1	1	0	0	0	0	14
5:00	0	1	1	0	7	5	8	1	0	0	0	0	0	23
6:00	1	0	0	5	24	33	5	1	1	1	0	0	0	71
7:00	1	1	0	10	92	98	48	6	1	0	0	0	0	257
8:00	3	0	3	49	152	140	23	3	1	0	0	0	0	374
9:00	12	0	5	33	129	133	32	3	1	0	0	0	1	349
10:00	4	0	7	36	145	161	33	4	0	0	0	0	0	390
11:00	5	0	0	36	177	153	37	5	0	0	0	0	0	413
12:00 PM	8	0	0	27	149	193	38	7	0	0	0	0	0	422
1:00	2	0	6	65	182	148	35	3	0	0	0	0	0	441
2:00	9	0	8	34	174	154	33	10	0	0	0	0	0	422
3:00	13	0	5	59	247	185	31	6	0	0	0	0	0	546
4:00	2	0	0	48	222	213	53	4	2	0	0	0	0	544
5:00	7	1	7	41	258	226	52	8	0	0	0	0	0	600
6:00	2	0	1	38	180	123	18	5	0	0	0	0	0	367
7:00	0	0	0	23	67	70	23	1	1	0	0	0	0	185
8:00	0	0	1	15	81	60	12	1	0	0	0	0	0	170
9:00	0	0	1	5	48	49	16	2	2	0	0	0	0	123
10:00	0	0	1	1	27	38	15	3	2	2	0	0	0	89
11:00	0	0	0	8	13	17	6	1	0	0	0	0	0	45
Total	69	4	47	544	2390	2217	529	77	12	3	1	0	1	5894



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Station ID:
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Direction: B to A, WB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	1	4	8	7	2	1	0	0	0	0	0	23
1:00	0	0	0	0	5	8	1	0	1	0	0	0	0	15
2:00	0	0	0	1	3	6	1	0	0	0	0	0	0	11
3:00	0	0	0	0	1	1	2	1	0	0	0	0	0	5
4:00	0	0	0	0	5	4	4	1	0	0	1	0	0	15
5:00	0	0	0	1	4	5	5	0	0	0	0	0	0	15
6:00	0	0	2	4	23	32	16	5	1	0	0	0	0	83
7:00	4	0	2	19	79	104	28	5	3	0	0	1	0	245
8:00	14	1	6	58	142	129	43	6	0	0	0	0	0	399
9:00	3	0	0	26	123	140	50	6	1	1	0	0	0	350
10:00	2	0	0	15	127	168	34	13	2	0	0	0	0	361
11:00	0	0	6	27	168	178	43	5	0	0	0	0	0	427
12:00 PM	7	0	2	33	154	187	45	4	1	2	1	0	0	436
1:00	7	0	1	33	177	182	24	7	2	0	0	0	0	433
2:00	6	0	6	40	196	151	36	3	0	0	0	0	0	438
3:00	4	1	16	103	286	150	26	1	1	0	0	0	0	588
4:00	22	0	9	63	287	176	49	1	2	0	0	0	0	609
5:00	5	0	5	78	277	202	47	5	0	0	0	0	0	619
6:00	3	0	7	41	157	176	31	2	0	0	0	0	0	417
7:00	0	0	0	19	94	104	20	4	2	0	0	0	0	243
8:00	2	0	0	9	77	78	13	7	0	0	0	0	0	186
9:00	0	1	0	4	56	75	23	0	0	0	0	0	0	159
10:00	0	1	0	5	24	48	10	1	1	0	0	0	0	90
11:00	0	0	0	5	7	19	4	1	1	0	0	1	0	38
Total	79	4	63	588	2480	2330	557	79	18	3	2	2	0	6205



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: B to A, WB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	1	1	2	12	0	0	0	1	0	0	0	17
1:00	0	0	0	0	3	2	2	0	0	0	0	0	0	7
2:00	0	0	0	0	3	5	3	0	0	0	0	0	0	11
3:00	0	0	0	1	2	3	1	1	0	0	0	0	0	8
4:00	0	0	0	0	2	3	3	1	0	0	0	0	0	9
5:00	1	0	0	1	5	9	7	2	2	1	0	0	0	28
6:00	1	0	1	2	23	38	12	1	0	1	0	0	0	79
7:00	3	0	4	23	83	93	48	10	2	1	0	0	0	267
8:00	10	1	5	43	141	146	45	2	3	1	0	0	1	398
9:00	2	0	1	19	114	166	36	4	2	0	0	0	0	344
10:00	3	0	0	24	144	160	39	5	0	1	0	0	0	376
11:00	5	0	2	40	181	153	27	3	0	0	0	0	0	411
12:00 PM	1	0	0	54	201	151	36	9	1	0	0	0	0	453
1:00	5	0	7	36	190	186	28	4	1	0	0	0	0	457
2:00	4	0	7	48	187	163	39	3	1	2	0	0	0	454
3:00	10	1	3	91	240	161	32	3	0	0	0	0	0	541
4:00	11	0	3	93	240	186	41	5	0	0	0	0	0	579
5:00	15	0	9	66	278	177	43	6	0	0	0	0	1	595
6:00	6	0	1	59	174	137	26	2	1	0	0	0	1	407
7:00	1	0	0	19	117	93	15	0	1	1	0	0	0	247
8:00	0	0	0	12	68	102	17	1	0	0	0	0	0	200
9:00	0	0	0	9	47	72	18	1	0	0	0	0	0	147
10:00	0	0	1	4	23	50	10	3	2	0	0	0	0	93
11:00	0	0	2	4	13	14	10	2	0	0	0	0	0	45
Total	78	2	47	649	2481	2282	538	68	16	9	0	0	3	6173



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
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Latitude: 35.671449
Longitude: -105.982397
Direction: B to A, WB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	6	18	7	2	1	0	0	0	0	36
1:00	0	0	0	2	2	5	4	0	0	0	0	0	0	13
2:00	0	0	1	0	2	2	0	0	0	0	0	0	0	5
3:00	0	0	0	2	8	2	2	1	0	0	0	0	0	15
4:00	0	0	0	1	6	9	5	0	0	1	0	0	0	22
5:00	0	0	0	0	3	15	7	2	1	0	0	0	0	28
6:00	0	1	3	2	19	31	14	3	1	0	0	0	0	74
7:00	2	1	0	12	86	113	37	8	0	1	0	0	0	260
8:00	16	0	6	37	154	141	27	3	0	0	0	0	0	384
9:00	4	0	1	26	126	128	17	2	0	0	0	0	0	304
10:00	0	0	2	18	165	136	22	2	1	0	0	0	0	346
11:00	3	0	5	44	204	159	24	1	0	0	0	0	0	440
12:00 PM	4	0	2	44	188	130	26	5	1	0	0	0	0	400
1:00	5	0	2	46	197	138	30	2	0	0	0	0	0	420
2:00	2	0	11	48	211	147	34	0	0	0	0	0	0	453
3:00	3	0	3	89	291	148	32	4	0	0	0	0	0	570
4:00	8	1	2	43	276	225	35	8	2	0	0	0	0	600
5:00	10	0	0	65	275	221	42	4	0	0	0	0	0	617
6:00	1	0	3	34	187	147	28	1	1	0	0	0	0	402
7:00	0	0	0	14	70	101	27	7	1	1	0	0	0	221
8:00	0	0	1	16	69	51	22	3	0	0	0	0	0	162
9:00	0	0	0	7	58	63	11	4	0	0	2	0	0	145
10:00	1	0	0	5	39	41	14	2	1	0	0	0	0	103
11:00	0	0	0	2	21	19	7	1	0	0	0	0	0	50
Total	59	3	42	559	2663	2190	474	65	10	3	2	0	0	6070



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
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Latitude: 35.671449
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Direction: B to A, WB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/28/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	4	10	4	6	1	1	0	0	0	0	26
1:00	0	0	0	0	5	4	3	0	0	0	0	0	0	12
2:00	0	0	0	0	4	4	1	0	0	0	0	0	0	9
3:00	0	0	0	0	3	3	0	0	1	0	1	0	0	8
4:00	0	0	0	0	1	4	4	1	1	0	0	0	0	11
5:00	0	0	0	0	3	7	4	3	1	0	0	0	0	18
6:00	0	0	0	5	21	36	10	4	0	2	0	0	0	78
7:00	5	0	3	4	71	113	22	11	1	0	0	0	0	230
8:00	4	0	1	18	125	176	47	5	1	0	0	0	0	377
9:00	3	0	2	14	109	172	35	14	0	0	0	0	0	349
10:00	2	0	0	20	145	164	39	10	1	0	0	0	0	381
11:00	8	0	0	32	177	150	51	11	0	0	0	0	0	429
12:00 PM	5	0	2	48	245	198	41	6	2	0	0	0	1	548
1:00	1	0	3	38	245	203	34	2	0	0	0	0	0	526
2:00	4	0	4	44	185	190	51	5	1	1	0	0	1	486
3:00	10	0	8	93	241	168	32	3	0	0	0	0	0	555
4:00	17	1	1	62	278	193	33	4	0	0	0	0	0	589
5:00	19	0	16	49	286	195	47	7	0	0	0	0	1	620
6:00	4	0	3	40	241	144	25	4	0	0	0	0	0	461
7:00	4	0	5	23	143	146	19	2	0	0	0	0	0	342
8:00	2	0	3	22	128	117	18	2	0	0	0	0	0	292
9:00	1	0	1	12	83	97	18	2	1	0	0	0	0	215
10:00	0	0	0	7	54	57	28	2	0	0	0	0	0	148
11:00	0	0	0	8	26	62	8	2	1	1	0	0	0	108
Total	89	1	52	543	2829	2607	576	101	12	4	1	0	3	6818



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: B to A, WB

File Name: Agua Fria Counter #4
Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/29/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	5	18	25	2	4	1	1	0	0	0	56
1:00	0	0	0	1	13	20	6	1	0	0	0	0	0	41
2:00	0	0	1	0	3	9	2	3	0	0	0	0	0	18
3:00	0	0	0	0	3	6	3	1	0	0	1	0	0	14
4:00	0	0	0	0	2	2	1	0	0	0	0	0	0	5
5:00	0	0	0	0	4	6	4	1	0	0	0	0	0	15
6:00	0	0	0	2	9	13	5	2	0	0	0	0	0	31
7:00	0	0	0	6	20	39	15	7	1	0	1	1	0	90
8:00	0	0	0	3	59	103	46	8	2	0	0	0	0	221
9:00	1	0	1	13	89	114	57	7	1	0	0	0	0	283
10:00	4	0	0	24	137	150	44	10	0	1	0	0	0	370
11:00	1	0	0	29	146	180	41	7	2	0	0	0	1	407
12:00 PM	3	0	0	39	137	203	47	8	2	0	0	0	0	439
1:00	4	0	1	21	131	170	56	7	0	0	0	0	0	390
2:00	3	0	1	25	177	164	58	7	1	0	0	0	1	437
3:00	2	0	3	35	170	170	44	5	0	0	0	0	0	429
4:00	5	1	4	38	185	203	41	4	0	0	0	0	0	481
5:00	0	0	0	30	166	180	50	3	1	0	0	0	0	430
6:00	2	1	3	41	136	117	26	7	1	0	0	0	0	334
7:00	0	0	2	24	116	114	22	2	2	0	0	0	0	282
8:00	1	0	2	15	99	125	30	2	1	0	0	0	0	275
9:00	0	0	0	7	57	95	23	2	0	0	0	0	0	184
10:00	0	0	1	10	52	65	20	3	0	0	0	0	0	151
11:00	0	0	0	3	45	66	20	1	1	0	0	0	0	136
Total	26	2	19	371	1974	2339	663	102	16	2	2	1	2	5519



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Agua Fria Counter #4

Date Printed: 11/1/2022

Start Date: 10/24/2022

End Date: 10/30/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.671449
Longitude: -105.982397
Direction: B to A, WB

10/30/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	3	18	37	17	3	0	0	0	0	0	78
1:00	0	0	0	3	16	22	10	3	0	0	0	0	0	54
2:00	0	0	0	0	10	7	8	3	0	0	0	0	0	28
3:00	0	0	0	1	2	12	5	1	0	1	0	0	0	22
4:00	0	0	0	1	4	4	4	1	1	0	0	0	0	15
5:00	0	0	0	0	4	6	4	2	3	0	0	0	0	19
6:00	0	0	1	1	6	7	7	0	1	0	0	0	0	23
7:00	0	0	0	0	18	25	7	2	0	1	0	0	0	53
8:00	0	0	0	1	19	53	28	2	1	0	0	0	0	104
9:00	1	0	0	3	56	94	42	4	1	0	0	0	0	201
10:00	2	4	3	6	84	123	38	3	1	0	0	0	0	264
11:00	4	4	1	24	99	141	46	4	1	0	0	0	0	324
12:00 PM	0	0	0	21	163	169	41	3	2	0	0	0	0	399
1:00	2	0	3	34	135	141	44	4	1	0	0	0	0	364
2:00	5	1	0	27	126	150	56	5	0	0	0	0	0	370
3:00	0	1	0	31	108	153	52	4	3	0	0	0	0	352
4:00	2	0	0	23	140	151	42	4	0	1	0	0	0	363
5:00	3	0	1	26	109	134	50	6	0	1	0	0	0	330
6:00	1	0	1	27	130	107	21	2	3	1	0	0	0	293
7:00	1	0	3	23	107	88	17	0	0	1	0	0	0	240
8:00	0	0	0	4	50	57	29	1	0	0	0	0	0	141
9:00	0	0	0	3	55	58	13	0	2	0	0	0	0	131
10:00	0	0	0	1	37	36	12	2	1	0	0	0	0	89
11:00	0	0	0	6	20	17	5	3	0	1	0	0	0	52
Total	21	10	13	269	1516	1792	598	62	21	7	0	0	0	4309
Grand Total	421	26	283	3523	16333	15757	3935	554	105	31	8	3	9	40988
Stats	Percentile													
	Speed													
	15th													
	31													
	50th													
	35													
	85th													
	39													
	95th													
	42													
	Mean Speed (Average)													
	35.0													
	10 MPH Pace Speed													
	30-39													
	Number in Pace													
	31845													
	Percent in Pace													
	77.7%													
	Number > 35 MPH													
	20400													
	Percent > 35 MPH													
	49.8%													



Wilson & Company

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Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No





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Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No

10/24/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB
12:00 AM	14	26	16	23	7	17	23	36	19	26	70	56	62	78	30	37
1:00	13	10	8	15	7	7	6	13	10	12	35	41	47	54	18	22
2:00	3	6	7	11	5	11	7	5	11	9	30	18	35	28	14	13
3:00	7	7	6	5	13	8	14	15	10	8	15	14	28	22	13	11
4:00	19	14	23	15	22	9	16	22	13	11	14	5	30	15	20	13
5:00	58	23	65	15	57	28	56	28	49	18	32	15	32	19	50	21
6:00	111	71	123	83	107	79	117	74	105	78	75	31	60	23	100	63
7:00	383	257	403	245	404	267	400	260	357	230	175	90	148	53	324	200
8:00	600	374	585	399	604	398	622	384	625	377	290	221	184	104	501	322
9:00	436	349	482	350	467	344	440	304	438	349	354	283	264	201	412	311
10:00	445	390	415	361	438	376	424	346	460	381	391	370	298	264	410	355
11:00	419	413	450	427	464	411	438	440	469	429	420	407	295	324	422	407
12:00 PM	478	422	472	436	442	453	465	400	479	548	439	439	308	399	440	442
1:00	464	441	501	433	451	457	453	420	544	526	439	390	351	364	458	433
2:00	443	422	457	438	480	454	504	453	474	486	440	437	382	370	454	437
3:00	508	546	507	588	494	541	514	570	560	555	453	429	336	352	482	512
4:00	455	544	540	609	468	579	514	600	556	589	435	481	324	363	470	538
5:00	398	600	475	619	509	595	447	617	531	620	416	430	308	330	441	544
6:00	373	367	372	417	319	407	317	402	419	461	319	334	263	293	340	383
7:00	214	185	243	243	242	247	249	221	284	342	238	282	162	240	233	251
8:00	146	170	167	186	173	200	154	162	254	292	180	275	118	141	170	204
9:00	96	123	118	159	86	147	107	145	168	215	153	184	88	131	117	158
10:00	64	89	72	90	66	93	76	103	131	148	167	151	94	89	96	109
11:00	25	45	30	38	36	45	32	50	109	108	157	136	36	52	61	68
Total	6172	5894	6537	6205	6361	6173	6395	6070	7075	6818	5737	5519	4253	4309	6076	5854
Day	12066		12742		12534		12465		13893		11256		8562		11930	
AM Peak	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00	11:00	11:00	10:00	11:00	8:00	11:00
Volume	600	413	585	427	604	411	622	440	625	429	420	407	298	324	501	407
PM Peak	3:00	5:00	4:00	5:00	5:00	5:00	3:00	5:00	3:00	5:00	3:00	4:00	2:00	12:00 PM	3:00	5:00
Volume	508	600	540	619	509	595	514	617	560	620	453	481	382	399	482	544
Comb Total	12066		12742		12534		12465		13893		11256		8562		11930	
ADT	ADT: 11,931		AADT: 11,931													



Wilson & Company

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Date Printed: 11/1/2022
Start Date: 10/24/2022
End Date: 10/30/2022
GPS Accuracy: 0 ft
Location Verified: No



**Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	14	0	0	15	0	1	0	0	1	1	0	0	17	0	0	17	33
6:15 AM	0	0	0	0	0	0	0	2	9	0	0	11	0	1	0	3	0	4	0	0	21	3	0	24	39
6:30 AM	0	0	0	0	0	0	0	3	21	0	0	24	0	2	0	2	0	4	0	0	27	0	0	27	55
6:45 AM	0	0	0	0	0	0	0	0	25	0	0	25	0	5	0	4	0	9	0	0	33	1	0	34	68
Hourly Total	0	0	0	0	0	0	0	6	69	0	0	75	0	9	0	9	1	18	0	0	98	4	0	102	195
7:00 AM	0	0	0	0	0	0	0	1	43	0	0	44	0	5	0	3	0	8	0	0	42	6	0	48	100
7:15 AM	0	1	0	0	0	1	0	2	52	0	0	54	0	2	0	1	0	3	0	0	71	4	0	75	133
7:30 AM	0	0	0	0	1	0	0	9	70	0	0	79	0	7	0	4	0	11	0	0	112	0	0	112	202
7:45 AM	0	0	0	0	1	0	0	1	113	0	0	114	0	4	0	9	0	13	0	0	148	11	0	159	286
Hourly Total	0	1	0	0	2	1	0	13	278	0	0	291	0	18	0	17	0	35	0	0	373	21	0	394	721

**Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	12	106	0	0	118	0	2	0	3	0	5	0	0	140	11	0	151	274
8:15 AM	0	0	0	0	1	0	0	6	102	0	0	108	0	4	0	3	1	7	0	0	152	6	0	158	273
8:30 AM	0	0	0	0	1	0	0	1	95	0	0	96	0	4	0	4	0	8	0	0	152	4	0	156	260
8:45 AM	0	0	0	0	0	0	0	1	114	0	0	115	0	4	0	1	0	5	0	0	129	8	0	137	257
Hourly Total	0	0	0	0	2	0	0	20	417	0	0	437	0	14	0	11	1	25	0	0	573	29	0	602	1064
9:00 AM	0	0	0	0	1	0	0	1	104	0	0	105	0	7	0	2	0	9	0	0	98	3	1	101	215
9:15 AM	0	0	0	0	0	0	0	4	96	0	0	100	0	4	0	2	1	6	0	0	113	6	1	119	225
9:30 AM	0	0	0	0	0	0	0	4	92	0	0	96	0	4	0	3	0	7	0	0	120	0	0	120	223
9:45 AM	0	0	0	0	0	0	0	0	105	0	0	105	0	2	0	2	0	4	0	0	128	6	0	134	243
Hourly Total	0	0	0	0	1	0	0	9	397	0	0	406	0	17	0	9	1	26	0	0	459	15	2	474	906
10:00 AM	0	0	0	0	1	0	0	3	80	0	0	83	0	6	0	2	0	8	0	0	108	6	0	114	205
10:15 AM	0	0	0	0	0	0	0	3	102	0	1	105	0	2	0	7	0	9	0	0	125	7	0	132	246
10:30 AM	0	0	0	0	0	0	0	1	101	0	0	102	0	3	0	1	0	4	0	0	123	6	0	129	235
10:45 AM	0	0	0	0	0	0	0	7	96	0	0	103	0	2	0	2	0	4	0	0	124	5	0	129	236
Hourly Total	0	0	0	0	1	0	0	14	379	0	1	393	0	13	0	12	0	25	0	0	480	24	0	504	922
11:00 AM	0	0	0	0	0	0	0	6	113	0	1	119	0	3	0	6	1	9	0	0	112	9	0	121	249
11:15 AM	0	0	0	0	0	0	0	1	117	0	0	118	0	4	0	2	0	6	0	0	128	9	0	137	261
11:30 AM	0	0	0	0	0	0	0	2	108	0	1	110	0	3	0	6	0	9	0	0	134	8	0	142	261
11:45 AM	0	0	0	0	0	0	0	2	143	0	0	145	0	7	0	5	1	12	0	0	128	12	0	140	297
Hourly Total	0	0	0	0	0	0	0	11	481	0	2	492	0	17	0	19	2	36	0	0	502	38	0	540	1068
12:00 PM	0	0	0	0	0	0	0	3	155	0	0	158	0	4	0	2	1	6	0	0	154	12	0	166	330
12:15 PM	0	0	0	0	0	0	0	7	129	0	0	136	0	4	0	5	0	9	0	0	138	10	1	148	293
12:30 PM	0	0	0	0	0	0	0	3	126	1	0	130	0	5	0	6	0	11	0	0	133	6	0	139	280
12:45 PM	0	0	0	0	0	0	0	3	155	0	0	158	0	9	0	3	0	12	0	0	153	9	0	162	332
Hourly Total	0	0	0	0	0	0	0	16	565	1	0	582	0	22	0	16	1	38	0	0	578	37	1	615	1235
1:00 PM	0	0	0	0	1	0	0	5	136	0	0	141	0	16	0	8	0	24	0	0	135	5	0	140	305
1:15 PM	0	0	0	0	0	0	0	5	156	0	0	161	0	10	0	5	0	15	0	0	154	6	0	160	336
1:30 PM	0	0	0	0	0	0	0	1	126	0	0	127	0	10	0	4	0	14	0	0	151	7	0	158	299
1:45 PM	0	0	0	0	0	0	0	7	150	0	0	157	0	7	0	2	1	9	0	0	154	4	0	158	324
Hourly Total	0	0	0	0	1	0	0	18	568	0	0	586	0	43	0	19	1	62	0	0	594	22	0	616	1264
2:00 PM	0	0	0	0	0	0	0	2	145	0	0	147	0	6	0	5	0	11	0	0	139	2	0	141	299
2:15 PM	0	0	0	0	0	0	0	5	117	0	0	122	0	6	0	7	0	13	0	0	146	8	0	154	289
2:30 PM	0	0	0	0	0	0	0	3	129	0	1	132	0	5	0	2	0	7	0	0	132	7	0	139	278
2:45 PM	0	0	0	0	1	0	0	7	128	0	1	135	0	5	0	3	0	8	0	0	148	11	0	159	302
Hourly Total	0	0	0	0	1	0	0	17	519	0	2	536	0	22	0	17	0	39	0	0	565	28	0	593	1168
3:00 PM	0	0	0	0	2	0	0	5	123	0	3	128	0	9	0	8	0	17	0	0	147	13	0	160	305
3:15 PM	0	0	0	0	2	0	0	6	137	0	0	143	0	3	0	6	1	9	0	0	152	9	0	161	313
3:30 PM	0	0	0	0	0	0	0	2	138	0	0	140	0	6	0	8	0	14	0	0	152	7	0	159	313
3:45 PM	0	0	0	0	2	0	0	4	147	0	0	151	0	3	0	5	0	8	0	0	159	13	0	172	331
Hourly Total	0	0	0	0	6	0	0	17	545	0	3	562	0	21	0	27	1	48	0	0	610	42	0	652	1262

**Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	8	161	2	0	171	0	7	0	6	1	13	0	0	153	11	0	164	348
4:15 PM	0	1	0	1	0	2	0	13	159	0	0	172	0	7	0	3	0	10	0	0	122	10	0	132	316
4:30 PM	0	0	0	0	1	0	0	14	177	0	0	191	0	6	0	9	0	15	0	0	154	10	0	164	370
4:45 PM	0	0	0	0	1	0	0	8	143	0	0	151	0	7	0	6	0	13	0	0	167	12	0	179	343
Hourly Total	0	1	0	1	2	2	0	43	640	2	0	685	0	27	0	24	1	51	0	0	596	43	0	639	1377
5:00 PM	0	0	0	0	0	0	0	12	178	0	0	190	0	4	0	6	0	10	0	0	147	6	0	153	353
5:15 PM	0	0	0	0	0	0	0	7	193	0	0	200	0	10	0	6	1	16	0	0	149	16	0	165	381
5:30 PM	0	0	0	0	0	0	0	7	132	0	0	139	0	7	0	1	0	8	0	0	112	8	1	120	267
5:45 PM	0	0	0	0	1	0	0	4	122	0	0	126	0	5	0	7	1	12	0	0	126	8	0	134	272
Hourly Total	0	0	0	0	1	0	0	30	625	0	0	655	0	26	0	20	2	46	0	0	534	38	1	572	1273
6:00 PM	0	0	0	0	0	0	0	3	105	0	0	108	0	3	0	5	3	8	0	0	111	6	0	117	233
6:15 PM	0	0	0	0	0	0	0	15	90	0	0	105	0	7	0	3	0	10	0	0	100	6	0	106	221
6:30 PM	0	0	0	0	0	0	0	2	92	1	0	95	0	7	0	5	1	12	0	0	103	10	0	113	220
6:45 PM	0	1	0	0	0	1	0	2	88	0	0	90	0	4	0	7	0	11	0	0	92	5	0	97	199
Hourly Total	0	1	0	0	0	1	0	22	375	1	0	398	0	21	0	20	4	41	0	0	406	27	0	433	873
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	3	0	1	17	4	0	236	5858	4	8	6098	0	270	0	220	15	490	0	0	6368	368	4	6736	13328
Cars	0	3	0	1	15	4	0	235	5786	4	8	6025	0	269	0	219	6	488	0	0	6301	363	4	6664	13181
Heavy Vehicles	0	0	0	0	2	0	0	1	72	0	0	73	0	1	0	1	9	2	0	0	67	5	0	72	147
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	11.76%	0.00%	0.00%	0.42%	1.23%	0.00%	0.00%	1.20%	0.00%	0.37%	0.00%	0.45%	60.00%	0.41%	0.00%	0.00%	1.05%	1.36%	0.00%	1.07%	1.10%

Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	0	0	0	1	0	0	1	113	0	0	114	0	4	0	9	0	13	0	0	148	11	0	159	286
8:00 AM	0	0	0	0	0	0	0	12	106	0	0	118	0	2	0	3	0	5	0	0	140	11	0	151	274
8:15 AM	0	0	0	0	1	0	0	6	102	0	0	108	0	4	0	3	1	7	0	0	152	6	0	158	273
8:30 AM	0	0	0	0	1	0	0	1	95	0	0	96	0	4	0	4	0	8	0	0	152	4	0	156	260
Peak Hour Total	0	0	0	0	3	0	0	20	416	0	0	436	0	14	0	19	1	33	0	0	592	32	0	624	1093
PHF	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.417	0.920	0.000	0.000	0.924	0.000	0.875	0.000	0.528	0.250	0.635	0.000	0.000	0.974	0.727	0.000	0.981	0.955

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	1	0	0	14	177	0	0	191	0	6	0	9	0	15	0	0	154	10	0	164	370
4:45 PM	0	0	0	0	1	0	0	8	143	0	0	151	0	7	0	6	0	13	0	0	167	12	0	179	343
5:00 PM	0	0	0	0	0	0	0	12	178	0	0	190	0	4	0	6	0	10	0	0	147	6	0	153	353
5:15 PM	0	0	0	0	0	0	0	7	193	0	0	200	0	10	0	6	1	16	0	0	149	16	0	165	381
Peak Hour Total	0	0	0	0	2	0	0	41	691	0	0	732	0	27	0	27	1	54	0	0	617	44	0	661	1447
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.732	0.895	0.000	0.000	0.915	0.000	0.675	0.000	0.750	0.250	0.844	0.000	0.000	0.924	0.688	0.000	0.923	0.949

Total Vehicles On Leg			8		
Vehicles Entering Intersection 4			Vehicles Exiting Intersection 4		
Southbound					
Cars	1	0	3	0	15
Heavy	0	0	0	0	2
Total	1	0	3	0	17



Total Vehicles on Leg 12865	Vehicles Entering Intersection 6736	Eastbound	Cars	Heavy	Total
			4	0	4
			0	0	0
	Vehicles Exiting Intersection 6129		0	0	0
			6301	67	6368
			363	5	368



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6098	Total Vehicles on Leg 12689
4	0	4			
5786	72	5858			
235	1	236		Vehicles Exiting Intersection 6591	
0	0	0			
8	0	8			



Cars	6	0	269	0	219
Heavy	9	0	1	0	1
Total	15	0	270	0	220
Northbound					
Vehicles Entering Intersection			490		
Vehicles Exiting Intersection			604		
Total Vehicles On Leg			1094		

Agua Fria Street & Siler Road_Thursday Santa Fe New Mexico Thursday, October 13, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	11	2	0	14	0	5	11	3	0	19	0	1	10	4	0	15	0	2	14	2	0	18	66
6:15 AM	0	4	11	2	0	17	0	2	8	3	1	13	0	6	8	13	0	27	0	0	9	2	0	11	68
6:30 AM	0	11	14	4	0	29	0	7	18	8	0	33	0	5	9	12	0	26	0	4	8	3	0	15	103
6:45 AM	0	13	26	14	0	53	0	5	24	5	0	34	0	6	26	34	0	66	0	0	2	2	0	4	157
Hourly Total	0	29	62	22	0	113	0	19	61	19	1	99	0	18	53	63	0	134	0	6	33	9	0	48	394
7:00 AM	0	12	21	11	0	44	0	14	20	4	0	38	0	9	44	30	0	83	0	0	1	34	0	35	200
7:15 AM	0	20	31	16	0	67	0	7	32	9	0	48	0	15	31	51	0	97	0	0	1	42	0	43	255
7:30 AM	0	25	52	19	0	96	1	15	52	12	0	80	0	19	60	44	0	123	0	3	11	41	0	55	354
7:45 AM	0	41	82	29	0	152	0	19	50	27	0	96	0	23	76	41	0	140	0	9	30	24	0	63	451
Hourly Total	0	98	186	75	0	359	1	55	154	52	0	262	0	66	211	166	0	443	0	12	43	141	0	196	1260

Agua Fria Street & Siler Road_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	52	93	27	0	172	0	25	52	14	0	91	0	16	63	42	0	121	0	25	35	36	0	96	480
8:15 AM	0	54	56	23	0	133	0	22	59	16	2	97	0	21	57	37	0	115	0	20	33	26	0	79	424
8:30 AM	0	45	75	32	0	152	0	18	71	14	2	103	0	22	72	52	0	146	0	12	38	31	0	81	482
8:45 AM	0	37	49	52	1	138	0	26	55	17	0	98	0	27	81	34	0	142	0	28	32	44	0	104	482
Hourly Total	0	188	273	134	1	595	0	91	237	61	4	389	0	86	273	165	0	524	0	85	138	137	0	360	1868
9:00 AM	0	32	40	27	0	99	0	33	60	27	0	120	0	24	72	31	0	127	0	26	81	37	0	144	490
9:15 AM	0	11	65	21	0	97	0	26	37	10	0	73	0	10	57	49	0	116	0	24	43	17	0	84	370
9:30 AM	0	20	63	24	0	107	0	37	52	9	0	98	0	12	50	42	0	104	0	19	57	16	0	92	401
9:45 AM	0	20	50	20	0	90	0	36	44	8	0	88	0	19	63	31	0	113	0	29	43	23	2	95	386
Hourly Total	0	83	218	92	0	393	0	132	193	54	0	379	0	65	242	153	0	460	0	98	224	93	2	415	1647
10:00 AM	0	17	71	24	0	112	0	21	43	10	1	74	0	12	48	31	0	91	0	28	37	24	0	89	366
10:15 AM	0	12	58	17	0	87	0	27	53	14	0	94	0	12	56	26	0	94	0	25	56	9	0	90	365
10:30 AM	0	11	64	26	0	101	0	33	47	12	0	92	0	8	64	38	0	110	0	29	50	21	0	100	403
10:45 AM	0	27	48	27	0	102	0	26	54	9	0	89	0	10	65	34	0	109	0	22	39	13	0	74	374
Hourly Total	0	67	241	94	0	402	0	107	197	45	1	349	0	42	233	129	0	404	0	104	182	67	0	353	1508
11:00 AM	0	10	71	27	0	108	0	41	53	16	0	110	0	18	61	40	0	119	0	22	56	14	0	92	429
11:15 AM	0	11	47	30	1	88	0	37	56	15	0	108	0	19	51	29	0	99	0	27	51	6	0	84	379
11:30 AM	0	10	65	27	0	102	0	40	58	10	0	108	0	9	56	45	1	110	0	32	59	11	2	102	422
11:45 AM	0	18	72	20	0	110	0	46	55	10	2	111	0	10	60	36	0	106	0	24	63	12	0	99	426
Hourly Total	0	49	255	104	1	408	0	164	222	51	2	437	0	56	228	150	1	434	0	105	229	43	2	377	1656
12:00 PM	0	23	70	34	0	127	0	38	63	16	0	117	0	24	66	44	1	134	0	32	42	17	1	91	469
12:15 PM	0	16	89	29	0	134	0	36	65	10	2	111	0	11	65	44	0	120	0	17	52	15	0	84	449
12:30 PM	0	11	47	26	0	84	0	28	67	14	0	109	0	13	51	40	0	104	0	24	70	13	0	107	404
12:45 PM	0	27	77	21	0	125	0	31	58	18	0	107	0	15	69	47	0	131	0	32	49	19	0	100	463
Hourly Total	0	77	283	110	0	470	0	133	253	58	2	444	0	63	251	175	1	489	0	105	213	64	1	382	1785
1:00 PM	0	11	58	21	0	90	0	41	75	11	0	127	0	16	59	34	0	109	0	18	51	14	0	83	409
1:15 PM	0	18	66	24	0	108	0	42	63	13	0	118	0	15	56	46	1	117	0	29	65	16	1	110	453
1:30 PM	0	15	79	24	0	118	0	41	59	12	1	112	0	15	58	47	1	120	0	13	69	18	0	100	450
1:45 PM	0	17	68	23	0	108	0	41	63	13	0	117	0	9	65	37	0	111	0	19	71	18	1	108	444
Hourly Total	0	61	271	92	0	424	0	165	260	49	1	474	0	55	238	164	2	457	0	79	256	66	2	401	1756
2:00 PM	0	17	77	26	0	120	0	47	60	12	0	119	0	17	64	39	0	120	0	17	51	12	0	80	439
2:15 PM	0	22	83	28	0	133	0	47	54	12	3	113	0	12	52	28	0	92	0	29	54	16	0	99	437
2:30 PM	0	17	65	25	0	107	0	39	60	19	0	118	0	14	58	37	0	109	0	19	73	16	0	108	442
2:45 PM	0	12	63	43	0	118	0	47	76	21	0	144	0	18	92	42	1	152	0	30	57	16	0	103	517
Hourly Total	0	68	288	122	0	478	0	180	250	64	3	494	0	61	266	146	1	473	0	95	235	60	0	390	1835
3:00 PM	0	22	87	24	0	133	0	54	70	16	0	140	0	18	56	42	0	116	0	26	71	19	0	116	505
3:15 PM	0	26	78	28	0	132	0	52	70	11	1	133	0	14	63	49	0	126	0	35	61	18	0	114	505
3:30 PM	0	16	71	33	0	120	0	45	88	19	0	152	0	19	65	45	0	129	0	23	73	22	0	118	519
3:45 PM	0	14	74	41	0	129	0	51	94	13	0	158	0	23	93	44	0	160	0	33	62	14	0	109	556
Hourly Total	0	78	310	126	0	514	0	202	322	59	1	583	0	74	277	180	0	531	0	117	267	73	0	457	2085

Agua Fria Street & Siler Road_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	15	83	34	0	132	0	46	83	10	0	139	0	23	85	32	0	140	0	28	55	18	0	101	512
4:15 PM	0	27	70	28	0	125	0	59	88	18	0	165	0	32	63	34	0	129	0	33	63	20	0	116	535
4:30 PM	0	14	73	27	0	114	0	43	99	21	1	163	0	25	94	43	0	162	0	22	69	18	2	109	548
4:45 PM	0	17	98	29	0	144	0	48	90	24	0	162	0	27	83	55	0	165	0	41	75	18	0	134	605
Hourly Total	0	73	324	118	0	515	0	196	360	73	1	629	0	107	325	164	0	596	0	124	262	74	2	460	2200
5:00 PM	0	24	81	26	0	131	0	49	99	20	1	168	0	23	88	27	0	138	0	31	74	15	0	120	557
5:15 PM	0	24	80	26	0	130	0	50	100	21	0	171	0	22	79	45	0	146	0	24	49	13	0	86	533
5:30 PM	0	17	50	29	1	96	0	50	85	18	0	153	0	19	74	40	0	133	0	29	45	16	0	90	472
5:45 PM	0	16	67	23	0	106	0	32	66	9	0	107	0	14	60	36	0	110	0	27	59	9	0	95	418
Hourly Total	0	81	278	104	1	463	0	181	350	68	1	599	0	78	301	148	0	527	0	111	227	53	0	391	1980
6:00 PM	0	17	43	19	0	79	0	36	70	15	1	121	0	13	49	41	0	103	0	22	55	14	0	91	394
6:15 PM	0	16	63	16	1	95	0	30	64	13	2	107	0	14	53	41	0	108	0	17	63	14	0	94	404
6:30 PM	0	11	28	21	0	60	0	30	54	20	0	104	0	10	58	38	0	106	0	23	47	5	0	75	345
6:45 PM	0	13	44	18	0	75	0	31	57	9	0	97	0	13	35	38	0	86	0	20	50	9	0	79	337
Hourly Total	0	57	178	74	1	309	0	127	245	57	3	429	0	50	195	158	0	403	0	82	215	42	0	339	1480
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	1009	3167	1267	4	5443	1	1752	3104	710	20	5567	0	821	3093	1961	5	5875	0	1123	2524	922	9	4569	21454
Heavy Vehicles	0	993	3065	1259	2	5317	1	1729	3065	689	17	5484	0	803	3003	1930	3	5736	0	1117	2492	906	6	4515	21052
Heavy Vehicle %	0.00%	1.59%	3.22%	0.63%	50.00%	2.31%	0.00%	1.31%	1.26%	2.96%	15.00%	1.49%	0.00%	2.19%	2.91%	1.58%	40.00%	2.37%	0.00%	0.53%	1.27%	1.74%	33.33%	1.18%	1.87%

Agua Fria Street & Siler Road_Thursday Santa Fe New Mexico Thursday, October 13, 2022 AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:15 AM	0	54	56	23	0	133	0	22	59	16	2	97	0	21	57	37	0	115	0	20	33	26	0	79	424
8:30 AM	0	45	75	32	0	152	0	18	71	14	2	103	0	22	72	52	0	146	0	12	38	31	0	81	482
8:45 AM	0	37	49	52	1	138	0	26	55	17	0	98	0	27	81	34	0	142	0	28	32	44	0	104	482
9:00 AM	0	32	40	27	0	99	0	33	60	27	0	120	0	24	72	31	0	127	0	26	81	37	0	144	490
Peak Hour Total	0	168	220	134	1	522	0	99	245	74	4	418	0	94	282	154	0	530	0	86	184	138	0	408	1878
PHF	0.000	0.778	0.733	0.644	0.250	0.859	0.000	0.750	0.863	0.685	0.500	0.871	0.000	0.870	0.870	0.740	0.000	0.908	0.000	0.768	0.568	0.784	0.000	0.708	0.958

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:15 PM	0	27	70	28	0	125	0	59	88	18	0	165	0	32	63	34	0	129	0	33	63	20	0	116	535
4:30 PM	0	14	73	27	0	114	0	43	99	21	1	163	0	25	94	43	0	162	0	22	69	18	2	109	548
4:45 PM	0	17	98	29	0	144	0	48	90	24	0	162	0	27	83	55	0	165	0	41	75	18	0	134	605
5:00 PM	0	24	81	26	0	131	0	49	99	20	1	168	0	23	88	27	0	138	0	31	74	15	0	120	557
Peak Hour Total	0	82	322	110	0	514	0	199	376	83	2	658	0	107	328	159	0	594	0	127	281	71	2	479	2245
PHF	0.000	0.759	0.821	0.948	0.000	0.892	0.000	0.843	0.949	0.865	0.500	0.979	0.000	0.836	0.872	0.723	0.000	0.900	0.000	0.774	0.937	0.888	0.250	0.894	0.928

Total Vehicles On Leg			10369		
Vehicles Entering Intersection 5443			Vehicles Exiting Intersection 4926		
Southbound					
Cars	1259	3065	993	0	2
Heavy	8	102	16	0	2
Total	1267	3167	1009	0	4








Total Vehicles on Leg 9761	Vehicles Entering Intersection 4569	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5192		6	3	9
			0	0	0
			1117	6	1123
			2492	32	2524
			906	16	922



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5567	Total Vehicles on Leg 11062
689	21	710			
3065	39	3104			
1729	23	1752			
1	0	1			
17	3	20			
				Vehicles Exiting Intersection 5495	



					
Cars	3	0	803	3003	1930
Heavy	2	0	18	90	31
Total	5	0	821	3093	1961
Northbound					
Vehicles Entering Intersection			5875	Vehicles Exiting Intersection 5841	
Total Vehicles On Leg			11716		



Agua Fria Street & Siler Park Lane_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	16	0	0	16	36
6:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	1	0	1	0	0	25	1	0	26	42
6:30 AM	0	0	0	0	0	0	0	0	30	0	0	30	0	3	0	0	0	3	0	0	25	4	0	29	62
6:45 AM	0	0	0	0	0	0	0	6	32	0	0	38	0	0	0	3	1	3	0	0	47	1	0	48	89
Hourly Total	0	0	0	0	0	0	0	6	97	0	0	103	0	3	0	4	1	7	0	0	113	6	0	119	229
7:00 AM	0	0	0	0	0	0	0	4	46	0	0	50	0	0	0	2	0	2	0	0	49	1	0	50	102
7:15 AM	0	0	0	0	0	0	0	6	50	0	0	56	0	1	0	10	0	11	0	0	70	7	0	77	144
7:30 AM	0	0	0	0	0	0	0	7	86	0	0	93	0	0	0	6	0	6	0	0	83	0	0	83	182
7:45 AM	0	0	0	0	0	0	0	5	94	0	0	99	0	0	0	10	0	10	0	0	118	1	0	119	228
Hourly Total	0	0	0	0	0	0	0	22	276	0	0	298	0	1	0	28	0	29	0	0	320	9	0	329	656

Agua Fria Street & Siler Park Lane_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	1	3	90	0	0	94	0	2	0	13	0	15	0	0	133	3	0	136	245
8:15 AM	0	0	0	0	0	0	0	6	86	0	0	92	0	2	0	11	0	13	0	0	123	1	1	124	229
8:30 AM	0	0	0	0	0	0	0	8	96	0	0	104	0	4	0	18	0	22	0	0	136	5	0	141	267
8:45 AM	0	0	0	0	0	0	0	5	94	0	0	99	0	4	0	21	0	25	0	0	111	5	0	116	240
Hourly Total	0	0	0	0	0	0	1	22	366	0	0	389	0	12	0	63	0	75	0	0	503	14	1	517	981
9:00 AM	0	0	0	0	0	0	0	4	101	0	0	105	0	5	0	14	0	19	0	0	133	7	0	140	264
9:15 AM	0	0	0	0	0	0	0	4	67	0	0	71	0	6	0	9	0	15	0	0	119	0	0	119	205
9:30 AM	0	0	0	0	0	0	0	11	96	0	0	107	0	2	0	7	0	9	0	0	115	5	0	120	236
9:45 AM	0	0	0	0	0	0	0	10	82	0	0	92	0	3	0	13	0	16	0	0	93	1	0	94	202
Hourly Total	0	0	0	0	0	0	0	29	346	0	0	375	0	16	0	43	0	59	0	0	460	13	0	473	907
10:00 AM	0	0	0	0	0	0	0	7	71	0	0	78	0	7	0	6	0	13	0	0	97	1	0	98	189
10:15 AM	0	0	0	0	0	0	0	5	93	0	0	98	0	4	0	11	1	15	0	0	91	4	0	95	208
10:30 AM	0	0	0	0	0	0	0	6	81	0	0	87	0	5	0	10	1	15	0	0	88	6	0	94	196
10:45 AM	0	0	0	0	0	0	0	9	92	0	0	101	0	4	0	9	0	13	0	0	94	3	0	97	211
Hourly Total	0	0	0	0	0	0	0	27	337	0	0	364	0	20	0	36	2	56	0	0	370	14	0	384	804
11:00 AM	0	0	0	0	0	0	0	7	106	0	0	113	0	3	0	16	0	19	0	0	110	2	0	112	244
11:15 AM	0	0	0	0	0	0	0	3	103	0	0	106	0	1	0	11	1	12	0	0	96	5	0	101	219
11:30 AM	0	0	0	0	0	0	0	9	109	0	0	118	0	4	0	6	0	10	0	0	106	3	0	109	237
11:45 AM	0	0	0	0	0	0	0	7	112	0	0	119	0	3	0	9	0	12	0	0	114	2	0	116	247
Hourly Total	0	0	0	0	0	0	0	26	430	0	0	456	0	11	0	42	1	53	0	0	426	12	0	438	947
12:00 PM	0	0	0	0	0	0	0	13	127	0	0	140	0	5	0	10	0	15	0	0	115	2	0	117	272
12:15 PM	0	0	0	0	0	0	0	3	94	0	0	97	0	2	0	13	0	15	0	0	116	0	0	116	228
12:30 PM	0	0	0	0	0	0	0	9	100	0	0	109	0	4	0	14	2	18	0	0	116	2	0	118	245
12:45 PM	0	0	0	0	0	0	0	6	107	0	0	113	0	3	0	15	2	18	0	0	116	7	0	123	254
Hourly Total	0	0	0	0	0	0	0	31	428	0	0	459	0	14	0	52	4	66	0	0	463	11	0	474	999
1:00 PM	0	0	0	0	0	0	0	5	123	0	0	128	0	4	0	8	0	12	0	0	96	3	0	99	239
1:15 PM	0	0	0	0	0	0	0	8	115	0	0	123	0	2	0	13	1	15	0	0	126	2	0	128	266
1:30 PM	0	0	0	0	0	0	0	13	110	0	0	123	0	3	0	12	0	15	0	0	129	5	0	134	272
1:45 PM	0	0	0	0	0	0	0	4	108	0	0	112	0	3	0	17	1	20	0	0	126	3	0	129	261
Hourly Total	0	0	0	0	0	0	0	30	456	0	0	486	0	12	0	50	2	62	0	0	477	13	0	490	1038
2:00 PM	0	0	0	0	0	0	0	4	115	0	0	119	0	2	0	6	0	8	0	0	111	4	0	115	242
2:15 PM	0	0	0	0	0	0	0	7	114	0	0	121	0	4	0	9	0	13	0	0	108	4	0	112	246
2:30 PM	0	0	0	0	0	0	0	8	113	0	0	121	0	4	0	11	2	15	0	0	118	2	0	120	256
2:45 PM	0	0	0	0	0	0	0	4	152	0	0	156	0	2	0	13	2	15	0	0	121	1	0	122	293
Hourly Total	0	0	0	0	0	0	0	23	494	0	0	517	0	12	0	39	4	51	0	0	458	11	0	469	1037
3:00 PM	0	0	0	0	0	0	0	5	125	0	0	130	0	2	0	16	1	18	0	0	142	6	0	148	296
3:15 PM	0	0	0	0	0	0	0	8	147	0	0	155	0	1	0	18	0	19	0	0	133	3	0	136	310
3:30 PM	0	0	0	0	0	0	0	5	135	0	0	140	0	2	0	16	0	18	0	0	137	3	0	140	298
3:45 PM	0	0	0	0	0	0	0	5	161	0	0	166	0	0	0	19	0	19	0	0	135	3	0	138	323
Hourly Total	0	0	0	0	0	0	0	23	568	0	0	591	0	5	0	69	1	74	0	0	547	15	0	562	1227

Agua Fria Street & Siler Park Lane_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	5	158	0	0	163	0	1	0	5	1	6	0	0	106	2	1	108	277
4:15 PM	0	0	0	0	0	0	0	9	148	0	0	157	0	4	0	16	0	20	0	0	119	5	0	124	301
4:30 PM	0	0	0	0	0	0	0	1	168	0	0	169	0	2	0	12	1	14	0	0	124	0	0	124	307
4:45 PM	0	0	0	0	0	0	0	2	163	0	0	165	0	2	0	11	1	13	0	0	157	3	0	160	338
Hourly Total	0	0	0	0	0	0	0	17	637	0	0	654	0	9	0	44	3	53	0	0	506	10	1	516	1223
5:00 PM	0	0	0	0	0	0	0	6	167	0	0	173	0	2	0	22	1	24	0	0	133	0	0	133	330
5:15 PM	0	0	0	0	0	0	0	2	172	0	0	174	0	1	0	11	0	12	0	0	113	0	0	113	299
5:30 PM	0	0	0	0	0	0	0	2	151	0	0	153	0	2	0	3	0	5	0	0	108	1	0	109	267
5:45 PM	0	0	0	0	0	0	0	3	103	0	0	106	0	0	0	7	0	7	0	0	97	0	0	97	210
Hourly Total	0	0	0	0	0	0	0	13	593	0	0	606	0	5	0	43	1	48	0	0	451	1	0	452	1106
6:00 PM	0	0	0	0	0	0	0	2	115	0	0	117	0	1	0	4	0	5	0	0	112	0	0	112	234
6:15 PM	0	0	0	0	0	0	0	0	110	0	0	110	0	1	0	0	1	1	0	0	114	0	0	114	225
6:30 PM	0	0	0	0	0	0	0	2	91	0	0	93	0	0	0	6	0	6	0	0	86	1	0	87	186
6:45 PM	0	0	0	0	0	0	0	0	96	0	0	96	0	1	0	1	0	2	0	0	97	0	0	97	195
Hourly Total	0	0	0	0	0	0	0	4	412	0	0	416	0	3	0	11	1	14	0	0	409	1	0	410	840
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	0	0	0	0	0	1	273	5440	0	0	5714	0	123	0	524	20	647	0	0	5503	130	2	5633	11994
Heavy Vehicles	0	0	0	0	0	0	0	6	63	0	0	69	0	2	0	11	5	13	0	0	77	4	0	81	163
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	1.16%	0.00%	0.00%	1.21%	0.00%	1.63%	0.00%	2.10%	25.00%	2.01%	0.00%	0.00%	1.40%	3.08%	0.00%	1.44%	1.36%

Agua Fria Street & Siler Park Lane_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:15 AM	0	0	0	0	0	0	0	6	86	0	0	92	0	2	0	11	0	13	0	0	123	1	1	124	229
8:30 AM	0	0	0	0	0	0	0	8	96	0	0	104	0	4	0	18	0	22	0	0	136	5	0	141	267
8:45 AM	0	0	0	0	0	0	0	5	94	0	0	99	0	4	0	21	0	25	0	0	111	5	0	116	240
9:00 AM	0	0	0	0	0	0	0	4	101	0	0	105	0	5	0	14	0	19	0	0	133	7	0	140	264
Peak Hour Total PHF	0	0	0	0	0	0	0	23	377	0	0	400	0	15	0	64	0	79	0	0	503	18	1	521	1000
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719	0.933	0.000	0.000	0.952	0.000	0.750	0.000	0.762	0.000	0.790	0.000	0.000	0.925	0.643	0.250	0.924	0.936

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:15 PM	0	0	0	0	0	0	0	9	148	0	0	157	0	4	0	16	0	20	0	0	119	5	0	124	301
4:30 PM	0	0	0	0	0	0	0	1	168	0	0	169	0	2	0	12	1	14	0	0	124	0	0	124	307
4:45 PM	0	0	0	0	0	0	0	2	163	0	0	165	0	2	0	11	1	13	0	0	157	3	0	160	338
5:00 PM	0	0	0	0	0	0	0	6	167	0	0	173	0	2	0	22	1	24	0	0	133	0	0	133	330
Peak Hour Total PHF	0	0	0	0	0	0	0	18	646	0	0	664	0	10	0	61	3	71	0	0	533	8	0	541	1276
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.961	0.000	0.000	0.960	0.000	0.625	0.000	0.693	0.750	0.740	0.000	0.000	0.849	0.400	0.000	0.845	0.944

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 11196	Vehicles Entering Intersection 5633	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5563		2	0	2
			0	0	0
			0	0	0
			5426	77	5503
			126	4	130



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5714	Total Vehicles on Leg 11742
0	0	0		Vehicles Exiting Intersection 6028	
5377	63	5440			
267	6	273			
1	0	1			
0	0	0			



Cars	15	0	121	0	513
Heavy	5	0	2	0	11
Total	20	0	123	0	524
Northbound					
Vehicles Entering Intersection			647		
Vehicles Exiting Intersection			403		
Total Vehicles On Leg			1050		



Agua Fria Street & Harrison Road_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	18	1	0	19	0	2	0	2	0	0	4	0	1	16	1	0	18	41
6:15 AM	0	0	0	0	0	0	0	1	14	1	0	16	0	1	0	0	0	1	0	1	24	0	0	25	42	
6:30 AM	0	0	0	0	0	0	0	1	30	1	0	32	0	0	0	3	0	3	0	1	23	1	0	25	60	
6:45 AM	0	0	0	1	0	1	0	1	34	2	0	37	0	1	0	6	1	7	0	6	46	1	0	53	98	
Hourly Total	0	0	0	1	0	1	0	3	96	5	0	104	0	4	0	11	1	15	0	9	109	3	0	121	241	
7:00 AM	0	2	1	1	0	4	0	1	46	2	0	49	0	1	0	4	0	5	0	7	40	0	0	47	105	
7:15 AM	0	0	0	6	0	6	0	3	50	2	0	55	0	1	0	7	0	8	0	6	68	2	0	76	145	
7:30 AM	0	0	0	7	0	7	0	4	84	3	0	91	0	0	0	11	0	11	0	11	82	0	0	93	202	
7:45 AM	0	3	0	2	0	5	0	8	89	3	0	100	0	0	1	18	0	19	0	10	113	2	0	125	249	
Hourly Total	0	5	1	16	0	22	0	16	269	10	0	295	0	2	1	40	0	43	0	34	303	4	0	341	701	

Agua Fria Street & Harrison Road_Thursday
Santa Fe New Mexico
Thursday, October 13, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	4	0	2	0	6	0	7	95	3	0	105	0	2	5	12	0	19	0	7	137	6	0	150	280
8:15 AM	0	1	1	2	0	4	0	8	98	1	0	107	0	1	0	15	3	16	0	2	140	1	0	143	270
8:30 AM	0	3	0	1	2	4	0	6	101	3	0	110	0	1	1	12	0	14	0	0	137	8	0	145	273
8:45 AM	0	1	1	2	0	4	0	5	93	2	0	100	0	1	1	7	0	9	0	2	131	0	0	133	246
Hourly Total	0	9	2	7	2	18	0	26	387	9	0	422	0	5	7	46	3	58	0	11	545	15	0	571	1069
9:00 AM	0	0	0	3	0	3	0	7	97	1	0	105	0	2	3	10	0	15	0	5	134	4	0	143	266
9:15 AM	0	1	0	1	0	2	0	7	70	0	0	77	0	0	0	14	0	14	0	2	124	1	0	127	220
9:30 AM	0	1	0	0	0	1	0	8	112	1	0	121	0	0	0	5	0	5	0	4	115	2	0	121	248
9:45 AM	0	0	0	1	0	1	0	4	85	0	0	89	0	1	0	4	0	5	0	4	98	0	0	102	197
Hourly Total	0	2	0	5	0	7	0	26	364	2	0	392	0	3	3	33	0	39	0	15	471	7	0	493	931
10:00 AM	0	2	0	1	0	3	0	3	83	2	0	88	0	1	1	8	1	10	0	1	96	1	0	98	199
10:15 AM	0	3	0	4	0	7	0	4	97	1	0	102	0	0	0	12	0	12	0	1	105	2	0	108	229
10:30 AM	0	0	0	0	1	0	0	3	79	0	0	82	0	1	0	11	1	12	0	2	98	1	0	101	195
10:45 AM	0	1	1	2	0	4	0	6	97	1	0	104	0	1	1	15	0	17	0	2	100	1	0	103	228
Hourly Total	0	6	1	7	1	14	0	16	356	4	0	376	0	3	2	46	2	51	0	6	399	5	0	410	851
11:00 AM	0	0	0	4	0	4	0	5	110	3	0	118	0	1	0	8	0	9	0	4	117	2	0	123	254
11:15 AM	0	1	0	0	0	1	0	5	105	1	0	111	0	1	0	12	1	13	0	1	102	3	0	106	231
11:30 AM	0	1	0	2	0	3	0	5	116	0	0	121	0	0	0	7	0	7	0	0	112	1	0	113	244
11:45 AM	0	0	0	3	0	3	0	2	119	0	0	121	0	1	0	13	1	14	0	1	115	3	0	119	257
Hourly Total	0	2	0	9	0	11	0	17	450	4	0	471	0	3	0	40	2	43	0	6	446	9	0	461	986
12:00 PM	0	1	0	2	0	3	0	7	133	0	0	140	0	1	0	7	0	8	0	1	112	5	0	118	269
12:15 PM	0	2	1	2	0	5	0	7	90	2	0	99	0	4	0	13	0	17	0	3	125	2	0	130	251
12:30 PM	0	2	0	3	0	5	0	5	104	1	0	110	0	1	1	6	0	8	0	3	126	0	0	129	252
12:45 PM	0	2	0	3	0	5	0	6	101	5	0	112	0	2	1	10	1	13	0	3	119	1	0	123	253
Hourly Total	0	7	1	10	0	18	0	25	428	8	0	461	0	8	2	36	1	46	0	10	482	8	0	500	1025
1:00 PM	0	2	0	2	1	4	0	8	123	0	0	131	0	0	1	8	1	9	0	2	100	2	0	104	248
1:15 PM	0	0	0	0	0	0	0	6	114	0	0	120	0	1	0	9	0	10	0	1	135	6	0	142	272
1:30 PM	0	0	0	4	1	4	0	5	114	1	0	120	0	3	1	7	1	11	0	2	138	2	0	142	277
1:45 PM	0	1	0	2	0	3	0	4	112	0	0	116	0	0	0	11	1	11	0	0	133	2	0	135	265
Hourly Total	0	3	0	8	2	11	0	23	463	1	0	487	0	4	2	35	3	41	0	5	506	12	0	523	1062
2:00 PM	0	1	0	2	0	3	0	8	115	0	0	123	0	3	0	6	1	9	0	3	115	2	1	120	255
2:15 PM	0	1	1	2	0	4	0	3	118	1	0	122	0	4	0	15	1	19	0	0	120	2	0	122	267
2:30 PM	0	0	0	1	1	1	0	8	114	0	0	122	0	2	0	14	1	16	0	0	129	2	0	131	270
2:45 PM	0	0	0	3	1	3	0	6	155	1	0	162	0	3	0	11	3	14	0	0	128	3	0	131	310
Hourly Total	0	2	1	8	2	11	0	25	502	2	0	529	0	12	0	46	6	58	0	3	492	9	1	504	1102
3:00 PM	0	0	0	4	0	4	0	8	124	0	0	132	0	0	0	12	0	12	0	1	154	1	0	156	304
3:15 PM	0	0	0	1	0	1	0	7	150	0	0	157	0	4	3	7	0	14	0	2	151	0	0	153	325
3:30 PM	0	4	2	12	0	18	0	6	129	5	0	140	0	3	2	13	1	18	0	3	142	4	1	149	325
3:45 PM	0	0	1	7	0	8	0	6	152	0	0	158	0	1	1	15	0	17	0	1	147	3	0	151	334
Hourly Total	0	4	3	24	0	31	0	27	555	5	0	587	0	8	6	47	1	61	0	7	594	8	1	609	1288

Thursday, October 13, 2022

Heavy Vehicles	0	1	0	7	2	8	0	1	67	2	0	70	0	0	2	5	2	7	0	6	78	2	0	86	171
Heavy Vehicle %	0.00%	2.00%	0.00%	5.43%	18.18%	4.23%	0.00%	0.34%	1.22%	3.64%	0.00%	1.20%	0.00%	0.00%	8.00%	0.95%	6.67%	1.11%	0.00%	5.45%	1.35%	1.94%	0.00%	1.44%	1.35%

Agua Fria Street & Harrison Road_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:45 AM	0	3	0	2	0	5	0	8	89	3	0	100	0	0	1	18	0	19	0	10	113	2	0	125	249
8:00 AM	0	4	0	2	0	6	0	7	95	3	0	105	0	2	5	12	0	19	0	7	137	6	0	150	280
8:15 AM	0	1	1	2	0	4	0	8	98	1	0	107	0	1	0	15	3	16	0	2	140	1	0	143	270
8:30 AM	0	3	0	1	2	4	0	6	101	3	0	110	0	1	1	12	0	14	0	0	137	8	0	145	273
Peak Hour Total	0	11	1	7	2	19	0	29	383	10	0	422	0	4	7	57	3	68	0	19	527	17	0	563	1072
PHF	0.000	0.688	0.250	0.875	0.250	0.792	0.000	0.906	0.948	0.833	0.000	0.959	0.000	0.500	0.350	0.792	0.250	0.895	0.000	0.475	0.941	0.531	0.000	0.938	0.957

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	4	0	8	1	12	0	6	163	0	0	169	0	3	0	15	2	18	0	0	126	2	0	128	327
4:45 PM	0	0	0	3	1	3	0	12	152	0	0	164	0	1	1	17	3	19	0	1	162	1	0	164	350
5:00 PM	0	1	1	7	0	9	0	8	167	1	0	176	0	2	0	17	1	19	0	0	159	4	0	163	367
5:15 PM	0	0	0	1	1	1	0	13	179	1	0	193	0	2	1	17	0	20	0	1	118	2	0	121	335
Peak Hour Total	0	5	1	19	3	25	0	39	661	2	0	702	0	8	2	66	6	76	0	2	565	9	0	576	1379
PHF	0.000	0.313	0.250	0.594	0.750	0.521	0.000	0.750	0.923	0.500	0.000	0.909	0.000	0.667	0.500	0.971	0.500	0.950	0.000	0.500	0.872	0.563	0.000	0.878	0.939

Total Vehicles On Leg			379		
Vehicles Entering Intersection 189			Vehicles Exiting Intersection 190		
Southbound					
Cars	122	10	49	0	9
Heavy	7	0	1	0	2
Total	129	10	50	0	11



Total Vehicles on Leg 11689	Vehicles Entering Intersection 5990	Eastbound	Cars	Heavy	Total	
			3	0	3	
			1	0	1	
	Vehicles Exiting Intersection 5699		104	6	110	
			5698	78	5776	
			101	2	103	



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5843	Total Vehicles on Leg 12198
53	2	55		Vehicles Exiting Intersection 6355	
5427	67	5494			
293	1	294			
0	0	0			
0	0	0			



Cars	28	0	75	23	524
Heavy	2	0	0	2	5
Total	30	0	75	25	529
Northbound					
Vehicles Entering Intersection			629		
Vehicles Exiting Intersection			407		
Total Vehicles On Leg			1036		

Agua Fria Street & La Cieneguita_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	1	1	1	0	0	16	0	0	16	35
6:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	3	0	1	0	4	0	0	25	0	0	25	42
6:30 AM	0	0	0	0	0	0	0	0	32	0	0	32	0	1	0	1	0	2	0	0	26	0	0	26	60
6:45 AM	0	0	0	0	0	0	0	1	35	0	0	36	0	0	0	2	0	2	0	0	52	0	0	52	90
Hourly Total	0	0	0	0	0	0	0	1	98	0	0	99	0	4	0	5	1	9	0	0	119	0	0	119	227
7:00 AM	0	0	0	0	0	0	0	1	47	0	0	48	0	2	0	2	0	4	0	0	41	4	0	45	97
7:15 AM	0	0	0	0	0	0	1	0	55	0	0	56	0	0	0	3	0	3	0	0	73	2	0	75	134
7:30 AM	0	0	0	0	0	0	0	4	89	0	0	93	0	1	0	3	0	4	0	0	92	1	0	93	190
7:45 AM	0	0	0	0	0	0	0	6	97	0	0	103	0	3	0	13	0	16	0	0	128	5	0	133	252
Hourly Total	0	0	0	0	0	0	1	11	288	0	0	300	0	6	0	21	0	27	0	0	334	12	0	346	673

Agua Fria Street & La Cieneguita_Thursday Santa Fe New Mexico Thursday, October 13, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	7	102	0	0	109	0	2	0	8	0	10	0	0	149	3	0	152	271
8:15 AM	0	0	0	0	0	0	0	4	103	0	0	107	0	3	0	6	2	9	0	0	147	11	0	158	274
8:30 AM	0	0	0	0	1	0	1	4	104	0	0	109	0	3	0	3	0	6	0	0	145	5	0	150	265
8:45 AM	0	0	0	0	0	0	0	1	96	0	0	97	0	6	0	3	0	9	0	0	134	5	0	139	245
Hourly Total	0	0	0	0	1	0	1	16	405	0	0	422	0	14	0	20	2	34	0	0	575	24	0	599	1055
9:00 AM	0	0	0	0	0	0	0	6	103	0	0	109	0	0	0	6	0	6	0	0	142	2	0	144	259
9:15 AM	0	0	0	0	0	0	0	5	79	0	0	84	0	0	0	4	0	4	0	0	134	4	0	138	226
9:30 AM	0	0	0	0	0	0	0	4	115	0	0	119	0	2	0	4	0	6	0	0	119	2	0	121	246
9:45 AM	0	0	0	0	0	0	0	2	90	0	0	92	0	1	0	6	0	7	0	0	99	2	0	101	200
Hourly Total	0	0	0	0	0	0	0	17	387	0	0	404	0	3	0	20	0	23	0	0	494	10	0	504	931
10:00 AM	0	0	0	0	0	0	0	3	86	0	0	89	0	0	0	3	0	3	0	0	100	4	0	104	196
10:15 AM	0	0	0	0	0	0	0	2	100	0	0	102	0	1	0	5	0	6	0	0	113	6	0	119	227
10:30 AM	0	0	0	0	0	0	0	1	80	0	0	81	0	2	0	6	0	8	0	0	108	2	0	110	199
10:45 AM	0	0	0	0	1	0	0	3	104	0	1	107	0	1	0	2	0	3	0	0	109	5	0	114	224
Hourly Total	0	0	0	0	1	0	0	9	370	0	1	379	0	4	0	16	0	20	0	0	430	17	0	447	846
11:00 AM	0	0	0	0	0	0	0	3	112	0	0	115	0	3	0	3	0	6	0	0	121	3	0	124	245
11:15 AM	0	0	0	0	0	0	0	7	110	0	0	117	0	3	0	4	0	7	0	0	112	3	0	115	239
11:30 AM	0	0	0	0	0	0	0	3	116	0	0	119	0	3	0	11	0	14	0	0	114	6	0	120	253
11:45 AM	0	0	0	0	0	0	0	3	118	0	0	121	0	3	0	3	0	6	0	0	113	7	0	120	247
Hourly Total	0	0	0	0	0	0	0	16	456	0	0	472	0	12	0	21	0	33	0	0	460	19	0	479	984
12:00 PM	0	0	0	0	0	0	0	4	138	0	0	142	0	2	0	7	0	9	0	0	113	6	0	119	270
12:15 PM	0	0	0	0	0	0	0	2	92	0	0	94	0	4	0	7	0	11	0	0	138	2	0	140	245
12:30 PM	0	0	0	0	0	0	0	3	107	0	0	110	0	1	0	7	0	8	0	0	134	1	0	135	253
12:45 PM	0	0	0	0	0	0	0	9	109	0	0	118	0	3	0	5	0	8	1	0	121	6	0	128	254
Hourly Total	0	0	0	0	0	0	0	18	446	0	0	464	0	10	0	26	0	36	1	0	506	15	0	522	1022
1:00 PM	0	0	0	0	0	0	1	4	132	0	0	137	0	0	0	10	0	10	0	0	106	4	0	110	257
1:15 PM	0	0	0	0	0	0	0	7	121	0	0	128	0	1	0	6	0	7	0	0	144	3	0	147	282
1:30 PM	0	0	0	0	0	0	0	3	114	0	0	117	0	3	0	8	1	11	0	0	142	2	0	144	272
1:45 PM	0	0	0	0	0	0	0	1	115	0	0	116	0	2	0	2	0	4	0	0	148	0	0	148	268
Hourly Total	0	0	0	0	0	0	1	15	482	0	0	498	0	6	0	26	1	32	0	0	540	9	0	549	1079
2:00 PM	0	0	0	0	0	0	0	1	120	0	0	121	0	4	0	4	0	8	0	0	119	3	0	122	251
2:15 PM	0	0	0	0	0	0	0	2	117	0	0	119	0	4	0	5	0	9	0	0	131	4	0	135	263
2:30 PM	0	0	0	0	0	0	0	7	124	0	0	131	0	3	0	6	1	9	0	0	136	6	0	142	282
2:45 PM	0	0	0	0	0	0	0	2	155	0	0	157	0	3	0	3	2	6	0	0	136	4	0	140	303
Hourly Total	0	0	0	0	0	0	0	12	516	0	0	528	0	14	0	18	3	32	0	0	522	17	0	539	1099
3:00 PM	0	0	0	0	0	0	0	3	129	0	0	132	0	4	0	10	0	14	0	0	157	8	0	165	311
3:15 PM	0	0	0	0	0	0	0	4	158	0	0	162	0	0	0	6	0	6	0	0	153	8	0	161	329
3:30 PM	0	0	0	0	0	0	0	5	139	0	0	144	0	2	0	6	0	8	0	0	158	1	0	159	311
3:45 PM	0	0	0	0	0	0	0	2	152	0	0	154	0	3	0	7	0	10	0	0	157	4	0	161	325
Hourly Total	0	0	0	0	0	0	0	14	578	0	0	592	0	9	0	29	0	38	0	0	625	21	0	646	1276

Agua Fria Street & La Cieneguita_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	5	169	0	0	174	0	3	0	4	0	7	0	0	124	6	0	130	311
4:15 PM	0	0	0	0	0	0	0	8	158	0	0	166	0	5	0	5	2	10	0	0	139	6	0	145	321
4:30 PM	0	0	0	0	0	0	0	7	167	0	0	174	0	2	0	8	2	10	0	0	136	4	0	140	324
4:45 PM	0	0	0	0	0	0	0	8	164	0	0	172	0	2	0	7	1	9	0	0	178	7	0	185	366
Hourly Total	0	0	0	0	0	0	0	28	658	0	0	686	0	12	0	24	5	36	0	0	577	23	0	600	1322
5:00 PM	0	0	0	0	0	0	0	12	171	0	0	183	0	4	0	9	0	13	0	0	167	10	0	177	373
5:15 PM	0	0	0	0	0	0	0	11	186	0	0	197	0	3	0	10	0	13	0	0	130	5	0	135	345
5:30 PM	0	0	0	0	0	0	0	5	139	0	0	144	0	7	0	3	0	10	0	0	117	2	0	119	273
5:45 PM	0	0	0	0	0	0	0	7	101	0	0	108	0	2	0	10	1	12	0	0	115	4	1	119	239
Hourly Total	0	0	0	0	0	0	0	35	597	0	0	632	0	16	0	32	1	48	0	0	529	21	1	550	1230
6:00 PM	0	0	0	0	0	0	0	2	116	0	0	118	0	1	0	2	1	3	0	0	120	1	0	121	242
6:15 PM	0	0	0	0	0	0	0	4	112	0	0	116	0	5	0	3	0	8	1	0	116	6	0	123	247
6:30 PM	0	0	0	0	0	0	0	0	102	0	0	102	0	3	0	4	0	7	0	0	91	3	0	94	203
6:45 PM	0	0	0	0	0	0	0	2	86	0	0	88	0	2	0	1	0	3	0	0	100	3	0	103	194
Hourly Total	0	0	0	0	0	0	0	8	416	0	0	424	0	11	0	10	1	21	1	0	427	13	0	441	886
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	0	0	0	2	0	3	200	5697	0	1	5900	0	121	0	268	14	389	2	0	6138	201	1	6341	12630
Heavy Vehicles	0	0	0	0	0	0	0	1	72	0	0	73	0	1	0	4	2	5	0	0	78	5	1	83	161
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	1.26%	0.00%	0.00%	1.24%	0.00%	0.83%	0.00%	1.49%	14.29%	1.29%	0.00%	0.00%	1.27%	2.49%	100.00%	1.31%	1.27%

Agua Fria Street & La Cieneguita_Thursday

Santa Fe New Mexico

Thursday, October 13, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:45 AM	0	0	0	0	0	0	0	6	97	0	0	103	0	3	0	13	0	16	0	0	128	5	0	133	252
8:00 AM	0	0	0	0	0	0	0	7	102	0	0	109	0	2	0	8	0	10	0	0	149	3	0	152	271
8:15 AM	0	0	0	0	0	0	0	4	103	0	0	107	0	3	0	6	2	9	0	0	147	11	0	158	274
8:30 AM	0	0	0	0	1	0	1	4	104	0	0	109	0	3	0	3	0	6	0	0	145	5	0	150	265
Peak Hour Total PHF	0	0	0	0	1	0	1	21	406	0	0	428	0	11	0	30	2	41	0	0	569	24	0	593	1062
	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.976	0.000	0.000	0.982	0.000	0.917	0.000	0.577	0.250	0.641	0.000	0.000	0.955	0.545	0.000	0.938	0.969

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	7	167	0	0	174	0	2	0	8	2	10	0	0	136	4	0	140	324
4:45 PM	0	0	0	0	0	0	0	8	164	0	0	172	0	2	0	7	1	9	0	0	178	7	0	185	366
5:00 PM	0	0	0	0	0	0	0	12	171	0	0	183	0	4	0	9	0	13	0	0	167	10	0	177	373
5:15 PM	0	0	0	0	0	0	0	11	186	0	0	197	0	3	0	10	0	13	0	0	130	5	0	135	345
Peak Hour Total PHF	0	0	0	0	0	0	0	38	688	0	0	726	0	11	0	34	3	45	0	0	611	26	0	637	1408
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.925	0.000	0.000	0.921	0.000	0.688	0.000	0.850	0.375	0.865	0.000	0.000	0.858	0.650	0.000	0.861	0.944

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	2
Heavy	0	0	0	0	0
Total	0	0	0	0	2



Total Vehicles on Leg 12161	Vehicles Entering Intersection 6341	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5820		0	1	1
			2	0	2
			0	0	0
			6060	78	6138
			196	5	201



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5900	Total Vehicles on Leg 12309
0	0	0			
5625	72	5697			
199	1	200			
3	0	3			
1	0	1			
				Vehicles Exiting Intersection 6409	



Cars	12	0	120	0	264
Heavy	2	0	1	0	4
Total	14	0	121	0	268
Northbound					
Vehicles Entering Intersection 389			Vehicles Exiting Intersection 401		
Total Vehicles On Leg			790		

Agua Fria Street & Maez Road Santa Fe New Mexico 10-13-2022

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	2	0	2	1	4	0	0	17	0	0	17	37
6:15 AM	0	0	0	0	0	0	0	2	12	0	0	14	0	1	0	1	0	2	0	0	24	2	0	26	42
6:30 AM	0	0	0	0	0	0	0	3	31	0	0	34	0	1	0	3	0	4	0	0	27	0	0	27	65
6:45 AM	0	0	0	0	0	0	0	1	30	0	0	31	0	5	0	1	0	6	0	0	50	2	0	52	89
Hourly Total	0	0	0	0	0	0	0	6	89	0	0	95	0	9	0	7	1	16	0	0	118	4	0	122	233
7:00 AM	0	0	0	0	0	0	0	1	44	0	0	45	0	4	0	5	0	9	0	0	45	1	0	46	100
7:15 AM	0	0	0	0	2	0	0	2	51	0	0	53	0	5	0	1	0	6	0	0	74	3	1	77	136
7:30 AM	0	0	0	0	0	0	0	9	88	0	0	97	0	5	0	5	0	10	0	0	90	3	0	93	200
7:45 AM	0	0	0	0	0	0	0	4	99	0	0	103	0	4	0	5	0	9	0	0	132	12	0	144	256
Hourly Total	0	0	0	0	2	0	0	16	282	0	0	298	0	18	0	16	0	34	0	0	341	19	1	360	692

**Agua Fria Street & Maez Road
Santa Fe New Mexico
10-13-2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	2	0	5	0	7	0	0	141	13	0	154	273
8:15 AM	0	0	0	0	0	0	0	6	101	0	0	107	0	6	0	3	0	9	0	0	149	7	0	156	272
8:30 AM	0	1	0	0	1	1	0	4	106	0	0	110	0	4	0	6	0	10	0	0	141	7	0	148	269
8:45 AM	0	0	0	0	0	0	0	5	96	0	0	101	0	2	0	7	0	9	0	0	133	2	0	135	245
Hourly Total	0	1	0	0	1	1	0	19	411	0	0	430	0	14	0	21	0	35	0	0	564	29	0	593	1059
9:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	1	0	2	0	3	0	0	145	5	0	150	265
9:15 AM	0	0	0	0	0	0	0	7	79	0	0	86	0	5	0	4	0	9	0	0	130	9	0	139	234
9:30 AM	0	0	0	0	0	0	0	1	116	0	0	117	0	3	0	2	0	5	0	0	121	2	0	123	245
9:45 AM	0	0	0	0	0	0	0	6	91	0	0	97	0	2	0	2	0	4	0	0	100	5	0	105	206
Hourly Total	0	0	0	0	0	0	0	18	394	0	0	412	0	11	0	10	0	21	0	0	496	21	0	517	950
10:00 AM	0	0	0	0	0	0	0	5	84	0	0	89	0	6	0	1	0	7	0	0	98	5	0	103	199
10:15 AM	0	2	0	0	0	2	0	1	95	1	0	97	0	5	0	4	0	9	0	0	113	7	0	120	228
10:30 AM	0	0	0	0	0	0	0	4	77	0	0	81	0	4	0	6	0	10	0	0	107	8	0	115	206
10:45 AM	0	0	0	1	1	1	0	3	104	0	0	107	0	3	0	4	0	7	0	0	107	7	1	114	229
Hourly Total	0	2	0	1	1	3	0	13	360	1	0	374	0	18	0	15	0	33	0	0	425	27	1	452	862
11:00 AM	0	0	0	0	0	0	0	1	111	0	0	112	0	4	0	1	0	5	0	0	119	4	0	123	240
11:15 AM	0	0	0	0	0	0	0	2	115	0	0	117	0	3	0	5	0	8	0	0	113	2	0	115	240
11:30 AM	0	0	0	1	0	1	0	3	111	1	0	115	0	7	0	2	0	9	0	0	121	6	0	127	252
11:45 AM	0	0	0	0	0	0	0	10	115	0	0	125	0	5	0	3	0	8	0	1	106	9	0	116	249
Hourly Total	0	0	0	1	0	1	0	16	452	1	0	469	0	19	0	11	0	30	0	1	459	21	0	481	981
12:00 PM	0	0	0	0	0	0	0	2	140	0	0	142	0	4	0	5	0	9	0	0	117	4	0	121	272
12:15 PM	0	0	0	0	0	0	0	2	92	0	0	94	0	4	0	3	0	7	0	0	139	6	0	145	246
12:30 PM	0	0	0	0	0	0	0	6	103	0	0	109	0	8	0	4	0	12	0	0	131	9	0	140	261
12:45 PM	0	0	0	0	0	0	0	10	114	0	0	124	0	2	0	5	0	7	0	0	117	9	0	126	257
Hourly Total	0	0	0	0	0	0	0	20	449	0	0	469	0	18	0	17	0	35	0	0	504	28	0	532	1036
1:00 PM	0	0	0	0	1	0	0	3	128	0	1	131	0	8	0	6	2	14	0	0	107	8	0	115	260
1:15 PM	0	0	0	0	0	0	0	4	120	0	0	124	0	8	0	6	0	14	0	1	138	8	0	147	285
1:30 PM	0	0	0	0	1	0	0	3	110	0	0	113	0	8	0	2	0	10	0	0	143	11	0	154	277
1:45 PM	0	1	0	0	0	1	1	9	114	0	0	124	0	1	0	4	2	5	0	0	141	9	1	150	280
Hourly Total	0	1	0	0	2	1	1	19	472	0	1	492	0	25	0	18	4	43	0	1	529	36	1	566	1102
2:00 PM	0	0	0	0	0	0	0	9	112	0	0	121	0	8	0	2	0	10	0	0	115	8	0	123	254
2:15 PM	0	0	0	0	0	0	0	6	113	0	0	119	0	5	0	4	0	9	0	0	122	14	0	136	264
2:30 PM	0	0	0	0	3	0	0	5	119	0	1	124	0	10	0	2	1	12	0	0	135	7	0	142	278
2:45 PM	0	0	0	0	0	0	0	6	146	0	0	152	0	10	0	10	0	20	0	0	131	7	0	138	310
Hourly Total	0	0	0	0	3	0	0	26	490	0	1	516	0	33	0	18	1	51	0	0	503	36	0	539	1106
3:00 PM	0	0	0	0	2	0	0	8	125	0	2	133	0	6	0	3	1	9	0	0	153	13	1	166	308
3:15 PM	0	0	0	0	0	0	0	8	158	0	0	166	0	4	0	7	0	11	0	0	155	5	1	160	337
3:30 PM	0	0	0	0	0	0	0	4	137	0	0	141	0	6	0	4	0	10	0	0	156	8	0	164	315
3:45 PM	0	0	0	0	0	0	0	7	146	0	0	153	0	8	0	3	0	11	0	0	157	6	0	163	327
Hourly Total	0	0	0	0	2	0	0	27	566	0	2	593	0	24	0	17	1	41	0	0	621	32	2	653	1287

**Agua Fria Street & Maez Road
Santa Fe New Mexico
10-13-2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	6	167	0	0	173	0	7	0	3	0	10	0	0	119	11	0	130	313
4:15 PM	0	0	0	0	0	0	0	5	161	0	0	166	0	5	0	3	1	8	0	0	134	9	0	143	317
4:30 PM	0	0	0	0	1	0	0	9	168	0	0	177	0	6	0	7	1	13	0	0	133	9	0	142	332
4:45 PM	0	0	0	0	0	0	0	7	166	0	0	173	0	5	0	9	1	14	0	0	179	9	0	188	375
Hourly Total	0	0	0	0	1	0	0	27	662	0	0	689	0	23	0	22	3	45	0	0	565	38	0	603	1337
5:00 PM	0	0	0	0	1	0	0	4	174	0	0	178	0	7	0	7	1	14	0	0	161	12	0	173	365
5:15 PM	0	0	0	0	1	0	0	8	186	0	1	194	0	6	0	5	0	11	0	0	126	13	0	139	344
5:30 PM	0	0	0	0	0	0	0	12	138	1	0	151	0	5	0	6	0	11	0	0	112	11	0	123	285
5:45 PM	0	0	0	0	0	0	0	9	99	0	1	108	0	6	0	1	1	7	0	0	119	3	0	122	237
Hourly Total	0	0	0	0	2	0	0	33	597	1	2	631	0	24	0	19	2	43	0	0	518	39	0	557	1231
6:00 PM	0	0	0	0	0	0	0	3	113	0	0	116	0	2	0	3	1	5	0	0	113	9	0	122	243
6:15 PM	0	0	0	0	0	0	0	0	107	0	0	107	0	9	0	2	0	11	0	0	105	11	0	116	234
6:30 PM	0	0	0	1	0	1	0	2	95	0	0	97	0	6	0	3	0	9	0	0	86	4	0	90	197
6:45 PM	0	0	0	0	0	0	0	7	83	0	0	90	0	2	0	0	0	2	0	0	97	2	0	99	191
Hourly Total	0	0	0	1	0	1	0	12	398	0	0	410	0	19	0	8	1	27	0	0	401	26	0	427	865
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	4	0	3	14	7	1	252	5622	3	6	5878	0	255	0	199	13	454	0	2	6044	356	5	6402	12741
Cars	0	4	0	3	9	7	1	248	5561	3	4	5813	0	251	0	198	12	449	0	2	5970	352	5	6324	12593
Heavy Vehicles	0	0	0	0	5	0	0	4	61	0	2	65	0	4	0	1	1	5	0	0	74	4	0	78	148
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	35.71%	0.00%	0.00%	1.59%	1.09%	0.00%	33.33%	1.11%	0.00%	1.57%	0.00%	0.50%	7.69%	1.10%	0.00%	0.00%	1.22%	1.12%	0.00%	1.22%	1.16%

Agua Fria Street & Maez Road
Santa Fe New Mexico
10-13-2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	0	0	0	0	0	0	4	99	0	0	103	0	4	0	5	0	9	0	0	132	12	0	144	256
8:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	2	0	5	0	7	0	0	141	13	0	154	273
8:15 AM	0	0	0	0	0	0	0	6	101	0	0	107	0	6	0	3	0	9	0	0	149	7	0	156	272
8:30 AM	0	1	0	0	1	1	0	4	106	0	0	110	0	4	0	6	0	10	0	0	141	7	0	148	269
Peak Hour Total PHF	0	1	0	0	1	1	0	18	414	0	0	432	0	16	0	19	0	35	0	0	563	39	0	602	1070
	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.750	0.958	0.000	0.000	0.964	0.000	0.667	0.000	0.792	0.000	0.875	0.000	0.000	0.945	0.750	0.000	0.965	0.980

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	1	0	0	9	168	0	0	177	0	6	0	7	1	13	0	0	133	9	0	142	332
4:45 PM	0	0	0	0	0	0	0	7	166	0	0	173	0	5	0	9	1	14	0	0	179	9	0	188	375
5:00 PM	0	0	0	0	1	0	0	4	174	0	0	178	0	7	0	7	1	14	0	0	161	12	0	173	365
5:15 PM	0	0	0	0	1	0	0	8	186	0	1	194	0	6	0	5	0	11	0	0	126	13	0	139	344
Peak Hour Total PHF	0	0	0	0	3	0	0	28	694	0	1	722	0	24	0	28	3	52	0	0	599	43	0	642	1416
	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.778	0.933	0.000	0.250	0.930	0.000	0.857	0.000	0.778	0.750	0.929	0.000	0.000	0.837	0.827	0.000	0.854	0.944

Total Vehicles On Leg			12		
Vehicles Entering Intersection 7			Vehicles Exiting Intersection 5		
Southbound					
Cars	3	0	4	0	9
Heavy	0	0	0	0	5
Total	3	0	4	0	14



Total Vehicles on Leg 12282	Vehicles Entering Intersection 6402	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5880		5	0	5
			0	0	0
			2	0	2
			5970	74	6044
			352	4	356



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5878	Total Vehicles on Leg 12126
3	0	3			
5561	61	5622			
248	4	252			
1	0	1			
4	2	6			
				Vehicles Exiting Intersection 6248	



Cars	12	0	251	0	198
Heavy	1	0	4	0	1
Total	13	0	255	0	199
Northbound					
Vehicles Entering Intersection 454			Vehicles Exiting Intersection 608		
Total Vehicles On Leg			1062		

Agua Fria Street & Camino Carlos Rael

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	0	1	0	0	18	0	0	18	31
6:15 AM	0	0	0	1	0	1	0	0	15	0	0	15	0	1	0	2	0	3	0	0	23	0	0	23	42	
6:30 AM	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	28	1	0	29	51	
6:45 AM	0	0	0	0	0	0	0	0	22	0	0	22	0	2	0	1	0	3	0	0	47	0	0	47	72	
Hourly Total	0	0	0	1	0	1	0	0	71	0	0	71	0	4	0	3	0	7	0	0	116	1	0	117	196	
7:00 AM	0	1	0	2	0	3	0	0	42	0	0	42	0	1	0	4	0	5	0	0	39	1	0	40	90	
7:15 AM	0	0	0	0	0	0	0	1	57	0	0	58	0	1	0	4	0	5	0	0	80	2	0	82	145	
7:30 AM	0	0	0	3	0	3	0	0	71	0	0	71	0	3	0	5	1	8	0	0	133	2	0	135	217	
7:45 AM	0	0	0	1	0	1	0	1	84	0	0	85	0	2	0	7	2	9	0	2	149	0	0	151	246	
Hourly Total	0	1	0	6	0	7	0	2	254	0	0	256	0	7	0	20	3	27	0	2	401	5	0	408	698	

Agua Fria Street & Camino Carlos Rael
Santa Fe New Mexico
Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	1	0	0	0	1	0	1	82	0	0	83	0	1	0	4	0	5	0	1	153	2	0	156	245
8:15 AM	0	1	0	1	2	2	0	2	76	0	0	78	0	3	0	2	0	5	0	0	125	5	0	130	215
8:30 AM	0	0	0	1	0	1	0	2	78	1	0	81	0	7	0	3	0	10	0	1	124	0	0	125	217
8:45 AM	0	2	0	2	0	4	0	1	94	2	0	97	0	2	0	2	0	4	0	0	147	1	0	148	253
Hourly Total	0	4	0	4	2	8	0	6	330	3	0	339	0	13	0	11	0	24	0	2	549	8	0	559	930
9:00 AM	0	0	0	1	1	1	0	1	107	0	0	108	0	1	0	2	0	3	0	0	125	2	0	127	239
9:15 AM	0	2	0	0	0	2	0	1	66	0	0	67	0	4	0	0	3	4	1	1	105	0	0	107	180
9:30 AM	0	0	0	2	0	2	0	0	85	0	0	85	0	3	0	4	0	7	0	2	119	1	0	122	216
9:45 AM	0	2	0	0	0	2	0	4	99	1	0	104	0	2	0	2	2	4	0	0	143	2	0	145	255
Hourly Total	0	4	0	3	1	7	0	6	357	1	0	364	0	10	0	8	5	18	1	3	492	5	0	501	890
10:00 AM	0	3	0	0	0	3	0	5	85	0	0	90	0	3	0	4	0	7	1	1	112	2	0	116	216
10:15 AM	0	0	0	0	1	0	0	3	99	0	0	102	0	1	0	3	2	4	0	1	115	1	0	117	223
10:30 AM	0	1	0	1	0	2	0	3	95	1	0	99	0	2	0	2	0	4	0	1	127	2	0	130	235
10:45 AM	0	3	0	1	0	4	0	1	90	1	0	92	0	2	0	2	0	4	0	0	113	2	0	115	215
Hourly Total	0	7	0	2	1	9	0	12	369	2	0	383	0	8	0	11	2	19	1	3	467	7	0	478	889
11:00 AM	0	1	0	1	0	2	0	3	98	0	0	101	0	0	0	3	0	3	0	0	102	0	0	102	208
11:15 AM	0	0	0	0	0	0	0	4	88	1	0	93	0	2	0	1	0	3	0	0	127	3	0	130	226
11:30 AM	0	0	0	2	0	2	0	3	125	0	0	128	0	8	1	3	0	12	0	2	118	4	0	124	266
11:45 AM	0	1	0	1	0	2	0	1	123	1	0	125	0	2	0	4	0	6	1	0	139	1	0	141	274
Hourly Total	0	2	0	4	0	6	0	11	434	2	0	447	0	12	1	11	0	24	1	2	486	8	0	497	974
12:00 PM	0	0	0	1	0	1	0	3	122	1	0	126	0	3	0	0	1	3	0	1	107	3	0	111	241
12:15 PM	0	0	0	1	0	1	0	5	119	0	0	124	0	4	0	4	0	8	0	0	140	1	0	141	274
12:30 PM	0	0	0	1	0	1	0	3	121	0	0	124	0	3	0	1	0	4	0	0	120	3	0	123	252
12:45 PM	0	0	0	0	0	0	0	2	125	0	0	127	0	4	0	5	0	9	0	1	139	4	0	144	280
Hourly Total	0	0	0	3	0	3	0	13	487	1	0	501	0	14	0	10	1	24	0	2	506	11	0	519	1047
1:00 PM	0	1	0	1	0	2	0	3	127	4	0	134	0	3	0	2	0	5	0	2	132	2	0	136	277
1:15 PM	0	0	0	1	0	1	0	1	129	0	0	130	0	1	0	2	0	3	0	1	126	2	0	129	263
1:30 PM	0	0	0	0	0	0	0	1	132	0	0	133	0	2	0	3	0	5	0	0	120	4	0	124	262
1:45 PM	0	0	0	2	0	2	0	3	132	0	0	135	0	2	0	2	0	4	0	2	121	2	0	125	266
Hourly Total	0	1	0	4	0	5	0	8	520	4	0	532	0	8	0	9	0	17	0	5	499	10	0	514	1068
2:00 PM	0	0	0	1	1	1	0	2	123	1	0	126	0	2	0	2	0	4	0	0	113	2	0	115	246
2:15 PM	0	1	0	3	0	4	0	1	125	0	0	126	0	3	0	6	2	9	0	3	123	1	0	127	266
2:30 PM	0	1	0	2	0	3	0	0	99	0	0	99	0	1	0	3	0	4	0	2	124	2	0	128	234
2:45 PM	0	0	0	0	1	0	0	5	130	0	0	135	0	5	0	2	1	7	0	0	116	8	0	124	266
Hourly Total	0	2	0	6	2	8	0	8	477	1	0	486	0	11	0	13	3	24	0	5	476	13	0	494	1012
3:00 PM	0	0	0	1	0	1	0	1	142	2	0	145	0	3	0	8	0	11	0	2	111	3	0	116	273
3:15 PM	0	0	0	0	0	0	0	4	132	1	0	137	0	2	0	2	0	4	0	1	121	3	0	125	266
3:30 PM	0	0	0	1	0	1	0	3	141	0	0	144	0	5	0	1	1	6	0	0	144	4	0	148	299
3:45 PM	0	0	0	0	0	0	0	2	148	0	0	150	0	0	0	0	0	0	0	2	123	2	0	127	277
Hourly Total	0	0	0	2	0	2	0	10	563	3	0	576	0	10	0	11	1	21	0	5	499	12	0	516	1115

Agua Fria Street & Camino Carlos Rael

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	1	165	1	0	167	0	0	0	1	0	1	0	2	146	4	0	152	320
4:15 PM	0	1	0	2	0	3	0	3	160	1	0	164	0	2	0	0	0	2	0	1	153	4	0	158	327
4:30 PM	0	0	0	0	0	0	0	4	140	0	0	144	0	1	0	3	1	4	0	0	154	1	0	155	303
4:45 PM	0	0	0	0	0	0	0	5	148	2	0	155	0	3	0	4	0	7	0	2	142	5	0	149	311
Hourly Total	0	1	0	2	0	3	0	13	613	4	0	630	0	6	0	8	1	14	0	5	595	14	0	614	1261
5:00 PM	0	0	0	0	0	0	0	7	186	2	0	195	0	0	0	3	0	3	0	1	152	2	0	155	353
5:15 PM	0	0	0	1	0	1	0	6	185	0	0	191	0	3	0	2	0	5	0	0	169	4	0	173	370
5:30 PM	0	1	0	2	0	3	0	2	147	1	0	150	0	1	0	2	0	3	0	1	114	4	0	119	275
5:45 PM	0	1	0	0	0	1	0	3	138	3	0	144	0	1	0	6	0	7	0	0	105	0	0	105	257
Hourly Total	0	2	0	3	0	5	0	18	656	6	0	680	0	5	0	13	0	18	0	2	540	10	0	552	1255
6:00 PM	0	2	0	1	0	3	0	6	107	0	0	113	0	1	0	3	0	4	0	0	103	1	0	104	224
6:15 PM	0	0	0	0	0	0	0	5	101	0	0	106	0	2	0	2	0	4	0	1	101	5	0	107	217
6:30 PM	0	1	0	0	0	1	0	3	96	2	0	101	0	2	0	3	0	5	0	2	94	3	0	99	206
6:45 PM	0	2	0	2	0	4	0	2	86	2	0	90	0	0	0	1	0	1	0	0	85	4	0	89	184
Hourly Total	0	5	0	3	0	8	0	16	390	4	0	410	0	5	0	9	0	14	0	3	383	13	0	399	831
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	29	0	43	6	72	0	123	5521	31	0	5610	0	113	1	137	16	251	3	39	6009	117	0	6168	12166
Heavy Vehicles	0	0	0	0	0	0	0	0	65	0	0	65	0	2	0	1	0	3	0	0	64	3	0	67	135
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.18%	0.00%	0.00%	1.15%	0.00%	1.77%	0.00%	0.73%	0.00%	1.20%	0.00%	0.00%	1.07%	2.56%	0.00%	1.09%	1.11%

Agua Fria Street & Camino Carlos Rael

Santa Fe New Mexico

Thursday, October 20, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	1	0	1	0	2	0	3	98	0	0	101	0	0	0	3	0	3	0	0	102	0	0	102	208
11:15 AM	0	0	0	0	0	0	0	4	88	1	0	93	0	2	0	1	0	3	0	0	127	3	0	130	226
11:30 AM	0	0	0	2	0	2	0	3	125	0	0	128	0	8	1	3	0	12	0	2	118	4	0	124	266
11:45 AM	0	1	0	1	0	2	0	1	123	1	0	125	0	2	0	4	0	6	1	0	139	1	0	141	274
Peak Hour Total	0	2	0	4	0	6	0	11	434	2	0	447	0	12	1	11	0	24	1	2	486	8	0	497	974
PHF	0.000	0.500	0.000	0.500	0.000	0.750	0.000	0.688	0.868	0.500	0.000	0.873	0.000	0.375	0.250	0.688	0.000	0.500	0.250	0.250	0.874	0.500	0.000	0.881	0.889

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	4	140	0	0	144	0	1	0	3	1	4	0	0	154	1	0	155	303
4:45 PM	0	0	0	0	0	0	0	5	148	2	0	155	0	3	0	4	0	7	0	2	142	5	0	149	311
5:00 PM	0	0	0	0	0	0	0	7	186	2	0	195	0	0	0	3	0	3	0	1	152	2	0	155	353
5:15 PM	0	0	0	1	0	1	0	6	185	0	0	191	0	3	0	2	0	5	0	0	169	4	0	173	370
Peak Hour Total	0	0	0	1	0	1	0	22	659	4	0	685	0	7	0	12	1	19	0	3	617	12	0	632	1337
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.786	0.886	0.500	0.000	0.878	0.000	0.583	0.000	0.750	0.250	0.679	0.000	0.375	0.913	0.600	0.000	0.913	0.903

Total Vehicles On Leg			143		
Vehicles Entering Intersection 72			Vehicles Exiting Intersection 71		
Southbound					
Cars	43	0	29	0	6
Heavy	0	0	0	0	0
Total	43	0	29	0	6



Total Vehicles on Leg 11848	Vehicles Entering Intersection 6168	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5680		0	0	0
			3	0	3
			39	0	39
			5945	64	6009
			114	3	117



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5675	Total Vehicles on Leg 11850
31	0	31			
5456	65	5521			
123	0	123			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 6175	



Cars	16	0	111	1	136
Heavy	0	0	2	0	1
Total	16	0	113	1	137
Northbound					
Vehicles Entering Intersection			251		
Vehicles Exiting Intersection			240		
Total Vehicles On Leg			491		



Agua Fria Street & Calle Carmilita_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	1	0	0	0	12	0	0	12	0	1	0	0	0	0	1	0	0	18	0	0	18	31
6:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	1	0	2	0	3	0	0	22	0	0	22	40	
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	29	1	0	30	50	
6:45 AM	0	0	0	0	0	0	0	0	22	0	0	22	0	2	0	1	0	3	0	0	46	0	0	46	71	
Hourly Total	0	0	0	0	1	0	0	0	69	0	0	69	0	4	0	3	0	7	0	0	115	1	0	116	192	
7:00 AM	0	1	0	2	0	3	0	0	42	0	0	42	0	1	0	4	0	5	0	0	39	1	0	40	90	
7:15 AM	0	0	0	0	0	0	0	1	56	0	0	57	0	1	0	4	0	5	0	0	76	2	0	78	140	
7:30 AM	0	0	0	2	0	2	0	0	69	0	0	69	0	3	0	5	0	8	0	0	131	2	0	133	212	
7:45 AM	0	0	0	1	0	1	0	1	85	0	0	86	0	2	0	7	0	9	0	2	146	0	0	148	244	
Hourly Total	0	1	0	5	0	6	0	2	252	0	0	254	0	7	0	20	0	27	0	2	392	5	0	399	686	

Agua Fria Street & Calle Carmilita_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	1	0	0	0	1	0	1	83	0	0	84	0	1	0	4	0	5	0	1	152	2	0	155	245
8:15 AM	0	1	0	1	0	2	0	2	76	0	0	78	0	3	0	2	0	5	0	0	125	5	0	130	215
8:30 AM	0	0	0	0	0	0	0	2	78	1	0	81	0	7	0	3	0	10	0	1	124	0	0	125	216
8:45 AM	0	2	0	2	0	4	0	1	94	2	0	97	0	2	0	2	0	4	0	0	146	1	0	147	252
Hourly Total	0	4	0	3	0	7	0	6	331	3	0	340	0	13	0	11	0	24	0	2	547	8	0	557	928
9:00 AM	0	0	0	1	1	1	0	1	106	0	0	107	0	1	0	2	0	3	0	0	125	2	0	127	238
9:15 AM	0	2	0	0	0	2	0	1	66	0	0	67	0	4	0	0	2	4	1	2	105	0	0	108	181
9:30 AM	0	0	0	2	0	2	0	0	86	0	0	86	0	3	0	4	0	7	0	2	119	1	0	122	217
9:45 AM	0	2	0	0	0	2	0	4	98	1	0	103	0	2	0	2	2	4	0	0	140	2	0	142	251
Hourly Total	0	4	0	3	1	7	0	6	356	1	0	363	0	10	0	8	4	18	1	4	489	5	0	499	887
10:00 AM	0	2	0	0	0	2	0	5	88	0	0	93	0	4	0	4	0	8	1	1	111	2	0	115	218
10:15 AM	0	0	0	0	1	0	0	3	97	0	0	100	0	1	0	3	2	4	0	1	114	1	0	116	220
10:30 AM	0	1	0	1	0	2	0	3	94	1	0	98	0	2	0	2	0	4	0	1	127	2	0	130	234
10:45 AM	0	3	0	1	0	4	0	1	89	1	0	91	0	2	0	2	0	4	0	0	112	2	0	114	213
Hourly Total	0	6	0	2	1	8	0	12	368	2	0	382	0	9	0	11	2	20	1	3	464	7	0	475	885
11:00 AM	0	1	0	1	0	2	0	3	100	0	0	103	0	0	0	2	0	2	0	0	102	0	0	102	209
11:15 AM	0	0	0	0	0	0	0	4	90	1	0	95	0	2	0	1	0	3	0	0	122	3	0	125	223
11:30 AM	0	0	0	3	0	3	0	3	128	0	0	131	0	8	1	2	0	11	0	2	111	4	0	117	262
11:45 AM	0	1	0	0	1	1	0	1	123	1	0	125	0	2	0	3	0	5	1	0	136	2	0	139	270
Hourly Total	0	2	0	4	1	6	0	11	441	2	0	454	0	12	1	8	0	21	1	2	471	9	0	483	964
12:00 PM	0	0	0	1	0	1	0	3	122	1	0	126	0	3	0	1	1	4	0	1	106	3	0	110	241
12:15 PM	0	0	0	1	0	1	0	5	120	0	0	125	0	4	0	3	0	7	0	0	135	1	0	136	269
12:30 PM	0	0	0	1	0	1	0	3	118	0	0	121	0	3	0	1	0	4	0	0	123	3	0	126	252
12:45 PM	0	0	0	0	0	0	0	2	121	0	0	123	0	4	0	5	0	9	0	1	136	4	0	141	273
Hourly Total	0	0	0	3	0	3	0	13	481	1	0	495	0	14	0	10	1	24	0	2	500	11	0	513	1035
1:00 PM	0	1	0	0	0	1	0	3	125	4	0	132	0	3	0	2	0	5	0	2	132	2	0	136	274
1:15 PM	0	0	0	0	0	0	0	1	127	0	0	128	0	1	0	2	0	3	0	1	123	2	0	126	257
1:30 PM	0	0	0	0	0	0	0	1	132	0	0	133	0	2	0	3	0	5	0	0	119	4	0	123	261
1:45 PM	0	0	0	1	0	1	0	3	129	0	0	132	0	2	0	1	0	3	0	2	120	2	0	124	260
Hourly Total	0	1	0	1	0	2	0	8	513	4	0	525	0	8	0	8	0	16	0	5	494	10	0	509	1052
2:00 PM	0	0	0	0	1	0	0	2	123	1	0	126	0	2	0	2	0	4	0	0	113	2	0	115	245
2:15 PM	0	1	0	3	0	4	0	1	125	0	0	126	0	3	0	6	2	9	0	3	123	1	0	127	266
2:30 PM	0	1	0	2	0	3	0	0	100	0	0	100	0	1	0	3	1	4	0	2	122	2	0	126	233
2:45 PM	0	0	0	0	1	0	0	5	129	0	0	134	0	5	0	3	1	8	0	0	115	8	0	123	265
Hourly Total	0	2	0	5	2	7	0	8	477	1	0	486	0	11	0	14	4	25	0	5	473	13	0	491	1009
3:00 PM	0	0	0	1	0	1	0	2	145	2	0	149	0	3	0	8	0	11	0	2	111	3	0	116	277
3:15 PM	0	0	0	0	0	0	0	3	132	1	0	136	0	2	0	2	0	4	1	1	120	3	0	125	265
3:30 PM	0	0	0	0	0	0	0	3	144	0	0	147	0	5	0	0	1	5	0	0	141	4	0	145	297
3:45 PM	0	0	0	0	0	0	0	2	149	0	0	151	0	3	0	0	0	3	0	2	120	2	0	124	278
Hourly Total	0	0	0	1	0	1	0	10	570	3	0	583	0	13	0	10	1	23	1	5	492	12	0	510	1117

Agua Fria Street & Calle Carmilita_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	1	162	1	0	164	0	0	0	1	0	1	0	2	143	4	0	149	314
4:15 PM	0	1	0	2	0	3	0	3	163	1	0	167	0	2	0	0	0	2	0	1	152	4	0	157	329
4:30 PM	0	0	0	0	1	0	0	4	139	0	0	143	0	1	0	3	1	4	0	0	153	1	0	154	301
4:45 PM	0	0	0	0	0	0	0	5	149	2	0	156	0	3	0	4	0	7	0	2	139	5	0	146	309
Hourly Total	0	1	0	2	1	3	0	13	613	4	0	630	0	6	0	8	1	14	0	5	587	14	0	606	1253
5:00 PM	0	0	0	0	0	0	0	7	175	2	0	184	0	0	0	3	0	3	0	1	154	2	0	157	344
5:15 PM	0	0	0	1	0	1	0	6	180	0	0	186	0	3	0	2	0	5	0	0	168	4	0	172	364
5:30 PM	0	1	0	2	0	3	0	2	147	1	0	150	0	1	0	2	0	3	0	1	111	4	0	116	272
5:45 PM	0	1	0	0	0	1	0	3	136	3	0	142	0	1	0	7	0	8	0	0	99	0	0	99	250
Hourly Total	0	2	0	3	0	5	0	18	638	6	0	662	0	5	0	14	0	19	0	2	532	10	0	544	1230
6:00 PM	0	1	0	1	0	2	0	6	102	0	0	108	0	2	0	4	0	6	0	0	95	1	0	96	212
6:15 PM	0	0	0	0	0	0	0	6	97	0	0	103	0	2	0	3	0	5	0	1	98	5	0	104	212
6:30 PM	0	1	0	0	0	1	0	3	97	2	0	102	0	2	0	3	0	5	0	2	92	3	0	97	205
6:45 PM	0	2	0	1	1	3	0	2	86	2	0	90	0	0	0	2	0	2	0	0	86	4	0	90	185
Hourly Total	0	4	0	2	1	6	0	17	382	4	0	403	0	6	0	12	0	18	0	3	371	13	0	387	814
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	27	0	34	8	61	0	124	5491	31	0	5585	0	118	1	137	13	256	4	40	5927	118	0	6089	12052
Heavy Vehicles	0	0	0	0	1	0	0	0	61	0	0	61	0	2	0	1	0	3	0	0	62	3	0	65	129
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	1.11%	0.00%	0.00%	1.08%	0.00%	1.69%	0.00%	0.73%	0.00%	1.17%	0.00%	0.00%	1.05%	2.54%	0.00%	1.07%	1.07%

Agua Fria Street & Calle Carmilita_Thursday
Santa Fe New Mexico
Thursday, October 20, 2022

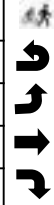
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	1	0	1	0	2	0	3	100	0	0	103	0	0	0	2	0	2	0	0	102	0	0	102	209
11:15 AM	0	0	0	0	0	0	0	4	90	1	0	95	0	2	0	1	0	3	0	0	122	3	0	125	223
11:30 AM	0	0	0	3	0	3	0	3	128	0	0	131	0	8	1	2	0	11	0	2	111	4	0	117	262
11:45 AM	0	1	0	0	1	1	0	1	123	1	0	125	0	2	0	3	0	5	1	0	136	2	0	139	270
Peak Hour Total PHF	0	2	0	4	1	6	0	11	441	2	0	454	0	12	1	8	0	21	1	2	471	9	0	483	964
	0.000	0.500	0.000	0.333	0.250	0.500	0.000	0.688	0.861	0.500	0.000	0.866	0.000	0.375	0.250	0.667	0.000	0.477	0.250	0.250	0.866	0.563	0.000	0.869	0.893

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	1	0	0	4	139	0	0	143	0	1	0	3	1	4	0	0	153	1	0	154	301
4:45 PM	0	0	0	0	0	0	0	5	149	2	0	156	0	3	0	4	0	7	0	2	139	5	0	146	309
5:00 PM	0	0	0	0	0	0	0	7	175	2	0	184	0	0	0	3	0	3	0	1	154	2	0	157	344
5:15 PM	0	0	0	1	0	1	0	6	180	0	0	186	0	3	0	2	0	5	0	0	168	4	0	172	364
Peak Hour Total PHF	0	0	0	1	1	1	0	22	643	4	0	669	0	7	0	12	1	19	0	3	614	12	0	629	1318
	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.786	0.893	0.500	0.000	0.899	0.000	0.583	0.000	0.750	0.250	0.679	0.000	0.375	0.914	0.600	0.000	0.914	0.905

Total Vehicles On Leg			133		
Vehicles Entering Intersection 61			Vehicles Exiting Intersection 72		
Southbound					
Cars	34	0	27	0	7
Heavy	0	0	0	0	1
Total	34	0	27	0	8



Total Vehicles on Leg 11736	Vehicles Entering Intersection 6089	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5647		0	0	0
			4	0	4
			40	0	40
			5865	62	5927
			115	3	118



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5646	Total Vehicles on Leg 11737
31	0	31		Vehicles Exiting Intersection 6091	
5430	61	5491			
124	0	124			
0	0	0			
0	0	0			



Cars	13	0	116	1	136
Heavy	0	0	2	0	1
Total	13	0	118	1	137
Northbound					
Vehicles Entering Intersection 256			Vehicles Exiting Intersection 242		
Total Vehicles On Leg			498		

Agua Fria Street & Ferguson Lane_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	18	0	0	18	28
6:15 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	24	0	0	24	38
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	29	0	0	29	49
6:45 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	46	0	0	46	69
Hourly Total	0	0	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	0	0	117	0	0	117	184
7:00 AM	0	1	0	0	0	1	0	1	39	0	0	40	0	2	0	1	0	3	0	0	45	0	0	45	89
7:15 AM	0	2	0	0	0	2	0	0	58	0	0	58	0	0	0	0	0	0	0	1	78	0	0	79	139
7:30 AM	0	0	0	0	0	0	0	1	62	1	0	64	0	3	0	1	1	4	0	0	134	1	0	135	203
7:45 AM	0	2	0	0	0	2	0	0	83	0	0	83	0	1	0	2	2	3	0	0	152	0	0	152	240
Hourly Total	0	5	0	0	0	5	0	2	242	1	0	245	0	6	0	4	3	10	0	1	409	1	0	411	671

Agua Fria Street & Ferguson Lane_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	0	83	1	0	84	0	1	0	1	0	2	0	0	158	0	0	158	244
8:15 AM	0	0	0	1	2	1	0	0	75	1	0	76	0	1	0	0	0	1	0	0	126	0	0	126	204
8:30 AM	0	1	0	0	0	1	0	0	81	0	0	81	0	0	0	4	0	4	0	0	129	0	0	129	215
8:45 AM	0	1	0	1	0	2	0	0	93	1	0	94	0	2	0	3	1	5	0	0	151	1	0	152	253
Hourly Total	0	2	0	2	2	4	0	0	332	3	0	335	0	4	0	8	1	12	0	0	564	1	0	565	916
9:00 AM	0	1	0	1	0	2	0	2	105	0	0	107	0	1	0	1	0	2	0	1	122	2	0	125	236
9:15 AM	0	0	0	0	0	0	0	0	67	0	0	67	0	0	0	2	2	2	0	0	108	0	0	108	177
9:30 AM	0	1	0	0	0	1	0	1	86	0	0	87	0	0	0	2	0	2	0	1	121	0	0	122	212
9:45 AM	0	0	0	0	0	0	0	2	103	1	0	106	0	2	0	1	2	3	0	0	142	1	0	143	252
Hourly Total	0	2	0	1	0	3	0	5	361	1	0	367	0	3	0	6	4	9	0	2	493	3	0	498	877
10:00 AM	0	0	0	0	0	0	0	0	89	0	0	89	0	2	0	0	0	2	1	0	119	0	0	120	211
10:15 AM	0	2	0	0	1	2	0	1	98	0	0	99	0	1	0	1	2	2	1	0	112	4	0	117	220
10:30 AM	0	0	0	0	0	0	0	0	96	0	0	96	0	1	0	1	0	2	0	0	129	0	0	129	227
10:45 AM	0	1	0	0	0	1	0	2	90	0	0	92	0	1	0	1	0	2	0	0	118	0	0	118	213
Hourly Total	0	3	0	0	1	3	0	3	373	0	0	376	0	5	0	3	2	8	2	0	478	4	0	484	871
11:00 AM	0	1	0	1	0	2	0	1	102	0	0	103	0	0	0	1	0	1	0	0	105	1	0	106	212
11:15 AM	0	2	0	0	0	2	0	0	96	1	0	97	0	1	0	1	0	2	0	1	120	1	0	122	223
11:30 AM	0	2	0	1	0	3	0	1	129	2	0	132	0	1	0	1	0	2	0	1	112	0	0	113	250
11:45 AM	0	1	0	2	0	3	0	0	122	2	0	124	0	1	0	0	0	1	0	0	137	1	0	138	266
Hourly Total	0	6	0	4	0	10	0	2	449	5	0	456	0	3	0	3	0	6	0	2	474	3	0	479	951
12:00 PM	0	1	0	1	1	2	0	0	124	0	0	124	0	0	0	2	1	2	0	0	107	0	0	107	235
12:15 PM	0	1	0	2	0	3	0	1	121	2	0	124	0	0	0	2	0	2	0	0	133	3	0	136	265
12:30 PM	0	1	0	0	0	1	0	0	122	0	0	122	0	1	0	3	0	4	0	2	125	0	0	127	254
12:45 PM	0	0	0	1	1	1	0	1	121	2	0	124	0	0	0	1	0	1	0	1	137	2	0	140	266
Hourly Total	0	3	0	4	2	7	0	2	488	4	0	494	0	1	0	8	1	9	0	3	502	5	0	510	1020
1:00 PM	0	1	0	0	0	1	0	1	128	0	0	129	0	2	0	0	0	2	0	0	134	0	0	134	266
1:15 PM	0	2	0	0	0	2	0	0	128	2	0	130	0	0	0	0	1	0	0	2	122	0	0	124	256
1:30 PM	0	1	0	1	0	2	0	0	131	1	0	132	0	0	0	0	0	0	0	0	121	0	0	121	255
1:45 PM	0	1	0	1	0	2	0	1	131	0	0	132	0	0	0	1	0	1	0	0	123	1	0	124	259
Hourly Total	0	5	0	2	0	7	0	2	518	3	0	523	0	2	0	1	1	3	0	2	500	1	0	503	1036
2:00 PM	0	1	0	1	1	2	0	2	121	0	0	123	0	0	0	1	2	1	0	1	113	1	0	115	241
2:15 PM	0	0	0	0	0	0	0	1	125	1	0	127	0	0	0	2	1	2	0	1	125	1	0	127	256
2:30 PM	0	0	0	1	0	1	0	0	98	0	0	98	0	2	0	2	0	4	0	0	126	1	0	127	230
2:45 PM	0	0	0	0	1	0	0	2	137	0	0	139	0	0	0	0	1	0	0	0	116	1	0	117	256
Hourly Total	0	1	0	2	2	3	0	5	481	1	0	487	0	2	0	5	4	7	0	2	480	4	0	486	983
3:00 PM	0	3	0	1	0	4	0	1	144	2	0	147	0	0	0	2	0	2	0	0	115	2	0	117	270
3:15 PM	0	2	0	0	0	2	0	0	139	2	0	141	0	1	0	2	0	3	0	0	119	1	0	120	266
3:30 PM	0	0	0	0	0	0	0	2	144	0	0	146	0	1	0	1	1	2	0	0	142	2	0	144	292
3:45 PM	0	1	0	0	0	1	0	1	152	2	0	155	0	0	0	0	0	0	0	1	114	1	0	116	272
Hourly Total	0	6	0	1	0	7	0	4	579	6	0	589	0	2	0	5	1	7	0	1	490	6	0	497	1100

Agua Fria Street & Ferguson Lane_Thursday
Santa Fe New Mexico
Thursday, October 20, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	1	0	0	0	1	0	1	162	1	0	164	0	1	0	0	0	1	0	0	143	4	0	147	313
4:15 PM	0	0	0	0	1	0	0	1	163	0	0	164	0	1	0	3	0	4	0	0	148	1	0	149	317
4:30 PM	0	0	0	0	0	0	0	1	144	1	0	146	0	1	0	2	0	3	0	1	155	1	1	157	306
4:45 PM	0	1	0	0	0	1	0	1	154	0	0	155	0	2	0	0	0	2	0	1	139	2	0	142	300
Hourly Total	0	2	0	0	1	2	0	4	623	2	0	629	0	5	0	5	0	10	0	2	585	8	1	595	1236
5:00 PM	0	1	0	0	0	1	0	1	182	2	0	185	0	0	0	1	0	1	0	1	154	0	0	155	342
5:15 PM	0	0	0	0	0	0	0	1	183	2	0	186	0	2	0	0	0	2	0	0	167	1	0	168	356
5:30 PM	0	0	0	0	0	0	0	2	150	0	0	152	0	2	0	0	0	2	0	1	114	1	0	116	276
5:45 PM	0	0	0	0	0	0	0	0	133	0	0	133	0	2	0	0	0	2	0	0	107	1	0	108	243
Hourly Total	0	1	0	0	0	1	0	4	648	4	0	656	0	6	0	1	0	7	0	2	542	3	0	547	1211
6:00 PM	0	0	0	0	0	0	0	1	102	0	0	103	0	0	0	1	0	1	0	0	96	2	0	98	202
6:15 PM	0	1	0	0	0	1	0	2	88	1	0	91	0	1	0	1	0	2	0	0	98	2	0	100	194
6:30 PM	0	0	0	0	0	0	0	3	97	1	0	101	0	2	0	1	0	3	0	3	93	0	0	96	200
6:45 PM	0	1	0	0	0	1	0	0	87	1	0	88	0	1	0	0	0	1	0	0	90	0	0	90	180
Hourly Total	0	2	0	0	0	2	0	6	374	3	0	383	0	4	0	3	0	7	0	3	377	4	0	384	776
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	38	0	16	8	54	0	39	5535	33	0	5567	0	43	0	52	17	95	2	20	6011	43	1	6076	11832
Heavy Vehicles	0	0	0	1	2	1	0	0	58	0	0	58	0	0	0	0	0	0	0	1	68	0	0	69	128
Heavy Vehicle %	0.00%	0.00%	0.00%	6.25%	25.00%	1.85%	0.00%	0.00%	1.05%	0.00%	0.00%	1.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	1.13%	0.00%	0.00%	1.14%	1.08%

Agua Fria Street & Ferguson Lane_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	1	0	1	0	2	0	1	102	0	0	103	0	0	0	1	0	1	0	0	105	1	0	106	212
11:15 AM	0	2	0	0	0	2	0	0	96	1	0	97	0	1	0	1	0	2	0	1	120	1	0	122	223
11:30 AM	0	2	0	1	0	3	0	1	129	2	0	132	0	1	0	1	0	2	0	1	112	0	0	113	250
11:45 AM	0	1	0	2	0	3	0	0	122	2	0	124	0	1	0	0	0	1	0	0	137	1	0	138	266
Peak Hour Total PHF	0	6	0	4	0	10	0	2	449	5	0	456	0	3	0	3	0	6	0	2	474	3	0	479	951
	0.000	0.750	0.000	0.500	0.000	0.833	0.000	0.500	0.870	0.625	0.000	0.864	0.000	0.750	0.000	0.750	0.000	0.750	0.000	0.500	0.865	0.750	0.000	0.868	0.894

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	1	144	1	0	146	0	1	0	2	0	3	0	1	155	1	1	157	306
4:45 PM	0	1	0	0	0	1	0	1	154	0	0	155	0	2	0	0	0	2	0	1	139	2	0	142	300
5:00 PM	0	1	0	0	0	1	0	1	182	2	0	185	0	0	0	1	0	1	0	1	154	0	0	155	342
5:15 PM	0	0	0	0	0	0	0	1	183	2	0	186	0	2	0	0	0	2	0	0	167	1	0	168	356
Peak Hour Total PHF	0	2	0	0	0	2	0	4	663	5	0	672	0	5	0	3	0	8	0	3	615	4	1	622	1304
	0.000	0.500	0.000	0.000	0.000	0.500	0.000	1.000	0.906	0.625	0.000	0.903	0.000	0.625	0.000	0.375	0.000	0.667	0.000	0.750	0.921	0.500	0.250	0.926	0.916

Total Vehicles On Leg			107		
Vehicles Entering Intersection 54			Vehicles Exiting Intersection 53		
Southbound					
Cars	15	0	38	0	6
Heavy	1	0	0	0	2
Total	16	0	38	0	8



Total Vehicles on Leg 11672	Vehicles Entering Intersection 6076	Eastbound	Cars	Heavy	Total	
			1	0	1	
			2	0	2	
	Vehicles Exiting Intersection 5596		19	1	20	
			5943	68	6011	
			43	0	43	



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5607	Total Vehicles on Leg 11708
33	0	33			
5477	58	5535			
39	0	39			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 6101	



Cars	17	0	43	0	52
Heavy	0	0	0	0	0
Total	17	0	43	0	52
Northbound					
Vehicles Entering Intersection			95	Vehicles Exiting Intersection 82	
Total Vehicles On Leg			177		

Agua Fria Street & Camino de Chelly_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound NA						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	1	0	0	0	0	18	0	0	18
6:15 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	23	0	0	23	37
6:30 AM	0	0	0	0	0	0	0	0	18	0	0	18	0	1	0	2	0	0	3	0	0	30	0	0	30
6:45 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	2	0	0	2	0	0	46	0	0	46
Hourly Total	0	0	0	0	0	0	0	0	65	0	0	65	0	1	0	4	1	5	0	0	117	0	0	117	187
7:00 AM	0	0	0	0	0	0	0	0	39	0	0	39	0	1	0	0	0	0	1	0	0	46	0	0	46
7:15 AM	0	0	0	0	0	0	0	0	54	0	0	54	0	1	0	2	0	3	0	0	77	1	0	78	135
7:30 AM	0	0	0	0	0	0	0	0	63	0	0	63	0	4	0	1	1	5	0	0	137	1	0	138	206
7:45 AM	0	0	0	0	0	0	0	1	82	0	0	83	0	2	0	11	2	13	0	0	156	0	0	156	252
Hourly Total	0	0	0	0	0	0	0	1	238	0	0	239	0	8	0	14	3	22	0	0	416	2	0	418	679

Agua Fria Street & Camino de Chelly_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound NA						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	4	80	0	0	84	0	1	0	4	1	5	0	0	153	4	0	157	246
8:15 AM	0	0	0	0	0	0	0	2	76	0	0	78	0	1	0	2	0	3	0	0	128	0	4	128	209
8:30 AM	0	0	0	0	0	0	0	3	81	0	0	84	0	1	0	5	1	6	0	0	129	1	2	130	220
8:45 AM	0	0	0	0	0	0	0	2	88	0	0	90	0	4	0	5	1	9	0	0	155	0	2	155	254
Hourly Total	0	0	0	0	0	0	0	11	325	0	0	336	0	7	0	16	3	23	0	0	565	5	8	570	929
9:00 AM	0	0	0	0	0	0	0	0	102	0	0	102	0	4	0	8	0	12	0	0	119	2	5	121	235
9:15 AM	0	0	0	0	0	0	0	6	68	0	0	74	0	2	0	2	1	4	0	0	111	0	1	111	189
9:30 AM	0	0	0	0	0	0	0	4	86	0	0	90	0	0	0	6	1	6	0	0	123	1	1	124	220
9:45 AM	0	0	0	0	0	0	0	4	100	0	0	104	0	4	0	4	2	8	0	0	136	2	0	138	250
Hourly Total	0	0	0	0	0	0	0	14	356	0	0	370	0	10	0	20	4	30	0	0	489	5	7	494	894
10:00 AM	0	0	0	0	0	0	0	2	87	0	0	89	0	2	0	10	0	12	0	0	117	2	0	119	220
10:15 AM	0	0	0	0	0	0	0	3	90	0	0	93	0	7	0	3	0	10	0	0	110	4	1	114	217
10:30 AM	0	0	0	0	0	0	0	2	88	0	0	90	0	5	0	2	0	7	0	0	125	1	3	126	223
10:45 AM	0	0	0	0	0	0	0	2	89	0	0	91	0	0	0	5	0	5	0	0	114	4	0	118	214
Hourly Total	0	0	0	0	0	0	0	9	354	0	0	363	0	14	0	20	0	34	0	0	466	11	4	477	874
11:00 AM	0	0	0	0	0	0	0	4	98	0	0	102	0	1	0	1	0	2	0	0	104	3	0	107	211
11:15 AM	0	0	0	0	0	0	0	2	89	0	0	91	0	0	0	8	0	8	0	0	117	4	1	121	220
11:30 AM	0	0	0	0	0	0	0	7	126	0	0	133	0	2	0	10	0	12	0	0	107	7	0	114	259
11:45 AM	0	0	0	0	0	0	0	3	115	0	0	118	0	4	0	5	0	9	0	0	132	2	1	134	261
Hourly Total	0	0	0	0	0	0	0	16	428	0	0	444	0	7	0	24	0	31	0	0	460	16	2	476	951
12:00 PM	0	0	0	0	0	0	0	4	123	0	0	127	0	0	0	0	0	0	0	0	109	0	0	109	236
12:15 PM	0	0	0	0	0	0	0	2	120	0	0	122	0	2	0	8	0	10	0	0	132	3	0	135	267
12:30 PM	0	0	0	0	0	0	0	3	117	0	0	120	0	0	0	2	0	2	0	0	132	0	1	132	254
12:45 PM	0	0	0	0	0	0	0	5	124	0	0	129	0	2	0	4	0	6	0	0	133	0	0	133	268
Hourly Total	0	0	0	0	0	0	0	14	484	0	0	498	0	4	0	14	0	18	0	0	506	3	1	509	1025
1:00 PM	0	0	0	0	0	0	0	4	126	0	0	130	0	3	0	2	0	5	0	0	127	3	2	130	265
1:15 PM	0	0	0	0	0	0	1	8	125	0	0	134	0	2	0	9	0	11	0	0	125	1	2	126	271
1:30 PM	0	0	0	0	0	0	0	5	126	0	0	131	0	5	0	8	0	13	0	0	117	2	1	119	263
1:45 PM	0	0	0	0	0	0	0	4	125	0	0	129	0	3	0	4	0	7	0	0	120	3	0	123	259
Hourly Total	0	0	0	0	0	0	1	21	502	0	0	524	0	13	0	23	0	36	0	0	489	9	5	498	1058
2:00 PM	0	0	0	0	0	0	0	8	126	0	0	134	0	1	0	4	1	5	0	0	105	4	3	109	248
2:15 PM	0	0	0	0	0	0	0	12	123	0	0	135	0	2	0	2	1	4	0	0	124	1	0	125	264
2:30 PM	0	0	0	0	0	0	0	6	96	0	0	102	0	0	0	5	0	5	0	0	127	2	0	129	236
2:45 PM	0	0	0	0	0	0	0	2	133	0	0	135	0	3	0	7	0	10	0	0	113	2	0	115	260
Hourly Total	0	0	0	0	0	0	0	28	478	0	0	506	0	6	0	18	2	24	0	0	469	9	3	478	1008
3:00 PM	0	0	0	0	0	0	0	4	144	0	0	148	0	1	0	1	0	2	0	0	111	2	1	113	263
3:15 PM	0	0	0	0	0	0	0	5	141	0	0	146	0	1	0	8	0	9	1	0	121	1	0	123	278
3:30 PM	0	0	0	0	0	0	0	4	137	0	0	141	0	4	0	7	1	11	0	0	128	3	0	131	283
3:45 PM	0	0	0	0	0	0	1	7	139	0	0	147	0	4	0	6	0	10	0	0	115	0	0	115	272
Hourly Total	0	0	0	0	0	0	1	20	561	0	0	582	0	10	0	22	1	32	1	0	475	6	1	482	1096

Thursday, October 20, 2022

Heavy Vehicles	0	0	0	0	0	0	2	200	64	0	0	0	102	0	211	17	0	2	0	68	0	84	0	1102
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.20%	0.00%	0.00%	1.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	1.04%	12.90%	1.15%	1.12%

Agua Fria Street & Camino de Chelly_Thursday

Santa Fe New Mexico

Thursday, October 20, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	0	0	0	0	0	0	4	98	0	0	102	0	1	0	1	0	2	0	0	104	3	0	107	211
11:15 AM	0	0	0	0	0	0	0	2	89	0	0	91	0	0	0	8	0	8	0	0	117	4	1	121	220
11:30 AM	0	0	0	0	0	0	0	7	126	0	0	133	0	2	0	10	0	12	0	0	107	7	0	114	259
11:45 AM	0	0	0	0	0	0	0	3	115	0	0	118	0	4	0	5	0	9	0	0	132	2	1	134	261
Peak Hour Total PHF	0	0	0	0	0	0	0	16	428	0	0	444	0	7	0	24	0	31	0	0	460	16	2	476	951
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.571	0.849	0.000	0.000	0.835	0.000	0.438	0.000	0.600	0.000	0.646	0.000	0.000	0.871	0.571	0.500	0.888	0.911

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	3	143	0	0	146	0	1	0	2	0	3	1	0	152	5	3	158	307
4:45 PM	0	0	0	0	0	0	0	3	144	0	0	147	0	4	0	3	0	7	0	0	135	2	0	137	291
5:00 PM	0	0	0	0	0	0	0	8	174	0	0	182	0	2	0	1	1	3	0	0	146	4	4	150	335
5:15 PM	0	0	0	0	0	0	0	10	166	0	0	176	0	5	0	2	0	7	0	0	159	3	5	162	345
Peak Hour Total PHF	0	0	0	0	0	0	0	24	627	0	0	651	0	12	0	8	1	20	1	0	592	14	12	607	1278
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.901	0.000	0.000	0.894	0.000	0.600	0.000	0.667	0.250	0.714	0.250	0.000	0.931	0.700	0.600	0.937	0.926

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 11525	Vehicles Entering Intersection 6012	Eastbound	Cars	Heavy	Total
			54	8	62
			2	0	2
	Vehicles Exiting Intersection 5513		0	0	0
			5846	68	5914
			95	1	96



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5611	Total Vehicles on Leg 11738
0	0	0			
5344	65	5409			
200	0	200			
2	0	2			
0	0	0			
				Vehicles Exiting Intersection 6127	



Cars	17	0	102	0	211
Heavy	0	0	0	0	0
Total	17	0	102	0	211
Northbound					
Vehicles Entering Intersection 313			Vehicles Exiting Intersection 296		
Total Vehicles On Leg			609		

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Thursday, October 20, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	9	0	0	10	0	1	0	5	0	6	0	0	17	2	0	19	35
6:15 AM	0	0	0	0	0	0	0	2	12	0	0	14	0	1	0	2	0	3	0	0	21	2	0	23	40
6:30 AM	0	0	0	2	0	2	0	3	14	1	0	18	0	3	1	4	0	8	0	1	25	7	0	33	61
6:45 AM	0	0	0	0	0	0	0	8	19	0	0	27	0	3	0	10	0	13	0	0	42	6	0	48	88
Hourly Total	0	0	0	2	0	2	0	14	54	1	0	69	0	8	1	21	0	30	0	1	105	17	0	123	224
7:00 AM	0	0	1	0	0	1	0	9	31	0	0	40	0	8	0	8	0	16	0	1	31	12	0	44	101
7:15 AM	0	0	0	0	0	0	0	18	44	0	0	62	0	10	1	6	0	17	0	1	60	19	0	80	159
7:30 AM	0	0	2	0	0	2	0	16	50	2	0	68	0	14	0	16	0	30	0	0	100	26	0	126	226
7:45 AM	0	1	0	2	0	3	0	30	73	1	0	104	0	15	0	17	0	32	0	4	129	49	0	182	321
Hourly Total	0	1	3	2	0	6	0	73	198	3	0	274	0	47	1	47	0	95	0	6	320	106	0	432	807

Agua Fria Street & Osage Avenue

Santa Fe New Mexico

Thursday, October 20, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	1	0	1	0	26	64	1	1	91	0	15	0	21	0	36	0	3	106	42	0	151	279
8:15 AM	0	1	1	1	0	3	0	24	67	1	1	92	0	8	0	22	0	30	0	0	102	33	0	135	260
8:30 AM	0	1	2	0	0	3	0	24	67	0	0	91	0	15	2	18	0	35	0	2	95	38	0	135	264
8:45 AM	0	1	1	3	0	5	0	25	73	1	0	99	0	15	2	32	0	49	0	2	123	39	0	164	317
Hourly Total	0	3	4	5	0	12	0	99	271	3	2	373	0	53	4	93	0	150	0	7	426	152	0	585	1120
9:00 AM	0	2	0	0	0	2	0	25	88	1	0	114	0	14	0	16	0	30	0	2	89	35	0	126	272
9:15 AM	0	1	0	1	0	2	0	26	65	1	0	92	0	9	0	23	0	32	0	2	82	33	0	117	243
9:30 AM	0	1	1	2	0	4	0	21	68	0	0	89	0	16	0	38	0	54	0	1	94	31	0	126	273
9:45 AM	0	4	0	1	2	5	0	21	83	2	1	106	0	25	1	20	0	46	0	0	114	26	0	140	297
Hourly Total	0	8	1	4	2	13	0	93	304	4	1	401	0	64	1	97	0	162	0	5	379	125	0	509	1085
10:00 AM	0	1	1	1	0	3	0	34	71	1	0	106	0	16	0	19	1	35	0	1	94	38	1	133	277
10:15 AM	0	0	0	2	1	2	0	27	71	0	0	98	0	16	0	27	0	43	0	2	83	21	0	106	249
10:30 AM	0	0	0	0	2	0	0	28	76	1	1	105	0	22	0	29	0	51	0	0	105	30	1	135	291
10:45 AM	0	0	0	1	0	1	0	22	69	3	3	94	0	21	2	35	0	58	0	0	83	37	0	120	273
Hourly Total	0	1	1	4	3	6	0	111	287	5	4	403	0	75	2	110	1	187	0	3	365	126	2	494	1090
11:00 AM	0	0	1	2	2	3	0	26	84	0	2	110	0	19	1	30	0	50	0	0	73	36	0	109	272
11:15 AM	0	2	0	2	1	4	0	26	81	1	0	108	0	20	1	37	0	58	0	2	87	36	0	125	295
11:30 AM	0	3	2	2	1	7	0	22	107	1	1	130	0	31	1	23	0	55	0	2	89	22	0	113	305
11:45 AM	0	1	1	0	0	2	0	34	103	3	2	140	0	17	3	36	0	56	0	2	108	39	0	149	347
Hourly Total	0	6	4	6	4	16	0	108	375	5	5	488	0	87	6	126	0	219	0	6	357	133	0	496	1219
12:00 PM	0	0	0	0	0	0	0	42	102	1	0	145	0	28	3	49	0	80	0	6	77	24	0	107	332
12:15 PM	0	3	2	3	1	8	0	36	93	1	0	130	0	27	1	45	0	73	0	4	91	45	0	140	351
12:30 PM	0	1	4	2	0	7	0	26	102	4	0	132	0	21	4	41	0	66	0	0	102	26	0	128	333
12:45 PM	0	3	4	3	0	10	0	35	92	0	0	127	0	38	3	41	0	82	0	1	94	40	0	135	354
Hourly Total	0	7	10	8	1	25	0	139	389	6	0	534	0	114	11	176	0	301	0	11	364	135	0	510	1370
1:00 PM	0	4	2	2	0	8	0	34	91	0	0	125	0	31	3	39	0	73	0	3	95	41	0	139	345
1:15 PM	0	2	2	1	0	5	0	31	113	2	0	146	0	30	1	28	0	59	0	1	102	37	0	140	350
1:30 PM	0	2	1	4	0	7	0	31	103	2	4	136	0	23	3	28	0	54	0	2	92	27	0	121	318
1:45 PM	0	2	2	2	0	6	0	36	105	0	0	141	0	26	6	46	0	78	0	1	89	32	0	122	347
Hourly Total	0	10	7	9	0	26	0	132	412	4	4	548	0	110	13	141	0	264	0	7	378	137	0	522	1360
2:00 PM	0	1	0	5	0	6	0	35	91	1	0	127	0	36	0	30	0	66	0	5	80	30	0	115	314
2:15 PM	0	4	1	2	0	7	0	15	113	1	0	129	0	19	1	45	0	65	0	0	99	26	0	125	326
2:30 PM	0	1	3	2	0	6	0	29	85	2	0	116	0	21	2	32	1	55	0	2	104	25	0	131	308
2:45 PM	0	0	0	2	0	2	0	31	100	2	1	133	0	33	1	39	0	73	0	1	85	31	0	117	325
Hourly Total	0	6	4	11	0	21	0	110	389	6	1	505	0	109	4	146	1	259	0	8	368	112	0	488	1273
3:00 PM	0	0	1	2	0	3	0	27	125	0	0	152	0	22	2	34	0	58	0	1	94	28	0	123	336
3:15 PM	0	4	0	1	0	5	0	37	112	3	0	152	0	32	0	51	0	83	0	1	94	37	0	132	372
3:30 PM	0	1	2	3	0	6	0	30	114	3	0	147	0	29	2	30	0	61	0	5	107	26	0	138	352
3:45 PM	0	1	0	2	0	3	0	33	126	1	0	160	0	30	0	41	0	71	0	2	93	32	0	127	361
Hourly Total	0	6	3	8	0	17	0	127	477	7	0	611	0	113	4	156	0	273	0	9	388	123	0	520	1421

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Thursday, October 20, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	2	4	2	0	8	0	30	141	2	0	173	0	25	0	31	0	56	0	2	108	29	0	139	376
4:15 PM	0	0	3	1	0	4	0	32	128	2	1	162	0	37	4	42	0	83	0	4	107	36	0	147	396
4:30 PM	0	2	1	2	0	5	0	32	124	1	2	157	0	30	0	44	0	74	0	5	113	25	0	143	379
4:45 PM	0	1	5	8	0	14	0	43	112	4	1	159	0	30	3	33	0	66	0	6	103	33	0	142	381
Hourly Total	0	5	13	13	0	31	0	137	505	9	4	651	0	122	7	150	0	279	0	17	431	123	0	571	1532
5:00 PM	0	0	2	4	0	6	0	38	152	4	1	194	0	39	6	48	1	93	0	5	114	28	0	147	440
5:15 PM	0	2	1	3	0	6	0	43	145	4	1	192	0	44	2	30	0	76	0	5	121	31	0	157	431
5:30 PM	0	2	1	6	1	9	0	28	125	1	3	154	0	31	6	40	0	77	0	3	93	22	1	118	358
5:45 PM	0	1	4	5	0	10	0	19	106	1	1	126	0	30	0	30	0	60	0	1	82	27	0	110	306
Hourly Total	0	5	8	18	1	31	0	128	528	10	6	666	0	144	14	148	1	306	0	14	410	108	1	532	1535
6:00 PM	0	4	1	4	0	9	0	14	86	3	0	103	0	22	0	35	0	57	0	3	70	18	1	91	260
6:15 PM	0	3	4	3	0	10	0	20	78	0	1	98	0	22	1	37	0	60	0	2	68	27	0	97	265
6:30 PM	0	2	1	3	0	6	0	25	90	0	2	115	0	18	0	29	0	47	0	0	90	15	0	105	273
6:45 PM	0	0	0	3	0	3	0	28	73	2	0	103	0	12	0	17	0	29	0	0	68	19	0	87	222
Hourly Total	0	9	6	13	0	28	0	87	327	5	3	419	0	74	1	118	0	193	0	5	296	79	1	380	1020
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	0	67	64	103	11	234	0	1358	4516	68	30	5942	0	1120	69	1529	3	2718	0	99	4587	1476	4	6162	15056
Heavy Vehicles	0	3	1	6	2	10	0	8	47	4	1	59	0	9	1	7	1	17	0	5	56	5	1	66	152
Heavy Vehicle %	0.00%	4.48%	1.56%	5.83%	18.18%	4.27%	0.00%	0.59%	1.04%	5.88%	3.33%	0.99%	0.00%	0.80%	1.45%	0.46%	33.33%	0.63%	0.00%	5.05%	1.22%	0.34%	25.00%	1.07%	1.01%

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Thursday, October 20, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	1	2	2	3	0	26	84	0	2	110	0	19	1	30	0	50	0	0	73	36	0	109	272
11:15 AM	0	2	0	2	1	4	0	26	81	1	0	108	0	20	1	37	0	58	0	2	87	36	0	125	295
11:30 AM	0	3	2	2	1	7	0	22	107	1	1	130	0	31	1	23	0	55	0	2	89	22	0	113	305
11:45 AM	0	1	1	0	0	2	0	34	103	3	2	140	0	17	3	36	0	56	0	2	108	39	0	149	347
Peak Hour Total PHF	0	6	4	6	4	16	0	108	375	5	5	488	0	87	6	126	0	219	0	6	357	133	0	496	1219
	0.000	0.500	0.500	0.750	0.500	0.571	0.000	0.794	0.876	0.417	0.625	0.871	0.000	0.702	0.500	0.851	0.000	0.944	0.000	0.750	0.826	0.853	0.000	0.832	0.878

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	2	1	2	0	5	0	32	124	1	2	157	0	30	0	44	0	74	0	5	113	25	0	143	379
4:45 PM	0	1	5	8	0	14	0	43	112	4	1	159	0	30	3	33	0	66	0	6	103	33	0	142	381
5:00 PM	0	0	2	4	0	6	0	38	152	4	1	194	0	39	6	48	1	93	0	5	114	28	0	147	440
5:15 PM	0	2	1	3	0	6	0	43	145	4	1	192	0	44	2	30	0	76	0	5	121	31	0	157	431
Peak Hour Total PHF	0	5	9	17	0	31	0	156	533	13	5	702	0	143	11	155	1	309	0	21	451	117	0	589	1631
	0.000	0.625	0.450	0.531	0.000	0.554	0.000	0.907	0.877	0.813	0.625	0.905	0.000	0.813	0.458	0.807	0.250	0.831	0.000	0.875	0.932	0.886	0.000	0.938	0.927

Total Vehicles On Leg			470		
Vehicles Entering Intersection 234			Vehicles Exiting Intersection 236		
Southbound					
Cars	97	63	64	0	9
Heavy	6	1	3	0	2
Total	103	64	67	0	11









Total Vehicles on Leg 11901	Vehicles Entering Intersection 6162	Eastbound	Cars	Heavy	Total	
			3	1	4	
			0	0	0	
	Vehicles Exiting Intersection 5739		94	5	99	
			4531	56	4587	
			1471	5	1476	



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5942	Total Vehicles on Leg 12125
64	4	68			
4469	47	4516			
1350	8	1358			
0	0	0			
29	1	30			
				Vehicles Exiting Intersection 6183	



					
Cars	2	0	1111	68	1522
Heavy	1	0	9	1	7
Total	3	0	1120	69	1529
Northbound					
Vehicles Entering Intersection			2718	Vehicles Exiting Intersection	
				2898	
Total Vehicles On Leg			5616		

Agua Fria Street & Siler Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	11	2	0	13	0	5	8	3	0	16	0	0	14	9	0	23	0	4	8	5	1	17	69
6:15 AM	0	2	9	4	0	15	0	6	2	2	0	10	0	0	9	7	0	16	0	0	13	2	0	15	56
6:30 AM	0	6	15	6	0	27	0	6	9	7	0	22	0	4	9	11	0	24	0	4	19	9	0	32	105
6:45 AM	0	6	18	9	0	33	0	5	18	0	0	23	0	5	17	16	0	38	0	15	19	6	0	40	134
Hourly Total	0	14	53	21	0	88	0	22	37	12	0	71	0	9	49	43	0	101	0	23	59	22	1	104	364
7:00 AM	0	8	19	10	0	37	0	10	18	3	0	31	0	6	14	16	0	36	0	7	33	4	0	44	148
7:15 AM	0	18	43	10	0	71	0	18	22	10	0	50	0	4	25	17	1	46	0	11	39	18	0	68	235
7:30 AM	0	15	51	12	0	78	0	25	43	14	0	82	0	12	57	34	0	103	0	21	68	26	0	115	378
7:45 AM	0	25	87	18	0	130	0	31	51	21	0	103	0	9	64	25	0	98	0	28	89	29	0	146	477
Hourly Total	0	66	200	50	0	316	0	84	134	48	0	266	0	31	160	92	1	283	0	67	229	77	0	373	1238

Agua Fria Street & Siler Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	43	100	35	0	178	0	31	57	14	0	102	0	7	63	23	0	93	0	23	67	34	0	124	497
8:15 AM	0	33	86	29	0	148	0	31	37	13	0	81	0	12	48	48	0	108	0	24	83	28	0	135	472
8:30 AM	0	29	68	16	0	113	0	31	59	18	0	108	0	16	76	31	0	123	0	17	70	32	0	119	463
8:45 AM	0	15	70	40	0	125	0	39	62	19	0	120	0	13	60	31	0	104	0	30	74	23	0	127	476
Hourly Total	0	120	324	120	0	564	0	132	215	64	0	411	0	48	247	133	0	428	0	94	294	117	0	505	1908
9:00 AM	0	15	62	25	0	102	0	34	50	11	0	95	0	12	60	31	0	103	0	28	58	15	0	101	401
9:15 AM	0	19	69	17	0	105	0	40	41	19	0	100	0	15	52	35	0	102	0	21	43	20	0	84	391
9:30 AM	0	13	73	25	0	111	0	37	43	16	0	96	0	10	61	36	1	107	0	19	57	14	0	90	404
9:45 AM	0	19	78	26	0	123	0	39	41	14	1	94	0	12	68	38	0	118	0	26	43	19	2	88	423
Hourly Total	0	66	282	93	0	441	0	150	175	60	1	385	0	49	241	140	1	430	0	94	201	68	2	363	1619
10:00 AM	0	12	66	24	0	102	0	22	47	14	0	83	0	10	59	44	0	113	0	36	50	18	0	104	402
10:15 AM	0	13	64	21	0	98	0	41	50	11	0	102	0	11	73	51	0	135	0	27	56	17	2	100	435
10:30 AM	0	16	86	26	0	128	0	38	50	7	0	95	0	11	57	39	0	107	0	28	59	13	0	100	430
10:45 AM	0	19	72	22	0	113	0	33	55	15	2	103	0	7	56	41	0	104	0	27	59	12	0	98	418
Hourly Total	0	60	288	93	0	441	0	134	202	47	2	383	0	39	245	175	0	459	0	118	224	60	2	402	1685
11:00 AM	0	24	71	28	0	123	0	38	56	14	3	108	0	11	62	33	0	106	0	26	41	13	2	80	417
11:15 AM	0	25	81	27	0	133	0	33	51	16	0	100	0	12	70	45	1	127	0	18	52	10	0	80	440
11:30 AM	0	25	90	28	0	143	0	32	49	13	2	94	0	10	40	44	0	94	0	25	64	19	0	108	439
11:45 AM	0	23	78	19	0	120	0	41	68	23	1	132	0	15	56	42	0	113	0	33	61	12	0	106	471
Hourly Total	0	97	320	102	0	519	0	144	224	66	6	434	0	48	228	164	1	440	0	102	218	54	2	374	1767
12:00 PM	0	36	83	28	0	147	0	49	74	20	0	143	0	21	78	49	0	148	0	32	59	13	0	104	542
12:15 PM	0	19	67	27	0	113	0	46	72	28	1	146	0	16	79	51	1	146	0	25	71	16	0	112	517
12:30 PM	0	19	74	26	0	119	0	38	85	11	0	134	0	15	67	41	0	123	0	26	63	14	2	103	479
12:45 PM	0	22	66	27	0	115	0	50	78	19	0	147	0	22	65	40	0	127	0	27	66	14	0	107	496
Hourly Total	0	96	290	108	0	494	0	183	309	78	1	570	0	74	289	181	1	544	0	110	259	57	2	426	2034
1:00 PM	0	24	66	31	0	121	0	52	60	12	0	124	0	23	62	47	0	132	0	29	62	22	0	113	490
1:15 PM	0	22	83	32	0	137	0	47	85	10	0	142	0	18	65	47	0	130	0	34	68	13	0	115	524
1:30 PM	0	17	67	29	0	113	0	48	66	16	0	130	0	18	71	43	0	132	0	24	81	13	0	118	493
1:45 PM	0	16	79	40	0	135	0	45	94	18	0	157	0	15	63	31	0	109	0	26	79	20	0	125	526
Hourly Total	0	79	295	132	0	506	0	192	305	56	0	553	0	74	261	168	0	503	0	113	290	68	0	471	2033
2:00 PM	0	14	76	23	0	113	0	50	72	13	1	135	0	16	72	50	0	138	0	30	52	14	1	96	482
2:15 PM	0	15	69	31	0	115	0	41	69	23	0	133	0	30	68	36	0	134	0	32	78	10	0	120	502
2:30 PM	0	10	85	30	0	125	0	36	51	17	0	104	0	23	88	40	0	151	0	29	71	12	0	112	492
2:45 PM	0	22	80	36	0	138	0	35	74	12	0	121	0	24	79	38	0	141	0	45	71	12	0	128	528
Hourly Total	0	61	310	120	0	491	0	162	266	65	1	493	0	93	307	164	0	564	0	136	272	48	1	456	2004
3:00 PM	0	25	62	29	0	116	0	37	85	14	0	136	0	15	70	44	0	129	0	19	68	12	0	99	480
3:15 PM	0	22	86	26	0	134	0	34	77	21	0	132	0	20	68	46	0	134	0	28	80	10	0	118	518
3:30 PM	0	20	85	39	0	144	0	36	80	22	0	138	0	10	76	45	0	131	0	42	70	11	0	123	536
3:45 PM	0	24	91	30	0	145	0	44	77	22	0	143	0	19	91	41	0	151	0	31	64	14	0	109	548
Hourly Total	0	91	324	124	0	539	0	151	319	79	0	549	0	64	305	176	0	545	0	120	282	47	0	449	2082

Agua Fria Street & Siler Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	21	82	28	0	131	0	46	103	14	0	163	0	23	83	45	0	151	0	17	62	21	1	100	545
4:15 PM	0	17	82	40	0	139	0	53	81	23	0	157	0	21	90	37	0	148	0	32	60	14	1	106	550
4:30 PM	0	26	69	26	0	121	0	56	91	29	0	176	0	27	86	40	0	153	0	37	69	16	0	122	572
4:45 PM	0	25	68	36	0	129	0	36	92	18	0	146	0	20	78	54	0	152	0	37	92	16	1	145	572
Hourly Total	0	89	301	130	0	520	0	191	367	84	0	642	0	91	337	176	0	604	0	123	283	67	3	473	2239
5:00 PM	0	27	74	31	0	132	0	48	79	18	0	145	0	21	71	43	0	135	0	31	70	21	0	122	534
5:15 PM	0	24	75	25	0	124	0	52	108	20	0	180	0	12	77	47	0	136	0	26	63	16	2	105	545
5:30 PM	0	23	48	27	0	98	0	50	78	11	0	139	0	21	76	36	0	133	0	26	48	10	0	84	454
5:45 PM	0	20	55	17	0	92	0	39	63	15	0	117	0	15	54	46	0	115	0	24	53	7	0	84	408
Hourly Total	0	94	252	100	0	446	0	189	328	64	0	581	0	69	278	172	0	519	0	107	234	54	2	395	1941
6:00 PM	0	17	65	24	0	106	0	36	58	21	0	115	0	12	51	37	0	100	0	26	61	12	1	99	420
6:15 PM	0	17	52	22	0	91	0	26	56	9	0	91	0	16	59	42	0	117	0	24	48	12	1	84	383
6:30 PM	0	16	46	28	0	90	0	33	47	12	0	92	0	9	45	27	0	81	0	24	57	8	0	89	352
6:45 PM	0	20	46	22	0	88	0	27	51	14	0	92	0	13	30	32	0	75	0	26	39	13	0	78	333
Hourly Total	0	70	209	96	0	375	0	122	212	56	0	390	0	50	185	138	0	373	0	100	205	45	2	350	1488
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	1003	3448	1289	0	5740	0	1856	3093	779	11	5728	0	739	3132	1922	4	5793	0	1307	3050	784	17	5141	22402
Cars	0	990	3354	1277	0	5621	0	1826	3058	765	8	5649	0	717	3063	1892	4	5672	0	1295	3012	768	8	5075	22017
Heavy Vehicles	0	13	94	12	0	119	0	30	35	14	3	79	0	22	69	30	0	121	0	12	38	16	9	66	385
Heavy Vehicle %	0.00%	1.30%	2.73%	0.93%	0.00%	2.07%	0.00%	1.62%	1.13%	1.80%	27.27%	1.38%	0.00%	2.98%	2.20%	1.56%	0.00%	2.09%	0.00%	0.92%	1.25%	2.04%	52.94%	1.28%	1.72%

Agua Fria Street & Siler Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	25	87	18	0	130	0	31	51	21	0	103	0	9	64	25	0	98	0	28	89	29	0	146	477
8:00 AM	0	43	100	35	0	178	0	31	57	14	0	102	0	7	63	23	0	93	0	23	67	34	0	124	497
8:15 AM	0	33	86	29	0	148	0	31	37	13	0	81	0	12	48	48	0	108	0	24	83	28	0	135	472
8:30 AM	0	29	68	16	0	113	0	31	59	18	0	108	0	16	76	31	0	123	0	17	70	32	0	119	463
Peak Hour Total	0	130	341	98	0	569	0	124	204	66	0	394	0	44	251	127	0	422	0	92	309	123	0	524	1909
PHF	0.000	0.756	0.853	0.700	0.000	0.799	0.000	1.000	0.864	0.786	0.000	0.912	0.000	0.688	0.826	0.661	0.000	0.858	0.000	0.821	0.868	0.904	0.000	0.897	0.960

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	21	82	28	0	131	0	46	103	14	0	163	0	23	83	45	0	151	0	17	62	21	1	100	545
4:15 PM	0	17	82	40	0	139	0	53	81	23	0	157	0	21	90	37	0	148	0	32	60	14	1	106	550
4:30 PM	0	26	69	26	0	121	0	56	91	29	0	176	0	27	86	40	0	153	0	37	69	16	0	122	572
4:45 PM	0	25	68	36	0	129	0	36	92	18	0	146	0	20	78	54	0	152	0	37	92	16	1	145	572
Peak Hour Total	0	89	301	130	0	520	0	191	367	84	0	642	0	91	337	176	0	604	0	123	283	67	3	473	2239
PHF	0.000	0.856	0.918	0.813	0.000	0.935	0.000	0.853	0.891	0.724	0.000	0.912	0.000	0.843	0.936	0.815	0.000	0.987	0.000	0.831	0.769	0.798	0.750	0.816	0.979

Total Vehicles On Leg			10958		
Vehicles Entering Intersection		5740	Vehicles Exiting Intersection		5218
Southbound					
Cars	1277	3354	990	0	0
Heavy	12	94	13	0	0
Total	1289	3448	1003	0	0








Total Vehicles on Leg 10262	Vehicles Entering Intersection 5141	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5121		8	9	17
			0	0	0
			1295	12	1307
			3012	38	3050
			768	16	784



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5728	Total Vehicles on Leg 11703
765	14	779		Vehicles Exiting Intersection 5975	
3058	35	3093			
1826	30	1856			
0	0	0			
8	3	11			



					
Cars	4	0	717	3063	1892
Heavy	0	0	22	69	30
Total	4	0	739	3132	1922
Northbound					
Vehicles Entering Intersection			5793	Vehicles Exiting Intersection	
				6088	
Total Vehicles On Leg			11881		



Agua Fria Street & Siler Park Lane_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	16	0	0	16	31
6:15 AM	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	0	0	23	0	0	23	34
6:30 AM	0	0	0	0	0	0	0	2	23	0	0	25	0	0	0	0	0	0	0	0	30	1	0	31	56
6:45 AM	0	0	0	0	0	0	0	2	26	0	0	28	0	0	0	0	0	0	0	0	32	6	0	38	66
Hourly Total	0	0	0	0	0	0	0	5	74	0	0	79	0	0	0	0	0	0	0	0	101	7	0	108	187
7:00 AM	0	0	0	0	0	0	0	8	36	0	0	44	0	0	0	1	0	1	0	0	57	2	0	59	104
7:15 AM	0	0	0	0	0	0	0	2	47	0	0	49	0	0	0	4	0	4	0	0	72	0	0	72	125
7:30 AM	0	0	0	0	0	0	0	5	85	0	0	90	0	0	0	2	0	2	0	0	114	1	0	115	207
7:45 AM	0	0	0	0	0	0	0	4	106	0	0	110	0	1	0	4	0	5	0	0	139	3	0	142	257
Hourly Total	0	0	0	0	0	0	0	19	274	0	0	293	0	1	0	11	0	12	0	0	382	6	0	388	693

Agua Fria Street & Siler Park Lane_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	2	99	0	0	101	0	3	0	4	0	7	0	0	139	3	0	142	250
8:15 AM	0	0	0	0	0	0	0	6	81	0	0	87	0	3	0	10	0	13	0	0	148	4	0	152	252
8:30 AM	0	0	0	0	0	0	0	4	97	0	0	101	0	1	0	11	0	12	0	0	133	6	0	139	252
8:45 AM	0	0	0	0	0	0	0	3	113	0	0	116	0	7	0	8	0	15	0	0	127	3	0	130	261
Hourly Total	0	0	0	0	0	0	0	15	390	0	0	405	0	14	0	33	0	47	0	0	547	16	0	563	1015
9:00 AM	0	0	0	0	0	0	0	8	89	0	0	97	0	1	0	9	1	10	0	0	101	2	0	103	210
9:15 AM	0	0	0	0	0	0	0	8	99	0	0	107	0	2	0	8	1	10	0	0	103	2	0	105	222
9:30 AM	0	0	0	0	0	0	0	7	88	0	0	95	0	4	0	8	1	12	0	0	109	5	0	114	221
9:45 AM	0	0	0	0	0	0	0	3	95	0	0	98	0	1	0	11	0	12	0	0	106	2	0	108	218
Hourly Total	0	0	0	0	0	0	0	26	371	0	0	397	0	8	0	36	3	44	0	0	419	11	0	430	871
10:00 AM	0	0	0	0	0	0	0	9	71	0	0	80	0	4	0	14	0	18	0	0	98	6	0	104	202
10:15 AM	0	0	0	0	0	0	0	9	94	0	0	103	0	8	0	8	0	16	0	0	120	2	2	122	241
10:30 AM	0	0	0	0	0	0	0	5	94	0	0	99	0	3	0	8	0	11	0	0	110	4	0	114	224
10:45 AM	0	0	0	0	0	0	0	6	91	0	0	97	0	7	0	13	0	20	0	0	120	4	0	124	241
Hourly Total	0	0	0	0	0	0	0	29	350	0	0	379	0	22	0	43	0	65	0	0	448	16	2	464	908
11:00 AM	0	0	0	0	0	0	0	9	108	0	0	117	0	5	0	14	0	19	0	0	96	3	0	99	235
11:15 AM	0	0	0	0	0	0	0	9	98	0	0	107	0	1	0	9	1	10	0	0	110	2	0	112	229
11:30 AM	0	0	0	0	0	0	0	11	92	0	0	103	0	6	0	6	0	12	0	0	127	4	0	131	246
11:45 AM	0	0	0	0	0	0	0	9	129	0	0	138	0	5	0	14	0	19	0	0	119	3	0	122	279
Hourly Total	0	0	0	0	0	0	0	38	427	0	0	465	0	17	0	43	1	60	0	0	452	12	0	464	989
12:00 PM	0	0	0	0	0	0	0	8	152	0	0	160	0	7	0	14	0	21	0	0	143	6	0	149	330
12:15 PM	0	0	0	0	0	0	0	6	129	0	0	135	0	9	0	13	0	22	0	0	130	3	1	133	290
12:30 PM	0	0	0	0	0	0	0	9	120	0	0	129	0	6	0	7	0	13	0	0	117	5	0	122	264
12:45 PM	0	0	0	0	0	0	0	5	148	0	0	153	0	4	0	12	0	16	0	0	140	2	0	142	311
Hourly Total	0	0	0	0	0	0	0	28	549	0	0	577	0	26	0	46	0	72	0	0	530	16	1	546	1195
1:00 PM	0	0	0	0	0	0	0	8	122	0	0	130	0	3	0	10	0	13	0	0	123	7	0	130	273
1:15 PM	0	0	0	0	0	0	0	15	142	0	0	157	0	1	0	14	0	15	0	0	139	2	0	141	313
1:30 PM	0	0	0	0	0	0	0	5	125	0	0	130	0	2	0	11	0	13	0	0	143	4	0	147	290
1:45 PM	0	0	0	0	0	0	0	6	153	0	0	159	0	2	0	12	0	14	0	0	130	1	0	131	304
Hourly Total	0	0	0	0	0	0	0	34	542	0	0	576	0	8	0	47	0	55	0	0	535	14	0	549	1180
2:00 PM	0	0	0	0	0	0	0	2	145	0	0	147	0	3	0	12	0	15	0	0	124	2	0	126	288
2:15 PM	0	0	0	0	0	0	0	6	111	0	0	117	0	5	0	3	0	8	0	0	132	0	0	132	257
2:30 PM	0	0	0	0	0	0	0	8	108	0	0	116	0	1	0	4	0	5	0	0	128	0	0	128	249
2:45 PM	0	0	0	0	0	0	1	9	110	0	0	120	0	5	0	13	0	18	0	0	138	6	0	144	282
Hourly Total	0	0	0	0	0	0	1	25	474	0	0	500	0	14	0	32	0	46	0	0	522	8	0	530	1076
3:00 PM	0	0	0	0	0	0	0	5	138	0	0	143	0	3	0	11	0	14	0	0	133	1	0	134	291
3:15 PM	0	0	0	0	0	0	0	3	131	0	0	134	0	7	0	16	1	23	0	0	161	1	0	162	319
3:30 PM	0	0	0	0	0	0	0	6	139	0	0	145	0	3	0	12	2	15	0	0	130	3	0	133	293
3:45 PM	0	0	0	0	0	0	0	3	142	0	0	145	0	1	0	12	1	13	0	0	140	2	0	142	300
Hourly Total	0	0	0	0	0	0	0	17	550	0	0	567	0	14	0	51	4	65	0	0	564	7	0	571	1203

Agua Fria Street & Siler Park Lane_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	2	165	0	0	167	0	5	0	14	2	19	0	0	124	1	0	125	311
4:15 PM	0	0	0	0	0	0	0	1	167	0	0	168	0	4	0	12	1	16	0	0	117	2	0	119	303
4:30 PM	0	0	0	0	0	0	0	5	181	0	0	186	0	1	0	8	0	9	0	0	137	3	0	140	335
4:45 PM	0	0	0	0	0	0	0	2	144	0	0	146	0	0	0	11	0	11	0	0	173	0	0	173	330
Hourly Total	0	0	0	0	0	0	0	10	657	0	0	667	0	10	0	45	3	55	0	0	551	6	0	557	1279
5:00 PM	0	0	0	0	0	0	0	3	163	0	0	166	0	0	0	16	0	16	0	0	135	2	0	137	319
5:15 PM	0	0	0	0	0	0	0	6	188	0	0	194	0	0	0	16	0	16	0	0	139	1	0	140	350
5:30 PM	0	0	0	0	0	0	0	5	129	0	0	134	0	0	0	7	0	7	0	0	107	0	0	107	248
5:45 PM	0	0	0	0	0	0	0	1	122	0	0	123	0	2	0	5	1	7	0	0	120	1	0	121	251
Hourly Total	0	0	0	0	0	0	0	15	602	0	0	617	0	2	0	44	1	46	0	0	501	4	0	505	1168
6:00 PM	0	0	0	0	0	0	0	1	108	0	0	109	0	0	0	3	0	3	0	0	103	0	0	103	215
6:15 PM	0	0	0	0	0	0	0	1	99	0	0	100	0	0	0	2	0	2	0	0	103	1	0	104	206
6:30 PM	0	0	0	0	0	0	0	1	89	0	0	90	0	1	0	2	0	3	0	0	107	1	0	108	201
6:45 PM	0	0	0	0	0	0	0	0	86	0	0	86	0	1	0	2	0	3	0	0	90	1	0	91	180
Hourly Total	0	0	0	0	0	0	0	3	382	0	0	385	0	2	0	9	0	11	0	0	403	3	0	406	802
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	1	264	5642	0	0	5907	0	138	0	440	12	578	0	0	5955	126	3	6081	12566
Cars	0	0	0	0	0	0	1	259	5574	0	0	5834	0	133	0	432	10	565	0	0	5874	124	3	5998	12397
Heavy Vehicles	0	0	0	0	0	0	0	5	68	0	0	73	0	5	0	8	2	13	0	0	81	2	0	83	169
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.89%	1.21%	0.00%	0.00%	1.24%	0.00%	3.62%	0.00%	1.82%	16.67%	2.25%	0.00%	0.00%	1.36%	1.59%	0.00%	1.36%	1.34%

Agua Fria Street & Siler Park Lane Friday
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	2	99	0	0	101	0	3	0	4	0	7	0	0	139	3	0	142	250
8:15 AM	0	0	0	0	0	0	0	6	81	0	0	87	0	3	0	10	0	13	0	0	148	4	0	152	252
8:30 AM	0	0	0	0	0	0	0	4	97	0	0	101	0	1	0	11	0	12	0	0	133	6	0	139	252
8:45 AM	0	0	0	0	0	0	0	3	113	0	0	116	0	7	0	8	0	15	0	0	127	3	0	130	261
Peak Hour Total	0	0	0	0	0	0	0	15	390	0	0	405	0	14	0	33	0	47	0	0	547	16	0	563	1015
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.863	0.000	0.000	0.873	0.000	0.500	0.000	0.750	0.000	0.783	0.000	0.000	0.924	0.667	0.000	0.926	0.972

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	0	0	0	5	181	0	0	186	0	1	0	8	0	9	0	0	137	3	0	140	335
4:45 PM	0	0	0	0	0	0	0	2	144	0	0	146	0	0	0	11	0	11	0	0	173	0	0	173	330
5:00 PM	0	0	0	0	0	0	0	3	163	0	0	166	0	0	0	16	0	16	0	0	135	2	0	137	319
5:15 PM	0	0	0	0	0	0	0	6	188	0	0	194	0	0	0	16	0	16	0	0	139	1	0	140	350
Peak Hour Total	0	0	0	0	0	0	0	16	676	0	0	692	0	1	0	51	0	52	0	0	584	6	0	590	1334
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.899	0.000	0.000	0.892	0.000	0.250	0.000	0.797	0.000	0.813	0.000	0.000	0.844	0.500	0.000	0.853	0.953

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 11861	Vehicles Entering Intersection 6081	Eastbound	Cars	Heavy	Total
			3	0	3
			0	0	0
	Vehicles Exiting Intersection 5780		0	0	0
			5874	81	5955
			124	2	126



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5907	Total Vehicles on Leg 12303
0	0	0			
5574	68	5642			
259	5	264		Vehicles Exiting Intersection 6396	
1	0	1			
0	0	0			



Cars	10	0	133	0	432
Heavy	2	0	5	0	8
Total	12	0	138	0	440
Northbound					
Vehicles Entering Intersection 578			Vehicles Exiting Intersection 390		
Total Vehicles On Leg			968		



Agua Fria Street & Harrison Road
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	2	0	0	0	2	0	1	16	0	0	17	33
6:15 AM	0	0	0	0	0	0	0	2	10	1	0	13	0	0	0	1	0	1	0	1	23	0	0	24	38
6:30 AM	0	0	0	0	0	0	0	1	21	2	0	24	0	0	0	1	0	1	0	2	26	1	0	29	54
6:45 AM	0	1	0	0	0	1	0	1	25	1	0	27	0	1	2	1	0	4	0	2	31	0	0	33	65
Hourly Total	0	1	0	0	0	1	0	4	70	4	0	78	0	3	2	3	0	8	0	6	96	1	0	103	190
7:00 AM	0	0	0	3	0	3	0	1	46	1	0	48	0	0	3	6	0	9	0	10	45	1	0	56	116
7:15 AM	0	0	0	1	0	1	0	3	43	3	0	49	0	1	1	7	0	9	0	6	67	1	0	74	133
7:30 AM	0	2	0	9	0	11	0	8	69	3	0	80	0	2	3	3	0	8	0	9	104	0	0	113	212
7:45 AM	0	2	0	2	1	4	0	4	106	3	0	113	0	1	0	9	0	10	0	5	139	1	0	145	272
Hourly Total	0	4	0	15	1	19	0	16	264	10	0	290	0	4	7	25	0	36	0	30	355	3	0	388	733

Agua Fria Street & Harrison Road
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	2	0	1	0	3	0	7	92	1	0	100	0	0	3	8	0	11	0	8	136	2	0	146	260
8:15 AM	0	2	1	0	0	3	0	10	91	2	1	103	0	1	0	9	2	10	0	7	147	0	1	154	270
8:30 AM	0	0	0	0	1	0	0	3	99	1	0	103	0	1	0	9	0	10	0	0	142	0	0	142	255
8:45 AM	0	2	1	0	0	3	0	4	115	0	0	119	0	0	0	4	1	4	0	2	131	4	0	137	263
Hourly Total	0	6	2	1	1	9	0	24	397	4	1	425	0	2	3	30	3	35	0	17	556	6	1	579	1048
9:00 AM	0	1	0	0	1	1	0	1	106	0	0	107	0	0	0	5	0	5	0	4	94	3	0	101	214
9:15 AM	0	0	0	3	1	3	0	2	100	2	0	104	0	2	0	6	1	8	0	1	108	1	0	110	225
9:30 AM	0	2	0	3	0	5	0	4	86	1	0	91	0	3	0	5	0	8	1	3	116	2	0	122	226
9:45 AM	0	2	0	1	0	3	0	6	101	3	0	110	0	1	0	12	1	13	0	3	117	0	0	120	246
Hourly Total	0	5	0	7	2	12	0	13	393	6	0	412	0	6	0	28	2	34	1	11	435	6	0	453	911
10:00 AM	0	1	1	1	0	3	0	3	80	2	0	85	0	0	2	7	0	9	0	2	107	0	0	109	206
10:15 AM	0	1	0	4	0	5	0	2	102	0	0	104	0	0	0	7	0	7	0	1	121	2	0	124	240
10:30 AM	0	2	1	1	0	4	0	5	96	1	0	102	0	0	1	3	0	4	0	1	124	1	0	126	236
10:45 AM	0	0	0	1	0	1	0	0	95	0	0	95	0	5	0	6	0	11	0	1	123	2	0	126	233
Hourly Total	0	4	2	7	0	13	0	10	373	3	0	386	0	5	3	23	0	31	0	5	475	5	0	485	915
11:00 AM	0	1	0	1	0	2	0	4	107	2	0	113	0	1	0	9	0	10	0	1	110	0	0	111	236
11:15 AM	0	1	0	2	0	3	0	4	106	0	0	110	0	0	1	15	1	16	0	0	121	1	0	122	251
11:30 AM	0	0	0	2	0	2	0	4	100	2	0	106	0	0	0	10	0	10	0	1	128	2	0	131	249
11:45 AM	0	1	1	1	0	3	0	5	141	0	0	146	0	1	0	9	0	10	0	3	130	0	0	133	292
Hourly Total	0	3	1	6	0	10	0	17	454	4	0	475	0	2	1	43	1	46	0	5	489	3	0	497	1028
12:00 PM	0	4	0	8	0	12	0	12	147	0	0	159	0	1	0	9	0	10	0	2	149	5	0	156	337
12:15 PM	0	1	0	1	0	2	0	4	127	2	0	133	0	3	0	14	0	17	0	1	132	2	0	135	287
12:30 PM	0	2	0	3	0	5	0	6	119	2	0	127	0	2	0	9	0	11	0	2	122	4	0	128	271
12:45 PM	0	1	0	4	0	5	0	10	149	4	0	163	0	3	1	14	0	18	0	5	146	1	0	152	338
Hourly Total	0	8	0	16	0	24	0	32	542	8	0	582	0	9	1	46	0	56	0	10	549	12	0	571	1233
1:00 PM	0	1	1	7	1	9	0	10	131	3	0	144	0	2	0	9	0	11	0	2	125	3	0	130	294
1:15 PM	0	1	0	4	0	5	0	10	154	2	0	166	0	2	0	13	0	15	0	5	146	2	0	153	339
1:30 PM	0	0	0	1	0	1	0	7	126	0	0	133	0	1	0	17	0	18	0	1	141	3	0	145	297
1:45 PM	0	2	0	1	0	3	0	5	155	0	0	160	0	1	0	14	0	15	0	1	139	5	0	145	323
Hourly Total	0	4	1	13	1	18	0	32	566	5	0	603	0	6	0	53	0	59	0	9	551	13	0	573	1253
2:00 PM	0	1	0	3	0	4	0	6	144	0	0	150	0	3	0	10	0	13	0	3	132	6	0	141	308
2:15 PM	0	2	0	0	0	2	0	7	115	3	0	125	0	2	0	9	0	11	0	0	139	1	0	140	278
2:30 PM	0	0	0	2	0	2	0	6	121	3	0	130	0	0	0	11	0	11	0	1	129	1	0	131	274
2:45 PM	0	0	0	2	1	2	0	4	122	1	0	127	0	0	0	12	0	12	0	1	145	3	0	149	290
Hourly Total	0	3	0	7	1	10	0	23	502	7	0	532	0	5	0	42	0	47	0	5	545	11	0	561	1150
3:00 PM	0	0	0	3	0	3	0	6	128	0	0	134	0	3	1	11	1	15	0	1	143	1	0	145	297
3:15 PM	0	5	0	5	2	10	0	5	129	1	0	135	0	1	1	13	0	15	0	4	151	7	0	162	322
3:30 PM	0	1	0	2	0	3	0	6	139	1	0	146	0	1	1	15	0	17	0	6	139	3	0	148	314
3:45 PM	0	1	1	5	0	7	0	3	141	1	0	145	0	1	1	15	0	17	0	0	149	2	0	151	320
Hourly Total	0	7	1	15	2	23	0	20	537	3	0	560	0	6	4	54	1	64	0	11	582	13	0	606	1253

Agua Fria Street & Harrison Road
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	3	1	3	0	7	0	8	156	1	0	165	0	2	1	11	0	14	0	2	147	1	0	150	336
4:15 PM	0	3	0	10	0	13	0	9	158	0	0	167	0	3	0	10	0	13	0	1	119	3	0	123	316
4:30 PM	0	3	0	11	0	14	0	9	172	0	0	181	0	2	0	17	0	19	0	0	141	1	0	142	356
4:45 PM	0	2	0	3	3	5	0	5	143	0	0	148	0	0	0	12	0	12	0	0	174	5	0	179	344
Hourly Total	0	11	1	27	3	39	0	31	629	1	0	661	0	7	1	50	0	58	0	3	581	10	0	594	1352
5:00 PM	0	0	1	2	0	3	0	12	165	1	0	178	0	0	0	13	0	13	0	0	143	1	0	144	338
5:15 PM	0	0	0	0	0	0	0	9	194	0	0	203	0	3	0	9	0	12	0	0	151	3	0	154	369
5:30 PM	0	1	0	0	0	1	0	8	128	0	0	136	0	1	1	12	0	14	0	0	113	4	0	117	268
5:45 PM	0	0	0	0	0	0	0	5	119	1	0	125	0	4	0	10	1	14	0	0	119	2	0	121	260
Hourly Total	0	1	1	2	0	4	0	34	606	2	0	642	0	8	1	44	1	53	0	0	526	10	0	536	1235
6:00 PM	0	0	1	0	0	1	0	2	107	0	0	109	0	3	1	7	1	11	0	0	107	1	0	108	229
6:15 PM	0	0	0	0	0	0	0	1	96	0	0	97	0	0	0	7	0	7	0	0	104	2	0	106	210
6:30 PM	0	0	0	0	0	0	0	5	91	0	0	96	0	1	0	9	0	10	0	0	101	1	0	102	208
6:45 PM	0	1	0	0	0	1	0	2	85	0	0	87	0	2	0	5	0	7	0	0	86	2	0	88	183
Hourly Total	0	1	1	0	0	2	0	10	379	0	0	389	0	6	1	28	1	35	0	0	398	6	0	404	830
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	58	10	116	11	184	0	266	5712	57	1	6035	0	69	24	469	9	562	1	112	6138	99	1	6350	13131
Cars	0	57	10	112	9	179	0	264	5645	56	1	5965	0	69	24	467	8	560	1	107	6059	97	1	6264	12968
Heavy Vehicles	0	1	0	4	2	5	0	2	67	1	0	70	0	0	0	2	1	2	0	5	79	2	0	86	163
Heavy Vehicle %	0.00%	1.72%	0.00%	3.45%	18.18%	2.72%	0.00%	0.75%	1.17%	1.75%	0.00%	1.16%	0.00%	0.00%	0.00%	0.43%	11.11%	0.36%	0.00%	4.46%	1.29%	2.02%	0.00%	1.35%	1.24%

Agua Fria Street & Harrison Road
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	2	0	2	1	4	0	4	106	3	0	113	0	1	0	9	0	10	0	5	139	1	0	145	272
8:00 AM	0	2	0	1	0	3	0	7	92	1	0	100	0	0	3	8	0	11	0	8	136	2	0	146	260
8:15 AM	0	2	1	0	0	3	0	10	91	2	1	103	0	1	0	9	2	10	0	7	147	0	1	154	270
8:30 AM	0	0	0	0	1	0	0	3	99	1	0	103	0	1	0	9	0	10	0	0	142	0	0	142	255
Peak Hour Total	0	6	1	3	2	10	0	24	388	7	1	419	0	3	3	35	2	41	0	20	564	3	1	587	1057
PHF	0.000	0.750	0.250	0.375	0.500	0.625	0.000	0.600	0.915	0.583	0.250	0.927	0.000	0.750	0.250	0.972	0.250	0.932	0.000	0.625	0.959	0.375	0.250	0.953	0.972

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	3	0	11	0	14	0	9	172	0	0	181	0	2	0	17	0	19	0	0	141	1	0	142	356
4:45 PM	0	2	0	3	3	5	0	5	143	0	0	148	0	0	0	12	0	12	0	0	174	5	0	179	344
5:00 PM	0	0	1	2	0	3	0	12	165	1	0	178	0	0	0	13	0	13	0	0	143	1	0	144	338
5:15 PM	0	0	0	0	0	0	0	9	194	0	0	203	0	3	0	9	0	12	0	0	151	3	0	154	369
Peak Hour Total	0	5	1	16	3	22	0	35	674	1	0	710	0	5	0	51	0	56	0	0	609	10	0	619	1407
PHF	0.000	0.417	0.250	0.364	0.250	0.393	0.000	0.729	0.869	0.250	0.000	0.874	0.000	0.417	0.000	0.750	0.000	0.737	0.000	0.000	0.875	0.500	0.000	0.865	0.953

Total Vehicles On Leg			377		
Vehicles Entering Intersection 184			Vehicles Exiting Intersection 193		
Southbound					
Cars	112	10	57	0	9
Heavy	4	0	1	0	2
Total	116	10	58	0	11







Total Vehicles on Leg 12248	Vehicles Entering Intersection 6350	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5898		1	0	1
			1	0	1
			107	5	112
			6059	79	6138
			97	2	99



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6035	Total Vehicles on Leg 12700
56	1	57			
5645	67	5712			
264	2	266			
0	0	0			
1	0	1		Vehicles Exiting Intersection 6665	



							
Cars	8	0	69	24	467		
Heavy	1	0	0	0	2		
Total	9	0	69	24	469		
Northbound							
Vehicles Entering Intersection 562				Vehicles Exiting Intersection 375			
Total Vehicles On Leg				937			



Agua Fria Street & La Cieneguita_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	1	0	1	0	0	14	0	0	14	31
6:15 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	0	0	24	1	0	25	36
6:30 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	1	0	1	0	2	0	0	27	0	0	27	52
6:45 AM	0	0	0	0	1	0	0	1	28	0	0	29	0	0	0	1	0	1	0	0	32	1	0	33	63
Hourly Total	0	0	0	0	1	0	0	1	77	0	0	78	0	2	0	3	0	5	0	0	97	2	0	99	182
7:00 AM	0	0	0	0	0	0	0	2	47	0	0	49	0	1	0	0	0	1	0	0	49	2	0	51	101
7:15 AM	0	0	0	0	1	0	0	2	50	0	0	52	0	0	0	2	0	2	0	0	72	1	0	73	127
7:30 AM	0	0	0	0	0	0	0	2	79	0	0	81	0	1	0	5	0	6	0	0	107	1	0	108	195
7:45 AM	0	0	0	0	0	0	1	7	112	0	0	120	0	1	0	10	0	11	0	0	146	4	0	150	281
Hourly Total	0	0	0	0	1	0	1	13	288	0	0	302	0	3	0	17	0	20	0	0	374	8	0	382	704

Agua Fria Street & La Cieneguita_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	5	103	0	0	108	0	0	0	5	0	5	0	0	147	0	0	147	260
8:15 AM	0	0	0	0	0	0	0	7	99	0	1	106	0	2	0	8	3	10	0	0	149	6	2	155	271
8:30 AM	0	0	0	0	1	0	0	2	98	0	0	100	0	3	0	4	0	7	0	0	154	2	0	156	263
8:45 AM	0	0	0	0	0	0	0	4	114	0	0	118	0	2	0	4	1	6	0	0	134	1	0	135	259
Hourly Total	0	0	0	0	1	0	0	18	414	0	1	432	0	7	0	21	4	28	0	0	584	9	2	593	1053
9:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	0	0	3	0	3	0	0	100	0	0	100	215
9:15 AM	0	0	0	0	0	0	0	2	99	0	0	101	0	3	0	4	2	7	0	0	113	3	0	116	224
9:30 AM	0	0	0	0	0	0	1	3	94	0	0	98	0	2	0	6	0	8	0	0	118	2	0	120	226
9:45 AM	0	0	0	0	0	0	0	5	102	0	0	107	0	4	0	4	1	8	0	0	129	3	0	132	247
Hourly Total	0	0	0	0	0	0	1	14	403	0	0	418	0	9	0	17	3	26	0	0	460	8	0	468	912
10:00 AM	0	0	0	0	0	0	0	2	84	0	0	86	0	2	0	3	0	5	0	0	109	4	0	113	204
10:15 AM	0	0	0	0	0	0	0	2	102	0	0	104	0	3	0	3	0	6	0	0	131	0	0	131	241
10:30 AM	0	0	0	0	0	0	0	4	100	0	0	104	0	2	0	3	0	5	0	0	125	3	0	128	237
10:45 AM	0	0	0	0	0	0	0	4	94	0	0	98	0	1	0	3	0	4	0	0	124	4	0	128	230
Hourly Total	0	0	0	0	0	0	0	12	380	0	0	392	0	8	0	12	0	20	0	0	489	11	0	500	912
11:00 AM	0	0	0	1	0	1	0	6	109	0	0	115	0	2	0	6	1	8	0	2	116	2	0	120	244
11:15 AM	0	0	0	0	0	0	0	9	111	1	0	121	0	1	0	5	1	6	1	0	131	1	0	133	260
11:30 AM	0	0	0	0	0	0	0	2	108	0	0	110	0	0	0	4	0	4	0	0	139	1	0	140	254
11:45 AM	0	0	0	0	0	0	0	6	143	0	0	149	0	2	0	2	1	4	0	0	135	4	0	139	292
Hourly Total	0	0	0	1	0	1	0	23	471	1	0	495	0	5	0	17	3	22	1	2	521	8	0	532	1050
12:00 PM	0	0	0	0	0	0	0	4	155	0	0	159	0	2	0	8	0	10	1	0	159	2	0	162	331
12:15 PM	0	0	0	0	0	0	0	7	126	0	0	133	0	4	0	6	0	10	0	0	144	3	0	147	290
12:30 PM	0	0	0	0	0	0	0	3	128	0	0	131	0	2	0	9	0	11	0	0	128	4	0	132	274
12:45 PM	0	0	0	0	0	0	0	6	159	0	0	165	0	2	0	5	1	7	0	0	159	2	0	161	333
Hourly Total	0	0	0	0	0	0	0	20	568	0	0	588	0	10	0	28	1	38	1	0	590	11	0	602	1228
1:00 PM	0	1	0	1	0	2	0	8	142	0	0	150	0	3	0	8	0	11	0	0	128	3	0	131	294
1:15 PM	0	0	0	0	0	0	0	8	161	0	0	169	0	1	0	3	0	4	0	0	159	3	0	162	335
1:30 PM	0	0	0	0	0	0	0	5	131	0	0	136	0	4	0	2	0	6	0	0	155	2	0	157	299
1:45 PM	0	0	0	1	0	1	0	6	151	1	0	158	1	4	0	5	0	10	0	0	152	4	0	156	325
Hourly Total	0	1	0	2	0	3	0	27	585	1	0	613	1	12	0	18	0	31	0	0	594	12	0	606	1253
2:00 PM	0	1	0	0	0	1	0	4	146	0	0	150	0	3	0	5	0	8	0	0	138	4	0	142	301
2:15 PM	0	1	0	0	0	1	0	1	122	0	0	123	0	4	0	3	0	7	0	0	145	5	0	150	281
2:30 PM	0	0	0	0	0	0	0	11	122	0	0	133	0	3	0	5	0	8	0	0	135	3	0	138	279
2:45 PM	0	0	0	0	1	0	1	8	124	0	0	133	0	5	0	10	0	15	0	0	151	6	0	157	305
Hourly Total	0	2	0	0	1	2	1	24	514	0	0	539	0	15	0	23	0	38	0	0	569	18	0	587	1166
3:00 PM	0	0	0	0	3	0	0	2	128	0	0	130	0	6	0	7	2	13	0	0	154	2	0	156	299
3:15 PM	0	0	0	0	2	0	0	5	134	0	0	139	0	2	0	6	0	8	1	0	158	10	0	169	316
3:30 PM	0	0	0	0	0	0	0	6	140	0	0	146	0	2	0	9	0	11	0	0	148	6	0	154	311
3:45 PM	0	0	0	0	1	0	0	4	145	0	0	149	0	1	0	9	0	10	0	0	161	4	1	165	324
Hourly Total	0	0	0	0	6	0	0	17	547	0	0	564	0	11	0	31	2	42	1	0	621	22	1	644	1250

Agua Fria Street & La Cieneguita_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	4	164	0	0	168	0	2	0	9	1	11	0	0	157	5	0	162	341
4:15 PM	0	0	0	0	0	0	0	8	161	0	0	169	0	8	0	4	0	12	0	0	128	3	0	131	312
4:30 PM	0	0	0	0	0	0	0	6	176	0	0	182	0	2	0	4	0	6	0	0	160	2	0	162	350
4:45 PM	0	0	0	0	1	0	0	6	146	0	0	152	0	3	0	8	0	11	0	0	174	9	0	183	346
Hourly Total	0	0	0	0	1	0	0	24	647	0	0	671	0	15	0	25	1	40	0	0	619	19	0	638	1349
5:00 PM	0	0	0	0	0	0	0	6	174	0	0	180	0	3	0	3	0	6	0	0	149	7	0	156	342
5:15 PM	0	0	0	0	0	0	1	4	201	0	0	206	0	3	0	6	0	9	0	0	156	3	0	159	374
5:30 PM	0	0	0	0	0	0	0	7	131	0	0	138	0	3	0	3	0	6	0	0	115	7	0	122	266
5:45 PM	0	0	0	0	0	0	0	4	122	0	0	126	0	1	0	4	1	5	0	0	130	0	0	130	261
Hourly Total	0	0	0	0	0	0	1	21	628	0	0	650	0	10	0	16	1	26	0	0	550	17	0	567	1243
6:00 PM	0	0	0	0	0	0	0	2	107	0	1	109	0	2	0	11	0	13	0	0	107	6	0	113	235
6:15 PM	0	0	0	0	0	0	0	6	89	0	0	95	0	4	0	6	0	10	0	0	103	7	0	110	215
6:30 PM	0	0	0	0	0	0	0	5	94	0	0	99	0	1	0	8	0	9	0	0	103	5	0	108	216
6:45 PM	0	0	0	0	0	0	0	3	91	0	0	94	0	3	0	5	0	8	0	0	90	1	0	91	193
Hourly Total	0	0	0	0	0	0	0	16	381	0	1	397	0	10	0	30	0	40	0	0	403	19	0	422	859
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	3	0	3	11	6	4	230	5903	2	2	6139	1	117	0	258	15	376	3	2	6471	164	3	6640	13161
Cars	0	3	0	2	10	5	4	229	5834	2	2	6069	1	116	0	256	13	373	3	1	6388	163	3	6555	13002
Heavy Vehicles	0	0	0	1	1	1	0	1	69	0	0	70	0	1	0	2	2	3	0	1	83	1	0	85	159
Heavy Vehicle %	0.00%	0.00%	0.00%	33.33%	9.09%	16.67%	0.00%	0.43%	1.17%	0.00%	0.00%	1.14%	0.00%	0.85%	0.00%	0.78%	13.33%	0.80%	0.00%	50.00%	1.28%	0.61%	0.00%	1.28%	1.21%

Agua Fria Street & La Cieneguita_Friday
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	0	0	0	0	0	1	7	112	0	0	120	0	1	0	10	0	11	0	0	146	4	0	150	281
8:00 AM	0	0	0	0	0	0	0	5	103	0	0	108	0	0	0	5	0	5	0	0	147	0	0	147	260
8:15 AM	0	0	0	0	0	0	0	7	99	0	1	106	0	2	0	8	3	10	0	0	149	6	2	155	271
8:30 AM	0	0	0	0	1	0	0	2	98	0	0	100	0	3	0	4	0	7	0	0	154	2	0	156	263
Peak Hour Total	0	0	0	0	1	0	1	21	412	0	1	434	0	6	0	27	3	33	0	0	596	12	2	608	1075
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.920	0.000	0.250	0.904	0.000	0.500	0.000	0.675	0.250	0.750	0.000	0.000	0.968	0.500	0.250	0.974	0.956

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	0	0	0	6	176	0	0	182	0	2	0	4	0	6	0	0	160	2	0	162	350
4:45 PM	0	0	0	0	1	0	0	6	146	0	0	152	0	3	0	8	0	11	0	0	174	9	0	183	346
5:00 PM	0	0	0	0	0	0	0	6	174	0	0	180	0	3	0	3	0	6	0	0	149	7	0	156	342
5:15 PM	0	0	0	0	0	0	1	4	201	0	0	206	0	3	0	6	0	9	0	0	156	3	0	159	374
Peak Hour Total	0	0	0	0	1	0	1	22	697	0	0	720	0	11	0	21	0	32	0	0	639	21	0	660	1412
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.917	0.867	0.000	0.000	0.874	0.000	0.917	0.000	0.656	0.000	0.727	0.000	0.000	0.918	0.583	0.000	0.902	0.944

Total Vehicles On Leg			10		
Vehicles Entering Intersection 6			Vehicles Exiting Intersection 4		
Southbound					
Cars	2	0	3	0	10
Heavy	1	0	0	0	1
Total	3	0	3	0	11



Total Vehicles on Leg 12666	Vehicles Entering Intersection 6640	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 6026		3	0	3
			3	0	3
			1	1	2
			6388	83	6471
			163	1	164



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6139	Total Vehicles on Leg 12875
2	0	2		Vehicles Exiting Intersection 6736	
5834	69	5903			
229	1	230			
4	0	4			
2	0	2			



Cars	13	1	116	0	256
Heavy	2	0	1	0	2
Total	15	1	117	0	258
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
376			395		
Total Vehicles On Leg			771		



Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	14	0	0	15	0	1	0	0	1	1	0	0	17	0	0	17	33
6:15 AM	0	0	0	0	0	0	0	2	9	0	0	11	0	1	0	3	0	4	0	0	21	3	0	24	39
6:30 AM	0	0	0	0	0	0	0	3	21	0	0	24	0	2	0	2	0	4	0	0	27	0	0	27	55
6:45 AM	0	0	0	0	0	0	0	0	25	0	0	25	0	5	0	4	0	9	0	0	33	1	0	34	68
Hourly Total	0	0	0	0	0	0	0	6	69	0	0	75	0	9	0	9	1	18	0	0	98	4	0	102	195
7:00 AM	0	0	0	0	0	0	0	1	43	0	0	44	0	5	0	3	0	8	0	0	42	6	0	48	100
7:15 AM	0	1	0	0	0	1	0	2	52	0	0	54	0	2	0	1	0	3	0	0	71	4	0	75	133
7:30 AM	0	0	0	0	1	0	0	9	70	0	0	79	0	7	0	4	0	11	0	0	112	0	0	112	202
7:45 AM	0	0	0	0	1	0	0	1	113	0	0	114	0	4	0	9	0	13	0	0	148	11	0	159	286
Hourly Total	0	1	0	0	2	1	0	13	278	0	0	291	0	18	0	17	0	35	0	0	373	21	0	394	721

**Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	12	106	0	0	118	0	2	0	3	0	5	0	0	140	11	0	151	274
8:15 AM	0	0	0	0	1	0	0	6	102	0	0	108	0	4	0	3	1	7	0	0	152	6	0	158	273
8:30 AM	0	0	0	0	1	0	0	1	95	0	0	96	0	4	0	4	0	8	0	0	152	4	0	156	260
8:45 AM	0	0	0	0	0	0	0	1	114	0	0	115	0	4	0	1	0	5	0	0	129	8	0	137	257
Hourly Total	0	0	0	0	2	0	0	20	417	0	0	437	0	14	0	11	1	25	0	0	573	29	0	602	1064
9:00 AM	0	0	0	0	1	0	0	1	104	0	0	105	0	7	0	2	0	9	0	0	98	3	1	101	215
9:15 AM	0	0	0	0	0	0	0	4	96	0	0	100	0	4	0	2	1	6	0	0	113	6	1	119	225
9:30 AM	0	0	0	0	0	0	0	4	92	0	0	96	0	4	0	3	0	7	0	0	120	0	0	120	223
9:45 AM	0	0	0	0	0	0	0	0	105	0	0	105	0	2	0	2	0	4	0	0	128	6	0	134	243
Hourly Total	0	0	0	0	1	0	0	9	397	0	0	406	0	17	0	9	1	26	0	0	459	15	2	474	906
10:00 AM	0	0	0	0	1	0	0	3	80	0	0	83	0	6	0	2	0	8	0	0	108	6	0	114	205
10:15 AM	0	0	0	0	0	0	0	3	102	0	1	105	0	2	0	7	0	9	0	0	125	7	0	132	246
10:30 AM	0	0	0	0	0	0	0	1	101	0	0	102	0	3	0	1	0	4	0	0	123	6	0	129	235
10:45 AM	0	0	0	0	0	0	0	7	96	0	0	103	0	2	0	2	0	4	0	0	124	5	0	129	236
Hourly Total	0	0	0	0	1	0	0	14	379	0	1	393	0	13	0	12	0	25	0	0	480	24	0	504	922
11:00 AM	0	0	0	0	0	0	0	6	113	0	1	119	0	3	0	6	1	9	0	0	112	9	0	121	249
11:15 AM	0	0	0	0	0	0	0	1	117	0	0	118	0	4	0	2	0	6	0	0	128	9	0	137	261
11:30 AM	0	0	0	0	0	0	0	2	108	0	1	110	0	3	0	6	0	9	0	0	134	8	0	142	261
11:45 AM	0	0	0	0	0	0	0	2	143	0	0	145	0	7	0	5	1	12	0	0	128	12	0	140	297
Hourly Total	0	0	0	0	0	0	0	11	481	0	2	492	0	17	0	19	2	36	0	0	502	38	0	540	1068
12:00 PM	0	0	0	0	0	0	0	3	155	0	0	158	0	4	0	2	1	6	0	0	154	12	0	166	330
12:15 PM	0	0	0	0	0	0	0	7	129	0	0	136	0	4	0	5	0	9	0	0	138	10	1	148	293
12:30 PM	0	0	0	0	0	0	0	3	126	1	0	130	0	5	0	6	0	11	0	0	133	6	0	139	280
12:45 PM	0	0	0	0	0	0	0	3	155	0	0	158	0	9	0	3	0	12	0	0	153	9	0	162	332
Hourly Total	0	0	0	0	0	0	0	16	565	1	0	582	0	22	0	16	1	38	0	0	578	37	1	615	1235
1:00 PM	0	0	0	0	1	0	0	5	136	0	0	141	0	16	0	8	0	24	0	0	135	5	0	140	305
1:15 PM	0	0	0	0	0	0	0	5	156	0	0	161	0	10	0	5	0	15	0	0	154	6	0	160	336
1:30 PM	0	0	0	0	0	0	0	1	126	0	0	127	0	10	0	4	0	14	0	0	151	7	0	158	299
1:45 PM	0	0	0	0	0	0	0	7	150	0	0	157	0	7	0	2	1	9	0	0	154	4	0	158	324
Hourly Total	0	0	0	0	1	0	0	18	568	0	0	586	0	43	0	19	1	62	0	0	594	22	0	616	1264
2:00 PM	0	0	0	0	0	0	0	2	145	0	0	147	0	6	0	5	0	11	0	0	139	2	0	141	299
2:15 PM	0	0	0	0	0	0	0	5	117	0	0	122	0	6	0	7	0	13	0	0	146	8	0	154	289
2:30 PM	0	0	0	0	0	0	0	3	129	0	1	132	0	5	0	2	0	7	0	0	132	7	0	139	278
2:45 PM	0	0	0	0	1	0	0	7	128	0	1	135	0	5	0	3	0	8	0	0	148	11	0	159	302
Hourly Total	0	0	0	0	1	0	0	17	519	0	2	536	0	22	0	17	0	39	0	0	565	28	0	593	1168
3:00 PM	0	0	0	0	2	0	0	5	123	0	3	128	0	9	0	8	0	17	0	0	147	13	0	160	305
3:15 PM	0	0	0	0	2	0	0	6	137	0	0	143	0	3	0	6	1	9	0	0	152	9	0	161	313
3:30 PM	0	0	0	0	0	0	0	2	138	0	0	140	0	6	0	8	0	14	0	0	152	7	0	159	313
3:45 PM	0	0	0	0	2	0	0	4	147	0	0	151	0	3	0	5	0	8	0	0	159	13	0	172	331
Hourly Total	0	0	0	0	6	0	0	17	545	0	3	562	0	21	0	27	1	48	0	0	610	42	0	652	1262

**Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022**

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	8	161	2	0	171	0	7	0	6	1	13	0	0	153	11	0	164	348
4:15 PM	0	1	0	1	0	2	0	13	159	0	0	172	0	7	0	3	0	10	0	0	122	10	0	132	316
4:30 PM	0	0	0	0	1	0	0	14	177	0	0	191	0	6	0	9	0	15	0	0	154	10	0	164	370
4:45 PM	0	0	0	0	1	0	0	8	143	0	0	151	0	7	0	6	0	13	0	0	167	12	0	179	343
Hourly Total	0	1	0	1	2	2	0	43	640	2	0	685	0	27	0	24	1	51	0	0	596	43	0	639	1377
5:00 PM	0	0	0	0	0	0	0	12	178	0	0	190	0	4	0	6	0	10	0	0	147	6	0	153	353
5:15 PM	0	0	0	0	0	0	0	7	193	0	0	200	0	10	0	6	1	16	0	0	149	16	0	165	381
5:30 PM	0	0	0	0	0	0	0	7	132	0	0	139	0	7	0	1	0	8	0	0	112	8	1	120	267
5:45 PM	0	0	0	0	1	0	0	4	122	0	0	126	0	5	0	7	1	12	0	0	126	8	0	134	272
Hourly Total	0	0	0	0	1	0	0	30	625	0	0	655	0	26	0	20	2	46	0	0	534	38	1	572	1273
6:00 PM	0	0	0	0	0	0	0	3	105	0	0	108	0	3	0	5	3	8	0	0	111	6	0	117	233
6:15 PM	0	0	0	0	0	0	0	15	90	0	0	105	0	7	0	3	0	10	0	0	100	6	0	106	221
6:30 PM	0	0	0	0	0	0	0	2	92	1	0	95	0	7	0	5	1	12	0	0	103	10	0	113	220
6:45 PM	0	1	0	0	0	1	0	2	88	0	0	90	0	4	0	7	0	11	0	0	92	5	0	97	199
Hourly Total	0	1	0	0	0	1	0	22	375	1	0	398	0	21	0	20	4	41	0	0	406	27	0	433	873
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	3	0	1	17	4	0	236	5858	4	8	6098	0	270	0	220	15	490	0	0	6368	368	4	6736	13328
Cars	0	3	0	1	15	4	0	235	5786	4	8	6025	0	269	0	219	6	488	0	0	6301	363	4	6664	13181
Heavy Vehicles	0	0	0	0	2	0	0	1	72	0	0	73	0	1	0	1	9	2	0	0	67	5	0	72	147
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	11.76%	0.00%	0.00%	0.42%	1.23%	0.00%	0.00%	1.20%	0.00%	0.37%	0.00%	0.45%	60.00%	0.41%	0.00%	0.00%	1.05%	1.36%	0.00%	1.07%	1.10%

Agua Fria Street & Maez Road_Friday
Santa Fe New Mexico
Friday, October 14, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:45 AM	0	0	0	0	1	0	0	1	113	0	0	114	0	4	0	9	0	13	0	0	148	11	0	159	286
8:00 AM	0	0	0	0	0	0	0	12	106	0	0	118	0	2	0	3	0	5	0	0	140	11	0	151	274
8:15 AM	0	0	0	0	1	0	0	6	102	0	0	108	0	4	0	3	1	7	0	0	152	6	0	158	273
8:30 AM	0	0	0	0	1	0	0	1	95	0	0	96	0	4	0	4	0	8	0	0	152	4	0	156	260
Peak Hour Total	0	0	0	0	3	0	0	20	416	0	0	436	0	14	0	19	1	33	0	0	592	32	0	624	1093
PHF	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.417	0.920	0.000	0.000	0.924	0.000	0.875	0.000	0.528	0.250	0.635	0.000	0.000	0.974	0.727	0.000	0.981	0.955

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	1	0	0	14	177	0	0	191	0	6	0	9	0	15	0	0	154	10	0	164	370
4:45 PM	0	0	0	0	1	0	0	8	143	0	0	151	0	7	0	6	0	13	0	0	167	12	0	179	343
5:00 PM	0	0	0	0	0	0	0	12	178	0	0	190	0	4	0	6	0	10	0	0	147	6	0	153	353
5:15 PM	0	0	0	0	0	0	0	7	193	0	0	200	0	10	0	6	1	16	0	0	149	16	0	165	381
Peak Hour Total	0	0	0	0	2	0	0	41	691	0	0	732	0	27	0	27	1	54	0	0	617	44	0	661	1447
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.732	0.895	0.000	0.000	0.915	0.000	0.675	0.000	0.750	0.250	0.844	0.000	0.000	0.924	0.688	0.000	0.923	0.949

Total Vehicles On Leg			8		
Vehicles Entering Intersection 4			Vehicles Exiting Intersection 4		
Southbound					
Cars	1	0	3	0	15
Heavy	0	0	0	0	2
Total	1	0	3	0	17



Total Vehicles on Leg 12865	Vehicles Entering Intersection 6736	Eastbound	Cars	Heavy	Total
			4	0	4
			0	0	0
	Vehicles Exiting Intersection 6129		0	0	0
			6301	67	6368
			363	5	368



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6098	Total Vehicles on Leg 12689
4	0	4			
5786	72	5858			
235	1	236		Vehicles Exiting Intersection 6591	
0	0	0			
8	0	8			



Cars	6	0	269	0	219
Heavy	9	0	1	0	1
Total	15	0	270	0	220
Northbound					
Vehicles Entering Intersection			490		
Vehicles Exiting Intersection			604		
Total Vehicles On Leg			1094		

Agua Fria Street & Camino Carlos Rael_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	1	0	1	0	0	15	0	0	15	28
6:15 AM	0	0	0	1	0	1	0	0	9	0	0	9	0	1	0	0	0	1	0	0	21	0	0	21	32
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	1	0	1	0	0	40	0	0	40	61
6:45 AM	0	0	0	0	0	0	0	0	30	0	0	30	0	1	0	2	0	3	0	0	36	2	0	38	71
Hourly Total	0	0	0	1	0	1	0	0	71	0	0	71	0	2	0	4	0	6	0	0	112	2	0	114	192
7:00 AM	0	0	0	1	0	1	0	1	39	0	0	40	0	2	0	1	0	3	0	0	40	0	0	40	84
7:15 AM	0	0	0	1	0	1	0	0	42	0	0	42	0	0	0	2	0	2	0	0	71	1	0	72	117
7:30 AM	0	1	0	0	0	1	0	2	60	0	0	62	0	2	0	5	0	7	0	0	108	1	0	109	179
7:45 AM	0	0	0	1	0	1	0	0	88	0	0	88	0	5	0	5	0	10	0	0	130	0	0	130	229
Hourly Total	0	1	0	3	0	4	0	3	229	0	0	232	0	9	0	13	0	22	0	0	349	2	0	351	609

Agua Fria Street & Camino Carlos Rael_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	2	0	1	0	3	0	3	82	0	0	85	0	2	0	2	1	4	0	0	110	4	0	114	206
8:15 AM	0	0	0	0	0	0	0	3	79	1	0	83	0	2	0	3	0	5	0	1	145	2	0	148	236
8:30 AM	0	1	0	1	0	2	0	1	83	0	0	84	0	4	0	3	0	7	0	2	137	0	0	139	232
8:45 AM	0	0	0	2	1	2	0	1	82	0	0	83	0	3	0	3	1	6	0	0	139	0	0	139	230
Hourly Total	0	3	0	4	1	7	0	8	326	1	0	335	0	11	0	11	2	22	0	3	531	6	0	540	904
9:00 AM	0	0	0	3	1	3	0	4	87	0	0	91	0	3	0	4	1	7	0	1	101	1	0	103	204
9:15 AM	0	0	0	0	0	0	0	3	83	0	0	86	0	3	0	2	0	5	0	1	108	2	0	111	202
9:30 AM	0	1	0	0	1	1	0	1	85	0	0	86	0	2	0	4	0	6	0	1	123	3	0	127	220
9:45 AM	0	1	0	1	0	2	0	1	93	1	0	95	0	4	0	2	0	6	0	0	132	5	0	137	240
Hourly Total	0	2	0	4	2	6	0	9	348	1	0	358	0	12	0	12	1	24	0	3	464	11	0	478	866
10:00 AM	0	1	0	0	0	1	0	4	84	0	0	88	0	2	0	5	1	7	0	0	93	3	0	96	192
10:15 AM	0	5	0	0	0	5	0	3	113	0	0	116	0	1	0	0	0	1	1	0	129	2	0	132	254
10:30 AM	0	1	0	0	0	1	0	0	107	1	0	108	0	2	0	3	0	5	1	2	108	4	0	115	229
10:45 AM	0	0	0	1	1	1	0	2	102	0	0	104	0	2	0	5	1	7	1	0	116	2	0	119	231
Hourly Total	0	7	0	1	1	8	0	9	406	1	0	416	0	7	0	13	2	20	3	2	446	11	0	462	906
11:00 AM	0	0	0	0	0	0	0	3	110	0	0	113	0	1	0	7	0	8	0	0	118	1	0	119	240
11:15 AM	0	0	0	0	0	0	0	3	112	2	0	117	0	3	0	2	0	5	0	1	111	1	0	113	235
11:30 AM	0	1	0	1	1	2	0	6	111	0	0	117	0	6	0	3	0	9	1	0	100	1	0	102	230
11:45 AM	0	2	0	0	0	2	0	2	115	1	0	118	0	4	0	4	2	8	0	1	130	4	0	135	263
Hourly Total	0	3	0	1	1	4	0	14	448	3	0	465	0	14	0	16	2	30	1	2	459	7	0	469	968
12:00 PM	0	0	0	2	0	2	0	4	146	0	0	150	0	6	0	0	0	6	0	1	131	0	1	132	290
12:15 PM	0	0	0	1	0	1	0	2	114	0	0	116	0	4	0	0	0	4	0	1	143	5	0	149	270
12:30 PM	0	2	1	0	0	3	0	3	119	1	0	123	0	3	1	3	1	7	0	1	122	4	0	127	260
12:45 PM	0	1	0	0	0	1	0	4	112	1	0	117	0	3	0	5	0	8	0	1	138	6	0	145	271
Hourly Total	0	3	1	3	0	7	0	13	491	2	0	506	0	16	1	8	1	25	0	4	534	15	1	553	1091
1:00 PM	0	2	0	1	0	3	0	3	140	0	0	143	0	2	0	7	0	9	0	0	150	2	0	152	307
1:15 PM	0	0	0	0	0	0	0	1	125	1	0	127	0	3	0	1	1	4	0	1	154	7	0	162	293
1:30 PM	0	0	0	3	0	3	0	5	129	2	0	136	0	7	0	4	0	11	0	0	134	1	0	135	285
1:45 PM	0	1	0	1	0	2	0	2	131	0	0	133	0	4	0	4	2	8	0	0	151	6	0	157	300
Hourly Total	0	3	0	5	0	8	0	11	525	3	0	539	0	16	0	16	3	32	0	1	589	16	0	606	1185
2:00 PM	0	0	0	2	0	2	0	3	128	0	0	131	0	5	0	2	2	7	0	1	146	5	0	152	292
2:15 PM	0	1	0	0	0	1	0	3	137	1	0	141	0	3	0	2	1	5	0	2	123	0	0	125	272
2:30 PM	0	0	0	0	0	0	0	5	123	0	0	128	0	1	0	1	0	2	0	2	119	2	0	123	253
2:45 PM	0	0	0	1	0	1	0	2	127	0	0	129	0	3	0	4	0	7	0	0	126	5	0	131	268
Hourly Total	0	1	0	3	0	4	0	13	515	1	0	529	0	12	0	9	3	21	0	5	514	12	0	531	1085
3:00 PM	0	1	0	1	0	2	0	1	140	0	0	141	0	2	0	4	0	6	0	1	127	3	0	131	280
3:15 PM	0	0	0	0	0	0	0	7	131	1	0	139	0	2	0	2	0	4	0	1	133	5	0	139	282
3:30 PM	0	0	0	2	0	2	0	4	127	2	0	133	0	3	0	3	0	6	0	1	133	0	0	134	275
3:45 PM	0	0	0	1	1	1	0	5	142	1	0	148	0	4	0	2	0	6	0	3	137	2	0	142	297
Hourly Total	0	1	0	4	1	5	0	17	540	4	0	561	0	11	0	11	0	22	0	6	530	10	0	546	1134

Agua Fria Street & Camino Carlos Rael_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	1	1	1	0	2	157	3	0	162	0	3	0	1	0	4	0	1	153	2	0	156	323
4:15 PM	0	0	0	2	0	2	0	4	136	0	0	140	0	3	0	3	0	6	0	2	150	1	0	153	301
4:30 PM	0	1	0	2	1	3	0	4	158	1	0	163	0	2	0	3	1	5	0	6	150	6	0	162	333
4:45 PM	0	0	0	4	0	4	0	6	157	2	0	165	0	5	0	2	0	7	0	0	137	5	0	142	318
Hourly Total	0	1	0	9	2	10	0	16	608	6	0	630	0	13	0	9	1	22	0	9	590	14	0	613	1275
5:00 PM	0	2	0	0	0	2	0	1	172	1	0	174	0	1	0	3	0	4	0	3	158	2	0	163	343
5:15 PM	0	0	0	1	1	1	0	5	172	2	0	179	0	2	0	4	1	6	0	2	165	3	0	170	356
5:30 PM	0	0	0	1	0	1	0	7	118	0	0	125	0	2	0	1	0	3	0	2	113	3	0	118	247
5:45 PM	0	2	0	3	0	5	0	5	109	2	0	116	0	4	0	3	2	7	0	2	121	3	0	126	254
Hourly Total	0	4	0	5	1	9	0	18	571	5	0	594	0	9	0	11	3	20	0	9	557	11	0	577	1200
6:00 PM	0	1	0	0	1	1	0	2	125	0	0	127	0	4	0	3	1	7	0	4	93	2	0	99	234
6:15 PM	0	1	0	1	0	2	0	4	103	0	0	107	0	2	0	2	0	4	0	0	111	3	0	114	227
6:30 PM	0	1	0	0	0	1	0	7	97	1	0	105	0	2	0	0	0	2	0	1	100	1	0	102	210
6:45 PM	0	1	0	1	0	2	0	3	94	0	0	97	0	1	0	2	0	3	0	0	103	4	0	107	209
Hourly Total	0	4	0	2	1	6	0	16	419	1	0	436	0	9	0	7	1	16	0	5	407	10	0	422	880
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	33	1	45	10	79	0	147	5497	28	0	5672	0	141	1	140	19	282	4	49	6082	127	1	6262	12295
Cars	0	33	1	45	8	79	0	146	5448	28	0	5622	0	141	1	139	15	281	4	49	6012	127	0	6192	12174
Heavy Vehicles	0	0	0	0	2	0	0	1	49	0	0	50	0	0	0	1	4	1	0	0	70	0	1	70	121
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.68%	0.89%	0.00%	0.00%	0.88%	0.00%	0.00%	0.00%	0.71%	21.05%	0.35%	0.00%	0.00%	1.15%	0.00%	100.00%	1.12%	0.98%

Agua Fria Street & Camino Carlos Rael_Friday
Santa Fe New Mexico
Friday, October 21, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	3	110	0	0	113	0	1	0	7	0	8	0	0	118	1	0	119	240
11:15 AM	0	0	0	0	0	0	0	3	112	2	0	117	0	3	0	2	0	5	0	1	111	1	0	113	235
11:30 AM	0	1	0	1	1	2	0	6	111	0	0	117	0	6	0	3	0	9	1	0	100	1	0	102	230
11:45 AM	0	2	0	0	0	2	0	2	115	1	0	118	0	4	0	4	2	8	0	1	130	4	0	135	263
Peak Hour Total	0	3	0	1	1	4	0	14	448	3	0	465	0	14	0	16	2	30	1	2	459	7	0	469	968
PHF	0.000	0.375	0.000	0.250	0.250	0.500	0.000	0.583	0.974	0.375	0.000	0.985	0.000	0.583	0.000	0.571	0.250	0.833	0.250	0.500	0.883	0.438	0.000	0.869	0.920

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	1	0	2	1	3	0	4	158	1	0	163	0	2	0	3	1	5	0	6	150	6	0	162	333
4:45 PM	0	0	0	4	0	4	0	6	157	2	0	165	0	5	0	2	0	7	0	0	137	5	0	142	318
5:00 PM	0	2	0	0	0	2	0	1	172	1	0	174	0	1	0	3	0	4	0	3	158	2	0	163	343
5:15 PM	0	0	0	1	1	1	0	5	172	2	0	179	0	2	0	4	1	6	0	2	165	3	0	170	356
Peak Hour Total	0	3	0	7	2	10	0	16	659	6	0	681	0	10	0	12	2	22	0	11	610	16	0	637	1350
PHF	0.000	0.375	0.000	0.438	0.500	0.625	0.000	0.667	0.958	0.750	0.000	0.951	0.000	0.500	0.000	0.750	0.500	0.786	0.000	0.458	0.924	0.667	0.000	0.937	0.948

Total Vehicles On Leg			157		
Vehicles Entering Intersection 79			Vehicles Exiting Intersection 78		
Southbound					
Cars	45	1	33	0	8
Heavy	0	0	0	0	2
Total	45	1	33	0	10



Total Vehicles on Leg 11949	Vehicles Entering Intersection 6262	Eastbound	Cars	Heavy	Total
			0	1	1
			4	0	4
	Vehicles Exiting Intersection 5687		49	0	49
			6012	70	6082
			127	0	127



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5672	Total Vehicles on Leg 11927
28	0	28			
5448	49	5497			
146	1	147		Vehicles Exiting Intersection 6255	
0	0	0			
0	0	0			



Cars	15	0	141	1	139
Heavy	4	0	0	0	1
Total	19	0	141	1	140
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
282			275		
Total Vehicles On Leg			557		

**Agua Fria Street & Calle Carmilita_Friday
Santa Fe New Mexico
Friday, October 21, 2022**

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	1	0	1	0	0	15	0	0	15	28
6:15 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	0	0	1	0	0	21	0	0	21	31
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	1	0	1	0	0	40	0	0	40	61
6:45 AM	0	0	0	0	0	0	0	0	30	0	0	30	0	1	0	2	0	3	0	0	35	2	0	37	70
Hourly Total	0	0	0	0	0	0	0	0	71	0	0	71	0	2	0	4	0	6	0	0	111	2	0	113	190
7:00 AM	0	0	0	1	0	1	0	1	39	0	1	40	0	2	0	1	0	3	0	0	41	0	0	41	85
7:15 AM	0	0	0	1	0	1	0	0	42	0	0	42	0	0	0	3	0	3	0	0	70	1	0	71	117
7:30 AM	0	1	0	0	0	1	0	2	60	0	0	62	0	2	0	4	0	6	0	0	109	1	0	110	179
7:45 AM	0	0	0	1	0	1	0	0	89	0	0	89	0	5	0	5	0	10	0	0	129	1	0	130	230
Hourly Total	0	1	0	3	0	4	0	3	230	0	1	233	0	9	0	13	0	22	0	0	349	3	0	352	611

**Agua Fria Street & Calle Carmilita_Friday
Santa Fe New Mexico
Friday, October 21, 2022**

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	2	0	1	0	<i>3</i>	0	3	81	0	0	<i>84</i>	0	2	0	2	1	<i>4</i>	0	0	109	4	0	<i>113</i>	204
8:15 AM	0	0	0	0	0	<i>0</i>	0	3	78	1	0	<i>82</i>	0	2	0	3	0	<i>5</i>	0	1	145	2	0	<i>148</i>	235
8:30 AM	0	1	0	1	0	<i>2</i>	0	1	83	0	0	<i>84</i>	0	4	0	3	0	<i>7</i>	0	2	135	0	0	<i>137</i>	230
8:45 AM	0	0	0	1	1	<i>1</i>	0	1	81	0	0	<i>82</i>	0	3	0	3	0	<i>6</i>	0	0	138	0	0	<i>138</i>	227
Hourly Total	0	3	0	3	1	<i>6</i>	0	8	323	1	0	<i>332</i>	0	11	0	11	1	<i>22</i>	0	3	527	6	0	<i>536</i>	896
9:00 AM	0	0	0	1	1	<i>1</i>	0	4	88	0	0	<i>92</i>	0	3	0	4	1	<i>7</i>	0	1	101	1	0	<i>103</i>	203
9:15 AM	0	0	0	0	0	<i>0</i>	0	3	83	0	0	<i>86</i>	0	3	0	2	0	<i>5</i>	0	1	106	2	0	<i>109</i>	200
9:30 AM	0	1	0	0	1	<i>1</i>	0	1	87	0	0	<i>88</i>	0	2	0	4	0	<i>6</i>	0	1	123	3	0	<i>127</i>	222
9:45 AM	0	1	0	1	0	<i>2</i>	0	1	93	1	0	<i>95</i>	0	4	0	2	0	<i>6</i>	0	0	134	5	0	<i>139</i>	242
Hourly Total	0	2	0	2	2	<i>4</i>	0	9	351	1	0	<i>361</i>	0	12	0	12	1	<i>24</i>	0	3	464	11	0	<i>478</i>	867
10:00 AM	0	1	0	0	0	<i>1</i>	0	4	84	0	0	<i>88</i>	0	2	0	5	1	<i>7</i>	0	0	100	3	0	<i>103</i>	199
10:15 AM	0	5	0	0	0	<i>5</i>	0	3	111	0	0	<i>114</i>	0	1	0	1	1	<i>2</i>	1	0	128	2	0	<i>131</i>	252
10:30 AM	0	1	0	0	0	<i>1</i>	0	0	107	1	0	<i>108</i>	0	3	0	2	0	<i>5</i>	0	2	106	5	0	<i>113</i>	227
10:45 AM	0	0	0	1	1	<i>1</i>	0	2	104	0	0	<i>106</i>	0	2	0	5	1	<i>7</i>	0	0	117	2	0	<i>119</i>	233
Hourly Total	0	7	0	1	1	<i>8</i>	0	9	406	1	0	<i>416</i>	0	8	0	13	3	<i>21</i>	1	2	451	12	0	<i>466</i>	911
11:00 AM	0	0	0	0	0	<i>0</i>	0	3	109	0	0	<i>112</i>	0	1	0	7	0	<i>8</i>	0	0	118	1	0	<i>119</i>	239
11:15 AM	0	0	0	0	0	<i>0</i>	0	3	112	2	0	<i>117</i>	0	3	0	2	0	<i>5</i>	0	1	111	1	0	<i>113</i>	235
11:30 AM	0	1	0	1	0	<i>2</i>	0	6	112	0	0	<i>118</i>	0	5	0	3	0	<i>8</i>	0	0	101	2	0	<i>103</i>	231
11:45 AM	0	2	0	0	0	<i>2</i>	0	2	117	1	0	<i>120</i>	0	4	0	5	1	<i>9</i>	0	1	129	4	0	<i>134</i>	265
Hourly Total	0	3	0	1	0	<i>4</i>	0	14	450	3	0	<i>467</i>	0	13	0	17	1	<i>30</i>	0	2	459	8	0	<i>469</i>	970
12:00 PM	0	0	0	2	1	<i>2</i>	0	4	146	0	0	<i>150</i>	0	6	0	0	0	<i>6</i>	0	1	132	0	0	<i>133</i>	291
12:15 PM	0	0	0	0	0	<i>0</i>	0	2	115	0	0	<i>117</i>	0	4	0	0	0	<i>4</i>	0	0	143	5	0	<i>148</i>	269
12:30 PM	0	2	1	0	0	<i>3</i>	0	3	120	1	0	<i>124</i>	0	4	0	3	1	<i>7</i>	0	1	121	4	0	<i>126</i>	260
12:45 PM	0	1	0	0	0	<i>1</i>	0	3	113	1	0	<i>117</i>	0	3	0	5	0	<i>8</i>	0	1	138	6	0	<i>145</i>	271
Hourly Total	0	3	1	2	1	<i>6</i>	0	12	494	2	0	<i>508</i>	0	17	0	8	1	<i>25</i>	0	3	534	15	0	<i>552</i>	1091
1:00 PM	0	2	0	1	0	<i>3</i>	0	3	139	0	0	<i>142</i>	0	2	0	7	0	<i>9</i>	0	0	153	2	0	<i>155</i>	309
1:15 PM	0	0	0	0	0	<i>0</i>	0	1	129	1	0	<i>131</i>	0	3	0	1	1	<i>4</i>	0	1	133	7	0	<i>141</i>	276
1:30 PM	0	0	0	1	0	<i>1</i>	0	5	129	2	0	<i>136</i>	0	7	0	4	0	<i>11</i>	0	0	137	1	0	<i>138</i>	286
1:45 PM	0	1	0	0	0	<i>1</i>	0	2	131	0	0	<i>133</i>	0	5	0	4	2	<i>9</i>	0	0	149	6	0	<i>155</i>	298
Hourly Total	0	3	0	2	0	<i>5</i>	0	11	528	3	0	<i>542</i>	0	17	0	16	3	<i>33</i>	0	1	572	16	0	<i>589</i>	1169
2:00 PM	0	0	0	2	0	<i>2</i>	0	3	128	0	0	<i>131</i>	0	5	0	2	2	<i>7</i>	0	1	147	5	0	<i>153</i>	293
2:15 PM	0	1	0	0	0	<i>1</i>	0	3	141	1	0	<i>145</i>	0	3	0	2	1	<i>5</i>	0	2	124	0	0	<i>126</i>	277
2:30 PM	0	0	0	0	1	<i>0</i>	0	5	123	0	0	<i>128</i>	0	1	0	1	0	<i>2</i>	0	2	120	2	0	<i>124</i>	254
2:45 PM	0	0	0	1	0	<i>1</i>	0	2	128	0	0	<i>130</i>	0	3	0	4	0	<i>7</i>	0	0	128	5	0	<i>133</i>	271
Hourly Total	0	1	0	3	1	<i>4</i>	0	13	520	1	0	<i>534</i>	0	12	0	9	3	<i>21</i>	0	5	519	12	0	<i>536</i>	1095
3:00 PM	0	1	0	1	1	<i>2</i>	0	1	141	0	0	<i>142</i>	0	2	0	4	0	<i>6</i>	0	1	128	3	0	<i>132</i>	282
3:15 PM	0	0	0	0	0	<i>0</i>	0	7	130	1	0	<i>138</i>	0	2	0	2	1	<i>4</i>	0	1	135	5	0	<i>141</i>	283
3:30 PM	0	0	0	1	0	<i>1</i>	0	4	129	2	0	<i>135</i>	0	3	0	3	0	<i>6</i>	0	1	133	0	0	<i>134</i>	276
3:45 PM	0	0	0	0	0	<i>0</i>	0	5	141	1	0	<i>147</i>	0	4	0	2	0	<i>6</i>	0	3	136	2	0	<i>141</i>	294
Hourly Total	0	1	0	2	1	<i>3</i>	0	17	541	4	0	<i>562</i>	0	11	0	11	1	<i>22</i>	0	6	532	10	0	<i>548</i>	1135

**Agua Fria Street & Calle Carmilita_Friday
Santa Fe New Mexico
Friday, October 21, 2022**

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	1	0	<i>1</i>	0	2	160	3	0	<i>165</i>	0	3	0	1	0	<i>4</i>	0	1	152	2	0	<i>155</i>	325
4:15 PM	0	0	0	3	1	<i>3</i>	0	4	138	0	0	<i>142</i>	0	2	0	3	0	<i>5</i>	0	2	150	1	0	<i>153</i>	303
4:30 PM	0	1	0	2	0	<i>3</i>	0	4	160	1	0	<i>165</i>	0	2	0	3	0	<i>5</i>	0	6	150	6	0	<i>162</i>	335
4:45 PM	0	0	0	4	0	<i>4</i>	0	6	160	2	0	<i>168</i>	0	5	0	2	0	<i>7</i>	0	0	137	5	0	<i>142</i>	321
Hourly Total	0	1	0	10	1	<i>11</i>	0	16	618	6	0	<i>640</i>	0	12	0	9	0	<i>21</i>	0	9	589	14	0	<i>612</i>	1284
5:00 PM	0	2	0	0	1	<i>2</i>	0	1	172	1	0	<i>174</i>	0	1	0	3	0	<i>4</i>	0	3	156	3	0	<i>162</i>	342
5:15 PM	0	0	0	1	1	<i>1</i>	0	5	171	2	0	<i>178</i>	0	2	0	5	0	<i>7</i>	0	2	167	3	0	<i>172</i>	358
5:30 PM	0	0	0	1	0	<i>1</i>	0	7	116	0	0	<i>123</i>	0	2	0	1	0	<i>3</i>	0	2	112	3	0	<i>117</i>	244
5:45 PM	0	2	0	1	0	<i>3</i>	0	6	111	2	0	<i>119</i>	0	4	0	3	2	<i>7</i>	0	2	120	2	0	<i>124</i>	253
Hourly Total	0	4	0	3	2	<i>7</i>	0	19	570	5	0	<i>594</i>	0	9	0	12	2	<i>21</i>	0	9	555	11	0	<i>575</i>	1197
6:00 PM	0	1	0	0	2	<i>1</i>	0	2	125	0	0	<i>127</i>	0	4	0	3	1	<i>7</i>	0	4	94	2	0	<i>100</i>	235
6:15 PM	0	1	0	0	0	<i>1</i>	0	4	101	0	0	<i>105</i>	0	2	0	2	0	<i>4</i>	0	0	113	3	0	<i>116</i>	226
6:30 PM	0	0	0	0	0	<i>0</i>	0	6	100	1	0	<i>107</i>	0	2	0	0	0	<i>2</i>	0	1	99	1	0	<i>101</i>	210
6:45 PM	0	1	0	0	0	<i>1</i>	0	3	93	0	0	<i>96</i>	0	1	0	3	0	<i>4</i>	0	0	104	4	0	<i>108</i>	209
Hourly Total	0	3	0	0	2	<i>3</i>	0	15	419	1	0	<i>435</i>	0	9	0	8	1	<i>17</i>	0	5	410	10	0	<i>425</i>	880
7:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
DAILY TOTAL	0	32	1	32	12	65	0	146	5521	28	1	5695	0	142	0	143	17	285	1	48	6072	130	0	6251	12296
Cars	0	32	1	32	7	<i>65</i>	0	145	5472	28	1	<i>5645</i>	0	142	0	142	15	<i>284</i>	1	48	6018	130	0	<i>6197</i>	12191
Heavy Vehicles	0	0	0	0	5	<i>0</i>	0	1	49	0	0	<i>50</i>	0	0	0	1	2	<i>1</i>	0	0	54	0	0	<i>54</i>	105
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	41.67%	<i>0.00%</i>	0.00%	0.68%	0.89%	0.00%	0.00%	<i>0.88%</i>	0.00%	0.00%	0.00%	0.70%	11.76%	<i>0.35%</i>	0.00%	0.00%	0.89%	0.00%	0.00%	<i>0.86%</i>	0.85%

Agua Fria Street & Calle Carmilita_Friday
Santa Fe New Mexico
Friday, October 21, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	3	109	0	0	112	0	1	0	7	0	8	0	0	118	1	0	119	239
11:15 AM	0	0	0	0	0	0	0	3	112	2	0	117	0	3	0	2	0	5	0	1	111	1	0	113	235
11:30 AM	0	1	0	1	0	2	0	6	112	0	0	118	0	5	0	3	0	8	0	0	101	2	0	103	231
11:45 AM	0	2	0	0	0	2	0	2	117	1	0	120	0	4	0	5	1	9	0	1	129	4	0	134	265
Peak Hour Total	0	3	0	1	0	4	0	14	450	3	0	467	0	13	0	17	1	30	0	2	459	8	0	469	970
PHF	0.000	0.375	0.000	0.250	0.000	0.500	0.000	0.583	0.962	0.375	0.000	0.973	0.000	0.650	0.000	0.607	0.250	0.833	0.000	0.500	0.890	0.500	0.000	0.875	0.915

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	1	0	2	0	3	0	4	160	1	0	165	0	2	0	3	0	5	0	6	150	6	0	162	335
4:45 PM	0	0	0	4	0	4	0	6	160	2	0	168	0	5	0	2	0	7	0	0	137	5	0	142	321
5:00 PM	0	2	0	0	1	2	0	1	172	1	0	174	0	1	0	3	0	4	0	3	156	3	0	162	342
5:15 PM	0	0	0	1	1	1	0	5	171	2	0	178	0	2	0	5	0	7	0	2	167	3	0	172	358
Peak Hour Total	0	3	0	7	2	10	0	16	663	6	0	685	0	10	0	13	0	23	0	11	610	17	0	638	1356
PHF	0.000	0.375	0.000	0.438	0.500	0.625	0.000	0.667	0.964	0.750	0.000	0.962	0.000	0.500	0.000	0.650	0.000	0.821	0.000	0.458	0.913	0.708	0.000	0.927	0.947

Total Vehicles On Leg			141		
Vehicles Entering Intersection 65			Vehicles Exiting Intersection 76		
Southbound					
Cars	32	1	32	0	7
Heavy	0	0	0	0	5
Total	32	1	32	0	12

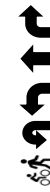


Total Vehicles on Leg 11947	Vehicles Entering Intersection 6251	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5696		0	0	0
			1	0	1
			48	0	48
			6018	54	6072
			130	0	130



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5695	Total Vehicles on Leg 11942
28	0	28			
5472	49	5521			
145	1	146			
0	0	0			
1	0	1			
				Vehicles Exiting Intersection 6247	



Cars	15	0	142	0	142
Heavy	2	0	0	0	1
Total	17	0	142	0	143
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
285			277		
Total Vehicles On Leg			562		



Agua Fria Street & Ferguson Lane_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	16	0	0	16	28
6:15 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	21	0	0	21	30
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	41	0	0	41	61
6:45 AM	0	1	0	0	0	1	0	0	28	0	0	28	0	1	0	0	0	1	0	0	37	0	0	37	67
Hourly Total	0	1	0	0	0	1	0	0	69	0	0	69	0	1	0	0	0	1	0	0	115	0	0	115	186
7:00 AM	0	0	0	0	1	0	0	0	39	0	0	39	0	1	0	0	0	1	0	0	41	0	0	41	81
7:15 AM	0	0	0	2	0	2	0	0	40	0	0	40	0	0	0	0	0	0	0	0	72	0	0	72	114
7:30 AM	0	0	0	1	0	1	0	0	60	0	0	60	0	2	0	1	0	3	0	0	111	1	0	112	176
7:45 AM	0	2	0	2	0	4	0	1	86	1	0	88	0	0	0	1	0	1	0	0	136	0	0	136	229
Hourly Total	0	2	0	5	1	7	0	1	225	1	0	227	0	3	0	2	0	5	0	0	360	1	0	361	600

Agua Fria Street & Ferguson Lane_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	1	0	0	0	<i>1</i>	0	0	86	0	0	<i>86</i>	0	0	0	0	1	<i>0</i>	0	1	113	0	0	<i>114</i>	201
8:15 AM	0	1	0	0	0	<i>1</i>	0	1	79	0	0	<i>80</i>	0	2	0	0	0	<i>2</i>	0	0	148	0	0	<i>148</i>	231
8:30 AM	0	0	0	0	0	<i>0</i>	0	0	81	0	0	<i>81</i>	0	3	0	1	1	<i>4</i>	0	1	140	0	0	<i>141</i>	226
8:45 AM	0	2	1	0	1	<i>3</i>	0	0	79	2	0	<i>81</i>	0	2	0	3	1	<i>5</i>	0	0	142	0	0	<i>142</i>	231
Hourly Total	0	4	1	0	1	<i>5</i>	0	1	325	2	0	<i>328</i>	0	7	0	4	3	<i>11</i>	0	2	543	0	0	<i>545</i>	889
9:00 AM	0	2	0	3	1	<i>5</i>	0	1	89	1	0	<i>91</i>	0	0	0	0	1	<i>0</i>	0	0	103	0	0	<i>103</i>	199
9:15 AM	0	0	0	0	0	<i>0</i>	0	0	85	0	0	<i>85</i>	0	0	0	2	1	<i>2</i>	0	0	110	1	0	<i>111</i>	198
9:30 AM	0	0	0	0	1	<i>0</i>	0	0	89	0	0	<i>89</i>	0	0	0	1	0	<i>1</i>	0	0	129	0	0	<i>129</i>	219
9:45 AM	0	0	0	0	0	<i>0</i>	0	2	96	1	0	<i>99</i>	0	0	0	0	0	<i>0</i>	0	0	136	0	0	<i>136</i>	235
Hourly Total	0	2	0	3	2	<i>5</i>	0	3	359	2	0	<i>364</i>	0	0	0	3	2	<i>3</i>	0	0	478	1	0	<i>479</i>	851
10:00 AM	0	0	0	0	0	<i>0</i>	0	0	85	1	0	<i>86</i>	0	2	0	2	1	<i>4</i>	0	0	98	0	0	<i>98</i>	188
10:15 AM	0	0	0	0	0	<i>0</i>	0	0	114	0	0	<i>114</i>	0	0	0	1	0	<i>1</i>	1	0	130	1	0	<i>132</i>	247
10:30 AM	0	0	0	1	0	<i>1</i>	0	1	106	0	0	<i>107</i>	0	1	0	0	0	<i>1</i>	0	0	114	0	0	<i>114</i>	223
10:45 AM	0	0	0	1	1	<i>1</i>	0	0	104	0	0	<i>104</i>	0	1	0	1	1	<i>2</i>	0	0	122	1	0	<i>123</i>	230
Hourly Total	0	0	0	2	1	<i>2</i>	0	1	409	1	0	<i>411</i>	0	4	0	4	2	<i>8</i>	1	0	464	2	0	<i>467</i>	888
11:00 AM	0	0	0	0	0	<i>0</i>	0	0	114	0	0	<i>114</i>	0	0	0	4	0	<i>4</i>	0	1	123	1	0	<i>125</i>	243
11:15 AM	0	0	0	2	0	<i>2</i>	0	1	114	0	0	<i>115</i>	0	0	0	1	0	<i>1</i>	0	0	113	0	0	<i>113</i>	231
11:30 AM	0	0	0	0	1	<i>0</i>	0	0	112	1	0	<i>113</i>	0	4	0	0	0	<i>4</i>	0	0	103	0	0	<i>103</i>	220
11:45 AM	0	2	0	0	0	<i>2</i>	0	1	120	0	0	<i>121</i>	0	1	0	0	2	<i>1</i>	0	0	133	1	0	<i>134</i>	258
Hourly Total	0	2	0	2	1	<i>4</i>	0	2	460	1	0	<i>463</i>	0	5	0	5	2	<i>10</i>	0	1	472	2	0	<i>475</i>	952
12:00 PM	0	1	0	0	1	<i>1</i>	0	1	149	0	0	<i>150</i>	0	0	0	1	0	<i>1</i>	0	2	128	2	0	<i>132</i>	284
12:15 PM	0	0	0	1	0	<i>1</i>	0	0	114	1	0	<i>115</i>	0	0	0	0	0	<i>0</i>	0	1	142	2	0	<i>145</i>	261
12:30 PM	0	0	0	0	0	<i>0</i>	0	0	121	0	0	<i>121</i>	0	1	0	1	2	<i>2</i>	0	1	124	1	0	<i>126</i>	249
12:45 PM	0	0	0	1	0	<i>1</i>	0	0	118	0	0	<i>118</i>	0	0	0	0	0	<i>0</i>	0	0	144	1	0	<i>145</i>	264
Hourly Total	0	1	0	2	1	<i>3</i>	0	1	502	1	0	<i>504</i>	0	1	0	2	2	<i>3</i>	0	4	538	6	0	<i>548</i>	1058
1:00 PM	0	1	0	0	0	<i>1</i>	0	0	139	0	0	<i>139</i>	0	0	1	1	0	<i>2</i>	1	1	162	1	0	<i>165</i>	307
1:15 PM	0	1	0	0	0	<i>1</i>	0	2	130	1	0	<i>133</i>	0	0	0	1	1	<i>1</i>	0	0	134	0	0	<i>134</i>	269
1:30 PM	0	1	0	1	0	<i>2</i>	0	0	134	0	0	<i>134</i>	0	0	0	0	0	<i>0</i>	1	1	138	0	0	<i>140</i>	276
1:45 PM	0	0	0	0	0	<i>0</i>	0	1	133	1	0	<i>135</i>	0	2	0	1	2	<i>3</i>	0	0	150	1	0	<i>151</i>	289
Hourly Total	0	3	0	1	0	<i>4</i>	0	3	536	2	0	<i>541</i>	0	2	1	3	3	<i>6</i>	2	2	584	2	0	<i>590</i>	1141
2:00 PM	0	0	0	2	0	<i>2</i>	0	0	128	2	0	<i>130</i>	0	0	0	1	2	<i>1</i>	0	0	150	0	0	<i>150</i>	283
2:15 PM	0	3	0	1	0	<i>4</i>	0	0	142	1	0	<i>143</i>	0	1	0	0	1	<i>1</i>	0	0	129	0	0	<i>129</i>	277
2:30 PM	0	2	0	0	1	<i>2</i>	0	1	125	0	0	<i>126</i>	0	1	0	1	0	<i>2</i>	0	1	119	0	0	<i>120</i>	250
2:45 PM	0	1	0	2	0	<i>3</i>	0	2	128	4	0	<i>134</i>	0	0	0	0	0	<i>0</i>	0	0	128	0	0	<i>128</i>	265
Hourly Total	0	6	0	5	1	<i>11</i>	0	3	523	7	0	<i>533</i>	0	2	0	2	3	<i>4</i>	0	1	526	0	0	<i>527</i>	1075
3:00 PM	0	1	0	2	0	<i>3</i>	0	0	144	2	0	<i>146</i>	0	0	0	1	0	<i>1</i>	0	1	131	1	0	<i>133</i>	283
3:15 PM	0	0	0	0	0	<i>0</i>	0	0	132	1	0	<i>133</i>	0	0	0	1	2	<i>1</i>	0	1	132	1	0	<i>134</i>	268
3:30 PM	0	0	0	0	0	<i>0</i>	0	0	135	2	0	<i>137</i>	0	0	0	1	0	<i>1</i>	0	0	136	0	0	<i>136</i>	274
3:45 PM	0	1	0	1	1	<i>2</i>	0	1	147	2	0	<i>150</i>	0	0	0	0	0	<i>0</i>	0	0	139	0	0	<i>139</i>	291
Hourly Total	0	2	0	3	1	<i>5</i>	0	1	558	7	0	<i>566</i>	0	0	0	3	2	<i>3</i>	0	2	538	2	0	<i>542</i>	1116

Agua Fria Street & Ferguson Lane_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	3	160	1	0	164	0	2	0	1	0	3	0	0	154	0	0	154	321
4:15 PM	0	0	0	1	0	1	0	0	142	1	0	143	0	1	0	0	0	1	0	1	153	0	0	154	299
4:30 PM	0	1	0	0	0	1	0	2	164	0	0	166	0	0	0	0	1	0	0	1	151	0	0	152	319
4:45 PM	0	1	0	2	0	3	0	2	160	0	0	162	0	4	0	0	0	4	1	1	136	2	0	140	309
Hourly Total	0	2	0	3	0	5	0	7	626	2	0	635	0	7	0	1	1	8	1	3	594	2	0	600	1248
5:00 PM	0	0	0	0	0	0	0	3	171	2	0	176	0	0	0	0	0	0	0	0	158	1	0	159	335
5:15 PM	0	4	0	0	0	4	0	2	175	2	0	179	0	1	0	0	0	1	0	0	171	3	0	174	358
5:30 PM	0	0	0	0	0	0	0	0	123	2	0	125	0	0	0	0	2	0	0	0	110	2	0	112	237
5:45 PM	0	0	0	0	0	0	0	0	118	0	0	118	0	2	0	0	0	2	0	0	125	0	0	125	245
Hourly Total	0	4	0	0	0	4	0	5	587	6	0	598	0	3	0	0	2	3	0	0	564	6	0	570	1175
6:00 PM	0	1	0	0	0	1	0	1	121	3	0	125	0	1	0	2	2	3	0	0	98	0	0	98	227
6:15 PM	0	0	0	0	0	0	0	0	102	1	0	103	0	1	0	0	0	1	1	0	113	0	0	114	218
6:30 PM	0	0	0	0	0	0	0	0	103	1	0	104	0	1	0	2	0	3	0	0	101	0	0	101	208
6:45 PM	0	0	0	1	0	1	0	1	94	0	0	95	0	1	0	0	0	1	0	1	106	2	0	109	206
Hourly Total	0	1	0	1	0	2	0	2	420	5	0	427	0	4	0	4	2	8	1	1	418	2	0	422	859
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	30	1	27	9	58	0	30	5599	37	0	5666	0	39	1	33	24	73	5	16	6194	26	0	6241	12038
Cars	0	30	1	27	6	58	0	30	5547	37	0	5614	0	39	1	33	20	73	5	16	6131	26	0	6178	11923
Heavy Vehicles	0	0	0	0	3	0	0	0	52	0	0	52	0	0	0	0	4	0	0	0	63	0	0	63	115
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.93%	0.00%	0.00%	0.92%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	1.02%	0.00%	0.00%	1.01%	0.96%

Agua Fria Street & Ferguson Lane Friday
Santa Fe New Mexico
Friday, October 21, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	0	114	0	0	114	0	0	0	4	0	4	0	1	123	1	0	125	243
11:15 AM	0	0	0	2	0	2	0	1	114	0	0	115	0	0	0	1	0	1	0	0	113	0	0	113	231
11:30 AM	0	0	0	0	1	0	0	0	112	1	0	113	0	4	0	0	0	4	0	0	103	0	0	103	220
11:45 AM	0	2	0	0	0	2	0	1	120	0	0	121	0	1	0	0	2	1	0	0	133	1	0	134	258
Peak Hour Total	0	2	0	2	1	4	0	2	460	1	0	463	0	5	0	5	2	10	0	1	472	2	0	475	952
PHF	0.000	0.250	0.000	0.250	0.250	0.500	0.000	0.500	0.958	0.250	0.000	0.957	0.000	0.313	0.000	0.313	0.250	0.625	0.000	0.250	0.887	0.500	0.000	0.886	0.922

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	1	0	0	0	1	0	2	164	0	0	166	0	0	0	0	1	0	0	1	151	0	0	152	319
4:45 PM	0	1	0	2	0	3	0	2	160	0	0	162	0	4	0	0	0	4	1	1	136	2	0	140	309
5:00 PM	0	0	0	0	0	0	0	3	171	2	0	176	0	0	0	0	0	0	0	0	158	1	0	159	335
5:15 PM	0	4	0	0	0	4	0	2	175	2	0	179	0	1	0	0	0	1	0	0	171	3	0	174	358
Peak Hour Total	0	6	0	2	0	8	0	9	670	4	0	683	0	5	0	0	1	5	1	2	616	6	0	625	1321
PHF	0.000	0.375	0.000	0.250	0.000	0.500	0.000	0.750	0.957	0.500	0.000	0.954	0.000	0.313	0.000	0.000	0.250	0.313	0.250	0.500	0.901	0.500	0.000	0.898	0.922

Total Vehicles On Leg			112		
Vehicles Entering Intersection		58	Vehicles Exiting Intersection		54
Southbound					
Cars	27	1	30	0	6
Heavy	0	0	0	0	3
Total	27	1	30	0	9



Total Vehicles on Leg 11911	Vehicles Entering Intersection 6241	Eastbound	Cars	Heavy	Total
			0	0	0
			5	0	5
	Vehicles Exiting Intersection 5670		16	0	16
			6131	63	6194
			26	0	26



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5666	Total Vehicles on Leg 11923
37	0	37			
5547	52	5599			
30	0	30		Vehicles Exiting Intersection 6257	
0	0	0			
0	0	0			



Cars	20	0	39	1	33
Heavy	4	0	0	0	0
Total	24	0	39	1	33
Northbound					
Vehicles Entering Intersection 73			Vehicles Exiting Intersection 57		
Total Vehicles On Leg			130		



**Agua Fria Street & Camino de Chelly_Friday
Santa Fe New Mexico
Friday, October 21, 2022**

Time	Southbound N/A						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	0	0	16	0	0	16	28
6:15 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	1	0	1	0	0	19	1	0	20	30
6:30 AM	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	40	0	0	40	60
6:45 AM	0	0	0	0	0	0	0	1	28	0	0	29	0	0	0	0	0	0	0	0	38	0	0	38	67
Hourly Total	0	0	0	0	0	0	0	1	68	0	0	69	0	1	0	1	0	2	0	0	113	1	0	114	185
7:00 AM	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	0	0	41	0	0	41	80
7:15 AM	0	0	0	0	0	0	0	1	35	0	0	36	0	2	0	0	0	2	0	0	69	2	1	71	109
7:30 AM	0	0	0	0	0	0	0	0	59	0	0	59	0	1	0	1	0	2	0	0	111	1	0	112	173
7:45 AM	0	0	0	0	0	0	0	0	84	0	0	84	0	3	0	5	0	8	0	0	139	0	1	139	231
Hourly Total	0	0	0	0	0	0	0	1	217	0	0	218	0	6	0	6	0	12	0	0	360	3	2	363	593

Agua Fria Street & Camino de Chelly_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound N/A						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	0	85	0	0	85	0	2	0	4	0	6	0	0	108	1	2	109	200
8:15 AM	0	0	0	0	0	0	0	2	79	0	0	81	0	0	0	8	0	8	0	0	150	1	0	151	240
8:30 AM	0	0	0	0	0	0	0	0	80	0	0	80	0	1	0	3	1	4	0	0	137	5	2	142	226
8:45 AM	0	0	0	0	0	0	0	2	74	0	0	76	0	6	0	10	1	16	0	0	143	2	0	145	237
Hourly Total	0	0	0	0	0	0	0	4	318	0	0	322	0	9	0	25	2	34	0	0	538	9	4	547	903
9:00 AM	0	0	0	0	0	0	0	3	86	0	0	89	0	5	0	5	1	10	0	0	104	2	2	106	205
9:15 AM	0	0	0	0	0	0	0	4	84	0	0	88	0	2	0	8	0	10	0	0	110	1	2	111	209
9:30 AM	0	0	0	0	0	0	0	4	86	0	0	90	0	2	0	3	0	5	0	0	128	1	1	129	224
9:45 AM	0	0	0	0	0	0	0	4	93	0	0	97	0	4	0	6	0	10	0	0	133	2	0	135	242
Hourly Total	0	0	0	0	0	0	0	15	349	0	0	364	0	13	0	22	1	35	0	0	475	6	5	481	880
10:00 AM	0	0	0	0	0	0	0	3	82	0	0	85	0	2	0	10	1	12	0	0	92	3	1	95	192
10:15 AM	0	0	0	0	0	0	0	4	111	0	0	115	0	3	0	4	0	7	0	0	133	0	0	133	255
10:30 AM	0	0	0	0	0	0	0	0	105	0	0	105	0	3	0	3	0	6	0	0	112	3	0	115	226
10:45 AM	0	0	0	0	0	0	0	4	102	0	0	106	0	0	0	7	0	7	0	0	120	3	0	123	236
Hourly Total	0	0	0	0	0	0	0	11	400	0	0	411	0	8	0	24	1	32	0	0	457	9	1	466	909
11:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	4	0	3	0	7	0	0	125	1	0	126	245
11:15 AM	0	0	0	0	0	0	0	6	112	0	0	118	0	3	0	7	0	10	0	0	112	1	0	113	241
11:30 AM	0	0	0	0	0	0	0	3	111	0	0	114	0	2	0	5	0	7	0	0	97	6	1	103	224
11:45 AM	0	0	0	0	0	0	1	0	114	0	0	115	0	4	0	5	2	9	0	0	130	4	0	134	258
Hourly Total	0	0	0	0	0	0	1	13	445	0	0	459	0	13	0	20	2	33	0	0	464	12	1	476	968
12:00 PM	0	0	0	0	0	0	0	5	150	0	0	155	0	1	0	1	0	2	0	0	132	1	0	133	290
12:15 PM	0	0	0	0	0	0	0	1	114	0	0	115	0	2	0	3	0	5	0	0	133	6	0	139	259
12:30 PM	0	0	0	0	0	0	0	4	114	0	0	118	0	3	0	1	1	4	0	0	124	3	1	127	249
12:45 PM	0	0	0	0	0	0	0	5	118	0	0	123	0	1	0	8	0	9	0	0	141	2	1	143	275
Hourly Total	0	0	0	0	0	0	0	15	496	0	0	511	0	7	0	13	1	20	0	0	530	12	2	542	1073
1:00 PM	0	0	0	0	0	0	1	7	133	0	0	141	0	3	0	7	0	10	0	0	158	3	1	161	312
1:15 PM	0	0	0	0	0	0	0	10	129	0	0	139	0	2	0	5	0	7	0	0	132	2	1	134	280
1:30 PM	0	0	0	0	0	0	0	4	133	0	0	137	0	1	0	5	0	6	0	0	131	4	1	135	278
1:45 PM	0	0	0	0	0	0	0	4	132	0	0	136	0	2	0	7	0	9	0	0	150	2	3	152	297
Hourly Total	0	0	0	0	0	0	1	25	527	0	0	553	0	8	0	24	0	32	0	0	571	11	6	582	1167
2:00 PM	0	0	0	0	0	0	0	3	124	0	0	127	0	5	0	7	0	12	0	0	145	3	1	148	287
2:15 PM	0	0	0	0	0	0	0	1	141	0	0	142	0	2	0	3	1	5	0	0	132	1	2	133	280
2:30 PM	0	0	0	0	0	0	0	3	124	0	0	127	0	2	0	1	0	3	0	0	117	4	0	121	251
2:45 PM	0	0	0	0	0	0	0	4	130	0	0	134	0	3	0	4	0	7	0	0	124	4	2	128	269
Hourly Total	0	0	0	0	0	0	0	11	519	0	0	530	0	12	0	15	1	27	0	0	518	12	5	530	1087
3:00 PM	0	0	0	0	0	0	0	1	144	0	0	145	0	2	0	2	0	4	0	0	132	3	0	135	284
3:15 PM	0	0	0	0	0	0	0	2	129	0	0	131	0	4	0	3	2	7	0	0	133	2	4	135	273
3:30 PM	0	0	0	0	0	0	0	3	138	0	0	141	0	0	0	3	0	3	0	0	136	1	2	137	281
3:45 PM	0	0	0	0	0	0	0	6	146	0	0	152	0	2	0	4	0	6	0	0	136	1	3	137	295
Hourly Total	0	0	0	0	0	0	0	12	557	0	0	569	0	8	0	12	2	20	0	0	537	7	9	544	1133

Agua Fria Street & Camino de Chelly_Friday
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound N/A						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	9	162	0	0	171	0	2	0	3	0	5	0	0	154	0	4	154	330
4:15 PM	0	0	0	0	0	0	0	3	143	0	0	146	0	0	0	6	0	6	0	0	151	1	0	152	304
4:30 PM	0	0	0	0	0	0	0	3	164	0	0	167	0	1	0	2	0	3	0	0	145	4	2	149	319
4:45 PM	0	0	0	0	0	0	0	2	163	0	0	165	0	1	0	2	0	3	0	0	136	1	0	137	305
Hourly Total	0	0	0	0	0	0	0	17	632	0	0	649	0	4	0	13	0	17	0	0	586	6	6	592	1258
5:00 PM	0	0	0	0	0	0	0	3	172	0	0	175	0	1	0	4	0	5	0	0	152	6	0	158	338
5:15 PM	0	0	0	0	0	0	0	10	173	0	0	183	0	2	0	1	1	3	0	0	173	3	2	176	362
5:30 PM	0	0	0	0	0	0	0	8	122	0	0	130	0	3	0	5	1	8	0	0	108	2	4	110	248
5:45 PM	0	0	0	0	0	0	0	6	115	0	0	121	0	1	0	2	0	3	0	0	122	3	2	125	249
Hourly Total	0	0	0	0	0	0	0	27	582	0	0	609	0	7	0	12	2	19	0	0	555	14	8	569	1197
6:00 PM	0	0	0	0	0	0	0	5	124	0	0	129	0	3	0	4	0	7	0	0	98	1	4	99	235
6:15 PM	0	0	0	0	0	0	0	3	101	0	0	104	0	3	0	4	0	7	0	0	108	3	3	111	222
6:30 PM	0	0	0	0	0	0	0	4	105	0	0	109	0	0	0	2	2	2	0	0	102	0	1	102	213
6:45 PM	0	0	0	0	0	0	0	6	95	0	0	101	0	1	0	2	0	3	0	0	102	4	0	106	210
Hourly Total	0	0	0	0	0	0	0	18	425	0	0	443	0	7	0	12	2	19	0	0	410	8	8	418	880
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	2	170	5535	0	0	5707	0	103	0	199	14	302	0	0	6114	110	57	6224	12233
Cars	0	0	0	0	0	0	2	170	5488	0	0	5660	0	103	0	198	12	301	0	0	6056	110	52	6166	12127
Heavy Vehicles	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	1	2	1	0	0	58	0	5	58	106
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	0.00%	0.00%	0.82%	0.00%	0.00%	0.00%	0.50%	14.29%	0.33%	0.00%	0.00%	0.95%	0.00%	8.77%	0.93%	0.87%

Agua Fria Street & Camino de Chelly_Friday
Santa Fe New Mexico
Friday, October 21, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	4	108	0	0	112	0	4	0	3	0	7	0	0	125	1	0	126	245
11:15 AM	0	0	0	0	0	0	0	6	112	0	0	118	0	3	0	7	0	10	0	0	112	1	0	113	241
11:30 AM	0	0	0	0	0	0	0	3	111	0	0	114	0	2	0	5	0	7	0	0	97	6	1	103	224
11:45 AM	0	0	0	0	0	0	1	0	114	0	0	115	0	4	0	5	2	9	0	0	130	4	0	134	258
Peak Hour Total	0	0	0	0	0	0	1	13	445	0	0	459	0	13	0	20	2	33	0	0	464	12	1	476	968
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.542	0.976	0.000	0.000	0.972	0.000	0.813	0.000	0.714	0.250	0.825	0.000	0.000	0.892	0.500	0.250	0.888	0.938

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	0	0	0	0	0	3	164	0	0	167	0	1	0	2	0	3	0	0	145	4	2	149	319
4:45 PM	0	0	0	0	0	0	0	2	163	0	0	165	0	1	0	2	0	3	0	0	136	1	0	137	305
5:00 PM	0	0	0	0	0	0	0	3	172	0	0	175	0	1	0	4	0	5	0	0	152	6	0	158	338
5:15 PM	0	0	0	0	0	0	0	10	173	0	0	183	0	2	0	1	1	3	0	0	173	3	2	176	362
Peak Hour Total	0	0	0	0	0	0	0	18	672	0	0	690	0	5	0	9	1	14	0	0	606	14	4	620	1324
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.971	0.000	0.000	0.943	0.000	0.625	0.000	0.563	0.250	0.700	0.000	0.000	0.876	0.583	0.500	0.881	0.914

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0








Total Vehicles on Leg 11862	Vehicles Entering Intersection 6224	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5638		52	5	57
			0	0	0
			0	0	0
			6056	58	6114
			110	0	110



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 5707	Total Vehicles on Leg 12022
0	0	0			
5488	47	5535			
170	0	170			
2	0	2			
0	0	0			
				Vehicles Exiting Intersection 6315	



						
Cars	12	0	103	0	198	
Heavy	2	0	0	0	1	
Total	14	0	103	0	199	
Northbound						
Vehicles Entering Intersection			302	Vehicles Exiting Intersection		280
Total Vehicles On Leg			582			

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	2	9	0	0	11	0	2	0	2	0	4	0	0	17	0	0	17	32
6:15 AM	0	0	0	0	0	0	0	2	9	1	0	12	0	0	0	2	0	2	0	0	20	1	0	21	35
6:30 AM	0	0	0	2	0	2	0	2	15	0	0	17	0	3	0	0	0	3	0	2	28	7	0	37	59
6:45 AM	0	0	0	0	0	0	0	8	22	0	0	30	0	4	0	4	0	8	0	0	38	4	0	42	80
Hourly Total	0	0	0	2	0	2	0	14	55	1	0	70	0	9	0	8	0	17	0	2	103	12	0	117	206
7:00 AM	0	0	1	1	0	2	0	10	34	0	0	44	0	6	1	6	0	13	0	3	29	6	0	38	97
7:15 AM	0	0	0	1	0	1	0	11	30	1	0	42	0	5	1	11	0	17	0	0	51	16	1	67	127
7:30 AM	0	0	1	0	0	1	0	16	46	0	0	62	0	13	1	12	0	26	0	0	94	21	0	115	204
7:45 AM	0	0	0	0	0	0	0	25	69	0	0	94	0	19	1	21	0	41	0	0	110	36	0	146	281
Hourly Total	0	0	2	2	0	4	0	62	179	1	0	242	0	43	4	50	0	97	0	3	284	79	1	366	709

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	2	1	1	0	4	0	20	69	1	0	90	0	13	2	15	0	30	0	0	92	24	0	116	240
8:15 AM	0	0	2	1	0	3	0	27	71	1	0	99	0	11	1	22	0	34	0	2	102	42	1	146	282
8:30 AM	0	0	0	1	0	1	0	29	57	0	0	86	0	19	0	16	0	35	0	4	114	31	0	149	271
8:45 AM	0	4	0	0	0	4	0	26	70	3	0	99	0	8	2	17	0	27	0	4	100	42	0	146	276
Hourly Total	0	6	3	3	0	12	0	102	267	5	0	374	0	51	5	70	0	126	0	10	408	139	1	557	1069
9:00 AM	0	1	2	3	0	6	0	28	73	0	0	101	0	14	0	28	0	42	0	2	83	29	1	114	263
9:15 AM	0	1	2	0	0	3	0	31	71	1	1	103	0	15	1	27	0	43	0	0	78	34	0	112	261
9:30 AM	0	1	1	5	0	7	0	22	76	2	0	100	0	11	2	20	0	33	0	2	103	26	1	131	271
9:45 AM	0	2	0	2	0	4	0	34	70	0	0	104	0	21	1	33	0	55	0	2	105	28	1	135	298
Hourly Total	0	5	5	10	0	20	0	115	290	3	1	408	0	61	4	108	0	173	0	6	369	117	3	492	1093
10:00 AM	0	0	2	2	0	4	0	29	70	0	1	99	0	16	4	30	0	50	0	1	77	27	0	105	258
10:15 AM	0	2	1	2	0	5	0	28	95	2	1	125	0	19	0	22	1	41	0	5	98	26	0	129	300
10:30 AM	0	0	2	0	0	2	0	27	89	1	0	117	0	16	1	28	0	45	0	1	95	22	0	118	282
10:45 AM	0	1	1	2	0	4	0	40	78	1	0	119	0	27	1	25	0	53	0	1	92	33	3	126	302
Hourly Total	0	3	6	6	0	15	0	124	332	4	2	460	0	78	6	105	1	189	0	8	362	108	3	478	1142
11:00 AM	0	3	2	0	0	5	0	23	99	1	0	123	0	15	1	29	0	45	0	1	95	33	0	129	302
11:15 AM	0	1	2	3	0	6	0	29	98	2	0	129	0	15	1	35	0	51	0	2	96	25	1	123	309
11:30 AM	0	0	0	3	0	3	0	32	95	0	0	127	0	18	1	36	0	55	0	2	68	28	0	98	283
11:45 AM	0	2	0	0	1	2	0	35	98	2	0	135	0	20	1	37	0	58	0	5	97	33	0	135	330
Hourly Total	0	6	4	6	1	16	0	119	390	5	0	514	0	68	4	137	0	209	0	10	356	119	1	485	1224
12:00 PM	0	0	1	2	0	3	0	31	123	0	0	154	0	27	1	27	0	55	0	3	108	23	1	134	346
12:15 PM	0	1	1	3	0	5	0	38	88	2	0	128	0	27	2	46	0	75	0	1	104	26	0	131	339
12:30 PM	0	3	0	5	0	8	0	34	85	5	2	124	0	28	0	28	0	56	0	0	96	33	0	129	317
12:45 PM	0	0	2	6	0	8	0	37	83	1	0	121	0	36	1	34	0	71	0	3	111	33	0	147	347
Hourly Total	0	4	4	16	0	24	0	140	379	8	2	527	0	118	4	135	0	257	0	7	419	115	1	541	1349
1:00 PM	0	2	1	1	0	4	0	50	119	1	0	170	0	22	2	43	0	67	0	2	118	40	0	160	401
1:15 PM	0	3	0	4	0	7	0	44	115	2	0	161	0	26	1	40	0	67	0	1	91	40	0	132	367
1:30 PM	0	1	1	3	0	5	0	43	107	3	0	153	0	25	2	51	0	78	0	1	102	29	0	132	368
1:45 PM	0	3	2	1	1	6	0	37	112	0	0	149	0	23	1	47	0	71	0	0	108	51	0	159	385
Hourly Total	0	9	4	9	1	22	0	174	453	6	0	633	0	96	6	181	0	283	0	4	419	160	0	583	1521
2:00 PM	0	1	0	1	0	2	0	31	105	3	0	139	0	25	0	33	0	58	0	3	107	46	0	156	355
2:15 PM	0	1	0	2	0	3	0	36	109	0	0	145	0	29	3	41	1	73	0	0	101	33	0	134	355
2:30 PM	0	2	0	0	0	2	0	27	99	4	0	130	0	28	1	43	0	72	0	2	96	26	0	124	328
2:45 PM	0	3	2	3	0	8	0	24	103	1	0	128	0	29	3	44	0	76	0	2	88	28	0	118	330
Hourly Total	0	7	2	6	0	15	0	118	416	8	0	542	0	111	7	161	1	279	0	7	392	133	0	532	1368
3:00 PM	0	1	1	3	0	5	0	29	121	1	0	151	0	25	3	38	1	66	0	1	109	28	0	138	360
3:15 PM	0	4	1	1	0	6	0	35	100	2	0	137	0	27	1	51	0	79	0	3	93	36	0	132	354
3:30 PM	0	5	7	4	0	16	0	41	101	3	0	145	0	33	5	33	0	71	0	5	105	25	1	135	367
3:45 PM	0	6	2	3	0	11	0	26	123	1	0	150	0	29	1	39	0	69	0	4	94	42	1	140	370
Hourly Total	0	16	11	11	0	38	0	131	445	7	0	583	0	114	10	161	1	285	0	13	401	131	2	545	1451

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Friday, October 21, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	1	0	3	0	4	0	32	138	0	1	170	0	33	0	42	0	75	0	3	103	55	0	161	410
4:15 PM	0	0	1	2	0	3	0	23	109	1	0	133	0	36	2	52	0	90	0	3	119	29	1	151	377
4:30 PM	0	2	5	1	0	8	0	32	134	2	0	168	0	34	0	40	1	74	0	2	109	31	0	142	392
4:45 PM	0	0	0	0	0	0	0	50	130	2	0	182	0	34	3	42	0	79	0	1	113	26	1	140	401
Hourly Total	0	3	6	6	0	15	0	137	511	5	1	653	0	137	5	176	1	318	0	9	444	141	2	594	1580
5:00 PM	0	4	2	2	0	8	0	43	131	8	0	182	0	43	0	32	0	75	0	4	110	33	0	147	412
5:15 PM	0	3	1	3	0	7	0	32	152	1	0	185	0	33	1	41	0	75	0	1	129	40	0	170	437
5:30 PM	0	1	0	4	5	5	0	41	106	4	0	151	0	35	3	48	0	86	0	1	85	13	0	99	341
5:45 PM	0	1	2	4	0	7	0	31	97	0	0	128	0	24	3	25	0	52	0	3	100	22	0	125	312
Hourly Total	0	9	5	13	5	27	0	147	486	13	0	646	0	135	7	146	0	288	0	9	424	108	0	541	1502
6:00 PM	0	1	1	1	0	3	0	32	105	1	0	138	0	20	1	28	0	49	0	1	78	19	2	98	288
6:15 PM	0	0	4	1	0	5	0	21	77	0	0	98	0	28	2	42	0	72	0	2	78	21	0	101	276
6:30 PM	0	2	0	1	0	3	0	27	86	0	0	113	0	20	0	27	0	47	0	0	94	20	0	114	277
6:45 PM	0	2	2	0	0	4	0	24	81	0	0	105	0	24	0	19	0	43	0	1	76	14	0	91	243
Hourly Total	0	5	7	3	0	15	0	104	349	1	0	454	0	92	3	116	0	211	0	4	326	74	2	404	1084
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	73	59	93	7	225	0	1487	4552	67	6	6106	0	1113	65	1554	4	2732	0	92	4707	1436	16	6235	15298
Cars	0	70	58	85	7	213	0	1482	4513	61	6	6056	0	1110	65	1550	3	2725	0	86	4654	1432	16	6172	15166
Heavy Vehicles	0	3	1	8	0	12	0	5	39	6	0	50	0	3	0	4	1	7	0	6	53	4	0	63	132
Heavy Vehicle %	0.00%	4.11%	1.69%	8.60%	0.00%	5.33%	0.00%	0.34%	0.86%	8.96%	0.00%	0.82%	0.00%	0.27%	0.00%	0.26%	25.00%	0.26%	0.00%	6.52%	1.13%	0.28%	0.00%	1.01%	0.86%

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Friday, October 21, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	3	2	0	0	5	0	23	99	1	0	123	0	15	1	29	0	45	0	1	95	33	0	129	302
11:15 AM	0	1	2	3	0	6	0	29	98	2	0	129	0	15	1	35	0	51	0	2	96	25	1	123	309
11:30 AM	0	0	0	3	0	3	0	32	95	0	0	127	0	18	1	36	0	55	0	2	68	28	0	98	283
11:45 AM	0	2	0	0	1	2	0	35	98	2	0	135	0	20	1	37	0	58	0	5	97	33	0	135	330
Peak Hour Total	0	6	4	6	1	16	0	119	390	5	0	514	0	68	4	137	0	209	0	10	356	119	1	485	1224
PHF	0.000	0.500	0.500	0.500	0.250	0.667	0.000	0.850	0.985	0.625	0.000	0.952	0.000	0.850	1.000	0.926	0.000	0.901	0.000	0.500	0.918	0.902	0.250	0.898	0.927

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	2	5	1	0	8	0	32	134	2	0	168	0	34	0	40	1	74	0	2	109	31	0	142	392
4:45 PM	0	0	0	0	0	0	0	50	130	2	0	182	0	34	3	42	0	79	0	1	113	26	1	140	401
5:00 PM	0	4	2	2	0	8	0	43	131	8	0	182	0	43	0	32	0	75	0	4	110	33	0	147	412
5:15 PM	0	3	1	3	0	7	0	32	152	1	0	185	0	33	1	41	0	75	0	1	129	40	0	170	437
Peak Hour Total	0	9	8	6	0	23	0	157	547	13	0	717	0	144	4	155	1	303	0	8	461	130	1	599	1642
PHF	0.000	0.563	0.400	0.500	0.000	0.719	0.000	0.785	0.900	0.406	0.000	0.969	0.000	0.837	0.333	0.923	0.250	0.959	0.000	0.500	0.893	0.813	0.250	0.881	0.939

Total Vehicles On Leg			449		
Vehicles Entering Intersection 225			Vehicles Exiting Intersection 224		
Southbound					
Cars	85	58	70	0	7
Heavy	8	1	3	0	0
Total	93	59	73	0	7



Total Vehicles on Leg 11993	Vehicles Entering Intersection 6235	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 5758		16	0	16
			0	0	0
			86	6	92
			4654	53	4707
			1432	4	1436



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6106	Total Vehicles on Leg 12440
61	6	67		Vehicles Exiting Intersection 6334	
4513	39	4552			
1482	5	1487			
0	0	0			
6	0	6			



Cars	3	0	1110	65	1550
Heavy	1	0	3	0	4
Total	4	0	1113	65	1554
Northbound					
Vehicles Entering Intersection			2732		
			Vehicles Exiting Intersection		
			2982		
Total Vehicles On Leg			5714		



Agua Fria Street & Siler Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	5	2	0	8	0	1	1	0	0	2	0	0	4	1	0	5	0	2	6	1	0	9	24
6:15 AM	0	2	6	1	0	9	0	4	4	2	0	10	0	1	3	4	0	8	0	4	8	2	0	14	41
6:30 AM	0	1	8	1	0	10	0	3	7	2	0	12	0	2	3	4	0	9	0	1	15	3	0	19	50
6:45 AM	0	4	8	8	0	20	0	4	6	0	0	10	0	3	6	9	0	18	0	4	17	6	0	27	75
Hourly Total	0	8	27	12	0	47	0	12	18	4	0	34	0	6	16	18	0	40	0	11	46	12	0	69	190
7:00 AM	0	4	15	2	0	21	0	4	8	1	0	13	0	2	10	10	0	22	0	3	16	7	0	26	82
7:15 AM	0	5	14	4	0	23	0	3	11	5	0	19	0	2	17	9	0	28	0	6	21	5	0	32	102
7:30 AM	0	4	23	11	0	38	0	11	12	9	0	32	0	3	25	13	0	41	0	13	23	7	0	43	154
7:45 AM	0	9	23	7	0	39	0	7	16	6	0	29	0	2	26	23	0	51	0	16	49	9	0	74	193
Hourly Total	0	22	75	24	0	121	0	25	47	21	0	93	0	9	78	55	0	142	0	38	109	28	0	175	531

Agua Fria Street & Siler Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	7	36	20	0	63	0	14	15	5	0	34	0	8	26	14	0	48	0	13	45	13	0	71	216
8:15 AM	0	12	34	11	0	57	0	9	32	8	0	49	0	5	33	21	0	59	0	10	33	13	0	56	221
8:30 AM	0	17	33	19	0	69	0	25	35	8	0	68	0	6	21	20	0	47	0	17	56	10	0	83	267
8:45 AM	0	7	53	10	0	70	0	14	40	12	0	66	0	9	30	22	0	61	0	21	43	16	0	80	277
Hourly Total	0	43	156	60	0	259	0	62	122	33	0	217	0	28	110	77	0	215	0	61	177	52	0	290	981
9:00 AM	0	6	42	14	0	62	0	16	42	8	0	66	0	7	33	24	0	64	0	16	35	5	0	56	248
9:15 AM	0	12	49	12	0	73	0	24	44	5	0	73	0	10	44	28	0	82	0	19	50	14	1	83	311
9:30 AM	0	10	56	15	0	81	0	20	47	4	0	71	0	6	41	17	0	64	0	19	43	16	0	78	294
9:45 AM	0	18	47	23	0	88	0	33	47	10	0	90	0	12	44	21	0	77	0	23	74	16	0	113	368
Hourly Total	0	46	194	64	0	304	0	93	180	27	0	300	0	35	162	90	0	287	0	77	202	51	1	330	1221
10:00 AM	0	13	59	30	0	102	0	22	42	11	0	75	0	11	52	26	0	89	0	13	58	20	0	91	357
10:15 AM	0	13	49	17	0	79	0	28	47	20	0	95	0	16	43	31	0	90	0	27	55	32	1	114	378
10:30 AM	0	8	59	31	0	98	0	24	44	11	2	79	0	14	55	26	1	95	0	25	58	20	0	103	375
10:45 AM	0	13	68	25	0	106	0	28	52	11	1	91	0	20	50	31	0	101	0	29	71	17	0	117	415
Hourly Total	0	47	235	103	0	385	0	102	185	53	3	340	0	61	200	114	1	375	0	94	242	89	1	425	1525
11:00 AM	0	8	66	23	0	97	0	29	52	10	0	91	0	12	50	35	0	97	0	22	71	12	0	105	390
11:15 AM	0	13	65	21	0	99	0	41	61	9	0	111	0	23	43	35	0	101	0	19	59	16	0	94	405
11:30 AM	0	21	65	32	0	118	0	29	47	10	0	86	0	14	63	45	0	122	0	33	60	17	0	110	436
11:45 AM	0	19	71	30	0	120	0	31	60	10	1	101	0	19	53	32	0	104	0	31	82	25	0	138	463
Hourly Total	0	61	267	106	0	434	0	130	220	39	1	389	0	68	209	147	0	424	0	105	272	70	0	447	1694
12:00 PM	0	12	46	25	0	83	0	38	67	11	0	116	0	16	61	42	0	119	0	26	66	22	0	114	432
12:15 PM	0	11	70	26	0	107	0	44	70	12	0	126	0	12	56	28	0	96	0	11	62	21	2	94	423
12:30 PM	0	11	62	20	0	93	0	44	63	8	0	115	0	12	49	35	0	96	0	17	49	13	0	79	383
12:45 PM	0	15	46	29	0	90	0	39	58	6	3	103	0	9	57	26	0	92	0	26	59	16	1	101	386
Hourly Total	0	49	224	100	0	373	0	165	258	37	3	460	0	49	223	131	0	403	0	80	236	72	3	388	1624
1:00 PM	0	16	56	30	0	102	0	29	71	12	2	112	0	11	52	42	0	105	0	19	58	10	0	87	406
1:15 PM	0	14	50	28	0	92	0	27	54	7	0	88	0	5	60	37	0	102	0	35	68	10	0	113	395
1:30 PM	0	14	47	29	0	90	0	46	57	10	0	113	0	16	52	35	0	103	0	30	59	14	0	103	409
1:45 PM	0	7	55	32	0	94	0	41	71	12	0	124	0	21	55	38	0	114	0	21	52	16	1	89	421
Hourly Total	0	51	208	119	0	378	0	143	253	41	2	437	0	53	219	152	0	424	0	105	237	50	1	392	1631
2:00 PM	0	17	53	25	1	95	0	41	51	13	0	105	0	18	40	28	0	86	0	27	59	11	0	97	383
2:15 PM	0	13	62	21	0	96	0	35	64	9	0	108	0	16	76	34	0	126	0	29	66	17	2	112	442
2:30 PM	0	16	59	26	0	101	0	33	66	10	0	109	0	15	52	41	0	108	0	30	53	15	0	98	416
2:45 PM	0	11	42	18	0	71	0	16	64	13	3	93	0	7	68	42	0	117	0	28	60	20	0	108	389
Hourly Total	0	57	216	90	1	363	0	125	245	45	3	415	0	56	236	145	0	437	0	114	238	63	2	415	1630
3:00 PM	0	8	49	32	0	89	0	35	64	12	0	111	0	10	52	34	0	96	0	24	52	17	3	93	389
3:15 PM	0	10	47	24	0	81	0	23	65	15	1	103	0	22	56	32	0	110	0	25	52	13	0	90	384
3:30 PM	0	16	50	23	0	89	0	31	70	10	0	111	0	12	66	26	0	104	0	26	57	6	0	89	393
3:45 PM	0	14	61	23	0	98	0	23	73	14	1	110	0	9	74	38	0	121	0	22	64	10	0	96	425
Hourly Total	0	48	207	102	0	357	0	112	272	51	2	435	0	53	248	130	0	431	0	97	225	46	3	368	1591

Agua Fria Street & Siler Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Siler Road						Westbound Agua Fria Street						Northbound Siler Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	13	45	23	0	81	0	31	69	17	0	117	0	11	43	29	0	83	0	26	44	10	0	80	361
4:15 PM	0	15	55	28	0	98	0	25	58	12	0	95	0	16	43	36	0	95	0	28	44	8	0	80	368
4:30 PM	0	20	52	24	0	96	0	30	59	6	0	95	0	11	51	34	0	96	0	13	58	14	0	85	372
4:45 PM	0	13	43	21	0	77	0	32	56	7	0	95	0	10	44	37	0	91	0	21	53	11	0	85	348
Hourly Total	0	61	195	96	0	352	0	118	242	42	0	402	0	48	181	136	0	365	0	88	199	43	0	330	1449
5:00 PM	0	17	48	20	0	85	0	36	61	12	2	109	0	13	54	43	0	110	0	24	61	13	0	98	402
5:15 PM	0	7	36	22	0	65	0	28	63	12	0	103	0	7	46	35	0	88	0	22	54	7	0	83	339
5:30 PM	0	9	40	18	0	67	0	21	54	8	0	83	0	15	51	42	0	108	0	20	48	10	0	78	336
5:45 PM	0	11	37	20	0	68	0	21	50	19	0	90	0	11	41	25	0	77	0	11	56	5	0	72	307
Hourly Total	0	44	161	80	0	285	0	106	228	51	2	385	0	46	192	145	0	383	0	77	219	35	0	331	1384
6:00 PM	0	15	19	13	0	47	0	25	34	9	0	68	0	12	53	30	0	95	0	15	41	11	0	67	277
6:15 PM	0	10	32	18	0	60	0	27	53	10	0	90	0	8	35	35	0	78	0	11	46	10	0	67	295
6:30 PM	0	13	43	10	0	66	0	23	47	7	0	77	0	6	26	17	0	49	0	22	43	4	0	69	261
6:45 PM	0	13	30	12	0	55	0	25	50	6	0	81	0	6	39	33	0	78	0	16	28	7	0	51	265
Hourly Total	0	51	124	53	0	228	0	100	184	32	0	316	0	32	153	115	0	300	0	64	158	32	0	254	1098
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	588	2289	1009	1	3886	0	1293	2454	476	16	4223	0	544	2227	1455	1	4226	0	1011	2560	643	11	4214	16549
Cars	0	588	2267	1007	0	3862	0	1288	2439	474	15	4201	0	538	2207	1446	1	4191	0	1007	2543	641	8	4191	16445
Heavy Vehicles	0	0	22	2	1	24	0	5	15	2	1	22	0	6	20	9	0	35	0	4	17	2	3	23	104
Heavy Vehicle %	0.00%	0.00%	0.96%	0.20%	100.00%	0.62%	0.00%	0.39%	0.61%	0.42%	6.25%	0.52%	0.00%	1.10%	0.90%	0.62%	0.00%	0.83%	0.00%	0.40%	0.66%	0.31%	27.27%	0.55%	0.63%

Agua Fria Street & Siler Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	8	66	23	0	97	0	29	52	10	0	91	0	12	50	35	0	97	0	22	71	12	0	105	390
11:15 AM	0	13	65	21	0	99	0	41	61	9	0	111	0	23	43	35	0	101	0	19	59	16	0	94	405
11:30 AM	0	21	65	32	0	118	0	29	47	10	0	86	0	14	63	45	0	122	0	33	60	17	0	110	436
11:45 AM	0	19	71	30	0	120	0	31	60	10	1	101	0	19	53	32	0	104	0	31	82	25	0	138	463
Peak Hour Total	0	61	267	106	0	434	0	130	220	39	1	389	0	68	209	147	0	424	0	105	272	70	0	447	1694
PHF	0.000	0.726	0.940	0.828	0.000	0.904	0.000	0.793	0.902	0.975	0.250	0.876	0.000	0.739	0.829	0.817	0.000	0.869	0.000	0.795	0.829	0.700	0.000	0.810	0.915

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
1:45 PM	0	7	55	32	0	94	0	41	71	12	0	124	0	21	55	38	0	114	0	21	52	16	1	89	421
2:00 PM	0	17	53	25	1	95	0	41	51	13	0	105	0	18	40	28	0	86	0	27	59	11	0	97	383
2:15 PM	0	13	62	21	0	96	0	35	64	9	0	108	0	16	76	34	0	126	0	29	66	17	2	112	442
2:30 PM	0	16	59	26	0	101	0	33	66	10	0	109	0	15	52	41	0	108	0	30	53	15	0	98	416
Peak Hour Total	0	53	229	104	1	386	0	150	252	44	0	446	0	70	223	141	0	434	0	107	230	59	3	396	1662
PHF	0.000	0.779	0.923	0.813	0.250	0.955	0.000	0.915	0.887	0.846	0.000	0.899	0.000	0.833	0.734	0.860	0.000	0.861	0.000	0.892	0.871	0.868	0.375	0.884	0.940

Total Vehicles On Leg			7600		
Vehicles Entering Intersection		3886	Vehicles Exiting Intersection		3714
Southbound					
Cars	1007	2267	588	0	0
Heavy	2	22	0	0	1
Total	1009	2289	588	0	1



Total Vehicles on Leg 8221	Vehicles Entering Intersection 4214	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4007		8	3	11
			0	0	0
			1007	4	1011
			2543	17	2560
			641	2	643



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4223	Total Vehicles on Leg 8826
474	2	476		Vehicles Exiting Intersection 4603	
2439	15	2454			
1288	5	1293			
0	0	0			
15	1	16			



Cars	1	0	538	2207	1446
Heavy	0	0	6	20	9
Total	1	0	544	2227	1455
Northbound					
Vehicles Entering Intersection			4226		
Vehicles Exiting Intersection			4225		
Total Vehicles On Leg			8451		



Agua Fria Street & Siler Park Lane
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9	0	0	9	13
6:15 AM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	13	1	0	14	28
6:30 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	19	3	0	22	34
6:45 AM	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	0	0	24	3	0	27	40
Hourly Total	0	0	0	0	0	0	0	2	41	0	0	43	0	0	0	0	0	0	0	0	65	7	0	72	115
7:00 AM	0	0	0	0	0	0	0	2	16	0	0	18	0	0	0	0	0	0	0	0	34	1	0	35	53
7:15 AM	0	0	0	0	0	0	0	2	23	0	0	25	0	0	0	0	0	0	0	0	31	0	0	31	56
7:30 AM	0	0	0	0	0	0	0	1	31	0	0	32	0	0	0	1	0	1	0	0	48	0	0	48	81
7:45 AM	0	0	0	0	0	0	0	6	36	0	0	42	0	0	0	1	0	1	0	0	76	1	0	77	120
Hourly Total	0	0	0	0	0	0	0	11	106	0	0	117	0	0	0	2	0	2	0	0	189	2	0	191	310

Agua Fria Street & Siler Park Lane
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
8:00 AM	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	3	0	3	0	0	0	65	0	0	65	104
8:15 AM	0	0	0	0	0	0	0	4	56	0	0	60	0	1	0	4	0	5	0	0	68	2	0	70	135	
8:30 AM	0	0	0	0	0	0	0	1	61	0	0	62	0	2	0	2	0	4	0	0	90	3	0	93	159	
8:45 AM	0	0	0	0	0	0	0	2	66	0	0	68	0	2	0	4	0	6	0	0	67	0	0	67	141	
Hourly Total	0	0	0	0	0	0	0	7	219	0	0	226	0	5	0	13	0	18	0	0	290	5	0	295	539	
9:00 AM	0	0	0	0	0	0	0	2	72	0	0	74	0	1	0	3	1	4	0	0	73	2	0	75	153	
9:15 AM	0	0	0	0	0	0	0	4	78	0	0	82	0	1	0	3	0	4	0	0	89	0	0	89	175	
9:30 AM	0	0	0	0	0	0	0	6	71	0	0	77	0	3	0	2	0	5	0	0	64	4	0	68	150	
9:45 AM	0	0	0	0	0	0	0	0	82	0	0	82	0	1	0	7	0	8	0	0	115	1	0	116	206	
Hourly Total	0	0	0	0	0	0	0	12	303	0	0	315	0	6	0	15	1	21	0	0	341	7	0	348	684	
10:00 AM	0	0	0	0	0	0	0	3	79	0	0	82	0	0	0	9	0	9	0	0	100	7	0	107	198	
10:15 AM	0	0	0	0	0	0	0	10	92	0	0	102	0	3	0	10	2	13	0	0	92	3	0	95	210	
10:30 AM	0	0	0	0	0	0	0	2	79	0	0	81	0	4	0	2	2	6	0	0	94	1	0	95	182	
10:45 AM	0	0	0	0	0	0	0	5	89	0	0	94	0	1	0	3	0	4	0	0	115	1	0	116	214	
Hourly Total	0	0	0	0	0	0	0	20	339	0	0	359	0	8	0	24	4	32	0	0	401	12	0	413	804	
11:00 AM	0	0	0	0	0	0	0	1	104	0	0	105	0	2	0	3	0	5	0	0	114	1	0	115	225	
11:15 AM	0	0	0	0	0	0	0	4	100	0	0	104	0	0	0	1	0	1	0	0	116	1	0	117	222	
11:30 AM	0	0	0	0	0	0	0	6	93	0	0	99	0	0	0	5	1	5	0	0	116	5	0	121	225	
11:45 AM	0	0	0	0	0	0	0	4	101	0	0	105	0	3	0	7	0	10	0	0	132	1	0	133	248	
Hourly Total	0	0	0	0	0	0	0	15	398	0	0	413	0	5	0	16	1	21	0	0	478	8	0	486	920	
12:00 PM	0	0	0	0	0	0	0	6	117	0	0	123	0	5	0	10	0	15	0	0	111	3	0	114	252	
12:15 PM	0	0	0	0	0	0	0	4	128	0	0	132	0	1	0	7	0	8	0	0	116	4	0	120	260	
12:30 PM	0	0	0	0	0	0	0	5	116	0	0	121	0	3	0	11	0	14	0	0	98	2	0	100	235	
12:45 PM	0	0	0	0	0	0	0	2	107	0	0	109	0	2	0	4	0	6	0	0	103	0	0	103	218	
Hourly Total	0	0	0	0	0	0	0	17	468	0	0	485	0	11	0	32	0	43	0	0	428	9	0	437	965	
1:00 PM	0	0	0	0	0	0	0	6	113	0	0	119	0	1	0	10	0	11	0	0	127	5	0	132	262	
1:15 PM	0	0	0	0	0	0	0	2	95	0	0	97	0	2	0	3	0	5	0	0	123	2	0	125	227	
1:30 PM	0	0	0	0	0	0	0	1	103	0	0	104	0	3	0	6	0	9	0	0	108	2	0	110	223	
1:45 PM	0	0	0	0	0	0	0	1	121	0	0	122	0	1	0	3	0	4	0	0	98	1	0	99	225	
Hourly Total	0	0	0	0	0	0	0	10	432	0	0	442	0	7	0	22	0	29	0	0	456	10	0	466	937	
2:00 PM	0	0	0	0	0	0	0	2	105	0	0	107	0	1	0	4	0	5	0	0	106	0	0	106	218	
2:15 PM	0	0	0	0	0	0	1	1	111	0	0	113	0	0	0	4	0	4	0	0	106	0	0	106	223	
2:30 PM	0	0	0	0	0	0	0	1	125	0	0	126	0	1	0	5	0	6	0	0	106	2	0	108	240	
2:45 PM	0	0	0	0	0	0	0	2	87	0	0	89	0	2	0	5	0	7	0	0	111	1	0	112	208	
Hourly Total	0	0	0	0	0	0	1	6	428	0	0	435	0	4	0	18	0	22	0	0	429	3	0	432	889	
3:00 PM	0	0	0	0	0	0	0	3	110	0	0	113	0	1	0	6	0	7	0	0	103	3	0	106	226	
3:15 PM	0	0	0	0	0	0	0	3	99	0	0	102	0	0	0	4	0	4	0	0	90	1	0	91	197	
3:30 PM	0	0	0	0	0	0	0	2	110	0	0	112	0	1	0	6	0	7	0	0	100	1	0	101	220	
3:45 PM	0	0	0	0	0	0	0	3	124	0	0	127	0	1	0	1	1	2	0	0	119	0	0	119	248	
Hourly Total	0	0	0	0	0	0	0	11	443	0	0	454	0	3	0	17	1	20	0	0	412	5	0	417	891	

Agua Fria Street & Siler Park Lane
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Siler Park Lane						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	3	108	0	0	111	0	0	0	6	0	6	0	0	90	1	0	91	208
4:15 PM	0	0	0	0	0	0	0	0	93	0	0	93	0	5	0	5	0	10	0	0	93	0	0	93	196
4:30 PM	0	0	0	0	0	0	0	0	105	0	1	105	0	0	0	2	0	2	0	0	118	0	0	118	225
4:45 PM	0	0	0	0	0	0	0	1	94	0	0	95	0	1	0	3	0	4	0	0	95	1	0	96	195
Hourly Total	0	0	0	0	0	0	0	4	400	0	1	404	0	6	0	16	0	22	0	0	396	2	0	398	824
5:00 PM	0	0	0	0	0	0	0	1	104	0	0	105	0	0	0	6	0	6	0	0	123	0	0	123	234
5:15 PM	0	0	0	0	0	0	0	0	110	0	0	110	0	0	0	1	0	1	0	0	97	0	0	97	208
5:30 PM	0	0	0	0	0	0	0	0	82	0	0	82	0	1	0	1	0	2	0	0	97	0	0	97	181
5:45 PM	0	0	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	0	0	0	96	0	0	96	191
Hourly Total	0	0	0	0	0	0	0	1	391	0	0	392	0	1	0	8	0	9	0	0	413	0	0	413	814
6:00 PM	0	0	0	0	0	0	0	0	69	0	0	69	0	0	0	1	0	1	0	0	86	0	0	86	156
6:15 PM	0	0	0	0	0	0	0	1	89	0	0	90	0	0	0	1	1	1	0	0	97	0	0	97	188
6:30 PM	0	0	0	0	0	0	0	0	78	0	0	78	0	0	0	1	0	1	0	0	70	0	0	70	149
6:45 PM	0	0	0	0	0	0	0	0	82	0	0	82	0	0	0	1	0	1	0	0	73	1	0	74	157
Hourly Total	0	0	0	0	0	0	0	1	318	0	0	319	0	0	0	4	1	4	0	0	326	1	0	327	650
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	1	117	4286	0	1	4404	0	56	0	187	8	243	0	0	4624	71	0	4695	9342
Cars	0	0	0	0	0	0	1	117	4261	0	1	4379	0	56	0	187	7	243	0	0	4601	71	0	4672	9294
Heavy Vehicles	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	1	0	0	0	23	0	0	23	48
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	0.00%	0.00%	0.57%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%	0.49%	0.51%

Agua Fria Street & Siler Park Lane
Santa Fe New Mexico
Saturday, October 15, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	1	104	0	0	105	0	2	0	3	0	5	0	0	114	1	0	115	225
11:15 AM	0	0	0	0	0	0	0	4	100	0	0	104	0	0	0	1	0	1	0	0	116	1	0	117	222
11:30 AM	0	0	0	0	0	0	0	6	93	0	0	99	0	0	0	5	1	5	0	0	116	5	0	121	225
11:45 AM	0	0	0	0	0	0	0	4	101	0	0	105	0	3	0	7	0	10	0	0	132	1	0	133	248
Peak Hour Total	0	0	0	0	0	0	0	15	398	0	0	413	0	5	0	16	1	21	0	0	478	8	0	486	920
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.957	0.000	0.000	0.983	0.000	0.417	0.000	0.571	0.250	0.525	0.000	0.000	0.905	0.400	0.000	0.914	0.927

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:15 PM	0	0	0	0	0	0	0	4	128	0	0	132	0	1	0	7	0	8	0	0	116	4	0	120	260
12:30 PM	0	0	0	0	0	0	0	5	116	0	0	121	0	3	0	11	0	14	0	0	98	2	0	100	235
12:45 PM	0	0	0	0	0	0	0	2	107	0	0	109	0	2	0	4	0	6	0	0	103	0	0	103	218
1:00 PM	0	0	0	0	0	0	0	6	113	0	0	119	0	1	0	10	0	11	0	0	127	5	0	132	262
Peak Hour Total	0	0	0	0	0	0	0	17	464	0	0	481	0	7	0	32	0	39	0	0	444	11	0	455	975
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.906	0.000	0.000	0.911	0.000	0.583	0.000	0.727	0.000	0.696	0.000	0.000	0.874	0.550	0.000	0.862	0.930

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 9037	Vehicles Entering Intersection 4695	Eastbound	Cars	Heavy	Total	
			0	0	0	
			0	0	0	
	Vehicles Exiting Intersection 4342		0	0	0	
			4601	23	4624	
			71	0	71	

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4404	Total Vehicles on Leg 9216
0	0	0			
4261	25	4286			
117	0	117		Vehicles Exiting Intersection 4812	
1	0	1			
1	0	1			



Cars	7	0	56	0	187
Heavy	1	0	0	0	0
Total	8	0	56	0	187
Northbound					
Vehicles Entering Intersection			243		
Vehicles Exiting Intersection			188		
Total Vehicles On Leg			431		



Agua Fria Street & Harrison Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9	0	0	9	13
6:15 AM	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	0	0	12	0	0	12	27
6:30 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	1	0	1	0	0	21	0	0	21	32
6:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	2	0	2	0	2	22	0	0	24	40
Hourly Total	0	0	0	0	0	0	0	1	42	0	0	43	0	0	0	3	0	3	0	2	64	0	0	66	112
7:00 AM	0	0	0	0	0	0	0	0	18	0	0	18	0	0	1	1	0	2	0	3	30	0	0	33	53
7:15 AM	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	5	0	5	0	0	32	1	0	33	64
7:30 AM	0	1	0	1	0	2	0	0	29	0	0	29	0	0	0	4	0	4	0	2	42	0	0	44	79
7:45 AM	0	0	0	1	0	1	0	2	41	2	0	45	0	0	0	2	0	2	0	7	69	0	0	76	124
Hourly Total	0	1	0	2	0	3	0	2	114	2	0	118	0	0	1	12	0	13	0	12	173	1	0	186	320

Agua Fria Street & Harrison Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	1	34	0	0	35	0	0	1	7	0	8	0	3	69	0	0	72	115
8:15 AM	0	0	0	1	1	1	0	3	62	0	0	65	0	0	0	0	1	0	0	1	70	0	0	71	137
8:30 AM	0	1	0	1	0	2	0	3	62	1	0	66	0	0	0	1	0	1	0	0	87	0	0	87	156
8:45 AM	0	0	0	1	0	1	0	0	59	0	0	59	0	0	0	7	0	7	0	0	71	0	0	71	138
Hourly Total	0	1	0	3	1	4	0	7	217	1	0	225	0	0	1	15	1	16	0	4	297	0	0	301	546
9:00 AM	0	0	0	0	0	0	0	3	73	0	0	76	0	2	0	4	0	6	0	1	79	0	0	80	162
9:15 AM	0	1	0	0	0	1	0	4	74	0	0	78	0	1	0	3	1	4	0	0	82	1	0	83	166
9:30 AM	0	0	0	1	0	1	0	4	73	0	0	77	0	1	0	4	0	5	7	0	69	2	0	71	154
9:45 AM	0	0	0	1	0	1	0	3	86	0	0	89	0	0	0	11	1	11	0	0	113	0	0	113	214
Hourly Total	0	1	0	2	0	3	0	14	306	0	0	320	0	4	0	22	2	26	0	1	343	3	0	347	696
10:00 AM	0	2	0	1	0	3	0	6	85	0	0	91	0	2	0	13	2	15	0	1	106	0	0	107	216
10:15 AM	0	0	0	0	0	0	0	3	94	0	0	97	0	1	0	9	0	10	0	3	98	0	0	101	208
10:30 AM	0	0	0	0	0	0	0	4	87	0	0	91	0	0	0	6	3	6	0	1	96	0	0	97	194
10:45 AM	0	3	0	0	0	3	1	3	95	1	0	100	0	1	0	8	0	9	0	2	110	0	0	112	224
Hourly Total	0	5	0	1	0	6	1	16	361	1	0	379	0	4	0	36	5	40	0	7	410	0	0	417	842
11:00 AM	0	0	0	2	0	2	0	4	104	0	0	108	0	1	0	5	0	6	0	3	115	0	0	118	234
11:15 AM	0	0	1	0	0	1	0	4	100	1	0	105	0	1	0	12	0	13	0	1	123	1	0	125	244
11:30 AM	0	0	0	1	0	1	0	3	96	2	0	101	0	2	0	15	0	17	0	0	119	1	0	120	239
11:45 AM	0	1	0	2	0	3	0	5	100	0	1	105	0	1	0	8	0	9	0	1	131	4	0	136	253
Hourly Total	0	1	1	5	0	7	0	16	400	3	1	419	0	5	0	40	0	45	0	5	488	6	0	499	970
12:00 PM	0	2	0	1	0	3	0	5	117	1	0	123	0	2	1	4	0	7	0	1	124	0	0	125	258
12:15 PM	0	1	0	1	0	2	1	1	138	1	0	141	0	1	0	14	1	15	0	2	120	0	0	122	280
12:30 PM	0	1	0	3	0	4	0	6	111	0	0	117	0	1	0	13	0	14	0	3	100	2	0	105	240
12:45 PM	0	2	0	1	0	3	0	5	102	1	0	108	0	0	0	4	0	4	0	3	99	2	0	104	219
Hourly Total	0	6	0	6	0	12	1	17	468	3	0	489	0	4	1	35	1	40	0	9	443	4	0	456	997
1:00 PM	0	0	0	2	0	2	0	4	117	1	0	122	0	1	0	9	0	10	0	0	137	0	0	137	271
1:15 PM	0	0	0	1	0	1	0	3	91	1	0	95	0	0	0	7	0	7	0	1	122	3	0	126	229
1:30 PM	0	0	0	0	0	0	1	6	100	0	0	107	0	2	0	10	0	12	0	1	110	1	0	112	231
1:45 PM	0	0	0	0	0	0	0	2	116	0	0	118	0	3	0	12	0	15	0	2	95	0	0	97	230
Hourly Total	0	0	0	3	0	3	1	15	424	2	0	442	0	6	0	38	0	44	0	4	464	4	0	472	961
2:00 PM	0	0	0	0	0	0	0	5	109	0	0	114	0	1	0	4	1	5	0	0	104	0	0	104	223
2:15 PM	0	1	0	4	0	5	0	3	102	0	0	105	0	3	0	12	0	15	0	0	109	1	0	110	235
2:30 PM	0	1	0	0	1	1	0	0	122	0	0	122	0	0	0	6	0	6	0	0	113	0	0	113	242
2:45 PM	0	0	0	1	0	1	0	8	90	0	0	98	0	1	0	4	0	5	0	0	116	3	0	119	223
Hourly Total	0	2	0	5	1	7	0	16	423	0	0	439	0	5	0	26	1	31	0	0	442	4	0	446	923
3:00 PM	0	0	0	0	0	0	0	6	107	0	0	113	0	0	0	10	0	10	0	0	109	0	0	109	232
3:15 PM	0	2	0	3	0	5	0	4	98	1	0	103	0	2	0	8	0	10	0	0	91	1	0	92	210
3:30 PM	0	0	0	1	0	1	0	5	113	1	1	119	0	0	0	4	0	4	0	0	102	1	0	103	227
3:45 PM	0	0	0	1	0	1	0	3	129	0	0	132	0	2	0	5	0	7	0	0	119	2	0	121	261
Hourly Total	0	2	0	5	0	7	0	18	447	2	1	467	0	4	0	27	0	31	0	0	421	4	0	425	930

Agua Fria Street & Harrison Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Harrison Road						Westbound Agua Fria Street						Northbound Harrison Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	1	96	0	0	97	0	2	0	7	0	9	0	0	95	1	0	96	202
4:15 PM	0	1	0	2	0	3	0	5	106	0	0	111	0	0	0	9	1	9	0	0	91	0	0	91	214
4:30 PM	0	0	0	3	1	3	0	5	100	0	0	105	0	1	0	9	0	10	0	0	113	4	0	117	235
4:45 PM	0	0	0	0	0	0	0	2	94	0	0	96	0	1	0	5	0	6	0	0	98	0	0	98	200
Hourly Total	0	1	0	5	1	6	0	13	396	0	0	409	0	4	0	30	1	34	0	0	397	5	0	402	851
5:00 PM	0	0	0	0	1	0	0	3	104	0	0	107	0	1	0	9	0	10	0	0	132	0	0	132	249
5:15 PM	0	0	0	0	0	0	0	6	105	0	0	111	0	3	0	5	0	8	0	0	95	4	0	99	218
5:30 PM	0	0	0	0	0	0	0	3	82	0	0	85	0	0	0	10	0	10	0	0	88	3	0	91	186
5:45 PM	0	0	0	0	0	0	0	1	96	1	0	98	0	1	0	7	0	8	0	0	93	2	0	95	201
Hourly Total	0	0	0	0	1	0	0	13	387	1	0	401	0	5	0	31	0	36	0	0	408	9	0	417	854
6:00 PM	0	0	0	0	0	0	0	2	74	0	0	76	0	0	0	6	0	6	0	0	86	1	0	87	169
6:15 PM	0	0	0	1	1	1	0	1	85	0	1	86	0	0	0	7	1	7	0	0	93	1	0	94	188
6:30 PM	0	0	0	0	0	0	0	1	75	0	0	76	0	2	0	3	0	5	0	0	67	1	0	68	149
6:45 PM	0	0	0	0	0	0	0	0	74	0	0	74	0	6	0	5	0	11	0	0	70	1	0	71	156
Hourly Total	0	0	0	1	1	1	0	4	308	0	1	312	0	8	0	21	1	29	0	0	316	4	0	320	662
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	20	1	38	5	59	3	152	4293	15	3	4463	0	49	3	336	12	388	0	44	4666	44	0	4754	9664
Cars	0	20	1	38	5	59	3	152	4271	15	3	4441	0	49	3	335	11	387	0	44	4642	44	0	4730	9617
Heavy Vehicles	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	1	1	1	0	0	24	0	0	24	47
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	0.00%	0.00%	0.49%	0.00%	0.00%	0.00%	0.30%	8.33%	0.26%	0.00%	0.00%	0.51%	0.00%	0.00%	0.50%	0.49%

Agua Fria Street & Harrison Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>		
11:00 AM	0	0	0	2	0	2	0	4	104	0	0	108	0	1	0	5	0	6	0	3	115	0	0	0	118	234
11:15 AM	0	0	1	0	0	1	0	4	100	1	0	105	0	1	0	12	0	13	0	1	123	1	0	0	125	244
11:30 AM	0	0	0	1	0	1	0	3	96	2	0	101	0	2	0	15	0	17	0	0	119	1	0	0	120	239
11:45 AM	0	1	0	2	0	3	0	5	100	0	1	105	0	1	0	8	0	9	0	1	131	4	0	0	136	253
Peak Hour Total	0	1	1	5	0	7	0	16	400	3	1	419	0	5	0	40	0	45	0	5	488	6	0	0	499	970
PHF	0.000	0.250	0.250	0.625	0.000	0.583	0.000	0.800	0.962	0.375	0.250	0.970	0.000	0.625	0.000	0.667	0.000	0.662	0.000	0.417	0.931	0.375	0.000	0.917	0.958	

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:15 PM	0	1	0	1	0	2	1	1	138	1	0	141	0	1	0	14	1	15	0	2	120	0	0	122	280
12:30 PM	0	1	0	3	0	4	0	6	111	0	0	117	0	1	0	13	0	14	0	3	100	2	0	105	240
12:45 PM	0	2	0	1	0	3	0	5	102	1	0	108	0	0	0	4	0	4	0	3	99	2	0	104	219
1:00 PM	0	0	0	2	0	2	0	4	117	1	0	122	0	1	0	9	0	10	0	0	137	0	0	137	271
Peak Hour Total	0	4	0	7	0	11	1	16	468	3	0	488	0	3	0	40	1	43	0	8	456	4	0	468	1010
PHF	0.000	0.500	0.000	0.583	0.000	0.688	0.250	0.667	0.848	0.750	0.000	0.865	0.000	0.750	0.000	0.714	0.250	0.717	0.000	0.667	0.832	0.500	0.000	0.854	0.902

Total Vehicles On Leg			121		
Vehicles Entering Intersection 59			Vehicles Exiting Intersection 62		
Southbound					
Cars	38	1	20	0	5
Heavy	0	0	0	0	0
Total	38	1	20	0	5

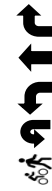


Total Vehicles on Leg 9134	Vehicles Entering Intersection 4754	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4380		0	0	0
			0	0	0
			44	0	44
			4642	24	4666
			44	0	44



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4463	Total Vehicles on Leg 9488
15	0	15			
4271	22	4293			
152	0	152			
3	0	3			
3	0	3		Vehicles Exiting Intersection 5025	



Cars	11	0	49	3	335
Heavy	1	0	0	0	1
Total	12	0	49	3	336
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
388			197		
Total Vehicles On Leg			585		



Agua Fria Street & La Cieneguita_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
6:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	2	0	0	0	2	0	0	13	0	0	13	28
6:30 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	20	1	0	21	31
6:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	1	0	1	0	0	24	0	0	24	39
Hourly Total	0	0	0	0	0	0	0	0	41	0	0	41	0	2	0	1	0	3	0	0	67	1	0	68	112
7:00 AM	0	0	0	0	0	0	0	0	17	0	0	17	0	1	0	0	0	1	0	0	30	0	0	30	48
7:15 AM	0	0	0	0	0	0	0	0	25	0	0	25	0	2	0	0	0	2	0	0	36	2	0	38	65
7:30 AM	0	0	0	0	0	0	0	1	27	0	0	28	0	1	0	1	0	2	0	0	45	2	0	47	77
7:45 AM	0	0	0	0	0	0	0	1	42	0	0	43	0	2	0	3	0	5	0	0	68	1	0	69	117
Hourly Total	0	0	0	0	0	0	0	2	111	0	0	113	0	6	0	4	0	10	0	0	179	5	0	184	307

Agua Fria Street & La Cieneguita_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	2	35	0	0	37	0	0	0	1	0	1	0	0	74	3	0	77	115
8:15 AM	0	0	0	0	1	0	0	0	64	0	2	64	0	1	0	5	0	6	0	0	68	1	0	69	139
8:30 AM	0	0	0	0	0	0	0	4	66	0	0	70	0	1	0	5	0	6	0	0	85	4	0	89	165
8:45 AM	0	0	0	0	0	0	0	0	60	0	0	60	0	0	0	5	0	5	0	0	75	3	0	78	143
Hourly Total	0	0	0	0	1	0	0	6	225	0	2	231	0	2	0	16	0	18	0	0	302	11	0	313	562
9:00 AM	0	0	0	0	0	0	0	3	71	0	0	74	0	3	0	2	0	5	0	0	83	0	0	83	162
9:15 AM	0	0	0	0	0	0	0	3	76	0	0	79	0	2	0	2	0	4	0	0	84	0	0	84	167
9:30 AM	0	0	0	0	0	0	0	2	75	0	0	77	0	2	0	4	2	6	0	0	71	3	1	74	157
9:45 AM	0	0	0	0	0	0	0	3	88	0	0	91	0	1	0	5	1	6	0	0	123	0	0	123	220
Hourly Total	0	0	0	0	0	0	0	11	310	0	0	321	0	8	0	13	3	21	0	0	361	3	1	364	706
10:00 AM	0	0	0	0	1	0	0	9	87	0	2	96	0	3	0	3	2	6	0	0	121	1	0	122	224
10:15 AM	0	0	0	0	0	0	0	4	95	0	0	99	0	6	0	0	0	6	0	0	106	2	0	108	213
10:30 AM	0	0	0	0	0	0	0	2	88	0	0	90	0	2	0	9	2	11	0	0	95	5	0	100	201
10:45 AM	0	0	0	0	0	0	0	2	100	1	0	103	0	0	0	6	0	6	0	0	119	3	0	122	231
Hourly Total	0	0	0	0	1	0	0	17	370	1	2	388	0	11	0	18	4	29	0	0	441	11	0	452	869
11:00 AM	0	1	0	0	0	1	0	4	105	0	0	109	0	4	0	5	0	9	0	0	121	1	0	122	241
11:15 AM	0	0	0	0	1	0	0	1	104	0	0	105	0	1	0	3	0	4	1	0	128	3	0	132	241
11:30 AM	0	0	0	0	0	0	1	5	96	0	0	102	0	2	0	6	0	8	0	0	132	4	0	136	246
11:45 AM	0	0	0	0	0	0	0	4	106	0	0	110	0	1	0	6	0	7	0	0	133	5	0	138	255
Hourly Total	0	1	0	0	1	1	1	14	411	0	0	426	0	8	0	20	0	28	1	0	514	13	0	528	983
12:00 PM	0	0	0	0	0	0	0	3	118	0	0	121	0	4	0	4	0	8	0	0	125	6	0	131	260
12:15 PM	0	0	0	0	0	0	0	3	140	0	0	143	0	4	0	9	1	13	0	0	134	4	0	138	294
12:30 PM	0	0	0	0	0	0	0	4	103	0	0	107	0	3	0	7	0	10	1	0	106	8	0	115	232
12:45 PM	0	0	0	0	0	0	0	4	105	0	0	109	0	5	0	4	0	9	0	0	103	2	0	105	223
Hourly Total	0	0	0	0	0	0	0	14	466	0	0	480	0	16	0	24	1	40	1	0	468	20	0	489	1009
1:00 PM	0	0	0	0	0	0	0	7	119	0	0	126	0	0	0	6	0	6	0	0	134	8	0	142	274
1:15 PM	0	0	0	0	0	0	0	4	96	0	0	100	0	1	0	7	0	8	0	0	125	5	0	130	238
1:30 PM	0	0	0	0	0	0	0	1	106	1	0	108	0	1	0	3	0	4	1	0	114	5	0	120	232
1:45 PM	0	0	0	0	0	0	0	1	113	0	0	114	0	4	0	6	0	10	0	0	106	2	0	108	232
Hourly Total	0	0	0	0	0	0	0	13	434	1	0	448	0	6	0	22	0	28	1	0	479	20	0	500	976
2:00 PM	0	0	0	0	0	0	0	6	113	0	0	119	0	1	0	6	1	7	0	0	105	3	0	108	234
2:15 PM	0	0	0	0	0	0	0	5	104	0	0	109	0	4	0	2	0	6	0	0	113	6	0	119	234
2:30 PM	0	0	0	0	1	0	0	3	116	0	0	119	0	3	0	4	0	7	0	1	118	2	0	121	247
2:45 PM	0	0	0	0	0	0	0	4	97	0	0	101	0	1	0	4	0	5	0	0	118	5	0	123	229
Hourly Total	0	0	0	0	1	0	0	18	430	0	0	448	0	9	0	16	1	25	0	1	454	16	0	471	944
3:00 PM	0	0	0	0	0	0	0	2	111	0	0	113	0	1	0	6	0	7	0	0	117	2	0	119	239
3:15 PM	0	0	0	0	0	0	0	1	103	0	0	104	0	1	0	10	0	11	0	0	101	3	0	104	219
3:30 PM	0	0	0	0	0	0	0	3	118	0	0	121	0	2	0	9	1	11	0	0	103	3	0	106	238
3:45 PM	0	0	0	0	0	0	0	4	129	0	0	133	0	2	0	5	0	7	0	0	120	3	0	123	263
Hourly Total	0	0	0	0	0	0	0	10	461	0	0	471	0	6	0	30	1	36	0	0	441	11	0	452	959

Agua Fria Street & La Cieneguita_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound La Cieneguita						Westbound Agua Fria Street						Northbound La Cieneguita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	5	92	0	0	97	0	3	0	6	0	9	0	0	100	3	0	103	209
4:15 PM	0	0	0	0	0	0	0	7	113	0	0	120	0	0	0	4	2	4	0	0	101	0	0	101	225
4:30 PM	0	0	0	0	1	0	0	8	103	0	0	111	0	3	0	5	0	8	0	0	118	3	0	121	240
4:45 PM	0	0	0	0	0	0	0	2	96	0	0	98	0	3	0	4	0	7	0	0	99	4	0	103	208
Hourly Total	0	0	0	0	1	0	0	22	404	0	0	426	0	9	0	19	2	28	0	0	418	10	0	428	882
5:00 PM	0	0	0	0	0	0	0	4	110	0	0	114	0	1	0	7	0	8	0	0	133	4	0	137	259
5:15 PM	0	0	0	0	0	0	0	7	107	0	0	114	0	0	0	7	0	7	0	0	102	1	0	103	224
5:30 PM	0	0	0	0	1	0	0	5	82	0	0	87	0	3	0	5	0	8	0	0	94	3	0	97	192
5:45 PM	0	0	0	0	1	0	0	4	97	0	0	101	0	3	0	2	0	5	0	0	99	2	0	101	207
Hourly Total	0	0	0	0	2	0	0	20	396	0	0	416	0	7	0	21	0	28	0	0	428	10	0	438	882
6:00 PM	0	0	0	0	0	0	0	1	75	0	0	76	0	1	0	2	1	3	0	0	85	5	0	90	169
6:15 PM	0	0	0	0	3	0	0	3	84	0	0	87	0	2	0	1	0	3	0	0	99	2	0	101	191
6:30 PM	0	0	0	0	0	0	0	2	73	0	0	75	0	2	0	2	0	4	0	0	69	0	0	69	148
6:45 PM	0	0	0	0	0	0	0	5	73	0	0	78	0	2	0	6	0	8	0	0	75	2	0	77	163
Hourly Total	0	0	0	0	3	0	0	11	305	0	0	316	0	7	0	11	1	18	0	0	328	9	0	337	671
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	1	0	0	10	1	1	158	4364	2	4	4525	0	97	0	215	13	312	3	1	4880	140	1	5024	9862
Cars	0	1	0	0	5	1	1	158	4337	2	2	4498	0	97	0	215	12	312	3	1	4855	140	1	4999	9810
Heavy Vehicles	0	0	0	0	5	0	0	0	27	0	2	27	0	0	0	0	1	0	0	0	25	0	0	25	52
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.62%	0.00%	50.00%	0.60%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.51%	0.00%	0.00%	0.50%	0.53%

Agua Fria Street & La Cieneguita_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	1	0	0	0	1	0	4	105	0	0	109	0	4	0	5	0	9	0	0	121	1	0	122	241
11:15 AM	0	0	0	0	1	0	0	1	104	0	0	105	0	1	0	3	0	4	1	0	128	3	0	132	241
11:30 AM	0	0	0	0	0	0	1	5	96	0	0	102	0	2	0	6	0	8	0	0	132	4	0	136	246
11:45 AM	0	0	0	0	0	0	0	4	106	0	0	110	0	1	0	6	0	7	0	0	133	5	0	138	255
Peak Hour Total	0	1	0	0	1	1	1	14	411	0	0	426	0	8	0	20	0	28	1	0	514	13	0	528	983
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.700	0.969	0.000	0.000	0.968	0.000	0.500	0.000	0.833	0.000	0.778	0.250	0.000	0.966	0.650	0.000	0.957	0.964

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:15 PM	0	0	0	0	0	0	0	3	140	0	0	143	0	4	0	9	1	13	0	0	134	4	0	138	294
12:30 PM	0	0	0	0	0	0	0	4	103	0	0	107	0	3	0	7	0	10	1	0	106	8	0	115	232
12:45 PM	0	0	0	0	0	0	0	4	105	0	0	109	0	5	0	4	0	9	0	0	103	2	0	105	223
1:00 PM	0	0	0	0	0	0	0	7	119	0	0	126	0	0	0	6	0	6	0	0	134	8	0	142	274
Peak Hour Total	0	0	0	0	0	0	0	18	467	0	0	485	0	12	0	26	1	38	1	0	477	22	0	500	1023
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.834	0.000	0.000	0.848	0.000	0.600	0.000	0.722	0.250	0.731	0.250	0.000	0.890	0.688	0.000	0.880	0.870

Total Vehicles On Leg			4		
Vehicles Entering Intersection 1			Vehicles Exiting Intersection 3		
Southbound					
Cars	0	0	1	0	5
Heavy	0	0	0	0	5
Total	0	0	1	0	10



Total Vehicles on Leg 9488	Vehicles Entering Intersection 5024	Eastbound	Cars	Heavy	Total
			1	0	1
			3	0	3
	Vehicles Exiting Intersection 4464		1	0	1
			4855	25	4880
			140	0	140



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4525	Total Vehicles on Leg 9622
2	0	2			
4337	27	4364			
158	0	158		Vehicles Exiting Intersection 5097	
1	0	1			
2	2	4			



Cars	12	0	97	0	215
Heavy	1	0	0	0	0
Total	13	0	97	0	215
Northbound					
Vehicles Entering Intersection 312			Vehicles Exiting Intersection 298		
Total Vehicles On Leg			610		



Agua Fria Street & Maez Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	1	0	1	0	2	0	0	9	0	0	9	15
6:15 AM	0	0	0	0	0	0	0	2	13	0	0	15	0	0	0	1	0	1	0	0	12	1	0	13	29
6:30 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	1	0	1	0	2	0	0	21	0	0	21	32
6:45 AM	0	0	0	0	0	0	0	2	12	0	0	14	0	2	0	3	0	5	0	0	24	1	0	25	44
Hourly Total	0	0	0	0	0	0	0	5	37	0	0	42	0	4	0	6	0	10	0	0	66	2	0	68	120
7:00 AM	0	0	0	0	0	0	0	1	18	0	0	19	0	0	0	1	0	1	0	0	28	2	0	30	50
7:15 AM	0	1	0	0	0	1	0	1	23	0	0	24	0	0	0	1	0	1	0	0	35	0	0	35	61
7:30 AM	0	0	0	0	0	0	0	1	28	1	0	30	0	0	0	2	0	2	0	0	46	1	0	47	79
7:45 AM	0	0	0	0	0	0	0	2	42	0	0	44	0	3	0	1	0	4	0	1	65	4	0	70	118
Hourly Total	0	1	0	0	0	1	0	5	111	1	0	117	0	3	0	5	0	8	0	1	174	7	0	182	308

Agua Fria Street & Maez Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	1	0	1	0	1	70	5	0	76	113
8:15 AM	0	0	0	0	3	0	0	4	60	1	0	65	0	4	0	2	1	6	0	0	70	3	1	73	144
8:30 AM	0	0	0	0	0	0	0	1	68	0	0	69	0	1	0	4	0	5	0	0	82	8	0	90	164
8:45 AM	0	0	0	0	0	0	0	3	60	0	0	63	0	4	0	7	0	11	0	0	74	7	0	81	155
Hourly Total	0	0	0	0	3	0	0	8	224	1	0	233	0	9	0	14	1	23	0	1	296	23	1	320	576
9:00 AM	0	0	0	0	0	0	0	5	69	0	0	74	0	4	0	5	0	9	0	0	73	8	0	81	164
9:15 AM	0	0	0	0	0	0	0	1	71	0	0	72	0	7	0	8	0	15	1	0	76	8	0	85	172
9:30 AM	0	0	0	0	1	0	0	4	77	1	0	82	0	2	0	3	0	5	0	0	71	5	0	76	163
9:45 AM	0	1	0	1	0	2	0	5	81	0	0	86	0	8	0	7	1	15	0	0	122	7	0	129	232
Hourly Total	0	1	0	1	1	2	0	15	298	1	0	314	0	21	0	23	1	44	1	0	342	28	0	371	731
10:00 AM	0	0	0	0	0	0	0	6	86	0	0	92	0	7	0	4	4	11	1	0	114	9	0	124	227
10:15 AM	0	1	0	0	0	1	0	4	90	0	0	94	0	9	0	3	0	12	0	0	99	6	0	105	212
10:30 AM	0	0	0	0	0	0	0	3	82	0	0	85	0	7	0	1	1	8	0	0	98	7	0	105	198
10:45 AM	0	0	0	0	0	0	0	8	95	1	0	104	0	8	0	5	0	13	0	0	113	11	0	124	241
Hourly Total	0	1	0	0	0	1	0	21	353	1	0	375	0	31	0	13	5	44	1	0	424	33	0	458	878
11:00 AM	0	0	0	0	0	0	0	4	101	2	0	107	0	8	0	3	1	11	0	0	120	6	0	126	244
11:15 AM	0	0	0	0	0	0	0	10	101	0	0	111	0	4	0	3	0	7	0	0	116	14	0	130	248
11:30 AM	0	0	0	2	0	2	0	4	100	0	0	104	0	0	0	8	0	8	0	0	128	12	0	140	254
11:45 AM	0	0	0	1	0	1	0	3	100	1	0	104	0	10	0	8	0	18	0	0	129	9	0	138	261
Hourly Total	0	0	0	3	0	3	0	21	402	3	0	426	0	22	0	22	1	44	0	0	493	41	0	534	1007
12:00 PM	0	0	0	0	0	0	0	5	116	0	0	121	0	6	0	8	0	14	0	1	114	14	0	129	264
12:15 PM	0	0	0	0	0	0	0	6	137	0	1	143	0	5	0	9	1	14	0	1	128	12	1	141	298
12:30 PM	0	0	0	0	0	0	0	3	111	0	0	114	0	8	0	9	1	17	0	0	105	10	0	115	246
12:45 PM	0	0	0	0	0	0	0	4	103	0	1	107	0	7	0	4	0	11	0	0	102	6	0	108	226
Hourly Total	0	0	0	0	0	0	0	18	467	0	2	485	0	26	0	30	2	56	0	2	449	42	1	493	1034
1:00 PM	0	0	0	0	0	0	0	4	116	0	0	120	0	10	0	8	0	18	0	0	131	9	0	140	278
1:15 PM	0	0	0	0	0	0	0	6	96	0	0	102	0	3	0	13	0	16	0	0	118	16	0	134	252
1:30 PM	0	0	0	0	0	0	0	3	100	0	0	103	0	8	0	8	0	16	0	0	103	15	0	118	237
1:45 PM	0	1	0	0	0	1	0	5	107	0	0	112	0	6	0	8	0	14	0	0	101	7	0	108	235
Hourly Total	0	1	0	0	0	1	0	18	419	0	0	437	0	27	0	37	0	64	0	0	453	47	0	500	1002
2:00 PM	0	0	0	0	0	0	0	5	111	0	0	116	0	7	0	1	2	8	0	0	105	9	0	114	238
2:15 PM	0	0	0	0	0	0	0	5	103	0	0	108	0	6	0	8	0	14	0	0	106	11	0	117	239
2:30 PM	0	1	1	1	1	3	0	5	112	0	0	117	0	5	0	4	0	9	0	0	120	6	0	126	255
2:45 PM	0	1	0	0	0	1	0	4	96	0	0	100	0	6	0	11	0	17	0	0	108	11	0	119	237
Hourly Total	0	2	1	1	1	4	0	19	422	0	0	441	0	24	0	24	2	48	0	0	439	37	0	476	969
3:00 PM	0	1	0	0	0	1	0	5	116	0	0	121	0	8	0	4	0	12	0	0	111	12	0	123	257
3:15 PM	0	0	0	0	0	0	0	7	98	0	1	105	0	6	0	7	0	13	0	0	104	6	0	110	228
3:30 PM	0	0	0	0	0	0	0	1	116	0	0	117	0	6	0	6	0	12	0	0	102	9	0	111	240
3:45 PM	0	0	0	0	0	0	0	9	129	0	0	138	0	4	0	8	0	12	0	0	117	6	0	123	273
Hourly Total	0	1	0	0	0	1	0	22	459	0	1	481	0	24	0	25	0	49	0	0	434	33	0	467	998

Agua Fria Street & Maez Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022

Time	Southbound Maez Road						Westbound Agua Fria Street						Northbound Maez Road						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	6	92	0	0	98	0	5	0	6	0	11	0	0	102	4	0	106	215
4:15 PM	0	0	0	0	0	0	0	5	112	0	2	117	0	9	0	7	0	16	0	0	99	7	0	106	239
4:30 PM	0	0	0	0	1	0	0	2	107	0	0	109	0	4	0	4	0	8	0	0	113	10	0	123	240
4:45 PM	0	0	0	0	0	0	0	6	91	0	0	97	0	5	0	5	0	10	0	0	96	6	0	102	209
Hourly Total	0	0	0	0	1	0	0	19	402	0	2	421	0	23	0	22	0	45	0	0	410	27	0	437	903
5:00 PM	0	0	0	0	1	0	0	10	110	0	2	120	0	2	0	4	0	6	0	0	130	10	0	140	266
5:15 PM	0	0	0	0	0	0	0	4	109	0	0	113	0	5	0	9	0	14	0	0	100	8	0	108	235
5:30 PM	0	0	0	0	1	0	0	4	81	0	0	85	0	5	0	4	0	9	0	0	96	6	0	102	196
5:45 PM	0	0	0	0	1	0	0	5	95	0	0	100	0	5	0	4	0	9	0	0	97	3	0	100	209
Hourly Total	0	0	0	0	3	0	0	23	395	0	2	418	0	17	0	21	0	38	0	0	423	27	0	450	906
6:00 PM	0	0	0	0	0	0	0	1	74	0	0	75	0	1	0	2	0	3	0	0	82	7	0	89	167
6:15 PM	0	0	0	0	3	0	0	3	82	0	0	85	0	5	0	2	0	7	0	1	93	4	0	98	190
6:30 PM	0	0	0	0	0	0	0	7	73	0	0	80	0	4	0	3	0	7	0	0	67	4	0	71	158
6:45 PM	0	0	0	0	0	0	0	3	74	0	0	77	0	2	0	2	0	4	0	0	73	8	0	81	162
Hourly Total	0	0	0	0	3	0	0	14	303	0	0	317	0	12	0	9	0	21	0	1	315	23	0	339	677
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	7	1	5	12	13	0	208	4292	7	7	4507	0	243	0	251	12	494	2	5	4718	370	2	5095	10109
Cars	0	7	1	5	8	13	0	208	4272	7	7	4487	0	242	0	250	8	492	2	5	4688	368	2	5063	10055
Heavy Vehicles	0	0	0	0	4	0	0	0	20	0	0	20	0	1	0	1	4	2	0	0	30	2	0	32	54
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.47%	0.00%	0.00%	0.44%	0.00%	0.41%	0.00%	0.40%	33.33%	0.40%	0.00%	0.00%	0.64%	0.54%	0.00%	0.63%	0.53%

Agua Fria Street & Maez Road_Saturday
Santa Fe New Mexico
Saturday, October 15, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	4	101	2	0	107	0	8	0	3	1	11	0	0	120	6	0	126	244
11:15 AM	0	0	0	0	0	0	0	10	101	0	0	111	0	4	0	3	0	7	0	0	116	14	0	130	248
11:30 AM	0	0	0	2	0	2	0	4	100	0	0	104	0	0	0	8	0	8	0	0	128	12	0	140	254
11:45 AM	0	0	0	1	0	1	0	3	100	1	0	104	0	10	0	8	0	18	0	0	129	9	0	138	261
Peak Hour Total	0	0	0	3	0	3	0	21	402	3	0	426	0	22	0	22	1	44	0	0	493	41	0	534	1007
PHF	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.525	0.995	0.375	0.000	0.959	0.000	0.550	0.000	0.688	0.250	0.611	0.000	0.000	0.955	0.732	0.000	0.954	0.965

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:15 PM	0	0	0	0	0	0	0	6	137	0	1	143	0	5	0	9	1	14	0	1	128	12	1	141	298
12:30 PM	0	0	0	0	0	0	0	3	111	0	0	114	0	8	0	9	1	17	0	0	105	10	0	115	246
12:45 PM	0	0	0	0	0	0	0	4	103	0	1	107	0	7	0	4	0	11	0	0	102	6	0	108	226
1:00 PM	0	0	0	0	0	0	0	4	116	0	0	120	0	10	0	8	0	18	0	0	131	9	0	140	278
Peak Hour Total	0	0	0	0	0	0	0	17	467	0	2	484	0	30	0	30	2	60	0	1	466	37	1	504	1048
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.852	0.000	0.500	0.846	0.000	0.750	0.000	0.833	0.500	0.833	0.000	0.250	0.889	0.771	0.250	0.894	0.879

Total Vehicles On Leg			25		
Vehicles Entering Intersection 13			Vehicles Exiting Intersection 12		
Southbound					
Cars	5	1	7	0	8
Heavy	0	0	0	0	4
Total	5	1	7	0	12



Total Vehicles on Leg 9637	Vehicles Entering Intersection 5095	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4542		2	0	2
			2	0	2
			5	0	5
			4688	30	4718
			368	2	370



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4507	Total Vehicles on Leg 9483
7	0	7			
4272	20	4292			
208	0	208			
0	0	0			
7	0	7	Vehicles Exiting Intersection 4976		



Total Vehicles On Leg			1073		
Cars	8	0	242	0	250
Heavy	4	0	1	0	1
Total	12	0	243	0	251
Northbound					
Vehicles Entering Intersection 494			Vehicles Exiting Intersection 579		
Total Vehicles On Leg			1073		



Agua Fria Street & Camino Carlos Rael_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	12	0	0	12	20
6:15 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	9	0	0	9	15
6:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	1	0	2	0	0	19	1	0	20	28
6:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	2	0	2	0	0	21	0	0	21	37
Hourly Total	0	1	0	0	0	1	0	0	33	0	0	33	0	1	0	3	0	4	0	0	61	1	0	62	100
7:00 AM	0	0	0	1	0	1	0	0	12	0	0	12	0	2	0	1	0	3	0	0	24	0	0	24	40
7:15 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	1	0	0	1	1	0	0	42	0	0	42	62
7:30 AM	0	0	0	1	0	1	0	0	27	0	0	27	0	1	0	1	0	2	0	1	42	0	0	43	73
7:45 AM	0	0	0	1	0	1	0	2	51	0	0	53	0	1	0	0	0	1	0	0	62	0	0	62	117
Hourly Total	0	0	0	3	0	3	0	2	109	0	0	111	0	5	0	2	1	7	0	1	170	0	0	171	292

Agua Fria Street & Camino Carlos Rael_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	1	34	0	0	35	0	1	0	2	0	3	0	1	73	0	0	74	112
8:15 AM	0	1	0	1	2	2	0	3	56	1	0	60	0	3	0	5	0	8	0	1	64	2	0	67	137
8:30 AM	0	1	0	0	0	1	0	2	68	1	0	71	0	2	0	3	0	5	0	2	65	2	0	69	146
8:45 AM	0	0	0	0	1	0	0	1	55	0	0	56	0	5	0	5	0	10	0	1	82	1	0	84	150
Hourly Total	0	2	0	1	3	3	0	7	213	2	0	222	0	11	0	15	0	26	0	5	284	5	0	294	545
9:00 AM	0	1	0	2	1	3	0	3	74	0	0	77	0	2	0	4	0	6	0	0	74	2	0	76	162
9:15 AM	0	0	0	0	0	0	0	1	70	0	0	71	0	1	0	2	0	3	0	0	96	3	0	99	173
9:30 AM	0	0	0	0	1	0	0	1	71	0	0	72	0	0	0	5	0	5	0	0	84	4	0	88	165
9:45 AM	0	2	0	0	0	2	0	1	87	0	0	88	0	2	0	1	0	3	0	0	103	1	0	104	197
Hourly Total	0	3	0	2	2	5	0	6	302	0	0	308	0	5	0	12	0	17	0	0	357	10	0	367	697
10:00 AM	0	0	0	1	0	1	0	3	76	0	0	79	0	3	0	4	1	7	0	0	106	4	0	110	197
10:15 AM	0	1	0	1	0	2	0	2	84	0	0	86	0	2	0	2	0	4	0	0	109	1	0	110	202
10:30 AM	0	2	0	3	0	5	0	2	77	1	0	80	0	0	0	4	2	4	0	1	98	6	0	105	194
10:45 AM	0	0	0	0	2	0	0	1	95	0	0	96	0	1	0	2	0	3	0	0	122	2	0	124	223
Hourly Total	0	3	0	5	2	8	0	8	332	1	0	341	0	6	0	12	3	18	0	1	435	13	0	449	816
11:00 AM	0	0	0	1	0	1	0	2	108	0	0	110	0	1	0	2	0	3	0	0	94	2	0	96	210
11:15 AM	0	1	0	0	2	1	0	2	100	0	0	102	0	2	0	2	0	4	0	3	91	1	0	95	202
11:30 AM	0	0	0	3	0	3	1	6	123	2	0	132	0	7	0	4	0	11	1	2	118	2	0	123	269
11:45 AM	0	3	0	2	1	5	0	2	100	0	0	102	0	2	0	3	0	5	0	1	118	3	0	122	234
Hourly Total	0	4	0	6	3	10	1	12	431	2	0	446	0	12	0	11	0	23	1	6	421	8	0	436	915
12:00 PM	0	1	0	1	0	2	0	0	122	1	0	123	0	0	0	4	1	4	0	1	104	5	0	110	239
12:15 PM	0	0	0	2	0	2	0	1	112	1	0	114	0	1	0	2	1	3	0	2	121	3	0	126	245
12:30 PM	0	0	0	1	0	1	0	0	113	0	0	113	0	3	0	5	0	8	0	2	97	4	0	103	225
12:45 PM	0	0	0	2	0	2	0	6	99	0	0	105	0	1	0	3	0	4	0	0	109	3	0	112	223
Hourly Total	0	1	0	6	0	7	0	7	446	2	0	455	0	5	0	14	2	19	0	5	431	15	0	451	932
1:00 PM	0	0	0	1	0	1	0	2	103	0	0	105	0	2	0	2	0	4	0	4	116	1	0	121	231
1:15 PM	0	0	0	1	0	1	0	2	99	0	0	101	0	3	0	3	0	6	0	1	128	1	0	130	238
1:30 PM	0	0	0	1	0	1	0	1	110	0	0	111	0	1	0	1	2	2	0	0	99	1	0	100	214
1:45 PM	0	0	0	0	0	0	0	5	106	0	0	111	0	3	0	4	0	7	0	2	103	1	0	106	224
Hourly Total	0	0	0	3	0	3	0	10	418	0	0	428	0	9	0	10	2	19	0	7	446	4	0	457	907
2:00 PM	0	1	0	2	0	3	0	1	115	1	0	117	0	4	0	4	2	8	0	0	108	3	0	111	239
2:15 PM	0	1	0	2	0	3	0	0	111	1	0	112	0	0	0	1	0	1	1	1	107	5	0	114	230
2:30 PM	0	1	0	0	0	1	0	2	92	0	0	94	0	3	0	3	0	6	0	1	120	2	0	123	224
2:45 PM	0	1	0	0	0	1	0	1	95	3	0	99	0	3	0	0	0	3	0	0	98	1	0	99	202
Hourly Total	0	4	0	4	0	8	0	4	413	5	0	422	0	10	0	8	2	18	1	2	433	11	0	447	895
3:00 PM	0	0	0	1	0	1	0	8	92	0	0	100	0	1	0	1	2	2	0	0	106	4	0	110	213
3:15 PM	0	1	0	0	0	1	0	0	108	1	0	109	0	2	0	8	1	10	0	1	92	3	0	96	216
3:30 PM	0	0	0	1	0	1	0	2	89	0	0	91	0	3	0	1	2	4	0	0	115	4	0	119	215
3:45 PM	0	0	0	2	0	2	0	3	116	0	0	119	0	3	0	2	0	5	1	1	112	2	0	116	242
Hourly Total	0	1	0	4	0	5	0	13	405	1	0	419	0	9	0	12	5	21	1	2	425	13	0	441	886

Agua Fria Street & Camino Carlos Rael_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	1	<i>0</i>	0	2	99	1	0	<i>102</i>	0	2	0	4	0	<i>6</i>	0	1	134	1	0	<i>136</i>	244
4:15 PM	0	2	0	1	0	<i>3</i>	0	3	125	3	0	<i>131</i>	0	3	0	1	0	<i>4</i>	0	1	121	4	0	<i>126</i>	264
4:30 PM	0	0	0	5	1	<i>5</i>	0	1	102	0	0	<i>103</i>	0	1	0	7	0	<i>8</i>	0	1	99	3	0	<i>103</i>	219
4:45 PM	0	0	0	1	1	<i>1</i>	0	5	100	1	0	<i>106</i>	0	0	0	1	0	<i>1</i>	0	1	82	2	0	<i>85</i>	193
Hourly Total	0	2	0	7	3	<i>9</i>	0	11	426	5	0	<i>442</i>	0	6	0	13	0	<i>19</i>	0	4	436	10	0	<i>450</i>	920
5:00 PM	0	0	0	0	2	<i>0</i>	0	4	75	1	0	<i>80</i>	0	3	0	4	0	<i>7</i>	0	0	99	4	0	<i>103</i>	190
5:15 PM	0	0	0	1	1	<i>1</i>	0	1	99	0	0	<i>100</i>	0	1	0	0	0	<i>1</i>	0	2	100	4	0	<i>106</i>	208
5:30 PM	0	1	0	0	1	<i>1</i>	0	3	80	0	0	<i>83</i>	0	3	0	1	2	<i>4</i>	0	1	99	3	0	<i>103</i>	191
5:45 PM	0	0	0	0	0	<i>0</i>	0	0	86	0	0	<i>86</i>	0	3	0	1	1	<i>4</i>	0	2	107	1	0	<i>110</i>	200
Hourly Total	0	1	0	1	4	<i>2</i>	0	8	340	1	0	<i>349</i>	0	10	0	6	3	<i>16</i>	0	5	405	12	0	<i>422</i>	789
6:00 PM	0	0	0	0	0	<i>0</i>	0	0	79	1	0	<i>80</i>	0	2	0	1	0	<i>3</i>	0	1	81	1	0	<i>83</i>	166
6:15 PM	0	0	0	1	0	<i>1</i>	0	0	81	0	0	<i>81</i>	0	0	0	2	1	<i>2</i>	0	0	83	2	0	<i>85</i>	169
6:30 PM	0	1	0	1	0	<i>2</i>	0	2	70	1	0	<i>73</i>	0	4	1	1	2	<i>6</i>	0	1	85	5	0	<i>91</i>	172
6:45 PM	0	1	0	1	0	<i>2</i>	0	3	68	1	0	<i>72</i>	0	2	0	5	0	<i>7</i>	0	1	57	3	0	<i>61</i>	142
Hourly Total	0	2	0	3	0	<i>5</i>	0	5	298	3	0	<i>306</i>	0	8	1	9	3	<i>18</i>	0	3	306	11	0	<i>320</i>	649
7:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
7:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
8:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
9:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
10:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:00 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:15 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:30 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
11:45 PM	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
Hourly Total	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0
DAILY TOTAL	0	24	0	45	17	69	1	93	4166	22	0	4282	0	97	1	127	21	225	3	41	4610	113	0	4767	9343
Cars	0	24	0	45	12	69	1	92	4148	22	0	4263	0	97	1	127	9	225	3	41	4592	113	0	4749	9306
Heavy Vehicles	0	0	0	0	5	0	0	1	18	0	0	19	0	0	0	0	12	0	0	0	18	0	0	18	37
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	29.41%	0.00%	0.00%	1.08%	0.43%	0.00%	0.00%	0.44%	0.00%	0.00%	0.00%	0.00%	57.14%	0.00%	0.00%	0.00%	0.39%	0.00%	0.00%	0.38%	0.40%

Agua Fria Street & Camino Carlos Rael_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	1	0	1	0	2	108	0	0	110	0	1	0	2	0	3	0	0	94	2	0	96	210
11:15 AM	0	1	0	0	2	1	0	2	100	0	0	102	0	2	0	2	0	4	0	3	91	1	0	95	202
11:30 AM	0	0	0	3	0	3	1	6	123	2	0	132	0	7	0	4	0	11	1	2	118	2	0	123	269
11:45 AM	0	3	0	2	1	5	0	2	100	0	0	102	0	2	0	3	0	5	0	1	118	3	0	122	234
Peak Hour Total	0	4	0	6	3	10	1	12	431	2	0	446	0	12	0	11	0	23	1	6	421	8	0	436	915
PHF	0.000	0.333	0.000	0.500	0.375	0.500	0.250	0.500	0.876	0.250	0.000	0.845	0.000	0.429	0.000	0.688	0.000	0.523	0.250	0.500	0.892	0.667	0.000	0.886	0.850

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
3:45 PM	0	0	0	2	0	2	0	3	116	0	0	119	0	3	0	2	0	5	1	1	112	2	0	116	242
4:00 PM	0	0	0	0	1	0	0	2	99	1	0	102	0	2	0	4	0	6	0	1	134	1	0	136	244
4:15 PM	0	2	0	1	0	3	0	3	125	3	0	131	0	3	0	1	0	4	0	1	121	4	0	126	264
4:30 PM	0	0	0	5	1	5	0	1	102	0	0	103	0	1	0	7	0	8	0	1	99	3	0	103	219
Peak Hour Total	0	2	0	8	2	10	0	9	442	4	0	455	0	9	0	14	0	23	1	4	466	10	0	481	969
PHF	0.000	0.250	0.000	0.400	0.500	0.500	0.000	0.750	0.884	0.333	0.000	0.868	0.000	0.750	0.000	0.500	0.000	0.719	0.250	1.000	0.869	0.625	0.000	0.884	0.918

Total Vehicles On Leg			133		
Vehicles Entering Intersection 69			Vehicles Exiting Intersection 64		
Southbound					
Cars	45	0	24	0	12
Heavy	0	0	0	0	5
Total	45	0	24	0	17

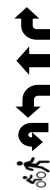


Total Vehicles on Leg 9078	Vehicles Entering Intersection 4767	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4311		0	0	0
			3	0	3
			41	0	41
			4592	18	4610
			113	0	113



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4282	Total Vehicles on Leg 9044
22	0	22			
4148	18	4166			
92	1	93			
1	0	1			
0	0	0			
				Vehicles Exiting Intersection 4762	



Cars	9	0	97	1	127
Heavy	12	0	0	0	0
Total	21	0	97	1	127
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
225			206		
Total Vehicles On Leg			431		



**Agua Fria Street & Calle Carmilita_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022**

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	12	0	0	12	20
6:15 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	9	0	0	9	15
6:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	1	0	2	0	0	19	1	0	20	28
6:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	2	0	2	0	0	21	0	0	21	37
Hourly Total	0	1	0	0	0	1	0	0	33	0	0	33	0	1	0	3	0	4	0	0	61	1	0	62	100
7:00 AM	0	0	0	0	0	0	0	0	12	0	0	12	0	2	0	1	0	3	0	0	23	0	0	23	38
7:15 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	1	0	0	1	1	0	0	42	0	0	42	62
7:30 AM	0	0	0	0	0	0	0	0	27	0	0	27	0	1	0	1	0	2	0	1	42	0	0	43	72
7:45 AM	0	0	0	0	0	0	0	2	51	0	0	53	0	1	0	0	0	1	0	0	61	0	0	61	115
Hourly Total	0	0	0	0	0	0	0	2	109	0	0	111	0	5	0	2	1	7	0	1	168	0	0	169	287

Agua Fria Street & Calle Carmilita_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	1	34	0	0	35	0	1	0	2	0	3	0	1	72	0	0	73	111
8:15 AM	0	1	0	1	1	2	0	3	56	1	0	60	0	3	0	5	0	8	0	1	65	2	0	68	138
8:30 AM	0	1	0	0	0	1	0	2	68	0	0	70	0	2	0	3	0	5	0	2	65	2	0	69	145
8:45 AM	0	0	0	0	0	0	0	1	55	0	0	56	0	5	0	5	0	10	0	1	85	1	0	87	153
Hourly Total	0	2	0	1	1	3	0	7	213	1	0	221	0	11	0	15	0	26	0	5	287	5	0	297	547
9:00 AM	0	1	0	0	0	1	0	2	72	0	0	74	0	2	0	4	0	6	0	0	73	3	0	76	157
9:15 AM	0	1	0	0	0	1	0	1	70	0	0	71	0	1	0	2	0	3	0	0	96	3	0	99	174
9:30 AM	0	0	0	0	0	0	0	1	71	0	0	72	0	0	0	5	0	5	0	0	83	4	0	87	164
9:45 AM	0	2	0	0	0	2	0	1	88	0	0	89	0	2	0	1	0	3	0	0	103	1	0	104	198
Hourly Total	0	4	0	0	0	4	0	5	301	0	0	306	0	5	0	12	0	17	0	0	355	11	0	366	693
10:00 AM	0	0	0	0	0	0	0	3	78	0	0	81	0	3	0	4	1	7	0	0	105	4	0	109	197
10:15 AM	0	1	0	0	0	1	0	2	83	0	0	85	0	2	0	2	0	4	0	0	109	1	0	110	200
10:30 AM	0	2	0	2	0	4	0	2	75	1	0	78	0	0	0	4	0	4	0	1	100	6	0	107	193
10:45 AM	0	0	0	0	0	0	0	1	94	0	0	95	0	1	0	2	0	3	0	0	119	2	0	121	219
Hourly Total	0	3	0	2	0	5	0	8	330	1	0	339	0	6	0	12	1	18	0	1	433	13	0	447	809
11:00 AM	0	0	0	1	0	1	0	2	109	0	0	111	0	1	0	2	0	3	0	0	94	2	0	96	211
11:15 AM	0	1	0	0	0	1	0	2	99	0	0	101	0	2	0	2	0	4	0	3	91	1	0	95	201
11:30 AM	0	0	0	2	1	2	1	6	121	2	0	130	0	7	0	4	0	11	1	2	117	2	0	122	265
11:45 AM	0	3	0	2	0	5	0	2	101	0	0	103	0	2	0	3	0	5	0	1	117	3	0	121	234
Hourly Total	0	4	0	5	1	9	1	12	430	2	0	445	0	12	0	11	0	23	1	6	419	8	0	434	911
12:00 PM	0	1	0	1	0	2	0	0	121	1	0	122	0	0	0	4	0	4	0	1	107	5	0	113	241
12:15 PM	0	0	0	2	0	2	0	1	114	0	0	115	0	1	0	2	2	3	0	2	121	3	0	126	246
12:30 PM	0	0	0	1	0	1	0	0	113	0	0	113	0	3	0	5	0	8	0	2	98	4	0	104	226
12:45 PM	0	0	0	2	0	2	0	6	101	0	0	107	0	1	0	3	0	4	0	0	109	3	0	112	225
Hourly Total	0	1	0	6	0	7	0	7	449	1	0	457	0	5	0	14	2	19	0	5	435	15	0	455	938
1:00 PM	0	0	0	1	0	1	0	2	103	0	0	105	0	2	0	2	0	4	0	4	117	1	0	122	232
1:15 PM	0	0	0	0	0	0	0	2	99	0	0	101	0	3	0	3	0	6	0	1	128	1	0	130	237
1:30 PM	0	0	0	1	0	1	0	1	110	0	0	111	0	1	0	1	0	2	0	0	99	1	0	100	214
1:45 PM	0	0	0	0	0	0	0	5	107	0	0	112	0	3	0	4	0	7	0	2	103	1	0	106	225
Hourly Total	0	0	0	2	0	2	0	10	419	0	0	429	0	9	0	10	0	19	0	7	447	4	0	458	908
2:00 PM	0	1	0	1	0	2	0	1	115	1	0	117	0	4	0	4	2	8	0	0	108	3	0	111	238
2:15 PM	0	0	0	2	0	2	0	0	110	1	0	111	0	0	0	1	0	1	1	0	108	5	0	114	228
2:30 PM	0	0	0	0	0	0	0	2	92	0	0	94	0	4	0	3	0	7	0	1	120	2	0	123	224
2:45 PM	0	1	0	0	0	1	0	1	102	2	0	105	0	3	0	0	0	3	0	0	112	1	0	113	222
Hourly Total	0	2	0	3	0	5	0	4	419	4	0	427	0	11	0	8	2	19	1	1	448	11	0	461	912
3:00 PM	0	0	0	0	0	0	0	9	96	0	0	105	0	1	0	1	2	2	0	0	108	4	0	112	219
3:15 PM	0	1	0	0	0	1	0	0	109	1	0	110	0	2	0	8	0	10	0	1	95	3	0	99	220
3:30 PM	0	0	0	1	0	1	0	2	86	0	0	88	0	3	0	1	2	4	0	0	114	4	0	118	211
3:45 PM	0	0	0	2	0	2	0	3	117	0	0	120	0	3	0	2	0	5	1	1	111	2	0	115	242
Hourly Total	0	1	0	3	0	4	0	14	408	1	0	423	0	9	0	12	4	21	1	2	428	13	0	444	892

**Agua Fria Street & Calle Carmilita_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022**

Time	Southbound Camino Carlos Rael						Westbound Agua Fria Street						Northbound Calle Carmilita						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	2	99	1	0	102	0	2	0	4	0	6	0	1	134	1	0	136	244
4:15 PM	0	2	0	1	0	3	0	3	123	3	0	129	0	3	0	1	0	4	0	1	119	4	0	124	260
4:30 PM	0	0	0	3	1	3	0	1	102	0	0	103	0	1	0	5	0	6	0	2	99	3	0	104	216
4:45 PM	0	0	0	1	0	1	0	5	100	1	0	106	0	0	0	2	0	2	0	1	82	2	0	85	194
Hourly Total	0	2	0	5	1	7	0	11	424	5	0	440	0	6	0	12	0	18	0	5	434	10	0	449	914
5:00 PM	0	0	0	0	0	0	0	4	75	1	0	80	0	3	0	5	0	8	0	0	99	4	0	103	191
5:15 PM	0	0	0	1	1	1	0	1	101	0	0	102	0	1	0	0	0	1	0	2	99	4	0	105	209
5:30 PM	0	1	0	0	1	1	0	3	80	0	0	83	0	3	0	1	2	4	0	1	99	3	0	103	191
5:45 PM	0	0	0	0	0	0	0	0	85	0	0	85	0	3	0	1	1	4	0	2	107	1	0	110	199
Hourly Total	0	1	0	1	2	2	0	8	341	1	0	350	0	10	0	7	3	17	0	5	404	12	0	421	790
6:00 PM	0	0	0	0	0	0	0	0	79	1	0	80	0	2	0	1	0	3	0	1	80	1	0	82	165
6:15 PM	0	0	0	1	0	1	0	0	81	0	0	81	0	0	0	2	0	2	0	0	84	2	0	86	170
6:30 PM	0	1	0	0	0	1	0	2	70	1	0	73	0	4	1	1	0	6	0	1	85	5	0	91	171
6:45 PM	0	1	0	0	0	1	0	3	70	1	0	74	0	2	0	5	0	7	0	1	57	3	0	61	143
Hourly Total	0	2	0	1	0	3	0	5	300	3	0	308	0	8	1	9	0	18	0	3	306	11	0	320	649
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	23	0	29	5	52	1	93	4176	19	0	4289	0	98	1	127	13	226	3	41	4625	114	0	4783	9350
Cars	0	23	0	29	5	52	1	91	4160	19	0	4271	0	98	1	126	10	225	3	41	4606	114	0	4764	9312
Heavy Vehicles	0	0	0	0	0	0	0	2	16	0	0	18	0	0	0	1	3	1	0	0	19	0	0	19	38
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.15%	0.38%	0.00%	0.00%	0.42%	0.00%	0.00%	0.00%	0.79%	23.08%	0.44%	0.00%	0.00%	0.41%	0.00%	0.00%	0.40%	0.41%

Agua Fria Street & Calle Carmilita_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	1	0	1	0	2	109	0	0	111	0	1	0	2	0	3	0	0	94	2	0	96	211
11:15 AM	0	1	0	0	0	1	0	2	99	0	0	101	0	2	0	2	0	4	0	3	91	1	0	95	201
11:30 AM	0	0	0	2	1	2	1	6	121	2	0	130	0	7	0	4	0	11	1	2	117	2	0	122	265
11:45 AM	0	3	0	2	0	5	0	2	101	0	0	103	0	2	0	3	0	5	0	1	117	3	0	121	234
Peak Hour Total	0	4	0	5	1	9	1	12	430	2	0	445	0	12	0	11	0	23	1	6	419	8	0	434	911
PHF	0.000	0.333	0.000	0.625	0.250	0.450	0.250	0.500	0.888	0.250	0.000	0.856	0.000	0.429	0.000	0.688	0.000	0.523	0.250	0.500	0.895	0.667	0.000	0.889	0.859

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
3:45 PM	0	0	0	2	0	2	0	3	117	0	0	120	0	3	0	2	0	5	1	1	111	2	0	115	242
4:00 PM	0	0	0	0	0	0	0	2	99	1	0	102	0	2	0	4	0	6	0	1	134	1	0	136	244
4:15 PM	0	2	0	1	0	3	0	3	123	3	0	129	0	3	0	1	0	4	0	1	119	4	0	124	260
4:30 PM	0	0	0	3	1	3	0	1	102	0	0	103	0	1	0	5	0	6	0	2	99	3	0	104	216
Peak Hour Total	0	2	0	6	1	8	0	9	441	4	0	454	0	9	0	12	0	21	1	5	463	10	0	479	962
PHF	0.000	0.250	0.000	0.500	0.250	0.667	0.000	0.750	0.896	0.333	0.000	0.880	0.000	0.750	0.000	0.600	0.000	0.875	0.250	0.625	0.864	0.625	0.000	0.881	0.925

Total Vehicles On Leg			113		
Vehicles Entering Intersection 52			Vehicles Exiting Intersection 61		
Southbound					
Cars	29	0	23	0	5
Heavy	0	0	0	0	0
Total	29	0	23	0	5



Total Vehicles on Leg 9089	Vehicles Entering Intersection 4783	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4306		0	0	0
			3	0	3
			41	0	41
			4606	19	4625
			114	0	114



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4289	Total Vehicles on Leg 9065
19	0	19			
4160	16	4176			
91	2	93			
1	0	1		Vehicles Exiting Intersection 4776	
0	0	0			



Cars	10	0	98	1	126
Heavy	3	0	0	0	1
Total	13	0	98	1	127
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
226			207		
Total Vehicles On Leg			433		



Agua Fria Street & Ferguson Lane_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	12	0	0	12	19
6:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	0	10	15
6:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	0	0	20	0	0	20	27
6:45 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	23	0	0	23	36
Hourly Total	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	1	0	1	0	0	65	0	0	65	97
7:00 AM	0	0	0	1	0	1	0	0	13	0	0	13	0	0	0	3	0	3	0	0	25	0	0	25	42
7:15 AM	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	1	0	0	0	42	0	0	42	60
7:30 AM	0	0	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	0	0	0	43	0	0	43	70
7:45 AM	0	1	0	1	0	2	0	0	50	1	0	51	0	1	0	1	0	2	0	1	61	0	0	62	117
Hourly Total	0	1	0	2	0	3	0	2	106	1	0	109	0	1	0	4	1	5	0	1	171	0	0	172	289

**Agua Fria Street & Ferguson Lane_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022**

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	0	33	1	0	34	0	1	0	0	0	0	0	0	73	0	0	73	108
8:15 AM	0	2	1	0	1	3	0	0	60	0	0	60	0	1	0	0	0	1	0	0	70	0	0	70	134
8:30 AM	0	0	0	0	0	0	0	0	70	0	0	70	0	2	0	1	0	3	0	0	70	1	0	71	144
8:45 AM	0	0	0	0	1	0	0	1	55	1	0	57	0	0	0	0	0	0	0	0	89	0	0	89	146
Hourly Total	0	2	1	0	2	3	0	1	218	2	0	221	0	4	0	1	0	5	0	0	302	1	0	303	532
9:00 AM	0	1	0	0	1	1	1	0	73	1	0	75	0	3	0	0	0	3	0	0	78	1	0	79	158
9:15 AM	0	1	0	1	0	2	0	1	69	0	0	70	0	1	0	3	0	4	0	1	94	2	0	97	173
9:30 AM	0	2	0	0	1	2	0	0	70	2	0	72	0	0	0	1	0	1	0	0	88	0	0	88	163
9:45 AM	0	0	0	1	0	1	0	1	89	0	0	90	0	0	0	3	0	3	0	0	103	0	0	103	197
Hourly Total	0	4	0	2	2	6	1	2	301	3	0	307	0	4	0	7	0	11	0	1	363	3	0	367	691
10:00 AM	0	0	0	0	0	0	0	0	81	1	0	82	0	0	0	0	1	0	0	1	109	0	0	110	192
10:15 AM	0	0	0	2	0	2	0	0	82	0	0	82	0	1	0	0	0	1	0	2	109	0	0	111	196
10:30 AM	0	0	0	2	0	2	0	1	76	0	0	77	0	0	0	1	0	1	0	2	103	1	0	106	186
10:45 AM	0	2	0	0	2	2	0	3	95	0	0	98	0	0	0	3	0	3	0	0	121	1	0	122	225
Hourly Total	0	2	0	4	2	6	0	4	334	1	0	339	0	1	0	4	1	5	0	5	442	2	0	449	799
11:00 AM	0	0	0	0	0	0	0	2	109	0	0	111	0	0	0	1	0	1	1	0	93	1	0	95	207
11:15 AM	0	2	0	2	2	4	0	0	99	1	0	100	0	2	0	2	0	4	0	0	92	0	0	92	200
11:30 AM	0	0	0	0	1	0	0	2	129	0	0	131	0	1	0	0	0	1	0	2	123	1	0	126	258
11:45 AM	0	2	0	0	0	2	0	2	104	1	0	107	0	0	0	0	1	0	0	0	123	0	0	123	232
Hourly Total	0	4	0	2	3	6	0	6	441	2	0	449	0	3	0	3	1	6	1	2	431	2	0	436	897
12:00 PM	0	0	0	0	0	0	0	0	118	3	0	121	0	2	0	0	1	2	0	0	112	0	0	112	235
12:15 PM	0	1	0	2	0	3	0	1	110	0	0	111	0	2	0	1	2	3	0	0	121	1	0	122	239
12:30 PM	0	1	0	1	0	2	0	1	111	2	0	114	0	2	0	0	1	2	0	1	99	2	0	102	220
12:45 PM	0	0	0	2	0	2	0	0	102	1	0	103	0	1	0	1	0	2	0	0	110	1	0	111	218
Hourly Total	0	2	0	5	0	7	0	2	441	6	0	449	0	7	0	2	4	9	0	1	442	4	0	447	912
1:00 PM	0	1	0	0	0	1	0	0	108	0	0	108	0	0	0	0	0	0	0	0	119	0	0	119	228
1:15 PM	0	0	0	0	0	0	0	0	101	1	0	102	0	0	0	1	0	1	0	1	130	0	0	131	234
1:30 PM	0	3	0	2	0	5	0	2	105	1	0	108	0	1	0	3	0	4	0	0	99	0	0	99	216
1:45 PM	0	1	0	2	0	3	0	0	110	1	0	111	0	0	0	0	0	0	0	0	106	0	0	106	220
Hourly Total	0	5	0	4	0	9	0	2	424	3	0	429	0	1	0	4	0	5	0	1	454	0	0	455	898
2:00 PM	0	2	0	0	0	2	0	1	117	1	0	119	0	0	0	0	2	0	0	0	113	1	0	114	235
2:15 PM	0	2	0	0	0	2	0	1	111	1	0	113	0	0	0	0	0	0	0	0	108	2	0	110	225
2:30 PM	0	1	0	0	0	1	0	0	91	1	0	92	0	0	0	1	0	1	0	1	120	1	0	122	216
2:45 PM	0	1	0	0	0	1	0	2	106	4	0	112	0	0	0	1	2	1	0	0	111	0	0	111	225
Hourly Total	0	6	0	0	0	6	0	4	425	7	0	436	0	0	0	2	4	2	0	1	452	4	0	457	901
3:00 PM	0	1	0	1	0	2	0	1	99	0	0	100	0	4	0	1	5	5	0	0	107	1	0	108	215
3:15 PM	0	0	0	0	0	0	0	1	109	0	0	110	0	1	0	2	0	3	0	0	104	0	0	104	217
3:30 PM	0	0	0	0	0	0	0	4	89	1	0	94	0	0	0	0	2	0	0	2	113	1	0	116	210
3:45 PM	0	1	0	0	0	1	0	1	118	0	0	119	0	0	0	1	0	1	0	2	110	0	0	112	233
Hourly Total	0	2	0	1	0	3	0	7	415	1	0	423	0	5	0	4	7	9	0	4	434	2	0	440	875

Agua Fria Street & Ferguson Lane_Saturday
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Ferguson Lane						Westbound Agua Fria Street						Northbound Agua Fria Street						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	3	103	2	0	108	0	0	0	0	0	0	0	0	137	1	0	138	246
4:15 PM	0	1	0	0	0	1	0	2	131	1	0	134	0	1	0	0	0	1	0	0	118	1	0	119	255
4:30 PM	0	1	0	1	0	2	0	2	100	0	0	102	0	1	0	2	0	3	0	1	102	3	0	106	213
4:45 PM	0	0	0	1	0	1	0	1	104	0	0	105	0	2	0	1	0	3	0	0	84	1	0	85	194
Hourly Total	0	2	0	2	0	4	0	8	438	3	0	449	0	4	0	3	0	7	0	1	441	6	0	448	908
5:00 PM	0	4	0	1	0	5	0	2	75	1	0	78	0	3	0	1	0	4	0	0	99	3	0	102	189
5:15 PM	0	2	0	0	0	2	0	3	99	4	0	106	0	2	0	1	0	3	0	0	96	1	0	97	208
5:30 PM	0	0	0	0	0	0	0	0	77	0	0	77	0	1	0	3	3	4	0	0	99	2	0	101	182
5:45 PM	0	1	0	0	0	1	0	1	84	0	0	85	0	0	0	2	3	2	0	1	105	2	0	108	196
Hourly Total	0	7	0	1	0	8	0	6	335	5	0	346	0	6	0	7	6	13	0	1	399	8	0	408	775
6:00 PM	0	0	0	1	0	1	0	0	81	0	0	81	0	2	0	0	0	2	0	1	74	2	0	77	161
6:15 PM	0	0	0	1	0	1	0	1	77	0	0	78	0	0	0	1	0	1	0	1	84	0	0	85	165
6:30 PM	0	1	1	0	0	2	0	1	74	0	0	75	0	0	0	3	0	3	0	1	86	1	0	88	168
6:45 PM	0	0	0	0	0	0	0	1	71	0	0	72	0	2	0	1	0	3	0	0	63	1	0	64	139
Hourly Total	0	1	1	2	0	4	0	3	303	0	0	306	0	4	0	5	0	9	0	3	307	4	0	314	633
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	38	2	25	9	65	1	47	4212	34	0	4294	0	40	0	47	24	87	1	21	4703	36	0	4761	9207
Cars	0	38	2	25	5	65	1	47	4196	34	0	4278	0	40	0	47	21	87	1	21	4683	36	0	4741	9171
Heavy Vehicles	0	0	0	0	4	0	0	0	16	0	0	16	0	0	0	0	3	0	0	0	20	0	0	20	36
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	44.44%	0.00%	0.00%	0.00%	0.38%	0.00%	0.00%	0.37%	0.00%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.43%	0.00%	0.00%	0.42%	0.39%

Agua Fria Street & Ferguson Lane Saturday
Santa Fe New Mexico
Saturday, October 22, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	2	109	0	0	111	0	0	0	1	0	1	1	0	93	1	0	95	207
11:15 AM	0	2	0	2	2	4	0	0	99	1	0	100	0	2	0	2	0	4	0	0	92	0	0	92	200
11:30 AM	0	0	0	0	1	0	0	2	129	0	0	131	0	1	0	0	0	1	0	2	123	1	0	126	258
11:45 AM	0	2	0	0	0	2	0	2	104	1	0	107	0	0	0	0	1	0	0	0	123	0	0	123	232
Peak Hour Total	0	4	0	2	3	6	0	6	441	2	0	449	0	3	0	3	1	6	1	2	431	2	0	436	897
PHF	0.000	0.500	0.000	0.250	0.375	0.375	0.000	0.750	0.855	0.500	0.000	0.857	0.000	0.375	0.000	0.375	0.250	0.375	0.250	0.250	0.876	0.500	0.000	0.865	0.869

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
3:45 PM	0	1	0	0	0	1	0	1	118	0	0	119	0	0	0	1	0	1	0	2	110	0	0	112	233
4:00 PM	0	0	0	0	0	0	0	3	103	2	0	108	0	0	0	0	0	0	0	0	137	1	0	138	246
4:15 PM	0	1	0	0	0	1	0	2	131	1	0	134	0	1	0	0	0	1	0	0	118	1	0	119	255
4:30 PM	0	1	0	1	0	2	0	2	100	0	0	102	0	1	0	2	0	3	0	1	102	3	0	106	213
Peak Hour Total	0	3	0	1	0	4	0	8	452	3	0	463	0	2	0	3	0	5	0	3	467	5	0	475	947
PHF	0.000	0.750	0.000	0.250	0.000	0.500	0.000	0.667	0.863	0.375	0.000	0.864	0.000	0.500	0.000	0.375	0.000	0.417	0.000	0.375	0.852	0.417	0.000	0.861	0.928

Total Vehicles On Leg			120		
Vehicles Entering Intersection 65			Vehicles Exiting Intersection 55		
Southbound					
Cars	25	2	38	0	5
Heavy	0	0	0	0	4
Total	25	2	38	0	9



Total Vehicles on Leg 9039	Vehicles Entering Intersection 4761	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4278		0	0	0
			1	0	1
			21	0	21
			4683	20	4703
			36	0	36



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4294	Total Vehicles on Leg 9083
34	0	34			
4196	16	4212			
47	0	47			
1	0	1			
0	0	0			
				Vehicles Exiting Intersection 4789	



Cars	21	0	40	0	47
Heavy	3	0	0	0	0
Total	24	0	40	0	47
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
87			85		
Total Vehicles On Leg			172		

Agua Fria Street & Camino de Chelly
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	12	0	0	12	19
6:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	0	10	15
6:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	1	0	0	21	0	0	21	27
6:45 AM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	0	22	0	0	22	36
Hourly Total	0	0	0	0	0	0	0	1	30	0	0	31	0	1	0	0	1	1	0	0	65	0	0	65	97
7:00 AM	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	1	0	1	0	0	27	0	0	27	42
7:15 AM	0	0	0	0	0	0	0	1	15	0	0	16	0	1	0	0	1	1	0	0	40	1	0	41	58
7:30 AM	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	2	0	2	0	0	44	1	0	45	73
7:45 AM	0	0	0	0	0	0	0	0	50	0	0	50	0	1	0	2	0	3	0	0	62	1	4	63	116
Hourly Total	0	0	0	0	0	0	0	2	104	0	0	106	0	2	0	5	1	7	0	0	173	3	4	176	289

Agua Fria Street & Camino de Chelly
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	0	0	0	0	0	3	30	0	0	33	0	3	0	3	0	6	0	0	67	6	0	73	112
8:15 AM	0	0	0	0	0	0	0	3	57	0	0	60	0	4	0	5	0	9	0	0	73	1	0	74	143
8:30 AM	0	0	0	0	0	0	0	4	64	0	0	68	0	2	0	3	0	5	0	0	66	4	1	70	143
8:45 AM	0	0	0	0	0	0	0	6	51	0	0	57	0	6	0	4	0	10	0	0	84	6	1	90	157
Hourly Total	0	0	0	0	0	0	0	16	202	0	0	218	0	15	0	15	0	30	0	0	290	17	2	307	555
9:00 AM	0	0	0	0	0	0	0	3	71	0	0	74	0	4	0	11	0	15	0	0	79	1	0	80	169
9:15 AM	0	0	0	0	0	0	0	5	69	0	0	74	0	1	0	6	0	7	0	0	92	6	2	98	179
9:30 AM	0	0	0	0	0	0	0	1	71	0	0	72	0	4	0	6	0	10	0	0	85	3	1	88	170
9:45 AM	0	0	0	0	0	0	1	3	82	0	0	86	0	3	0	8	0	11	0	0	98	4	0	102	199
Hourly Total	0	0	0	0	0	0	1	12	293	0	0	306	0	12	0	31	0	43	0	0	354	14	3	368	717
10:00 AM	0	0	0	0	0	0	0	3	77	0	0	80	0	4	0	8	0	12	0	0	109	2	0	111	203
10:15 AM	0	0	0	0	0	0	0	0	75	0	0	75	0	3	0	14	0	17	0	0	103	5	0	108	200
10:30 AM	0	0	0	0	0	0	0	2	72	0	0	74	0	3	0	1	1	4	0	0	99	1	0	100	178
10:45 AM	0	0	0	0	0	0	0	5	92	0	0	97	0	2	0	11	0	13	0	0	114	5	0	119	229
Hourly Total	0	0	0	0	0	0	0	10	316	0	0	326	0	12	0	34	1	46	0	0	425	13	0	438	810
11:00 AM	0	0	0	0	0	0	0	5	111	0	0	116	0	3	0	7	0	10	0	0	88	2	0	90	216
11:15 AM	0	0	0	0	0	0	0	3	93	0	0	96	0	2	0	7	0	9	0	0	91	2	0	93	198
11:30 AM	0	0	0	0	0	0	0	11	124	0	0	135	0	6	0	2	1	8	0	0	114	1	1	115	258
11:45 AM	0	0	0	0	0	0	0	8	104	0	0	112	0	2	0	3	0	5	0	0	118	4	0	122	239
Hourly Total	0	0	0	0	0	0	0	27	432	0	0	459	0	13	0	19	1	32	0	0	411	9	1	420	911
12:00 PM	0	0	0	0	0	0	0	5	114	0	0	119	0	2	0	6	0	8	0	0	112	2	0	114	241
12:15 PM	0	0	0	0	0	0	0	4	103	0	0	107	0	2	0	4	0	6	0	0	111	6	1	117	230
12:30 PM	0	0	0	0	0	0	0	6	104	0	0	110	0	4	0	5	0	9	1	0	90	6	2	97	216
12:45 PM	0	0	0	0	0	0	0	4	98	0	0	102	0	1	0	11	0	12	0	0	106	5	0	111	225
Hourly Total	0	0	0	0	0	0	0	19	419	0	0	438	0	9	0	26	0	35	1	0	419	19	3	439	912
1:00 PM	0	0	0	0	0	0	1	4	104	0	0	109	0	3	0	5	0	8	0	0	119	1	0	120	237
1:15 PM	0	0	0	0	0	0	0	5	98	0	0	103	0	1	0	4	0	5	0	0	124	1	1	125	233
1:30 PM	0	0	0	0	0	0	0	5	105	0	0	110	0	6	0	6	0	12	0	0	97	7	1	104	226
1:45 PM	0	0	0	0	0	0	0	6	105	0	0	111	0	5	0	5	0	10	0	0	97	4	0	101	222
Hourly Total	0	0	0	0	0	0	1	20	412	0	0	433	0	15	0	20	0	35	0	0	437	13	2	450	918
2:00 PM	0	0	0	0	0	0	0	7	118	0	0	125	0	3	0	7	3	10	0	0	112	3	0	115	250
2:15 PM	0	0	0	0	0	0	2	3	114	0	0	119	1	1	0	3	0	5	0	0	109	1	2	110	234
2:30 PM	0	0	0	0	0	0	1	7	84	0	0	92	0	4	0	8	0	12	0	0	119	1	0	120	224
2:45 PM	0	0	0	0	0	0	0	6	108	0	0	114	0	2	0	5	3	7	0	0	109	4	0	113	234
Hourly Total	0	0	0	0	0	0	3	23	424	0	0	450	1	10	0	23	6	34	0	0	449	9	2	458	942
3:00 PM	0	0	0	0	0	0	0	5	98	0	0	103	0	2	0	2	0	4	0	0	105	2	2	107	214
3:15 PM	0	0	0	0	0	0	0	7	108	0	0	115	0	2	0	9	0	11	0	0	108	1	0	109	235
3:30 PM	0	0	0	0	0	0	0	4	96	0	0	100	0	3	0	3	2	6	0	0	111	0	1	111	217
3:45 PM	0	0	0	0	0	0	1	3	114	0	0	118	0	3	0	3	0	6	0	0	104	3	1	107	231
Hourly Total	0	0	0	0	0	0	1	19	416	0	0	436	0	10	0	17	2	27	0	0	428	6	4	434	897

Agua Fria Street & Camino de Chelly
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound 0						Westbound Agua Fria Street						Northbound Camino de Chelly						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	7	109	0	0	116	0	2	0	3	0	5	0	0	131	4	0	135	256
4:15 PM	0	0	0	0	0	0	0	2	127	0	0	129	0	4	0	10	1	14	0	0	118	1	1	119	262
4:30 PM	0	0	0	0	0	0	0	7	100	0	0	107	0	3	0	3	1	6	0	0	100	2	2	102	215
4:45 PM	0	0	0	0	0	0	0	7	105	0	0	112	0	2	0	4	0	6	0	0	80	2	0	82	200
Hourly Total	0	0	0	0	0	0	0	23	441	0	0	464	0	11	0	20	2	31	0	0	429	9	3	438	933
5:00 PM	0	0	0	0	0	0	0	7	77	0	0	84	0	2	0	4	0	6	0	0	100	2	2	102	192
5:15 PM	0	0	0	0	0	0	0	6	104	0	0	110	0	1	0	6	0	7	0	0	98	0	1	98	215
5:30 PM	0	0	0	0	0	0	1	3	86	0	0	90	0	0	0	5	1	5	0	0	95	4	0	99	194
5:45 PM	0	0	0	0	0	0	0	11	78	0	0	89	0	3	0	5	1	8	0	0	101	3	2	104	201
Hourly Total	0	0	0	0	0	0	1	27	345	0	0	373	0	6	0	20	2	26	0	0	394	9	5	403	802
6:00 PM	0	0	0	0	0	0	0	5	83	0	0	88	0	0	0	2	0	2	0	0	77	5	0	82	172
6:15 PM	0	0	0	0	0	0	0	2	79	0	0	81	0	1	0	4	0	5	0	0	84	2	0	86	172
6:30 PM	0	0	0	0	0	0	0	5	74	0	0	79	0	1	0	1	0	2	0	0	82	1	0	83	164
6:45 PM	0	0	0	0	0	0	0	2	71	0	0	73	0	0	0	1	1	1	0	0	57	3	0	60	134
Hourly Total	0	0	0	0	0	0	0	14	307	0	0	321	0	2	0	8	1	10	0	0	300	11	0	311	642
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	7	213	4141	0	0	4361	1	118	0	238	17	357	1	0	4574	132	29	4707	9425
Cars	0	0	0	0	0	0	7	213	4124	0	0	4344	1	118	0	238	14	357	1	0	4556	131	24	4688	9389
Heavy Vehicles	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	3	0	0	0	18	1	5	19	36
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.41%	0.00%	0.00%	0.39%	0.00%	0.00%	0.00%	0.00%	17.65%	0.00%	0.00%	0.00%	0.39%	0.76%	17.24%	0.40%	0.38%

Agua Fria Street & Camino de Chelly
Santa Fe New Mexico
Saturday, October 22, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	0	0	0	0	0	0	5	111	0	0	116	0	3	0	7	0	10	0	0	88	2	0	90	216
11:15 AM	0	0	0	0	0	0	0	3	93	0	0	96	0	2	0	7	0	9	0	0	91	2	0	93	198
11:30 AM	0	0	0	0	0	0	0	11	124	0	0	135	0	6	0	2	1	8	0	0	114	1	1	115	258
11:45 AM	0	0	0	0	0	0	0	8	104	0	0	112	0	2	0	3	0	5	0	0	118	4	0	122	239
Peak Hour Total	0	0	0	0	0	0	0	27	432	0	0	459	0	13	0	19	1	32	0	0	411	9	1	420	911
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.614	0.871	0.000	0.000	0.850	0.000	0.542	0.000	0.679	0.250	0.800	0.000	0.000	0.871	0.563	0.250	0.861	0.883

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
3:30 PM	0	0	0	0	0	0	0	4	96	0	0	100	0	3	0	3	2	6	0	0	111	0	1	111	217
3:45 PM	0	0	0	0	0	0	1	3	114	0	0	118	0	3	0	3	0	6	0	0	104	3	1	107	231
4:00 PM	0	0	0	0	0	0	0	7	109	0	0	116	0	2	0	3	0	5	0	0	131	4	0	135	256
4:15 PM	0	0	0	0	0	0	0	2	127	0	0	129	0	4	0	10	1	14	0	0	118	1	1	119	262
Peak Hour Total	0	0	0	0	0	0	1	16	446	0	0	463	0	12	0	19	3	31	0	0	464	8	3	472	966
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.571	0.878	0.000	0.000	0.897	0.000	0.750	0.000	0.475	0.375	0.554	0.000	0.000	0.885	0.500	0.750	0.874	0.922

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 8967	Vehicles Entering Intersection 4707	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4260		24	5	29
			1	0	1
			0	0	0
			4556	18	4574
			131	1	132



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4361	Total Vehicles on Leg 9180
0	0	0		Vehicles Exiting Intersection 4819	
4124	17	4141			
213	0	213			
7	0	7			
0	0	0			



Cars	14	1	118	0	238
Heavy	3	0	0	0	0
Total	17	1	118	0	238
Northbound					
Vehicles Entering Intersection			357		
Vehicles Exiting Intersection			346		
Total Vehicles On Leg			703		



Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	2	6	0	0	8	0	1	0	0	0	1	0	0	11	2	0	13	22
6:15 AM	0	0	0	0	0	0	0	2	3	0	0	5	0	1	0	2	0	3	0	0	7	3	0	10	18
6:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	3	0	3	0	0	16	5	0	21	30
6:45 AM	0	0	1	1	0	2	0	5	10	0	0	15	0	3	1	1	0	5	0	1	19	3	0	23	45
Hourly Total	0	0	1	1	0	2	0	9	25	0	0	34	0	5	1	6	0	12	0	1	53	13	0	67	115
7:00 AM	0	0	0	1	0	1	0	2	13	0	0	15	0	0	0	2	0	2	0	1	21	6	0	28	46
7:15 AM	0	0	0	0	0	0	0	5	27	0	0	32	0	4	1	2	1	7	0	2	29	7	1	38	77
7:30 AM	0	0	0	0	0	0	0	6	23	1	0	30	0	5	0	7	0	12	0	0	38	10	0	48	90
7:45 AM	0	0	0	2	1	2	0	8	39	0	0	47	0	7	0	14	0	21	0	1	51	10	0	62	132
Hourly Total	0	0	0	3	1	3	0	21	102	1	0	124	0	16	1	25	1	42	0	4	139	33	1	176	345

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	1	0	1	0	2	0	13	25	1	0	39	0	9	1	15	0	25	0	2	53	16	0	71	137
8:15 AM	0	0	1	1	0	2	0	15	56	0	0	71	0	7	0	18	0	25	0	1	57	24	2	82	180
8:30 AM	0	0	0	1	0	1	0	9	57	0	0	66	0	11	1	16	0	28	0	0	50	19	0	69	164
8:45 AM	0	0	0	1	1	1	0	18	53	0	0	71	0	5	1	21	0	27	0	3	62	24	1	89	188
Hourly Total	0	1	1	4	1	6	0	55	191	1	0	247	0	32	3	70	0	105	0	6	222	83	3	311	669
9:00 AM	0	0	1	2	0	3	0	22	61	0	1	83	0	11	3	19	0	33	0	1	75	13	0	89	208
9:15 AM	0	0	1	0	0	1	0	21	64	1	2	86	0	8	1	21	0	30	0	1	79	21	1	101	218
9:30 AM	0	1	0	2	0	3	0	21	58	0	0	79	0	11	2	22	0	35	0	2	77	16	0	95	212
9:45 AM	0	0	2	1	0	3	0	29	74	2	0	105	0	15	1	33	0	49	0	2	85	18	1	105	262
Hourly Total	0	1	4	5	0	10	0	93	257	3	3	353	0	45	7	95	0	147	0	6	316	68	2	390	900
10:00 AM	0	1	4	2	0	7	0	36	68	1	0	105	0	12	1	25	0	38	0	1	80	39	0	120	270
10:15 AM	0	3	1	0	0	4	0	35	65	3	0	103	0	14	2	31	0	47	0	2	87	26	4	115	269
10:30 AM	0	1	1	3	0	5	0	20	57	0	2	77	0	17	0	27	0	44	0	0	95	17	0	112	238
10:45 AM	0	0	0	2	0	2	0	28	89	2	0	119	0	11	0	31	0	42	0	1	92	32	0	125	288
Hourly Total	0	5	6	7	0	18	0	119	279	6	2	404	0	54	3	114	0	171	0	4	354	114	4	472	1065
11:00 AM	0	1	1	1	0	3	0	30	97	0	1	127	0	17	1	27	0	45	0	2	80	23	0	105	280
11:15 AM	0	2	0	2	0	4	0	30	84	2	0	116	0	14	0	24	0	38	1	2	85	24	2	112	270
11:30 AM	0	2	0	4	0	6	0	33	116	2	0	151	0	20	1	25	0	46	0	4	96	22	0	122	325
11:45 AM	0	2	1	5	1	8	0	26	87	6	0	119	0	26	3	48	0	77	0	2	101	27	0	130	334
Hourly Total	0	7	2	12	1	21	0	119	384	10	1	513	0	77	5	124	0	206	1	10	362	96	2	469	1209
12:00 PM	0	0	2	5	0	7	0	40	96	6	0	142	0	20	0	32	0	52	0	4	90	25	0	119	320
12:15 PM	0	1	0	0	0	1	0	41	92	2	0	135	0	27	1	33	0	61	0	2	94	22	1	118	315
12:30 PM	0	0	2	2	0	4	0	38	92	4	0	134	0	19	1	31	0	51	0	4	71	26	2	101	290
12:45 PM	0	1	1	2	0	4	0	22	82	4	0	108	0	20	1	24	0	45	0	3	87	24	0	114	271
Hourly Total	0	2	5	9	0	16	0	141	362	16	0	519	0	86	3	120	0	209	0	13	342	97	3	452	1196
1:00 PM	0	0	1	1	0	2	0	39	93	1	0	133	0	19	0	31	0	50	0	4	92	31	0	127	312
1:15 PM	0	1	2	1	0	4	0	32	88	1	2	121	0	16	3	36	0	55	0	1	94	40	0	135	315
1:30 PM	0	2	3	2	0	7	0	32	88	4	0	124	0	19	1	41	0	61	0	1	80	22	0	103	295
1:45 PM	0	7	2	2	0	11	0	35	87	4	0	126	0	26	0	33	0	59	0	0	91	14	0	105	301
Hourly Total	0	10	8	6	0	24	0	138	356	10	2	504	0	80	4	141	0	225	0	6	357	107	0	470	1223
2:00 PM	0	4	2	3	0	9	0	27	98	0	0	125	0	20	0	45	0	65	0	0	94	26	0	120	319
2:15 PM	0	2	1	1	0	4	0	18	101	2	0	121	0	22	2	38	0	62	0	4	92	20	0	116	303
2:30 PM	0	8	3	2	0	13	0	22	66	1	1	89	0	25	1	31	0	57	0	5	100	18	0	123	282
2:45 PM	0	0	0	4	0	4	0	25	95	1	0	121	0	14	1	25	2	40	0	1	91	26	0	118	283
Hourly Total	0	14	6	10	0	30	0	92	360	4	1	456	0	81	4	139	2	224	0	10	377	90	0	477	1187
3:00 PM	0	1	1	2	0	4	0	36	78	2	0	116	0	25	2	35	0	62	0	2	86	17	0	105	287
3:15 PM	0	3	0	1	0	4	0	23	96	2	0	121	0	16	1	26	0	43	0	3	89	22	0	114	282
3:30 PM	0	1	2	2	0	5	0	30	76	1	0	107	0	26	0	33	0	59	0	2	87	21	0	110	281
3:45 PM	0	1	0	3	0	4	0	35	88	2	0	125	0	23	1	23	0	47	0	2	92	22	0	116	292
Hourly Total	0	6	3	8	0	17	0	124	338	7	0	469	0	90	4	117	0	211	0	9	354	82	0	445	1142

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Saturday, October 22, 2022

Time	Southbound Osage Avenue						Westbound Agua Fria Street						Northbound Osage Avenue						Eastbound Agua Fria Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	1	0	1	0	2	0	24	89	0	0	113	0	22	1	34	0	57	0	3	104	30	0	137	309
4:15 PM	0	3	0	2	0	5	0	23	109	2	0	134	0	19	0	34	0	53	0	4	101	24	0	129	321
4:30 PM	0	1	2	3	0	6	0	18	87	2	0	107	0	15	2	23	0	40	0	2	82	21	0	105	258
4:45 PM	0	5	1	3	0	9	0	17	97	3	0	117	0	13	2	28	0	43	0	2	72	8	0	82	251
Hourly Total	0	10	3	9	0	22	0	82	382	7	0	471	0	69	5	119	0	193	0	11	359	83	0	453	1139
5:00 PM	0	1	2	2	0	5	0	28	70	0	0	98	0	17	2	27	0	46	0	3	81	25	0	109	258
5:15 PM	0	0	2	4	0	6	0	25	74	2	0	101	0	23	2	25	0	50	0	3	93	15	0	111	268
5:30 PM	0	1	0	3	0	4	0	21	70	1	0	92	0	15	1	25	0	41	0	1	75	23	2	99	236
5:45 PM	0	3	0	4	0	7	0	27	72	1	0	100	0	16	1	25	0	42	0	5	85	14	0	104	253
Hourly Total	0	5	4	13	0	22	0	101	286	4	0	391	0	71	6	102	0	179	0	12	334	77	2	423	1015
6:00 PM	0	3	2	3	0	8	0	20	70	1	0	91	0	15	1	28	0	44	0	0	69	14	0	83	226
6:15 PM	0	2	1	2	0	5	0	26	66	3	0	95	0	9	2	34	0	45	0	2	70	16	0	88	233
6:30 PM	0	2	1	5	0	8	0	25	60	2	0	87	0	16	1	27	0	44	0	1	67	11	0	79	218
6:45 PM	0	1	1	0	0	2	0	25	66	1	0	92	0	15	0	18	0	33	0	1	50	12	0	63	190
Hourly Total	0	8	5	10	0	23	0	96	262	7	0	365	0	55	4	107	0	166	0	4	256	53	0	313	867
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	69	48	97	3	214	0	1190	3584	76	9	4850	0	761	50	1279	3	2090	1	96	3825	996	17	4918	12072
Cars	0	66	48	93	2	207	0	1188	3569	74	8	4831	0	761	49	1278	3	2088	1	93	3809	996	17	4899	12025
Heavy Vehicles	0	3	0	4	1	7	0	2	15	2	1	19	0	0	1	1	0	2	0	3	16	0	0	19	47
Heavy Vehicle %	0.00%	4.35%	0.00%	4.12%	33.33%	3.27%	0.00%	0.17%	0.42%	2.63%	11.11%	0.39%	0.00%	0.00%	2.00%	0.08%	0.00%	0.10%	0.00%	3.13%	0.42%	0.00%	0.00%	0.39%	0.39%

Agua Fria Street & Osage Avenue
Santa Fe New Mexico
Saturday, October 22, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	1	1	1	0	3	0	30	97	0	1	127	0	17	1	27	0	45	0	2	80	23	0	105	280
11:15 AM	0	2	0	2	0	4	0	30	84	2	0	116	0	14	0	24	0	38	1	2	85	24	2	112	270
11:30 AM	0	2	0	4	0	6	0	33	116	2	0	151	0	20	1	25	0	46	0	4	96	22	0	122	325
11:45 AM	0	2	1	5	1	8	0	26	87	6	0	119	0	26	3	48	0	77	0	2	101	27	0	130	334
Peak Hour Total	0	7	2	12	1	21	0	119	384	10	1	513	0	77	5	124	0	206	1	10	362	96	2	469	1209
PHF	0.000	0.875	0.500	0.600	0.250	0.656	0.000	0.902	0.828	0.417	0.250	0.849	0.000	0.740	0.417	0.646	0.000	0.669	0.250	0.625	0.896	0.889	0.250	0.902	0.905

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
1:15 PM	0	1	2	1	0	4	0	32	88	1	2	121	0	16	3	36	0	55	0	1	94	40	0	135	315
1:30 PM	0	2	3	2	0	7	0	32	88	4	0	124	0	19	1	41	0	61	0	1	80	22	0	103	295
1:45 PM	0	7	2	2	0	11	0	35	87	4	0	126	0	26	0	33	0	59	0	0	91	14	0	105	301
2:00 PM	0	4	2	3	0	9	0	27	98	0	0	125	0	20	0	45	0	65	0	0	94	26	0	120	319
Peak Hour Total	0	14	9	8	0	31	0	126	361	9	2	496	0	81	4	155	0	240	0	2	359	102	0	463	1230
PHF	0.000	0.500	0.750	0.667	0.000	0.705	0.000	0.900	0.921	0.563	0.250	0.984	0.000	0.779	0.333	0.861	0.000	0.923	0.000	0.500	0.955	0.638	0.000	0.857	0.964

Total Vehicles On Leg			436		
Vehicles Entering Intersection 214			Vehicles Exiting Intersection 222		
Southbound					
Cars	93	48	66	0	2
Heavy	4	0	3	0	1
Total	97	48	69	0	3



Total Vehicles on Leg 9361	Vehicles Entering Intersection 4918	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4443		17	0	17
			1	0	1
			93	3	96
			3809	16	3825
			996	0	996



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4850	Total Vehicles on Leg 10023
74	2	76			
3569	15	3584			
1188	2	1190			
0	0	0			
8	1	9			
				Vehicles Exiting Intersection 5173	



Cars	3	0	761	49	1278
Heavy	0	0	0	1	1
Total	3	0	761	50	1279
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
2090			2234		
Total Vehicles On Leg			4324		



























Appendix B – Traffic Analysis Reports

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	184	138	99	245	74	94	282	154	168	220	134
Future Volume (vph)	86	184	138	99	245	74	94	282	154	168	220	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1695		1787	1782		1787	1774	
Flt Permitted	0.43	1.00	1.00	0.55	1.00		0.36	1.00		0.13	1.00	
Satd. Flow (perm)	746	1756	1492	965	1695		675	1782		250	1774	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	90	192	144	103	255	77	98	294	160	175	229	140
RTOR Reduction (vph)	0	0	91	0	10	0	0	18	0	0	20	0
Lane Group Flow (vph)	90	192	53	103	322	0	98	436	0	175	349	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	45.7	38.3	38.3	48.7	39.8		37.8	30.3		45.8	34.3	
Effective Green, g (s)	45.7	38.3	38.3	48.7	39.8		37.8	30.3		45.8	34.3	
Actuated g/C Ratio	0.44	0.36	0.36	0.46	0.38		0.36	0.29		0.44	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	389	640	544	507	642		322	514		277	579	
v/s Ratio Prot	0.02	0.11		c0.02	c0.19		0.02	c0.24		c0.07	0.20	
v/s Ratio Perm	0.08		0.04	0.08			0.09			0.21		
v/c Ratio	0.23	0.30	0.10	0.20	0.50		0.30	0.85		0.63	0.60	
Uniform Delay, d1	18.1	23.8	22.0	16.2	25.0		23.3	35.2		22.2	29.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.2	0.4	0.2	2.8		0.5	12.3		4.6	1.8	
Delay (s)	18.5	25.0	22.3	16.4	27.8		23.8	47.4		26.9	31.4	
Level of Service	B	C	C	B	C		C	D		C	C	
Approach Delay (s)		22.7			25.1			43.2			29.9	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			31.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			69.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	503	18	23	377	15	64
Future Volume (Veh/h)	503	18	23	377	15	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	535	19	24	401	16	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			554		994	544
vC1, stage 1 conf vol					544	
vC2, stage 2 conf vol					449	
vCu, unblocked vol			451		938	441
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	88
cM capacity (veh/h)			1005		479	558
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	554	24	401	84		
Volume Left	0	24	0	16		
Volume Right	19	0	0	68		
cSH	1700	1005	1700	541		
Volume to Capacity	0.33	0.02	0.24	0.16		
Queue Length 95th (ft)	0	2	0	14		
Control Delay (s)	0.0	8.7	0.0	12.9		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		12.9		
Approach LOS				B		
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			39.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	542	13	26	389	7	5	5	44	5	2	8
Future Volume (Veh/h)	9	542	13	26	389	7	5	5	44	5	2	8
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	559	13	27	401	7	5	5	45	5	2	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	408			572			1048	1046	566	1083	1048	404
vC1, stage 1 conf vol							584	584		458	458	
vC2, stage 2 conf vol							464	462		624	590	
vCu, unblocked vol	408			572			1048	1046	566	1083	1048	404
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			99	99	91	99	99	99
cM capacity (veh/h)	1156			1006			402	408	526	352	398	648
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	9	572	27	408	55	15						
Volume Left	9	0	27	0	5	5						
Volume Right	0	13	0	7	45	8						
cSH	1156	1700	1006	1700	499	475						
Volume to Capacity	0.01	0.34	0.03	0.24	0.11	0.03						
Queue Length 95th (ft)	1	0	2	0	9	2						
Control Delay (s)	8.1	0.0	8.7	0.0	13.1	12.8						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.5		13.1	12.8						
Approach LOS					B	B						
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				39.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	568	23	15	406	0	12	0	18	0	0	0
Future Volume (Veh/h)	0	568	23	15	406	0	12	0	18	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	598	24	16	427	0	13	0	19	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427			622			1057	1057	598	1076	1081	427
vC1, stage 1 conf vol							598	598		459	459	
vC2, stage 2 conf vol							459	459		617	622	
vCu, unblocked vol	427			622			1057	1057	598	1076	1081	427
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			97	100	96	100	100	100
cM capacity (veh/h)	1138			964			407	411	504	382	396	630
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	0	598	24	16	427	32	0					
Volume Left	0	0	0	16	0	13	0					
Volume Right	0	0	24	0	0	19	0					
cSH	1700	1700	1700	964	1700	460	1700					
Volume to Capacity	0.00	0.35	0.01	0.02	0.25	0.07	0.01					
Queue Length 95th (ft)	0	0	0	1	0	6	0					
Control Delay (s)	0.0	0.0	0.0	8.8	0.0	13.4	0.0					
Lane LOS				A		B		A				
Approach Delay (s)	0.0			0.3		13.4		0.0				
Approach LOS						B		A				
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	39.9%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	568	21	19	411	13	18
Future Volume (Veh/h)	568	21	19	411	13	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	586	22	20	424	13	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			608		1061	597
vC1, stage 1 conf vol					597	
vC2, stage 2 conf vol					464	
vCu, unblocked vol			608		1061	597
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	96
cM capacity (veh/h)			975		458	505
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	608	20	424	32		
Volume Left	0	20	0	13		
Volume Right	22	0	0	19		
cSH	1700	975	1700	485		
Volume to Capacity	0.36	0.02	0.25	0.07		
Queue Length 95th (ft)	0	2	0	5		
Control Delay (s)	0.0	8.8	0.0	13.0		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		13.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			41.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	585	425	3	3	5
Future Volume (Veh/h)	1	585	425	3	3	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	643	467	3	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470				1114	468
vC1, stage 1 conf vol					468	
vC2, stage 2 conf vol					645	
vCu, unblocked vol	470				1114	468
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1097				444	597
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	643	470	8		
Volume Left	1	0	0	3		
Volume Right	0	0	3	5		
cSH	1097	1700	1700	529		
Volume to Capacity	0.00	0.38	0.28	0.02		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.3	0.0	0.0	11.9		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	11.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			40.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↙	↗	↘	
Traffic Volume (veh/h)	584	8	6	424	13	9
Future Volume (Veh/h)	584	8	6	424	13	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	642	9	7	466	14	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			651		1126	646
vC1, stage 1 conf vol					646	
vC2, stage 2 conf vol					480	
vCu, unblocked vol			651		1126	646
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	98
cM capacity (veh/h)			940		440	473
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	651	7	466	24		
Volume Left	0	7	0	14		
Volume Right	9	0	0	10		
cSH	1700	940	1700	453		
Volume to Capacity	0.38	0.01	0.27	0.05		
Queue Length 95th (ft)	0	1	0	4		
Control Delay (s)	0.0	8.9	0.0	13.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		13.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			41.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	592	3	2	424	2	4	0	8	3	0	3
Future Volume (Veh/h)	1	592	3	2	424	2	4	0	8	3	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	658	3	2	471	2	4	0	9	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	473			661			1140	1138	660	1145	1139	472
vC1, stage 1 conf vol							662	662		476	476	
vC2, stage 2 conf vol							478	477		669	663	
vCu, unblocked vol	473			661			1140	1138	660	1145	1139	472
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	98	99	100	99
cM capacity (veh/h)	1094			932			381	390	465	373	389	594
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	661	2	473	13	6						
Volume Left	1	0	2	0	4	3						
Volume Right	0	3	0	2	9	3						
cSH	1094	1700	932	1700	435	458						
Volume to Capacity	0.00	0.39	0.00	0.28	0.03	0.01						
Queue Length 95th (ft)	0	0	0	0	2	1						
Control Delay (s)	8.3	0.0	8.9	0.0	13.5	13.0						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.0		13.5	13.0						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				41.3%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	
Traffic Volume (veh/h)	595	3	7	417	10	20
Future Volume (Veh/h)	595	3	7	417	10	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	661	3	8	463	11	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.98	
vC, conflicting volume			664		1142	662
vC1, stage 1 conf vol					662	
vC2, stage 2 conf vol					479	
vCu, unblocked vol			664		1136	662
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	95
cM capacity (veh/h)			930		434	463
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	664	8	463	33		
Volume Left	0	8	0	11		
Volume Right	3	0	0	22		
cSH	1700	930	1700	453		
Volume to Capacity	0.39	0.01	0.27	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	8.9	0.0	13.6		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		13.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			41.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St






















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	473	145	98	365	3	52	4	88	5	4	4
Future Volume (vph)	6	473	145	98	365	3	52	4	88	5	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1694		1668	1754			1696		1787	1740	
Flt Permitted	0.52	1.00		0.30	1.00			0.88		0.44	1.00	
Satd. Flow (perm)	909	1694		521	1754			1514		823	1740	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	7	538	165	111	415	3	59	5	100	6	5	5
RTOR Reduction (vph)	0	6	0	0	0	0	0	67	0	0	4	0
Lane Group Flow (vph)	7	697	0	111	418	0	0	97	0	6	6	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	73.0	73.0		84.0	84.0			12.1		12.1	12.1	
Effective Green, g (s)	73.0	73.0		84.0	84.0			12.1		12.1	12.1	
Actuated g/C Ratio	0.70	0.70		0.80	0.80			0.12		0.12	0.12	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	631	1177		493	1403			174		94	200	
v/s Ratio Prot		c0.41		0.02	c0.24						0.00	
v/s Ratio Perm	0.01			0.17				c0.06		0.01		
v/c Ratio	0.01	0.59		0.23	0.30			0.56		0.06	0.03	
Uniform Delay, d1	4.9	8.3		4.4	2.8			43.9		41.4	41.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	2.2		0.2	0.5			3.8		0.3	0.1	
Delay (s)	4.9	10.5		4.7	3.3			47.7		41.7	41.3	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		10.4			3.6			47.7			41.4	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			12.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			65.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	213	64	133	253	58	63	251	175	77	283	110
Future Volume (vph)	105	213	64	133	253	58	63	251	175	77	283	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1707		1787	1765		1787	1802	
Flt Permitted	0.44	1.00	1.00	0.54	1.00		0.21	1.00		0.15	1.00	
Satd. Flow (perm)	779	1756	1492	946	1707		393	1765		278	1802	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	224	67	140	266	61	66	264	184	81	298	116
RTOR Reduction (vph)	0	0	40	0	7	0	0	24	0	0	14	0
Lane Group Flow (vph)	111	224	27	140	320	0	66	424	0	81	400	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	51.4	42.5	42.5	52.8	43.2		36.4	29.8		37.4	30.3	
Effective Green, g (s)	51.4	42.5	42.5	52.8	43.2		36.4	29.8		37.4	30.3	
Actuated g/C Ratio	0.49	0.40	0.40	0.50	0.41		0.35	0.28		0.36	0.29	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	456	710	603	541	702		223	500		201	520	
v/s Ratio Prot	0.02	0.13		c0.02	c0.19		0.02	c0.24		c0.03	0.22	
v/s Ratio Perm	0.10		0.02	0.11			0.08			0.12		
v/c Ratio	0.24	0.32	0.04	0.26	0.46		0.30	0.85		0.40	0.77	
Uniform Delay, d1	15.1	21.3	18.9	14.3	22.4		24.9	35.5		25.2	34.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.2	0.1	0.3	2.1		0.7	12.6		1.3	6.9	
Delay (s)	15.4	22.5	19.1	14.6	24.5		25.6	48.0		26.5	41.1	
Level of Service	B	C	B	B	C		C	D		C	D	
Approach Delay (s)		20.0			21.5			45.1			38.7	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			32.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			64.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	463	11	31	428	14	52
Future Volume (Veh/h)	463	11	31	428	14	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	503	12	34	465	15	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.94		0.94	0.94
vC, conflicting volume			515		1042	509
vC1, stage 1 conf vol					509	
vC2, stage 2 conf vol					533	
vCu, unblocked vol			448		1011	441
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	90
cM capacity (veh/h)			1046		462	579
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	515	34	465	72		
Volume Left	0	34	0	15		
Volume Right	12	0	0	57		
cSH	1700	1046	1700	550		
Volume to Capacity	0.30	0.03	0.27	0.13		
Queue Length 95th (ft)	0	3	0	11		
Control Delay (s)	0.0	8.6	0.0	12.5		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.6		12.5		
Approach LOS				B		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			36.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	482	8	25	428	8	8	2	36	7	1	10
Future Volume (Veh/h)	10	482	8	25	428	8	8	2	36	7	1	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	507	8	26	451	8	8	2	38	7	1	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	459			515			1048	1044	511	1075	1044	455
vC1, stage 1 conf vol							533	533		507	507	
vC2, stage 2 conf vol							514	511		568	537	
vCu, unblocked vol	459			515			1048	1044	511	1075	1044	455
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			98	100	93	98	100	98
cM capacity (veh/h)	1107			1056			401	409	565	371	404	607
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	11	515	26	459	48	19						
Volume Left	11	0	26	0	8	7						
Volume Right	0	8	0	8	38	11						
cSH	1107	1700	1056	1700	521	481						
Volume to Capacity	0.01	0.30	0.02	0.27	0.09	0.04						
Queue Length 95th (ft)	1	0	2	0	8	3						
Control Delay (s)	8.3	0.0	8.5	0.0	12.6	12.8						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.2		0.5		12.6	12.8						
Approach LOS					B	B						
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				35.9%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	506	15	18	446	0	10	0	26	0	0	0
Future Volume (Veh/h)	0	506	15	18	446	0	10	0	26	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	533	16	19	469	0	11	0	27	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	469			549			1040	1040	533	1067	1056	469
vC1, stage 1 conf vol							533	533		507	507	
vC2, stage 2 conf vol							507	507		560	549	
vCu, unblocked vol	469			549			1040	1040	533	1067	1056	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			97	100	95	100	100	100
cM capacity (veh/h)	1098			1026			416	418	549	387	407	596
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	0	533	16	19	469	38	0					
Volume Left	0	0	0	19	0	11	0					
Volume Right	0	0	16	0	0	27	0					
cSH	1700	1700	1700	1026	1700	502	1700					
Volume to Capacity	0.00	0.31	0.01	0.02	0.28	0.08	0.01					
Queue Length 95th (ft)	0	0	0	1	0	6	0					
Control Delay (s)	0.0	0.0	0.0	8.6	0.0	12.8	0.0					
Lane LOS				A			B			A		
Approach Delay (s)	0.0			0.3		12.8	0.0					
Approach LOS							B			A		
Intersection Summary												
Average Delay				0.6								
Intersection Capacity Utilization				36.6%			ICU Level of Service			A		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	504	28	20	449	18	17
Future Volume (Veh/h)	504	28	20	449	18	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	531	29	21	473	19	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			560		1060	546
vC1, stage 1 conf vol					546	
vC2, stage 2 conf vol					515	
vCu, unblocked vol			560		1060	546
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	97
cM capacity (veh/h)			1016		461	540
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	560	21	473	37		
Volume Left	0	21	0	19		
Volume Right	29	0	0	18		
cSH	1700	1016	1700	496		
Volume to Capacity	0.33	0.02	0.28	0.07		
Queue Length 95th (ft)	0	2	0	6		
Control Delay (s)	0.0	8.6	0.0	12.8		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.4		12.8		
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			38.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	506	487	1	0	3
Future Volume (Veh/h)	2	506	487	1	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	2	538	518	1	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	519				1060	518
vC1, stage 1 conf vol					518	
vC2, stage 2 conf vol					542	
vCu, unblocked vol	519				1060	518
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1052				466	559
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	2	538	519	3		
Volume Left	2	0	0	0		
Volume Right	0	0	1	3		
cSH	1052	1700	1700	559		
Volume to Capacity	0.00	0.32	0.31	0.01		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	8.4	0.0	0.0	11.5		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	11.5		
Approach LOS				B		
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↗	
Traffic Volume (veh/h)	500	11	13	481	14	10
Future Volume (Veh/h)	500	11	13	481	14	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	526	12	14	506	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			538		1066	532
vC1, stage 1 conf vol					532	
vC2, stage 2 conf vol					534	
vCu, unblocked vol			538		1066	532
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	98
cM capacity (veh/h)			1035		461	549
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	538	14	506	26		
Volume Left	0	14	0	15		
Volume Right	12	0	0	11		
cSH	1700	1035	1700	495		
Volume to Capacity	0.32	0.01	0.30	0.05		
Queue Length 95th (ft)	0	1	0	4		
Control Delay (s)	0.0	8.5	0.0	12.7		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		12.7		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			37.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	502	5	2	488	4	1	0	8	3	0	4
Future Volume (Veh/h)	3	502	5	2	488	4	1	0	8	3	0	4
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	523	5	2	508	4	1	0	8	3	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage (veh)	2				2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	512			528			1048	1048	526	1051	1048	510
vC1, stage 1 conf vol							532	532		514	514	
vC2, stage 2 conf vol							516	516		537	534	
vCu, unblocked vol	512			528			1048	1048	526	1051	1048	510
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	99
cM capacity (veh/h)	1058			1044			414	418	554	411	418	565
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	528	2	512	9	7						
Volume Left	3	0	2	0	1	3						
Volume Right	0	5	0	4	8	4						
cSH	1058	1700	1044	1700	534	487						
Volume to Capacity	0.00	0.31	0.00	0.30	0.02	0.01						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s)	8.4	0.0	8.5	0.0	11.9	12.5						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.0		11.9	12.5						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				36.7%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↲	↱	↲	
Traffic Volume (veh/h)	506	3	14	484	4	14
Future Volume (Veh/h)	506	3	14	484	4	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	527	3	15	504	4	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.94	
vC, conflicting volume			530		1062	528
vC1, stage 1 conf vol					528	
vC2, stage 2 conf vol					534	
vCu, unblocked vol			530		1035	528
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	97
cM capacity (veh/h)			1042		461	552
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	530	15	504	19		
Volume Left	0	15	0	4		
Volume Right	3	0	0	15		
cSH	1700	1042	1700	530		
Volume to Capacity	0.31	0.01	0.30	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.5	0.0	12.0		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		12.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			36.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St






















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	364	135	139	389	6	114	11	176	7	10	8
Future Volume (vph)	11	364	135	139	389	6	114	11	176	7	10	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1685		1668	1752			1701		1787	1756	
Flt Permitted	0.52	1.00		0.35	1.00			0.87		0.44	1.00	
Satd. Flow (perm)	918	1685		614	1752			1503		829	1756	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	375	139	143	401	6	118	11	181	7	10	8
RTOR Reduction (vph)	0	10	0	0	0	0	0	53	0	0	6	0
Lane Group Flow (vph)	11	504	0	143	407	0	0	257	0	7	12	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	60.5	60.5		73.2	73.2			22.9		22.9	22.9	
Effective Green, g (s)	60.5	60.5		73.2	73.2			22.9		22.9	22.9	
Actuated g/C Ratio	0.58	0.58		0.70	0.70			0.22		0.22	0.22	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	528	970		515	1221			327		180	382	
v/s Ratio Prot		c0.30		0.02	c0.23						0.01	
v/s Ratio Perm	0.01			0.17				c0.17		0.01		
v/c Ratio	0.02	0.52		0.28	0.33			0.79		0.04	0.03	
Uniform Delay, d1	9.5	13.5		6.9	6.3			38.7		32.4	32.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	2.0		0.3	0.2			11.7		0.1	0.0	
Delay (s)	9.6	15.4		7.2	6.4			50.4		32.5	32.3	
Level of Service	A	B		A	A			D		C	C	
Approach Delay (s)		15.3			6.6			50.4			32.4	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			20.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			12.9		
Intersection Capacity Utilization			70.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	281	71	199	376	83	107	328	159	82	322	110
Future Volume (vph)	127	281	71	199	376	83	107	328	159	82	322	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1708		1787	1789		1787	1809	
Flt Permitted	0.23	1.00	1.00	0.42	1.00		0.15	1.00		0.13	1.00	
Satd. Flow (perm)	398	1756	1492	735	1708		275	1789		240	1809	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	137	302	76	214	404	89	115	353	171	88	346	118
RTOR Reduction (vph)	0	0	49	0	7	0	0	16	0	0	12	0
Lane Group Flow (vph)	137	302	27	214	486	0	115	508	0	88	452	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	47.3	37.7	37.7	49.3	38.7		42.7	33.4		38.7	31.4	
Effective Green, g (s)	47.3	37.7	37.7	49.3	38.7		42.7	33.4		38.7	31.4	
Actuated g/C Ratio	0.45	0.36	0.36	0.47	0.37		0.41	0.32		0.37	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	295	630	535	439	629		245	569		196	540	
v/s Ratio Prot	0.04	0.17		c0.05	c0.28		c0.04	c0.28		0.03	0.25	
v/s Ratio Perm	0.17		0.02	0.18			0.15			0.13		
v/c Ratio	0.46	0.48	0.05	0.49	0.77		0.47	0.89		0.45	0.84	
Uniform Delay, d1	19.5	26.1	22.0	17.6	29.3		22.8	34.1		24.9	34.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	2.6	0.2	0.9	8.9		1.4	16.2		1.6	10.9	
Delay (s)	20.7	28.7	22.2	18.5	38.2		24.2	50.3		26.5	45.3	
Level of Service	C	C	C	B	D		C	D		C	D	
Approach Delay (s)		25.6			32.2			45.6			42.3	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			36.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			76.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↲	↱	↲	
Traffic Volume (veh/h)	533	8	18	646	10	61
Future Volume (Veh/h)	533	8	18	646	10	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	567	9	19	687	11	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.88		0.88	0.88
vC, conflicting volume			576		1296	572
vC1, stage 1 conf vol					572	
vC2, stage 2 conf vol					725	
vCu, unblocked vol			448		1268	443
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	88
cM capacity (veh/h)			982		386	542
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	576	19	687	76		
Volume Left	0	19	0	11		
Volume Right	9	0	0	65		
cSH	1700	982	1700	512		
Volume to Capacity	0.34	0.02	0.40	0.15		
Queue Length 95th (ft)	0	1	0	13		
Control Delay (s)	0.0	8.7	0.0	13.3		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		13.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			45.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	573	11	36	636	3	10	1	66	6	1	20
Future Volume (Veh/h)	2	573	11	36	636	3	10	1	66	6	1	20
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	616	12	39	684	3	11	1	71	6	1	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	687			628			1410	1391	622	1455	1396	686
vC1, stage 1 conf vol							626	626		764	764	
vC2, stage 2 conf vol							784	765		692	632	
vCu, unblocked vol	687			628			1410	1391	622	1455	1396	686
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			96	100	85	98	100	95
cM capacity (veh/h)	912			959			292	323	489	259	314	449
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	628	39	687	83	29						
Volume Left	2	0	39	0	11	6						
Volume Right	0	12	0	3	71	22						
cSH	912	1700	959	1700	446	385						
Volume to Capacity	0.00	0.37	0.04	0.40	0.19	0.08						
Queue Length 95th (ft)	0	0	3	0	17	6						
Control Delay (s)	9.0	0.0	8.9	0.0	14.9	15.1						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.0		0.5		14.9	15.1						
Approach LOS					B	C						
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				45.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	620	27	35	660	0	13	0	29	0	0	0
Future Volume (Veh/h)	0	620	27	35	660	0	13	0	29	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	667	29	38	710	0	14	0	31	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	710			696			1453	1453	667	1484	1482	710
vC1, stage 1 conf vol							667	667		786	786	
vC2, stage 2 conf vol							786	786		698	696	
vCu, unblocked vol	710			696			1453	1453	667	1484	1482	710
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			95	100	93	100	100	100
cM capacity (veh/h)	894			905			297	313	461	270	297	435
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	0	667	29	38	710	45	0					
Volume Left	0	0	0	38	0	14	0					
Volume Right	0	0	29	0	0	31	0					
cSH	1700	1700	1700	905	1700	393	1700					
Volume to Capacity	0.00	0.39	0.02	0.04	0.42	0.11	0.01					
Queue Length 95th (ft)	0	0	0	3	0	10	0					
Control Delay (s)	0.0	0.0	0.0	9.2	0.0	15.3	0.0					
Lane LOS				A		C		A				
Approach Delay (s)	0.0			0.5		15.3		0.0				
Approach LOS						C		A				
Intersection Summary												
Average Delay				0.7								
Intersection Capacity Utilization				44.7%		ICU Level of Service				A		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	607	39	25	669	23	26
Future Volume (Veh/h)	607	39	25	669	23	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	653	42	27	719	25	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			695		1447	674
vC1, stage 1 conf vol					674	
vC2, stage 2 conf vol					773	
vCu, unblocked vol			695		1447	674
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		93	94
cM capacity (veh/h)			905		353	456
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	695	27	719	53		
Volume Left	0	27	0	25		
Volume Right	42	0	0	28		
cSH	1700	905	1700	401		
Volume to Capacity	0.41	0.03	0.42	0.13		
Queue Length 95th (ft)	0	2	0	11		
Control Delay (s)	0.0	9.1	0.0	15.3		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		15.3		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			45.2%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	629	692	5	1	2
Future Volume (Veh/h)	4	629	692	5	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	684	752	5	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	757				1446	754
vC1, stage 1 conf vol					754	
vC2, stage 2 conf vol					692	
vCu, unblocked vol	757				1446	754
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	858				360	410
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	4	684	757	3		
Volume Left	4	0	0	1		
Volume Right	0	0	5	2		
cSH	858	1700	1700	392		
Volume to Capacity	0.00	0.40	0.45	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	9.2	0.0	0.0	14.3		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	14.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘	
Traffic Volume (veh/h)	626	12	19	684	6	10
Future Volume (Veh/h)	626	12	19	684	6	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	673	13	20	735	6	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			686		1454	680
vC1, stage 1 conf vol					680	
vC2, stage 2 conf vol					775	
vCu, unblocked vol			686		1454	680
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			912		353	453
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	686	20	735	17		
Volume Left	0	20	0	6		
Volume Right	13	0	0	11		
cSH	1700	912	1700	412		
Volume to Capacity	0.40	0.02	0.43	0.04		
Queue Length 95th (ft)	0	2	0	3		
Control Delay (s)	0.0	9.0	0.0	14.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	624	4	4	701	3	4	0	6	2	0	0
Future Volume (Veh/h)	3	624	4	4	701	3	4	0	6	2	0	0
Sign Control	Free				Free				Stop		Stop	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	671	4	4	754	3	4	0	6	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh)	2				2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	757			675			1441	1444	673	1446	1444	756
vC1, stage 1 conf vol							679	679		764	764	
vC2, stage 2 conf vol							762	765		683	681	
vCu, unblocked vol	757			675			1441	1444	673	1446	1444	756
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	99	100	100
cM capacity (veh/h)	858			921			306	321	457	303	321	410
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	675	4	757	10	2						
Volume Left	3	0	4	0	4	2						
Volume Right	0	4	0	3	6	0						
cSH	858	1700	921	1700	382	303						
Volume to Capacity	0.00	0.40	0.00	0.45	0.03	0.01						
Queue Length 95th (ft)	0	0	0	0	2	0						
Control Delay (s)	9.2	0.0	8.9	0.0	14.7	17.0						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.0		0.0		14.7	17.0						
Approach LOS					B	C						
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			47.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	606	14	18	679	9	9
Future Volume (Veh/h)	606	14	18	679	9	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	652	15	19	730	10	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.82	
vC, conflicting volume			667		1428	660
vC1, stage 1 conf vol					660	
vC2, stage 2 conf vol					768	
vCu, unblocked vol			667		1412	660
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	98
cM capacity (veh/h)			927		347	465
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	667	19	730	20		
Volume Left	0	19	0	10		
Volume Right	15	0	0	10		
cSH	1700	927	1700	397		
Volume to Capacity	0.39	0.02	0.43	0.05		
Queue Length 95th (ft)	0	2	0	4		
Control Delay (s)	0.0	9.0	0.0	14.5		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		14.5		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			45.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	465	112	145	574	11	136	13	167	3	11	15
Future Volume (vph)	20	465	112	145	574	11	136	13	167	3	11	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1705		1668	1751			1710		1787	1720	
Flt Permitted	0.41	1.00		0.24	1.00			0.85		0.47	1.00	
Satd. Flow (perm)	723	1705		428	1751			1481		891	1720	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	511	123	159	631	12	149	14	184	3	12	16
RTOR Reduction (vph)	0	7	0	0	1	0	0	42	0	0	12	0
Lane Group Flow (vph)	22	627	0	159	642	0	0	305	0	3	16	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	56.9	56.9		70.4	70.4			25.6		25.6	25.6	
Effective Green, g (s)	56.9	56.9		70.4	70.4			25.6		25.6	25.6	
Actuated g/C Ratio	0.54	0.54		0.67	0.67			0.24		0.24	0.24	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	391	923		393	1174			361		217	419	
v/s Ratio Prot		c0.37		0.03	c0.37						0.01	
v/s Ratio Perm	0.03			0.24				c0.21		0.00		
v/c Ratio	0.06	0.68		0.40	0.55			0.85		0.01	0.04	
Uniform Delay, d1	11.4	17.4		10.4	9.0			37.8		30.1	30.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	4.0		0.7	0.5			16.5		0.0	0.0	
Delay (s)	11.6	21.4		11.1	9.5			54.3		30.1	30.3	
Level of Service	B	C		B	A			D		C	C	
Approach Delay (s)		21.1			9.8			54.3			30.3	
Approach LOS		C			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			22.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			79.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	309	123	124	204	66	44	251	127	130	341	98
Future Volume (vph)	92	309	123	124	204	66	44	251	127	130	341	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1691		1787	1786		1787	1818	
Flt Permitted	0.51	1.00	1.00	0.41	1.00		0.20	1.00		0.16	1.00	
Satd. Flow (perm)	898	1756	1492	726	1691		378	1786		309	1818	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	96	322	128	129	212	69	46	261	132	135	355	102
RTOR Reduction (vph)	0	0	77	0	10	0	0	18	0	0	10	0
Lane Group Flow (vph)	96	322	51	129	272	0	46	375	0	135	447	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	49.1	41.8	41.8	53.1	43.8		33.4	27.4		41.9	31.9	
Effective Green, g (s)	49.1	41.8	41.8	53.1	43.8		33.4	27.4		41.9	31.9	
Actuated g/C Ratio	0.47	0.40	0.40	0.51	0.42		0.32	0.26		0.40	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	473	699	593	450	705		200	466		271	552	
v/s Ratio Prot	0.01	c0.18		c0.03	0.16		0.01	0.21		c0.05	c0.25	
v/s Ratio Perm	0.08		0.03	0.12			0.06			0.15		
v/c Ratio	0.20	0.46	0.09	0.29	0.39		0.23	0.80		0.50	0.81	
Uniform Delay, d1	15.9	23.3	19.7	14.7	21.3		26.4	36.3		23.1	33.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.2	0.3	0.4	1.6		0.6	9.7		1.4	8.8	
Delay (s)	16.2	25.5	20.0	15.0	22.9		27.0	46.0		24.5	42.5	
Level of Service	B	C	B	B	C		C	D		C	D	
Approach Delay (s)		22.5			20.4			44.0			38.4	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			31.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			64.6%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↙	↗	↘	
Traffic Volume (veh/h)	559	16	16	383	8	29
Future Volume (Veh/h)	559	16	16	383	8	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	570	16	16	391	8	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			586		1001	578
vC1, stage 1 conf vol					578	
vC2, stage 2 conf vol					423	
vCu, unblocked vol			431		917	422
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	94
cM capacity (veh/h)			970		476	542
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	586	16	391	38		
Volume Left	0	16	0	8		
Volume Right	16	0	0	30		
cSH	1700	970	1700	527		
Volume to Capacity	0.34	0.02	0.23	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	8.8	0.0	12.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.3		12.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			40.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St



















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	564	3	24	388	7	3	3	35	6	1	3
Future Volume (Veh/h)	20	564	3	24	388	7	3	3	35	6	1	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	581	3	25	400	7	3	3	36	6	1	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	407			584			1078	1082	582	1114	1080	404
vC1, stage 1 conf vol							624	624		454	454	
vC2, stage 2 conf vol							454	457		660	626	
vCu, unblocked vol	407			584			1078	1082	582	1114	1080	404
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			99	99	93	98	100	100
cM capacity (veh/h)	1157			996			387	392	514	343	385	649
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	21	584	25	407	42	10						
Volume Left	21	0	25	0	3	6						
Volume Right	0	3	0	7	36	3						
cSH	1157	1700	996	1700	492	405						
Volume to Capacity	0.02	0.34	0.03	0.24	0.09	0.02						
Queue Length 95th (ft)	1	0	2	0	7	2						
Control Delay (s)	8.2	0.0	8.7	0.0	13.0	14.1						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.3		0.5		13.0	14.1						
Approach LOS					B	B						
Intersection Summary												
Average Delay				1.0								
Intersection Capacity Utilization				39.9%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/22/2023

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	0	596	12	21	412	0	6	0	27	0	0	0			
Future Volume (Veh/h)	0	596	12	21	412	0	6	0	27	0	0	0			
Sign Control	Free			Free			Stop			Stop					
Grade	0%			0%			0%			0%					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Hourly flow rate (vph)	0	621	12	22	429	0	6	0	28	0	0	0			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type	TWLTL			TWLTL											
Median storage veh	2			2											
Upstream signal (ft)															
pX, platoon unblocked															
vC, conflicting volume	429			633			1094	1094	621	1122	1106	429			
vC1, stage 1 conf vol							621	621		473	473				
vC2, stage 2 conf vol							473	473		649	633				
vCu, unblocked vol	429			633			1094	1094	621	1122	1106	429			
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2			
tC, 2 stage (s)							6.1	5.5		6.1	5.5				
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3			
p0 queue free %	100			98			98	100	94	100	100	100			
cM capacity (veh/h)	1136			955			394	400	489	357	386	628			
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1								
Volume Total	0	621	12	22	429	34	0								
Volume Left	0	0	0	22	0	6	0								
Volume Right	0	0	12	0	0	28	0								
cSH	1700	1700	1700	955	1700	469	1700								
Volume to Capacity	0.00	0.37	0.01	0.02	0.25	0.07	0.00								
Queue Length 95th (ft)	0	0	0	2	0	6	0								
Control Delay (s)	0.0	0.0	0.0	8.9	0.0	13.3	0.0								
Lane LOS				A			B			A					
Approach Delay (s)	0.0			0.4		13.3	0.0								
Approach LOS							B			A					
Intersection Summary															
Average Delay				0.6											
Intersection Capacity Utilization				41.4%			ICU Level of Service			A					
Analysis Period (min)				15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↰	↱	↰	
Traffic Volume (veh/h)	592	32	20	416	14	19
Future Volume (Veh/h)	592	32	20	416	14	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	617	33	21	433	15	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			650		1108	634
vC1, stage 1 conf vol					634	
vC2, stage 2 conf vol					475	
vCu, unblocked vol			650		1108	634
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	96
cM capacity (veh/h)			941		442	481
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	650	21	433	35		
Volume Left	0	21	0	15		
Volume Right	33	0	0	20		
cSH	1700	941	1700	464		
Volume to Capacity	0.38	0.02	0.25	0.08		
Queue Length 95th (ft)	0	2	0	6		
Control Delay (s)	0.0	8.9	0.0	13.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		13.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	608	433	1	3	3
Future Volume (Veh/h)	3	608	433	1	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	633	451	1	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	452				1090	452
vC1, stage 1 conf vol					452	
vC2, stage 2 conf vol					639	
vCu, unblocked vol	452				1090	452
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1114				450	610
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	3	633	452	6		
Volume Left	3	0	0	3		
Volume Right	0	0	1	3		
cSH	1114	1700	1700	518		
Volume to Capacity	0.00	0.37	0.27	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.2	0.0	0.0	12.0		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	12.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			42.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	604	7	7	432	13	13
Future Volume (Veh/h)	604	7	7	432	13	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	629	7	7	450	14	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			636		1096	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					464	
vCu, unblocked vol			636		1096	632
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	97
cM capacity (veh/h)			952		448	482
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	636	7	450	28		
Volume Left	0	7	0	14		
Volume Right	7	0	0	14		
cSH	1700	952	1700	465		
Volume to Capacity	0.37	0.01	0.26	0.06		
Queue Length 95th (ft)	0	1	0	5		
Control Delay (s)	0.0	8.8	0.0	13.2		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		13.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			42.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	623	0	2	433	1	5	0	2	4	0	2
Future Volume (Veh/h)	2	623	0	2	433	1	5	0	2	4	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	649	0	2	451	1	5	0	2	4	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	452			649			1110	1109	649	1110	1108	452
vC1, stage 1 conf vol							653	653		456	456	
vC2, stage 2 conf vol							457	456		655	653	
vCu, unblocked vol	452			649			1110	1109	649	1110	1108	452
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	99	100	100
cM capacity (veh/h)	1114			942			388	396	472	387	396	610
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	649	2	452	7	6						
Volume Left	2	0	2	0	5	4						
Volume Right	0	0	0	1	2	2						
cSH	1114	1700	942	1700	409	440						
Volume to Capacity	0.00	0.38	0.00	0.27	0.02	0.01						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s)	8.2	0.0	8.8	0.0	14.0	13.3						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.0		14.0	13.3						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				42.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	609	7	4	421	4	17
Future Volume (Veh/h)	609	7	4	421	4	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	669	8	4	463	4	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.99	
vC, conflicting volume			677		1144	673
vC1, stage 1 conf vol					673	
vC2, stage 2 conf vol					471	
vCu, unblocked vol			677		1140	673
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	96
cM capacity (veh/h)			919		433	457
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	677	4	463	23		
Volume Left	0	4	0	4		
Volume Right	8	0	0	19		
cSH	1700	919	1700	453		
Volume to Capacity	0.40	0.00	0.27	0.05		
Queue Length 95th (ft)	0	0	0	4		
Control Delay (s)	0.0	8.9	0.0	13.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		13.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			42.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	504	133	101	367	2	62	4	74	2	3	3
Future Volume (vph)	6	504	133	101	367	2	62	4	74	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1701		1668	1754			1709		1787	1740	
Flt Permitted	0.53	1.00		0.31	1.00			0.85		0.52	1.00	
Satd. Flow (perm)	935	1701		549	1754			1493		982	1740	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	531	140	106	386	2	65	4	78	2	3	3
RTOR Reduction (vph)	0	5	0	0	0	0	0	49	0	0	3	0
Lane Group Flow (vph)	6	666	0	106	388	0	0	98	0	2	3	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	72.9	72.9		83.9	83.9			12.2		12.2	12.2	
Effective Green, g (s)	72.9	72.9		83.9	83.9			12.2		12.2	12.2	
Actuated g/C Ratio	0.69	0.69		0.80	0.80			0.12		0.12	0.12	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	649	1180		513	1401			173		114	202	
v/s Ratio Prot		c0.39		0.01	c0.22						0.00	
v/s Ratio Perm	0.01			0.15				c0.07		0.00		
v/c Ratio	0.01	0.56		0.21	0.28			0.57		0.02	0.02	
Uniform Delay, d1	4.9	8.1		4.1	2.7			43.9		41.1	41.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	2.0		0.2	0.1			4.2		0.1	0.0	
Delay (s)	5.0	10.0		4.3	2.8			48.2		41.2	41.1	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		10.0			3.1			48.2			41.1	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			11.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			65.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	259	63	187	308	52	78	259	175	87	289	116
Future Volume (vph)	116	259	63	187	308	52	78	259	175	87	289	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1718		1787	1768		1787	1800	
Flt Permitted	0.39	1.00	1.00	0.47	1.00		0.18	1.00		0.13	1.00	
Satd. Flow (perm)	691	1756	1492	820	1718		343	1768		253	1800	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	122	273	66	197	324	55	82	273	184	92	304	122
RTOR Reduction (vph)	0	0	40	0	5	0	0	24	0	0	14	0
Lane Group Flow (vph)	122	273	26	197	374	0	82	433	0	92	412	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	50.4	41.2	41.2	53.6	42.8		36.8	29.6		37.2	29.8	
Effective Green, g (s)	50.4	41.2	41.2	53.6	42.8		36.8	29.6		37.2	29.8	
Actuated g/C Ratio	0.48	0.39	0.39	0.51	0.41		0.35	0.28		0.35	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	417	689	585	505	700		219	498		197	510	
v/s Ratio Prot	0.03	0.16		c0.04	c0.22		0.03	c0.25		c0.03	0.23	
v/s Ratio Perm	0.11		0.02	0.16			0.11			0.13		
v/c Ratio	0.29	0.40	0.04	0.39	0.53		0.37	0.87		0.47	0.81	
Uniform Delay, d1	16.0	23.0	19.7	14.7	23.5		25.1	35.9		25.6	34.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.7	0.1	0.5	2.9		1.1	15.2		1.7	9.1	
Delay (s)	16.4	24.7	19.9	15.2	26.5		26.2	51.1		27.3	44.0	
Level of Service	B	C	B	B	C		C	D		C	D	
Approach Delay (s)		21.8			22.6			47.3			41.1	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			33.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			68.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	519	16	37	532	14	43
Future Volume (Veh/h)	519	16	37	532	14	43
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	558	17	40	572	15	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	932					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			575		1218	566
vC1, stage 1 conf vol					566	
vC2, stage 2 conf vol					652	
vCu, unblocked vol			477		1189	467
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		96	91
cM capacity (veh/h)			986		404	540
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	575	40	572	61		
Volume Left	0	40	0	15		
Volume Right	17	0	0	46		
cSH	1700	986	1700	499		
Volume to Capacity	0.34	0.04	0.34	0.12		
Queue Length 95th (ft)	0	3	0	10		
Control Delay (s)	0.0	8.8	0.0	13.2		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.6	13.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	539	10	36	553	11	9	1	45	5	1	18
Future Volume (Veh/h)	14	539	10	36	553	11	9	1	45	5	1	18
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	586	11	39	601	12	10	1	49	5	1	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	613			597			1321	1312	592	1350	1312	607
vC1, stage 1 conf vol							622	622		685	685	
vC2, stage 2 conf vol							700	691		666	627	
vCu, unblocked vol	613			597			1321	1312	592	1350	1312	607
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			96			97	100	90	98	100	96
cM capacity (veh/h)	971			985			312	335	508	288	330	498
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	15	597	39	613	60	26						
Volume Left	15	0	39	0	10	5						
Volume Right	0	11	0	12	49	20						
cSH	971	1700	985	1700	456	430						
Volume to Capacity	0.02	0.35	0.04	0.36	0.13	0.06						
Queue Length 95th (ft)	1	0	3	0	11	5						
Control Delay (s)	8.8	0.0	8.8	0.0	14.1	13.9						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.2		0.5		14.1	13.9						
Approach LOS					B	B						
Intersection Summary												
Average Delay				1.2								
Intersection Capacity Utilization				40.7%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	574	12	25	590	0	8	0	25	1	0	1
Future Volume (Veh/h)	0	574	12	25	590	0	8	0	25	1	0	1
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	624	13	27	641	0	9	0	27	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	641			637			1320	1319	624	1346	1332	641
vC1, stage 1 conf vol							624	624		695	695	
vC2, stage 2 conf vol							696	695		651	637	
vCu, unblocked vol	641			637			1320	1319	624	1346	1332	641
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			97	100	94	100	100	100
cM capacity (veh/h)	948			951			332	345	487	308	335	477
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	0	624	13	27	641	36	2					
Volume Left	0	0	0	27	0	9	1					
Volume Right	0	0	13	0	0	27	1					
cSH	1700	1700	1700	951	1700	436	374					
Volume to Capacity	0.00	0.37	0.01	0.03	0.38	0.08	0.01					
Queue Length 95th (ft)	0	0	0	2	0	7	0					
Control Delay (s)	0.0	0.0	0.0	8.9	0.0	14.0	14.7					
Lane LOS				A			B	B				
Approach Delay (s)	0.0			0.4		14.0	14.7					
Approach LOS							B	B				
Intersection Summary												
Average Delay				0.6								
Intersection Capacity Utilization				41.1%			ICU Level of Service			A		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	575	26	16	573	40	22
Future Volume (Veh/h)	575	26	16	573	40	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	618	28	17	616	43	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			646		1282	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					650	
vCu, unblocked vol			646		1282	632
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	95
cM capacity (veh/h)			944		398	482
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	646	17	616	67		
Volume Left	0	17	0	43		
Volume Right	28	0	0	24		
cSH	1700	944	1700	425		
Volume to Capacity	0.38	0.02	0.36	0.16		
Queue Length 95th (ft)	0	1	0	14		
Control Delay (s)	0.0	8.9	0.0	15.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		15.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			42.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023













Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	594	588	3	5	1
Future Volume (Veh/h)	3	594	588	3	5	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	646	639	3	5	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	642				1292	640
vC1, stage 1 conf vol					640	
vC2, stage 2 conf vol					652	
vCu, unblocked vol	642				1292	640
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	947				399	477
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	3	646	642	6		
Volume Left	3	0	0	5		
Volume Right	0	0	3	1		
cSH	947	1700	1700	410		
Volume to Capacity	0.00	0.38	0.38	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.8	0.0	0.0	13.9		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	13.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			41.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St


















02/22/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	575	19	10	593	12	16
Future Volume (Veh/h)	575	19	10	593	12	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	639	21	11	659	13	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			660		1330	650
vC1, stage 1 conf vol					650	
vC2, stage 2 conf vol					681	
vCu, unblocked vol			660		1330	650
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	96
cM capacity (veh/h)			933		387	471
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	660	11	659	31		
Volume Left	0	11	0	13		
Volume Right	21	0	0	18		
cSH	1700	933	1700	432		
Volume to Capacity	0.39	0.01	0.39	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	8.9	0.0	14.0		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1		14.0		
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			41.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	594	3	2	600	1	1	1	3	2	0	1
Future Volume (Veh/h)	2	594	3	2	600	1	1	1	3	2	0	1
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	2	667	3	2	674	1	1	1	3	2	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	675			670			1352	1352	668	1353	1352	674
vC1, stage 1 conf vol							672	672		678	678	
vC2, stage 2 conf vol							679	679		674	674	
vCu, unblocked vol	675			670			1352	1352	668	1353	1352	674
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	100
cM capacity (veh/h)	921			925			329	343	460	328	343	456
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	670	2	675	5	3						
Volume Left	2	0	2	0	1	2						
Volume Right	0	3	0	1	3	1						
cSH	921	1700	925	1700	401	362						
Volume to Capacity	0.00	0.39	0.00	0.40	0.01	0.01						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s)	8.9	0.0	8.9	0.0	14.1	15.0						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.0		0.0		14.1	15.0						
Approach LOS					B	C						
Intersection Summary												
Average Delay				0.1								
Intersection Capacity Utilization				41.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	585	10	26	586	9	21
Future Volume (Veh/h)	585	10	26	586	9	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	650	11	29	651	10	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.88	
vC, conflicting volume			661		1364	656
vC1, stage 1 conf vol					656	
vC2, stage 2 conf vol					709	
vCu, unblocked vol			661		1346	656
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	95
cM capacity (veh/h)			932		366	468
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	661	29	651	33		
Volume Left	0	29	0	10		
Volume Right	11	0	0	23		
cSH	1700	932	1700	431		
Volume to Capacity	0.39	0.03	0.38	0.08		
Queue Length 95th (ft)	0	2	0	6		
Control Delay (s)	0.0	9.0	0.0	14.0		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		14.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	446	146	165	494	9	112	4	145	8	3	16
Future Volume (vph)	6	446	146	165	494	9	112	4	145	8	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1691		1668	1751			1703		1787	1639	
Flt Permitted	0.45	1.00		0.26	1.00			0.85		0.48	1.00	
Satd. Flow (perm)	798	1691		454	1751			1481		899	1639	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	496	162	183	549	10	124	4	161	9	3	18
RTOR Reduction (vph)	0	9	0	0	1	0	0	48	0	0	14	0
Lane Group Flow (vph)	7	649	0	183	558	0	0	241	0	9	7	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	61.0	61.0		74.1	74.1			22.0		22.0	22.0	
Effective Green, g (s)	61.0	61.0		74.1	74.1			22.0		22.0	22.0	
Actuated g/C Ratio	0.58	0.58		0.71	0.71			0.21		0.21	0.21	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	463	982		425	1235			310		188	343	
v/s Ratio Prot		c0.38		0.04	c0.32						0.00	
v/s Ratio Perm	0.01			0.27				c0.16		0.01		
v/c Ratio	0.02	0.66		0.43	0.45			0.78		0.05	0.02	
Uniform Delay, d1	9.3	15.0		8.9	6.7			39.2		33.1	32.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.5		0.7	0.3			11.6		0.1	0.0	
Delay (s)	9.4	18.5		9.6	6.9			50.7		33.2	33.0	
Level of Service	A	B		A	A			D		C	C	
Approach Delay (s)		18.4			7.6			50.7			33.0	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			19.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			74.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	291	67	193	343	88	89	325	174	95	293	133
Future Volume (vph)	137	291	67	193	343	88	89	325	174	95	293	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1702		1787	1783		1787	1793	
Flt Permitted	0.28	1.00	1.00	0.43	1.00		0.21	1.00		0.12	1.00	
Satd. Flow (perm)	496	1756	1492	758	1702		396	1783		229	1793	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	141	300	69	199	354	91	92	335	179	98	302	137
RTOR Reduction (vph)	0	0	44	0	8	0	0	18	0	0	15	0
Lane Group Flow (vph)	141	300	25	199	437	0	92	496	0	98	424	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	48.3	38.6	38.6	49.5	39.2		39.9	32.6		40.3	32.8	
Effective Green, g (s)	48.3	38.6	38.6	49.5	39.2		39.9	32.6		40.3	32.8	
Actuated g/C Ratio	0.46	0.37	0.37	0.47	0.37		0.38	0.31		0.38	0.31	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	336	645	548	446	635		247	553		199	560	
v/s Ratio Prot	0.04	0.17		c0.04	c0.26		0.03	c0.28		c0.04	0.24	
v/s Ratio Perm	0.15		0.02	0.17			0.12			0.15		
v/c Ratio	0.42	0.47	0.05	0.45	0.69		0.37	0.90		0.49	0.76	
Uniform Delay, d1	18.4	25.3	21.4	17.2	27.7		23.2	34.6		24.4	32.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	2.4	0.2	0.7	6.0		0.9	17.1		1.9	5.8	
Delay (s)	19.2	27.7	21.5	17.9	33.7		24.1	51.7		26.3	38.3	
Level of Service	B	C	C	B	C		C	D		C	D	
Approach Delay (s)		24.5			28.9			47.5			36.1	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			34.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	562	7	11	655	5	47
Future Volume (Veh/h)	562	7	11	655	5	47
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	585	7	11	682	5	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.88		0.88	0.88
vC, conflicting volume			592		1292	588
vC1, stage 1 conf vol					588	
vC2, stage 2 conf vol					704	
vCu, unblocked vol			470		1265	466
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	91
cM capacity (veh/h)			967		390	528
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	592	11	682	54		
Volume Left	0	11	0	5		
Volume Right	7	0	0	49		
cSH	1700	967	1700	511		
Volume to Capacity	0.35	0.01	0.40	0.11		
Queue Length 95th (ft)	0	1	0	9		
Control Delay (s)	0.0	8.8	0.0	12.9		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		12.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			44.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	577	10	35	638	1	5	0	52	8	1	26
Future Volume (Veh/h)	1	577	10	35	638	1	5	0	52	8	1	26
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	607	11	37	672	1	5	0	55	8	1	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	673			618			1388	1362	612	1410	1366	672
vC1, stage 1 conf vol							614	614		746	746	
vC2, stage 2 conf vol							774	747		664	620	
vCu, unblocked vol	673			618			1388	1362	612	1410	1366	672
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			98	100	89	97	100	94
cM capacity (veh/h)	923			967			296	331	495	278	322	457
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	618	37	673	60	36						
Volume Left	1	0	37	0	5	8						
Volume Right	0	11	0	1	55	27						
cSH	923	1700	967	1700	468	396						
Volume to Capacity	0.00	0.36	0.04	0.40	0.13	0.09						
Queue Length 95th (ft)	0	0	3	0	11	7						
Control Delay (s)	8.9	0.0	8.9	0.0	13.8	15.0						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.0		0.5		13.8	15.0						
Approach LOS					B	C						
Intersection Summary												
Average Delay				1.2								
Intersection Capacity Utilization				44.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	611	21	26	657	0	16	0	19	0	0	0
Future Volume (Veh/h)	0	611	21	26	657	0	16	0	19	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	630	22	27	677	0	16	0	20	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	677			652			1361	1361	630	1381	1383	677
vC1, stage 1 conf vol							630	630		731	731	
vC2, stage 2 conf vol							731	731		650	652	
vCu, unblocked vol	677			652			1361	1361	630	1381	1383	677
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			95	100	96	100	100	100
cM capacity (veh/h)	919			939			321	335	483	303	323	455
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	0	630	22	27	677	36	0					
Volume Left	0	0	0	27	0	16	0					
Volume Right	0	0	22	0	0	20	0					
cSH	1700	1700	1700	939	1700	395	1700					
Volume to Capacity	0.00	0.37	0.01	0.03	0.40	0.09	0.01					
Queue Length 95th (ft)	0	0	0	2	0	7	0					
Control Delay (s)	0.0	0.0	0.0	8.9	0.0	15.0	0.0					
Lane LOS				A		C	A					
Approach Delay (s)	0.0			0.3		15.0	0.0					
Approach LOS						C	A					
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			44.6%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	590	38	47	657	24	24
Future Volume (Veh/h)	590	38	47	657	24	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	634	41	51	706	26	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			675		1462	654
vC1, stage 1 conf vol					654	
vC2, stage 2 conf vol					808	
vCu, unblocked vol			675		1462	654
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			94		92	94
cM capacity (veh/h)			921		341	468
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	675	51	706	52		
Volume Left	0	51	0	26		
Volume Right	41	0	0	26		
cSH	1700	921	1700	395		
Volume to Capacity	0.40	0.06	0.42	0.13		
Queue Length 95th (ft)	0	4	0	11		
Control Delay (s)	0.0	9.1	0.0	15.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.6		15.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			49.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	595	696	4	3	8
Future Volume (Veh/h)	11	595	696	4	3	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	12	633	740	4	3	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	744				1399	742
vC1, stage 1 conf vol					742	
vC2, stage 2 conf vol					657	
vCu, unblocked vol	744				1399	742
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	98
cM capacity (veh/h)	868				369	417
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	12	633	744	12		
Volume Left	12	0	0	3		
Volume Right	0	0	4	9		
cSH	868	1700	1700	404		
Volume to Capacity	0.01	0.37	0.44	0.03		
Queue Length 95th (ft)	1	0	0	2		
Control Delay (s)	9.2	0.0	0.0	14.2		
Lane LOS	A			B		
Approach Delay (s)	0.2		0.0	14.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			46.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	593	15	15	703	10	11
Future Volume (Veh/h)	593	15	15	703	10	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	624	16	16	740	11	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			640		1404	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					772	
vCu, unblocked vol			640		1404	632
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	98
cM capacity (veh/h)			949		365	482
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	640	16	740	23		
Volume Left	0	16	0	11		
Volume Right	16	0	0	12		
cSH	1700	949	1700	418		
Volume to Capacity	0.38	0.02	0.44	0.06		
Queue Length 95th (ft)	0	1	0	4		
Control Delay (s)	0.0	8.9	0.0	14.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			47.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	598	3	7	710	3	5	0	0	2	0	3
Future Volume (Veh/h)	3	598	3	7	710	3	5	0	0	2	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	636	3	7	755	3	5	0	0	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	758			639			1416	1416	638	1412	1416	756
vC1, stage 1 conf vol							644	644		770	770	
vC2, stage 2 conf vol							772	772		642	645	
vCu, unblocked vol	758			639			1416	1416	638	1412	1416	756
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	100	99	100	99
cM capacity (veh/h)	858			950			308	326	479	310	325	409
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	639	7	758	5	5						
Volume Left	3	0	7	0	5	2						
Volume Right	0	3	0	3	0	3						
cSH	858	1700	950	1700	308	363						
Volume to Capacity	0.00	0.38	0.01	0.45	0.02	0.01						
Queue Length 95th (ft)	0	0	1	0	1	1						
Control Delay (s)	9.2	0.0	8.8	0.0	16.9	15.1						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.0		0.1		16.9	15.1						
Approach LOS					C	C						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				47.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	584	12	11	715	3	14
Future Volume (Veh/h)	584	12	11	715	3	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	621	13	12	761	3	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)			1054			
pX, platoon unblocked					0.83	
vC, conflicting volume			634		1412	
vC1, stage 1 conf vol					628	
vC2, stage 2 conf vol					785	
vCu, unblocked vol			634		1394	
tC, single (s)			4.1		6.4	
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	
p0 queue free %			99		99	
cM capacity (veh/h)			954		350	
					485	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	634	12	761	18		
Volume Left	0	12	0	3		
Volume Right	13	0	0	15		
cSH	1700	954	1700	456		
Volume to Capacity	0.37	0.01	0.45	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.8	0.0	13.2		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1	13.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			47.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	451	119	148	577	13	147	5	166	6	8	5
Future Volume (vph)	10	451	119	148	577	13	147	5	166	6	8	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1701		1668	1750			1709		1787	1773	
Flt Permitted	0.43	1.00		0.28	1.00			0.85		0.50	1.00	
Satd. Flow (perm)	758	1701		488	1750			1479		935	1773	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	470	124	154	601	14	153	5	173	6	8	5
RTOR Reduction (vph)	0	8	0	0	1	0	0	41	0	0	4	0
Lane Group Flow (vph)	10	586	0	154	614	0	0	290	0	6	9	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	58.1	58.1		71.4	71.4			24.6		24.6	24.6	
Effective Green, g (s)	58.1	58.1		71.4	71.4			24.6		24.6	24.6	
Actuated g/C Ratio	0.55	0.55		0.68	0.68			0.23		0.23	0.23	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	419	941		430	1190			346		219	415	
v/s Ratio Prot		c0.34		0.03	c0.35							0.01
v/s Ratio Perm	0.01			0.21				c0.20		0.01		
v/c Ratio	0.02	0.62		0.36	0.52			0.84		0.03	0.02	
Uniform Delay, d1	10.6	16.0		9.1	8.3			38.3		31.0	30.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.1		0.5	0.4			16.2		0.1	0.0	
Delay (s)	10.7	19.1		9.6	8.7			54.5		31.0	31.0	
Level of Service	B	B		A	A			D		C	C	
Approach Delay (s)		19.0			8.9			54.5			31.0	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			21.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			80.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	242	89	102	185	53	61	200	114	47	235	103
Future Volume (vph)	94	242	89	102	185	53	61	200	114	47	235	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1697		1787	1779		1787	1795	
Flt Permitted	0.53	1.00	1.00	0.52	1.00		0.19	1.00		0.26	1.00	
Satd. Flow (perm)	934	1756	1492	913	1697		360	1779		486	1795	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	263	97	111	201	58	66	217	124	51	255	112
RTOR Reduction (vph)	0	0	53	0	8	0	0	21	0	0	16	0
Lane Group Flow (vph)	102	263	44	111	251	0	66	320	0	51	351	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	56.2	47.5	47.5	56.8	47.8		33.2	26.3		31.8	25.6	
Effective Green, g (s)	56.2	47.5	47.5	56.8	47.8		33.2	26.3		31.8	25.6	
Actuated g/C Ratio	0.54	0.45	0.45	0.54	0.46		0.32	0.25		0.30	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	560	794	674	558	772		207	445		224	437	
v/s Ratio Prot	0.02	c0.15		c0.02	0.15		c0.02	0.18		0.01	c0.20	
v/s Ratio Perm	0.08		0.03	0.09			0.08			0.06		
v/c Ratio	0.18	0.33	0.07	0.20	0.32		0.32	0.72		0.23	0.80	
Uniform Delay, d1	12.2	18.5	16.2	12.1	18.3		27.0	36.0		27.2	37.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.1	0.2	0.2	1.1		0.9	5.5		0.5	10.3	
Delay (s)	12.4	19.6	16.4	12.2	19.4		27.9	41.5		27.7	47.6	
Level of Service	B	B	B	B	B		C	D		C	D	
Approach Delay (s)		17.4			17.3			39.3			45.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			29.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			54.5%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	401	12	20	339	8	24
Future Volume (Veh/h)	401	12	20	339	8	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	427	13	21	361	9	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.92		0.92	0.92
vC, conflicting volume			440		836	434
vC1, stage 1 conf vol					434	
vC2, stage 2 conf vol					403	
vCu, unblocked vol			351		781	344
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	96
cM capacity (veh/h)			1119		540	647
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	440	21	361	35		
Volume Left	0	21	0	9		
Volume Right	13	0	0	26		
cSH	1700	1119	1700	615		
Volume to Capacity	0.26	0.02	0.21	0.06		
Queue Length 95th (ft)	0	1	0	5		
Control Delay (s)	0.0	8.3	0.0	11.2		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		11.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			31.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	410	0	16	361	1	4	0	36	5	0	1
Future Volume (Veh/h)	7	410	0	16	361	1	4	0	36	5	0	1
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	436	0	17	384	1	4	0	38	5	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	385			436			869	869	436	906	868	384
vC1, stage 1 conf vol							450	450		418	418	
vC2, stage 2 conf vol							419	419		488	450	
vCu, unblocked vol	385			436			869	869	436	906	868	384
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			99	100	94	99	100	100
cM capacity (veh/h)	1179			1129			472	466	622	434	462	665
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	7	436	17	385	42	6						
Volume Left	7	0	17	0	4	5						
Volume Right	0	0	0	1	38	1						
cSH	1179	1700	1129	1700	604	460						
Volume to Capacity	0.01	0.26	0.02	0.23	0.07	0.01						
Queue Length 95th (ft)	0	0	1	0	6	1						
Control Delay (s)	8.1	0.0	8.2	0.0	11.4	12.9						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.3		11.4	12.9						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.8								
Intersection Capacity Utilization				31.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/22/2023

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	0	441	11	17	370	1	11	8	18	0	0	0					
Future Volume (Veh/h)	0	441	11	17	370	1	11	8	18	0	0	0					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94					
Hourly flow rate (vph)	0	469	12	18	394	1	12	9	19	0	0	0					
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)																	
Median type	TWLTL			TWLTL													
Median storage veh	2			2													
Upstream signal (ft)																	
pX, platoon unblocked																	
vC, conflicting volume	395			481			899	900	469	923	912	394					
vC1, stage 1 conf vol							469	469		430	430						
vC2, stage 2 conf vol							430	431		492	481						
vCu, unblocked vol	395			481			899	900	469	923	912	394					
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2					
tC, 2 stage (s)							6.1	5.5		6.1	5.5						
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3					
p0 queue free %	100			98			97	98	97	100	100	100					
cM capacity (veh/h)	1169			1087			465	459	596	434	449	657					
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1										
Volume Total	0	469	12	18	395	40	0										
Volume Left	0	0	0	18	0	12	0										
Volume Right	0	0	12	0	1	19	0										
cSH	1700	1700	1700	1087	1700	518	1700										
Volume to Capacity	0.00	0.28	0.01	0.02	0.23	0.08	0.00										
Queue Length 95th (ft)	0	0	0	1	0	6	0										
Control Delay (s)	0.0	0.0	0.0	8.4	0.0	12.5	0.0										
Lane LOS				A		B		A									
Approach Delay (s)	0.0			0.4		12.5	0.0										
Approach LOS						B		A									
Intersection Summary																	
Average Delay				0.7													
Intersection Capacity Utilization				33.2%		ICU Level of Service		A									
Analysis Period (min)				15													

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	424	33	21	353	31	13		
Future Volume (Veh/h)	424	33	21	353	31	13		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Hourly flow rate (vph)	466	36	23	388	34	14		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	TWLTL		TWLTL					
Median storage veh)	2		2					
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			502		918	484		
vC1, stage 1 conf vol					484			
vC2, stage 2 conf vol					434			
vCu, unblocked vol			502		918	484		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)					5.4			
tF (s)			2.2		3.5	3.3		
p0 queue free %			98		93	98		
cM capacity (veh/h)			1068		507	585		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1				
Volume Total	502	23	388	48				
Volume Left	0	23	0	34				
Volume Right	36	0	0	14				
cSH	1700	1068	1700	528				
Volume to Capacity	0.30	0.02	0.23	0.09				
Queue Length 95th (ft)	0	2	0	7				
Control Delay (s)	0.0	8.4	0.0	12.5				
Lane LOS	A		B					
Approach Delay (s)	0.0	0.5	12.5					
Approach LOS			B					
Intersection Summary								
Average Delay			0.8					
Intersection Capacity Utilization			34.3%	ICU Level of Service	A			
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	435	369	1	3	5
Future Volume (Veh/h)	0	435	369	1	3	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	478	405	1	3	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	406				884	406
vC1, stage 1 conf vol					406	
vC2, stage 2 conf vol					478	
vCu, unblocked vol	406				884	406
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1158				525	648
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	0	478	406	8		
Volume Left	0	0	0	3		
Volume Right	0	0	1	5		
cSH	1700	1700	1700	595		
Volume to Capacity	0.00	0.28	0.24	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.0	11.1		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			32.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	433	13	8	367	6	12
Future Volume (Veh/h)	433	13	8	367	6	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	471	14	9	399	7	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			485		895	478
vC1, stage 1 conf vol					478	
vC2, stage 2 conf vol					417	
vCu, unblocked vol			485		895	478
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			1083		519	589
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	485	9	399	20		
Volume Left	0	9	0	7		
Volume Right	14	0	0	13		
cSH	1700	1083	1700	563		
Volume to Capacity	0.29	0.01	0.23	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.4	0.0	11.6		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		11.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			33.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	442	2	4	371	1	1	0	4	3	0	2
Future Volume (Veh/h)	5	442	2	4	371	1	1	0	4	3	0	2
Sign Control	Free				Free				Stop			
Grade	0%				0%				0%			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	497	2	4	417	1	1	0	4	3	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL				TWLTL							
Median storage veh	2				2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	418			499			937	936	498	938	936	418
vC1, stage 1 conf vol							510	510		426	426	
vC2, stage 2 conf vol							427	426		513	511	
vCu, unblocked vol	418			499			937	936	498	938	936	418
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	99	100	100
cM capacity (veh/h)	1146			1070			449	448	574	447	447	638
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	6	499	4	418	5	5						
Volume Left	6	0	4	0	1	3						
Volume Right	0	2	0	1	4	2						
cSH	1146	1700	1070	1700	544	508						
Volume to Capacity	0.01	0.29	0.00	0.25	0.01	0.01						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s)	8.2	0.0	8.4	0.0	11.7	12.2						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.1		11.7	12.2						
Approach LOS					B	B						
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			33.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	425	13	10	353	12	34
Future Volume (Veh/h)	425	13	10	353	12	34
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	483	15	11	401	14	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked						
vC, conflicting volume			498		914	490
vC1, stage 1 conf vol					490	
vC2, stage 2 conf vol					423	
vCu, unblocked vol			498		914	490
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	93
cM capacity (veh/h)			1071		512	580
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	498	11	401	53		
Volume Left	0	11	0	14		
Volume Right	15	0	0	39		
cSH	1700	1071	1700	560		
Volume to Capacity	0.29	0.01	0.24	0.09		
Queue Length 95th (ft)	0	1	0	8		
Control Delay (s)	0.0	8.4	0.0	12.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.2		12.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			33.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	354	114	119	316	6	54	3	114	5	6	7
Future Volume (vph)	4	354	114	119	316	6	54	3	114	5	6	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.91		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1692		1668	1751			1685		1787	1731	
Flt Permitted	0.55	1.00		0.40	1.00			0.89		0.37	1.00	
Satd. Flow (perm)	968	1692		705	1751			1520		694	1731	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	385	124	129	343	7	59	3	124	5	7	8
RTOR Reduction (vph)	0	7	0	0	0	0	0	86	0	0	7	0
Lane Group Flow (vph)	4	502	0	129	350	0	0	100	0	5	8	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	72.4	72.4		83.8	83.8			12.3		12.3	12.3	
Effective Green, g (s)	72.4	72.4		83.8	83.8			12.3		12.3	12.3	
Actuated g/C Ratio	0.69	0.69		0.80	0.80			0.12		0.12	0.12	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	667	1166		630	1397			178		81	202	
v/s Ratio Prot		c0.30		0.01	c0.20						0.00	
v/s Ratio Perm	0.00			0.15				c0.07		0.01		
v/c Ratio	0.01	0.43		0.20	0.25			0.56		0.06	0.04	
Uniform Delay, d1	5.1	7.2		3.1	2.7			43.8		41.2	41.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	1.2		0.2	0.1			4.0		0.3	0.1	
Delay (s)	5.1	8.4		3.3	2.8			47.9		41.5	41.2	
Level of Service	A	A		A	A			D		D	D	
Approach Delay (s)		8.3			2.9			47.9			41.3	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			12.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			59.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	272	70	130	220	39	68	209	147	61	267	106
Future Volume (vph)	105	272	70	130	220	39	68	209	147	61	267	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1716		1787	1765		1787	1801	
Flt Permitted	0.50	1.00	1.00	0.47	1.00		0.18	1.00		0.21	1.00	
Satd. Flow (perm)	882	1756	1492	826	1716		333	1765		401	1801	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	296	76	141	239	42	74	227	160	66	290	115
RTOR Reduction (vph)	0	0	44	0	5	0	0	25	0	0	14	0
Lane Group Flow (vph)	114	296	32	141	276	0	74	362	0	66	391	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	53.5	44.6	44.6	54.7	45.2		35.2	28.2		34.6	27.9	
Effective Green, g (s)	53.5	44.6	44.6	54.7	45.2		35.2	28.2		34.6	27.9	
Actuated g/C Ratio	0.51	0.42	0.42	0.52	0.43		0.34	0.27		0.33	0.27	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	516	745	633	506	738		208	474		220	478	
v/s Ratio Prot	0.02	c0.17		c0.03	0.16		c0.02	0.21		0.02	c0.22	
v/s Ratio Perm	0.09		0.02	0.12			0.10			0.08		
v/c Ratio	0.22	0.40	0.05	0.28	0.37		0.36	0.76		0.30	0.82	
Uniform Delay, d1	13.8	20.9	17.8	13.6	20.3		26.0	35.3		25.9	36.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.6	0.2	0.3	1.4		1.0	7.2		0.8	10.5	
Delay (s)	14.0	22.5	17.9	13.9	21.7		27.0	42.5		26.7	46.6	
Level of Service	B	C	B	B	C		C	D		C	D	
Approach Delay (s)		19.8			19.1			40.0			43.8	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			30.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			59.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	478	8	15	398	5	16
Future Volume (Veh/h)	478	8	15	398	5	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	520	9	16	433	5	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	932					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			529		990	524
vC1, stage 1 conf vol					524	
vC2, stage 2 conf vol					465	
vCu, unblocked vol			418		931	413
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			1029		484	575
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	529	16	433	22		
Volume Left	0	16	0	5		
Volume Right	9	0	0	17		
cSH	1700	1029	1700	552		
Volume to Capacity	0.31	0.02	0.25	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.6	0.0	11.8		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.3	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			35.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St



















02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	488	6	16	400	3	5	0	40	1	1	5
Future Volume (Veh/h)	5	488	6	16	400	3	5	0	40	1	1	5
Sign Control	Free				Free				Stop		Stop	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	5	508	6	17	417	3	5	0	42	1	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	420			514			978	975	511	1012	976	418
vC1, stage 1 conf vol							521	521		452	452	
vC2, stage 2 conf vol							456	454		560	524	
vCu, unblocked vol	420			514			978	975	511	1012	976	418
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	100	93	100	100	99
cM capacity (veh/h)	1145			1057			432	434	565	392	428	637
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	5	514	17	420	47	7						
Volume Left	5	0	17	0	5	1						
Volume Right	0	6	0	3	42	5						
cSH	1145	1700	1057	1700	547	550						
Volume to Capacity	0.00	0.30	0.02	0.25	0.09	0.01						
Queue Length 95th (ft)	0	0	1	0	7	1						
Control Delay (s)	8.2	0.0	8.5	0.0	12.2	11.6						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.1		0.3		12.2	11.6						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.8								
Intersection Capacity Utilization				36.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/22/2023

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Volume (veh/h)	0	514	13	14	411	0	8	0	20	1	0	0					
Future Volume (Veh/h)	0	514	13	14	411	0	8	0	20	1	0	0					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96					
Hourly flow rate (vph)	0	535	14	15	428	0	8	0	21	1	0	0					
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)																	
Median type	TWLTL			TWLTL													
Median storage veh	2			2													
Upstream signal (ft)																	
pX, platoon unblocked																	
vC, conflicting volume	428			549			993	993	535	1014	1007	428					
vC1, stage 1 conf vol							535	535		458	458						
vC2, stage 2 conf vol							458	458		556	549						
vCu, unblocked vol	428			549			993	993	535	1014	1007	428					
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2					
tC, 2 stage (s)							6.1	5.5		6.1	5.5						
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3					
p0 queue free %	100			99			98	100	96	100	100	100					
cM capacity (veh/h)	1137			1026			431	432	547	406	421	629					
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1										
Volume Total	0	535	14	15	428	29	1										
Volume Left	0	0	0	15	0	8	1										
Volume Right	0	0	14	0	0	21	0										
cSH	1700	1700	1700	1026	1700	510	406										
Volume to Capacity	0.00	0.31	0.01	0.01	0.25	0.06	0.00										
Queue Length 95th (ft)	0	0	0	1	0	5	0										
Control Delay (s)	0.0	0.0	0.0	8.6	0.0	12.5	13.9										
Lane LOS				A		B											
Approach Delay (s)	0.0			0.3		12.5	13.9										
Approach LOS						B											
Intersection Summary																	
Average Delay				0.5													
Intersection Capacity Utilization				37.1%		ICU Level of Service				A							
Analysis Period (min)				15													

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	493	41	21	402	22	22
Future Volume (Veh/h)	493	41	21	402	22	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	508	42	22	414	23	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			550		987	529
vC1, stage 1 conf vol					529	
vC2, stage 2 conf vol					458	
vCu, unblocked vol			550		987	529
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	96
cM capacity (veh/h)			1025		484	552
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	550	22	414	46		
Volume Left	0	22	0	23		
Volume Right	42	0	0	23		
cSH	1700	1025	1700	515		
Volume to Capacity	0.32	0.02	0.24	0.09		
Queue Length 95th (ft)	0	2	0	7		
Control Delay (s)	0.0	8.6	0.0	12.7		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		12.7		
Approach LOS				B		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			38.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	509	431	2	4	6
Future Volume (Veh/h)	6	509	431	2	4	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	599	507	2	5	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	509				1121	508
vC1, stage 1 conf vol					508	
vC2, stage 2 conf vol					613	
vCu, unblocked vol	509				1121	508
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1061				444	567
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	7	599	509	12		
Volume Left	7	0	0	5		
Volume Right	0	0	2	7		
cSH	1061	1700	1700	508		
Volume to Capacity	0.01	0.35	0.30	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	8.4	0.0	0.0	12.3		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	12.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			36.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	
Traffic Volume (veh/h)	507	8	12	430	12	11
Future Volume (Veh/h)	507	8	12	430	12	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	590	9	14	500	14	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			599		1122	594
vC1, stage 1 conf vol					594	
vC2, stage 2 conf vol					528	
vCu, unblocked vol			599		1122	594
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	97
cM capacity (veh/h)			983		443	506
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	599	14	500	27		
Volume Left	0	14	0	14		
Volume Right	9	0	0	13		
cSH	1700	983	1700	472		
Volume to Capacity	0.35	0.01	0.29	0.06		
Queue Length 95th (ft)	0	1	0	5		
Control Delay (s)	0.0	8.7	0.0	13.1		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.2		13.1		
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			37.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	519	2	6	441	2	3	0	3	4	0	2
Future Volume (Veh/h)	2	519	2	6	441	2	3	0	3	4	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	597	2	7	507	2	3	0	3	5	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	509			599			1125	1125	598	1126	1125	508
vC1, stage 1 conf vol							602	602		522	522	
vC2, stage 2 conf vol							523	523		604	603	
vCu, unblocked vol	509			599			1125	1125	598	1126	1125	508
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	99	100	100
cM capacity (veh/h)	1061			983			389	396	504	386	394	567
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	599	7	509	6	7						
Volume Left	2	0	7	0	3	5						
Volume Right	0	2	0	2	3	2						
cSH	1061	1700	983	1700	439	424						
Volume to Capacity	0.00	0.35	0.01	0.30	0.01	0.02						
Queue Length 95th (ft)	0	0	1	0	1	1						
Control Delay (s)	8.4	0.0	8.7	0.0	13.3	13.6						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.1		13.3	13.6						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				37.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	529	9	27	432	13	19
Future Volume (Veh/h)	529	9	27	432	13	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	601	10	31	491	15	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.96	
vC, conflicting volume			611		1159	606
vC1, stage 1 conf vol					606	
vC2, stage 2 conf vol					553	
vCu, unblocked vol			611		1146	606
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	96
cM capacity (veh/h)			973		427	499
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	611	31	491	37		
Volume Left	0	31	0	15		
Volume Right	10	0	0	22		
cSH	1700	973	1700	467		
Volume to Capacity	0.36	0.03	0.29	0.08		
Queue Length 95th (ft)	0	2	0	6		
Control Delay (s)	0.0	8.8	0.0	13.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		13.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			38.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	450	96	119	384	10	77	5	124	7	2	12
Future Volume (vph)	10	450	96	119	384	10	77	5	124	7	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1709		1668	1749			1697		1787	1637	
Flt Permitted	0.51	1.00		0.32	1.00			0.87		0.43	1.00	
Satd. Flow (perm)	893	1709		569	1749			1505		814	1637	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	500	107	132	427	11	86	6	138	8	2	13
RTOR Reduction (vph)	0	5	0	0	0	0	0	61	0	0	11	0
Lane Group Flow (vph)	11	602	0	132	438	0	0	169	0	8	4	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	67.5	67.5		79.4	79.4			16.7		16.7	16.7	
Effective Green, g (s)	67.5	67.5		79.4	79.4			16.7		16.7	16.7	
Actuated g/C Ratio	0.64	0.64		0.76	0.76			0.16		0.16	0.16	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	574	1098		512	1322			239		129	260	
v/s Ratio Prot		c0.35		0.02	c0.25						0.00	
v/s Ratio Perm	0.01			0.18				c0.11		0.01		
v/c Ratio	0.02	0.55		0.26	0.33			0.71		0.06	0.02	
Uniform Delay, d1	6.8	10.3		5.3	4.2			41.8		37.5	37.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	2.0		0.3	0.1			9.1		0.2	0.0	
Delay (s)	6.8	12.3		5.6	4.3			50.9		37.7	37.2	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		12.2			4.6			50.9			37.4	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			15.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			65.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	230	59	150	252	44	70	223	141	53	229	104
Future Volume (vph)	107	230	59	150	252	44	70	223	141	53	229	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1716		1787	1772		1787	1793	
Flt Permitted	0.48	1.00	1.00	0.52	1.00		0.23	1.00		0.20	1.00	
Satd. Flow (perm)	840	1756	1492	921	1716		427	1772		368	1793	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	114	245	63	160	268	47	74	237	150	56	244	111
RTOR Reduction (vph)	0	0	36	0	5	0	0	23	0	0	17	0
Lane Group Flow (vph)	114	245	27	160	310	0	74	364	0	56	338	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	53.0	44.3	44.3	55.2	45.4		33.5	26.5		32.3	25.9	
Effective Green, g (s)	53.0	44.3	44.3	55.2	45.4		33.5	26.5		32.3	25.9	
Actuated g/C Ratio	0.50	0.42	0.42	0.53	0.43		0.32	0.25		0.31	0.25	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	492	740	629	553	741		226	447		199	442	
v/s Ratio Prot	0.02	0.14		c0.03	c0.18		c0.02	c0.21		0.02	0.19	
v/s Ratio Perm	0.10		0.02	0.12			0.08			0.07		
v/c Ratio	0.23	0.33	0.04	0.29	0.42		0.33	0.81		0.28	0.77	
Uniform Delay, d1	14.1	20.4	17.9	13.3	20.6		26.6	36.9		27.3	36.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.2	0.1	0.3	0.4		0.9	10.9		0.8	7.7	
Delay (s)	14.3	21.6	18.0	13.6	21.0		27.5	47.8		28.1	44.5	
Level of Service	B	C	B	B	C		C	D		C	D	
Approach Delay (s)		19.1			18.5			44.5			42.2	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			30.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			61.4%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St



















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	
Traffic Volume (veh/h)	416	3	5	462	3	16
Future Volume (Veh/h)	416	3	5	462	3	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	443	3	5	491	3	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	932					
pX, platoon unblocked			0.93		0.93	0.93
vC, conflicting volume			446		946	444
vC1, stage 1 conf vol					444	
vC2, stage 2 conf vol					501	
vCu, unblocked vol			365		903	363
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	97
cM capacity (veh/h)			1114		503	635
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	446	5	491	20		
Volume Left	0	5	0	3		
Volume Right	3	0	0	17		
cSH	1700	1114	1700	611		
Volume to Capacity	0.26	0.00	0.29	0.03		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	8.2	0.0	11.1		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1	11.1			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			34.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	421	1	10	449	30	7	0	34	2	0	4
Future Volume (Veh/h)	2	421	1	10	449	30	7	0	34	2	0	4
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	439	1	10	468	31	7	0	35	2	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	499			440			936	962	440	982	948	484
vC1, stage 1 conf vol							444	444		504	504	
vC2, stage 2 conf vol							492	519		478	444	
vCu, unblocked vol	499			440			936	962	440	982	948	484
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	94	100	100	99
cM capacity (veh/h)	1070			1125			450	440	620	419	443	585
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	440	10	499	42	6						
Volume Left	2	0	10	0	7	2						
Volume Right	0	1	0	31	35	4						
cSH	1070	1700	1125	1700	583	517						
Volume to Capacity	0.00	0.26	0.01	0.29	0.07	0.01						
Queue Length 95th (ft)	0	0	1	0	6	1						
Control Delay (s)	8.4	0.0	8.2	0.0	11.7	12.0						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.2		11.7	12.0						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.7								
Intersection Capacity Utilization				35.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	442	13	15	446	0	12	0	18	0	0	0
Future Volume (Veh/h)	1	442	13	15	446	0	12	0	18	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	460	14	16	465	0	12	0	19	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	465			474			959	959	460	978	973	465
vC1, stage 1 conf vol							462	462		497	497	
vC2, stage 2 conf vol							497	497		481	476	
vCu, unblocked vol	465			474			959	959	460	978	973	465
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	100	97	100	100	100
cM capacity (veh/h)	1102			1093			443	441	603	424	433	599
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	1	460	14	16	465	31	0					
Volume Left	1	0	0	16	0	12	0					
Volume Right	0	0	14	0	0	19	0					
cSH	1102	1700	1700	1093	1700	529	1700					
Volume to Capacity	0.00	0.27	0.01	0.01	0.27	0.06	0.00					
Queue Length 95th (ft)	0	0	0	1	0	5	0					
Control Delay (s)	8.3	0.0	0.0	8.3	0.0	12.2	0.0					
Lane LOS	A			A		B	A					
Approach Delay (s)	0.0			0.3		12.2	0.0					
Approach LOS						B	A					
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	33.5%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/22/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	432	33	20	433	24	21
Future Volume (Veh/h)	432	33	20	433	24	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	455	35	21	456	25	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			490		970	472
vC1, stage 1 conf vol					472	
vC2, stage 2 conf vol					498	
vCu, unblocked vol			490		970	472
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	96
cM capacity (veh/h)			1078		490	594
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	490	21	456	47		
Volume Left	0	21	0	25		
Volume Right	35	0	0	22		
cSH	1700	1078	1700	533		
Volume to Capacity	0.29	0.02	0.27	0.09		
Queue Length 95th (ft)	0	1	0	7		
Control Delay (s)	0.0	8.4	0.0	12.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		12.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			34.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/22/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	438	449	2	3	4
Future Volume (Veh/h)	4	438	449	2	3	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	4	456	468	2	3	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470				933	469
vC1, stage 1 conf vol					469	
vC2, stage 2 conf vol					464	
vCu, unblocked vol	470				933	469
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1097				508	596
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	4	456	470	7		
Volume Left	4	0	0	3		
Volume Right	0	0	2	4		
cSH	1097	1700	1700	555		
Volume to Capacity	0.00	0.27	0.28	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.3	0.0	0.0	11.6		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	11.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	439	11	8	449	11	12
Future Volume (Veh/h)	439	11	8	449	11	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	457	11	8	468	11	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			468		946	462
vC1, stage 1 conf vol					462	
vC2, stage 2 conf vol					484	
vCu, unblocked vol			468		946	462
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			1099		502	601
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	468	8	468	23		
Volume Left	0	8	0	11		
Volume Right	11	0	0	12		
cSH	1700	1099	1700	549		
Volume to Capacity	0.28	0.01	0.28	0.04		
Queue Length 95th (ft)	0	1	0	3		
Control Delay (s)	0.0	8.3	0.0	11.8		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		11.8		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			33.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	447	4	2	454	4	0	0	1	6	0	2
Future Volume (Veh/h)	1	447	4	2	454	4	0	0	1	6	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	471	4	2	478	4	0	0	1	6	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	482			475			959	961	473	958	961	480
vC1, stage 1 conf vol							475	475		484	484	
vC2, stage 2 conf vol							484	486		474	477	
vCu, unblocked vol	482			475			959	961	473	958	961	480
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	100	100
cM capacity (veh/h)	1086			1092			446	444	593	446	444	588
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	475	2	482	1	8						
Volume Left	1	0	2	0	0	6						
Volume Right	0	4	0	4	1	2						
cSH	1086	1700	1092	1700	593	475						
Volume to Capacity	0.00	0.28	0.00	0.28	0.00	0.02						
Queue Length 95th (ft)	0	0	0	0	0	1						
Control Delay (s)	8.3	0.0	8.3	0.0	11.1	12.7						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.0		11.1	12.7						
Approach LOS					B	B						
Intersection Summary												
Average Delay				0.1								
Intersection Capacity Utilization				36.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/22/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↲	↱	↲	
Traffic Volume (veh/h)	437	9	23	446	13	23
Future Volume (Veh/h)	437	9	23	446	13	23
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	470	10	25	480	14	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)			1054			
pX, platoon unblocked					0.96	
vC, conflicting volume			480		1005	
vC1, stage 1 conf vol					475	
vC2, stage 2 conf vol					530	
vCu, unblocked vol			480		985	
tC, single (s)			4.1		6.4	
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	
p0 queue free %			98		97	
cM capacity (veh/h)			1088		476	
					592	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	480	25	480	39		
Volume Left	0	25	0	14		
Volume Right	10	0	0	25		
cSH	1700	1088	1700	544		
Volume to Capacity	0.28	0.02	0.28	0.07		
Queue Length 95th (ft)	0	2	0	6		
Control Delay (s)	0.0	8.4	0.0	12.1		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.4	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			33.5%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	377	0	102	377	7	93	3	147	21	8	8
Future Volume (vph)	9	377	0	102	377	7	93	3	147	21	8	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1756		1668	1751			1695		1787	1740	
Flt Permitted	0.52	1.00		0.45	1.00			0.87		0.44	1.00	
Satd. Flow (perm)	918	1756		786	1751			1497		828	1740	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	401	0	109	401	7	99	3	156	22	9	9
RTOR Reduction (vph)	0	0	0	0	1	0	0	61	0	0	7	0
Lane Group Flow (vph)	10	401	0	109	407	0	0	197	0	22	11	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	65.7	65.7		77.3	77.3			18.8		18.8	18.8	
Effective Green, g (s)	65.7	65.7		77.3	77.3			18.8		18.8	18.8	
Actuated g/C Ratio	0.63	0.63		0.74	0.74			0.18		0.18	0.18	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	574	1098		642	1289			268		148	311	
v/s Ratio Prot		c0.23		0.01	c0.23						0.01	
v/s Ratio Perm	0.01			0.11				c0.13		0.03		
v/c Ratio	0.02	0.37		0.17	0.32			0.74		0.15	0.03	
Uniform Delay, d1	7.4	9.5		4.5	4.8			40.8		36.4	35.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.9		0.1	0.1			10.0		0.5	0.0	
Delay (s)	7.5	10.5		4.6	4.9			50.8		36.8	35.6	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		10.4			4.8			50.8			36.3	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			17.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			65.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St











02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Future Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1691		1787	1780		1787	1774	
Flt Permitted	0.34	1.00	1.00	0.50	1.00		0.30	1.00		0.11	1.00	
Satd. Flow (perm)	592	1756	1492	879	1691		568	1780		216	1774	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	216	158	127	296	97	108	325	182	198	253	154
RTOR Reduction (vph)	0	0	104	0	11	0	0	19	0	0	20	0
Lane Group Flow (vph)	99	216	54	127	382	0	108	488	0	198	387	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	43.3	35.6	35.6	47.1	37.5		40.8	31.9		46.8	34.9	
Effective Green, g (s)	43.3	35.6	35.6	47.1	37.5		40.8	31.9		46.8	34.9	
Actuated g/C Ratio	0.41	0.34	0.34	0.45	0.36		0.39	0.30		0.45	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	323	595	505	466	603		324	540		274	589	
v/s Ratio Prot	0.02	0.12		c0.02	c0.23		0.03	c0.27		c0.08	0.22	
v/s Ratio Perm	0.10		0.04	0.10			0.10			0.24		
v/c Ratio	0.31	0.36	0.11	0.27	0.63		0.33	0.90		0.72	0.66	
Uniform Delay, d1	20.2	26.2	23.8	17.6	28.0		21.9	35.1		22.6	29.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.7	0.4	0.3	5.0		0.6	18.5		9.1	2.6	
Delay (s)	20.7	27.9	24.2	17.9	33.1		22.5	53.6		31.7	32.6	
Level of Service	C	C	C	B	C		C	D		C	C	
Approach Delay (s)		25.1			29.3			48.1			32.3	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			76.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	569	20	25	453	17	71
Future Volume (Veh/h)	569	20	25	453	17	71
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	605	21	27	482	18	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			626		1152	616
vC1, stage 1 conf vol					616	
vC2, stage 2 conf vol					536	
vCu, unblocked vol			493		1099	481
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	85
cM capacity (veh/h)			934		426	510
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	626	27	482	94		
Volume Left	0	27	0	18		
Volume Right	21	0	0	76		
cSH	1700	934	1700	491		
Volume to Capacity	0.37	0.03	0.28	0.19		
Queue Length 95th (ft)	0	2	0	17		
Control Delay (s)	0.0	9.0	0.0	14.1		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.5	14.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			43.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Future Volume (Veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	14	626	14	31	470	12	6	7	51	21	3	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	482			640			1214	1205	633	1240	1200	470
vC1, stage 1 conf vol							661	661		532	532	
vC2, stage 2 conf vol							554	544		708	668	
vCu, unblocked vol	482			640			1214	1205	633	1240	1200	470
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			98	98	89	93	99	97
cM capacity (veh/h)	1086			949			346	364	482	299	355	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	14	640	31	470	12	64	44					
Volume Left	14	0	31	0	0	6	21					
Volume Right	0	14	0	0	12	51	20					
cSH	1086	1700	949	1700	1700	449	392					
Volume to Capacity	0.01	0.38	0.03	0.28	0.01	0.14	0.11					
Queue Length 95th (ft)	1	0	3	0	0	12	9					
Control Delay (s)	8.4	0.0	8.9	0.0	0.0	14.3	15.3					
Lane LOS	A		A			B	C					
Approach Delay (s)	0.2		0.5			14.3	15.3					
Approach LOS						B	C					
Intersection Summary												
Average Delay				1.6								
Intersection Capacity Utilization				47.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Future Volume (Veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	675	26	18	476	5	14	1	21	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			701			1232	1208	675	1224	1229	476
vC1, stage 1 conf vol							691	691		512	512	
vC2, stage 2 conf vol							540	517		712	717	
vCu, unblocked vol	481			701			1232	1208	675	1224	1229	476
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	100	95	95	100	95
cM capacity (veh/h)	1087			901			343	367	456	331	354	591
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	675	26	18	476	5	36	18	28			
Volume Left	8	0	0	18	0	0	14	17	0			
Volume Right	0	0	26	0	0	5	21	0	28			
cSH	1087	1700	1700	901	1700	1700	402	332	591			
Volume to Capacity	0.01	0.40	0.02	0.02	0.28	0.00	0.09	0.05	0.05			
Queue Length 95th (ft)	1	0	0	2	0	0	7	4	4			
Control Delay (s)	8.3	0.0	0.0	9.1	0.0	0.0	14.8	16.5	11.4			
Lane LOS	A			A			B	C	B			
Approach Delay (s)	0.1			0.3			14.8	13.4				
Approach LOS							B	B				
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				49.1%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	654	26	21	462	15	20
Future Volume (Veh/h)	654	26	21	462	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	674	27	22	476	15	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			701		1208	688
vC1, stage 1 conf vol					688	
vC2, stage 2 conf vol					520	
vCu, unblocked vol			701		1208	688
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	95
cM capacity (veh/h)			901		413	448
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	701	22	476	36		
Volume Left	0	22	0	15		
Volume Right	27	0	0	21		
cSH	1700	901	1700	433		
Volume to Capacity	0.41	0.02	0.28	0.08		
Queue Length 95th (ft)	0	2	0	7		
Control Delay (s)	0.0	9.1	0.0	14.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			46.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	673	477	3	3	6
Future Volume (Veh/h)	1	673	477	3	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	740	524	3	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	527				1268	526
vC1, stage 1 conf vol					526	
vC2, stage 2 conf vol					742	
vCu, unblocked vol	527				1268	526
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1045				399	554
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	740	527	10		
Volume Left	1	0	0	3		
Volume Right	0	0	3	7		
cSH	1045	1700	1700	496		
Volume to Capacity	0.00	0.44	0.31	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	8.4	0.0	0.0	12.4		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	12.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	672	9	7	476	14	10
Future Volume (Veh/h)	672	9	7	476	14	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	738	10	8	523	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			748	1282		743
vC1, stage 1 conf vol				743		
vC2, stage 2 conf vol				539		
vCu, unblocked vol			748	1282		743
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)				5.4		
tF (s)			2.2	3.5		3.3
p0 queue free %			99	96		97
cM capacity (veh/h)			865	394		417
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	748	8	523	26		
Volume Left	0	8	0	15		
Volume Right	10	0	0	11		
cSH	1700	865	1700	404		
Volume to Capacity	0.44	0.01	0.31	0.06		
Queue Length 95th (ft)	0	1	0	5		
Control Delay (s)	0.0	9.2	0.0	14.5		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1	14.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			45.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Future Volume (Veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	757	3	2	529	2	4	0	10	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	531			760			1296	1296	758	1303	1296	530
vC1, stage 1 conf vol							760	760		534	534	
vC2, stage 2 conf vol							536	535		769	762	
vCu, unblocked vol	531			760			1296	1296	758	1303	1296	530
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	98	99	100	99
cM capacity (veh/h)	1042			856			335	350	408	327	349	551
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	760	2	531	14	6						
Volume Left	1	0	2	0	4	3						
Volume Right	0	3	0	2	10	3						
cSH	1042	1700	856	1700	384	410						
Volume to Capacity	0.00	0.45	0.00	0.31	0.04	0.01						
Queue Length 95th (ft)	0	0	0	0	3	1						
Control Delay (s)	8.5	0.0	9.2	0.0	14.7	13.9						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.0		0.0		14.7	13.9						
Approach LOS					B	B						
Intersection Summary												
Average Delay	0.2											
Intersection Capacity Utilization	46.0%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↰	↱	↰	
Traffic Volume (veh/h)	684	3	8	469	11	22
Future Volume (Veh/h)	684	3	8	469	11	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	760	3	9	521	12	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)			1054			
pX, platoon unblocked					0.96	
vC, conflicting volume			763		1300	
vC1, stage 1 conf vol					762	
vC2, stage 2 conf vol					539	
vCu, unblocked vol			763		1292	
tC, single (s)			4.1		6.4	
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	
p0 queue free %			99		97	
cM capacity (veh/h)			854		387	
					407	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	763	9	521	36		
Volume Left	0	9	0	12		
Volume Right	3	0	0	24		
cSH	1700	854	1700	400		
Volume to Capacity	0.45	0.01	0.31	0.09		
Queue Length 95th (ft)	0	1	0	7		
Control Delay (s)	0.0	9.3	0.0	14.9		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.2	14.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			46.2%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Future Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1694		1668	1754			1696		1787	1740	
Flt Permitted	0.49	1.00		0.23	1.00			0.87		0.44	1.00	
Satd. Flow (perm)	868	1694		401	1754			1511		819	1740	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	617	189	123	465	3	67	5	110	7	5	5
RTOR Reduction (vph)	0	7	0	0	0	0	0	65	0	0	4	0
Lane Group Flow (vph)	8	799	0	123	468	0	0	117	0	7	6	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.67	0.67		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	580	1132		419	1383			191		103	220	
v/s Ratio Prot		c0.47		0.02	c0.27						0.00	
v/s Ratio Perm	0.01			0.21				c0.08		0.01		
v/c Ratio	0.01	0.71		0.29	0.34			0.61		0.07	0.03	
Uniform Delay, d1	5.8	10.9		6.9	3.2			43.4		40.4	40.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.7		0.4	0.7			5.8		0.3	0.0	
Delay (s)	5.9	14.6		7.3	3.9			49.2		40.7	40.2	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		14.6			4.6			49.2			40.4	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			15.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			71.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St











02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Future Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1706		1787	1784		1787	1809	
Flt Permitted	0.11	1.00	1.00	0.34	1.00		0.12	1.00		0.12	1.00	
Satd. Flow (perm)	202	1756	1492	604	1706		232	1784		225	1809	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	348	84	245	456	105	127	389	203	110	383	131
RTOR Reduction (vph)	0	0	56	0	8	0	0	17	0	0	12	0
Lane Group Flow (vph)	151	348	28	245	553	0	127	575	0	110	502	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	45.2	35.2	35.2	47.0	36.1		43.3	33.8		42.5	33.4	
Effective Green, g (s)	45.2	35.2	35.2	47.0	36.1		43.3	33.8		42.5	33.4	
Actuated g/C Ratio	0.43	0.34	0.34	0.45	0.34		0.41	0.32		0.40	0.32	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	226	588	500	380	586		236	574		226	575	
v/s Ratio Prot	0.06	0.20		c0.07	c0.32		c0.05	c0.32		0.04	0.28	
v/s Ratio Perm	0.22		0.02	0.22			0.17			0.15		
v/c Ratio	0.67	0.59	0.06	0.64	0.94		0.54	1.00		0.49	0.87	
Uniform Delay, d1	22.8	28.9	23.6	20.0	33.5		23.0	35.6		24.2	33.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.3	4.3	0.2	3.7	25.6		2.4	38.0		1.6	13.8	
Delay (s)	30.1	33.3	23.9	23.7	59.1		25.3	73.6		25.8	47.6	
Level of Service	C	C	C	C	E		C	E		C	D	
Approach Delay (s)		31.1			48.3			65.1			43.8	
Approach LOS		C			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			48.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			85.6%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	627	9	20	737	11	67
Future Volume (Veh/h)	627	9	20	737	11	67
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	667	10	21	784	12	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			677		1498	672
vC1, stage 1 conf vol					672	
vC2, stage 2 conf vol					826	
vCu, unblocked vol			523		1498	517
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	85
cM capacity (veh/h)			883		334	472
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	677	21	784	83		
Volume Left	0	21	0	12		
Volume Right	10	0	0	71		
cSH	1700	883	1700	445		
Volume to Capacity	0.40	0.02	0.46	0.19		
Queue Length 95th (ft)	0	2	0	17		
Control Delay (s)	0.0	9.2	0.0	14.9		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.2	14.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			50.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Future Volume (Veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	710	13	43	773	17	12	2	78	18	2	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	790			723			1632	1618	716	1674	1608	773
vC1, stage 1 conf vol							742	742		859	859	
vC2, stage 2 conf vol							890	876		815	749	
vCu, unblocked vol	790			723			1632	1618	716	1674	1608	773
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			95	99	82	91	99	93
cM capacity (veh/h)	835			884			235	272	432	206	269	401
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	13	723	43	773	17	92	50					
Volume Left	13	0	43	0	0	12	18					
Volume Right	0	13	0	0	17	78	30					
cSH	835	1700	884	1700	1700	385	295					
Volume to Capacity	0.02	0.43	0.05	0.45	0.01	0.24	0.17					
Queue Length 95th (ft)	1	0	4	0	0	23	15					
Control Delay (s)	9.4	0.0	9.3	0.0	0.0	17.3	19.7					
Lane LOS	A		A			C	C					
Approach Delay (s)	0.2		0.5			17.3	19.7					
Approach LOS						C	C					
Intersection Summary												
Average Delay				1.8								
Intersection Capacity Utilization				50.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Future Volume (Veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	30	747	32	42	798	18	15	1	34	11	1	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			779			1706	1707	747	1724	1721	798
vC1, stage 1 conf vol							807	807		882	882	
vC2, stage 2 conf vol							900	900		842	839	
vCu, unblocked vol	816			779			1706	1707	747	1724	1721	798
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			93	100	92	95	100	96
cM capacity (veh/h)	816			842			221	248	415	213	246	388
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	747	32	42	798	18	50	12	17			
Volume Left	30	0	0	42	0	0	15	11	0			
Volume Right	0	0	32	0	0	18	34	0	17			
cSH	816	1700	1700	842	1700	1700	325	215	388			
Volume to Capacity	0.04	0.44	0.02	0.05	0.47	0.01	0.15	0.06	0.04			
Queue Length 95th (ft)	3	0	0	4	0	0	13	4	3			
Control Delay (s)	9.6	0.0	0.0	9.5	0.0	0.0	18.1	22.7	14.7			
Lane LOS	A			A			C	C	B			
Approach Delay (s)	0.4			0.5			18.1	18.0				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.2								
Intersection Capacity Utilization				55.7%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023





						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	689	45	28	768	26	29
Future Volume (Veh/h)	689	45	28	768	26	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	741	48	30	826	28	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			789		1651	765
vC1, stage 1 conf vol					765	
vC2, stage 2 conf vol					886	
vCu, unblocked vol			789		1651	765
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		91	92
cM capacity (veh/h)			835		308	405
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	789	30	826	59		
Volume Left	0	30	0	28		
Volume Right	48	0	0	31		
cSH	1700	835	1700	352		
Volume to Capacity	0.46	0.04	0.49	0.17		
Queue Length 95th (ft)	0	3	0	15		
Control Delay (s)	0.0	9.5	0.0	17.3		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		17.3		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			50.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	713	793	6	1	2
Future Volume (Veh/h)	4	713	793	6	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	775	862	7	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	869				1648	866
vC1, stage 1 conf vol					866	
vC2, stage 2 conf vol					783	
vCu, unblocked vol	869				1648	866
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	780				316	354
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	4	775	869	3		
Volume Left	4	0	0	1		
Volume Right	0	0	7	2		
cSH	780	1700	1700	340		
Volume to Capacity	0.01	0.46	0.51	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	9.6	0.0	0.0	15.7		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	15.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	709	13	21	785	7	11
Future Volume (Veh/h)	709	13	21	785	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	762	14	23	844	8	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			776		1659	769
vC1, stage 1 conf vol					769	
vC2, stage 2 conf vol					890	
vCu, unblocked vol			776		1659	769
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	97
cM capacity (veh/h)			845		308	403
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	776	23	844	20		
Volume Left	0	23	0	8		
Volume Right	14	0	0	12		
cSH	1700	845	1700	359		
Volume to Capacity	0.46	0.03	0.50	0.06		
Queue Length 95th (ft)	0	2	0	4		
Control Delay (s)	0.0	9.4	0.0	15.6		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		15.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			51.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Future Volume (Veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	760	4	4	863	3	4	0	8	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	866			764			1639	1642	762	1646	1642	864
vC1, stage 1 conf vol							768	768		872	872	
vC2, stage 2 conf vol							871	874		774	770	
vCu, unblocked vol	866			764			1639	1642	762	1646	1642	864
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	98	99	100	100
cM capacity (veh/h)	782			853			264	283	406	260	283	355
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	764	4	866	12	2						
Volume Left	3	0	4	0	4	2						
Volume Right	0	4	0	3	8	0						
cSH	782	1700	853	1700	344	260						
Volume to Capacity	0.00	0.45	0.00	0.51	0.03	0.01						
Queue Length 95th (ft)	0	0	0	0	3	1						
Control Delay (s)	9.6	0.0	9.2	0.0	15.8	18.9						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.0		0.0		15.8	18.9						
Approach LOS					C	C						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				52.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	687	15	20	779	10	10
Future Volume (Veh/h)	687	15	20	779	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	739	16	22	838	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked					0.75	
vC, conflicting volume			755		1629	747
vC1, stage 1 conf vol					747	
vC2, stage 2 conf vol					882	
vCu, unblocked vol			755		1672	747
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	97
cM capacity (veh/h)			860		293	415
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	755	22	838	22		
Volume Left	0	22	0	11		
Volume Right	16	0	0	11		
cSH	1700	860	1700	343		
Volume to Capacity	0.44	0.03	0.49	0.06		
Queue Length 95th (ft)	0	2	0	5		
Control Delay (s)	0.0	9.3	0.0	16.2		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		16.2		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			51.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Future Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1700		1668	1751			1712		1787	1714	
Flt Permitted	0.34	1.00		0.16	1.00			0.84		0.48	1.00	
Satd. Flow (perm)	591	1700		277	1751			1473		896	1714	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	24	579	154	176	720	13	174	15	202	3	13	19
RTOR Reduction (vph)	0	9	0	0	1	0	0	38	0	0	14	0
Lane Group Flow (vph)	24	724	0	176	732	0	0	353	0	3	18	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Effective Green, g (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Actuated g/C Ratio	0.52	0.52		0.65	0.65			0.27		0.27	0.27	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	305	879		302	1135			391		238	455	
v/s Ratio Prot		c0.43		0.05	c0.42						0.01	
v/s Ratio Perm	0.04			0.33				c0.24		0.00		
v/c Ratio	0.08	0.82		0.58	0.65			0.90		0.01	0.04	
Uniform Delay, d1	12.8	21.3		15.0	11.1			37.2		28.4	28.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.5	8.6		2.9	1.3			23.3		0.0	0.0	
Delay (s)	13.3	30.0		17.9	12.4			60.6		28.4	28.6	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		29.4			13.5			60.6			28.6	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			28.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Future Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1687		1787	1784		1787	1818	
Flt Permitted	0.41	1.00	1.00	0.36	1.00		0.18	1.00		0.15	1.00	
Satd. Flow (perm)	720	1756	1492	624	1687		333	1784		291	1818	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	359	142	156	248	88	51	289	151	154	393	112
RTOR Reduction (vph)	0	0	90	0	12	0	0	18	0	0	9	0
Lane Group Flow (vph)	106	359	52	156	324	0	51	422	0	154	497	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	47.1	38.1	38.1	49.1	39.1		36.7	30.6		44.9	34.8	
Effective Green, g (s)	47.1	38.1	38.1	49.1	39.1		36.7	30.6		44.9	34.8	
Actuated g/C Ratio	0.45	0.36	0.36	0.47	0.37		0.35	0.29		0.43	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	404	637	541	391	628		200	519		271	602	
v/s Ratio Prot	0.02	c0.20		c0.04	0.19		0.01	0.24		c0.06	c0.27	
v/s Ratio Perm	0.10		0.03	0.15			0.07			0.19		
v/c Ratio	0.26	0.56	0.10	0.40	0.52		0.26	0.81		0.57	0.82	
Uniform Delay, d1	17.6	26.8	22.1	17.5	25.6		24.7	34.6		22.1	32.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	3.6	0.3	0.7	3.0		0.7	9.5		2.7	9.0	
Delay (s)	17.9	30.4	22.4	18.1	28.6		25.4	44.0		24.8	41.3	
Level of Service	B	C	C	B	C		C	D		C	D	
Approach Delay (s)		26.3			25.3			42.1			37.5	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			32.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			71.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	630	18	18	460	9	32
Future Volume (Veh/h)	630	18	18	460	9	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	643	18	18	469	9	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			661		1157	652
vC1, stage 1 conf vol					652	
vC2, stage 2 conf vol					505	
vCu, unblocked vol			468		1078	457
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	93
cM capacity (veh/h)			893		423	493
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	661	18	469	42		
Volume Left	0	18	0	9		
Volume Right	18	0	0	33		
cSH	1700	893	1700	476		
Volume to Capacity	0.39	0.02	0.28	0.09		
Queue Length 95th (ft)	0	2	0	7		
Control Delay (s)	0.0	9.1	0.0	13.3		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.3		13.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			44.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Future Volume (Veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	27	651	3	29	469	12	3	4	40	22	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			654			1248	1246	652	1274	1235	469
vC1, stage 1 conf vol							706	706		527	527	
vC2, stage 2 conf vol							541	539		747	708	
vCu, unblocked vol	481			654			1248	1246	652	1274	1235	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			99	99	91	92	99	98
cM capacity (veh/h)	1087			938			333	348	469	292	342	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	27	654	29	469	12	47	37					
Volume Left	27	0	29	0	0	3	22					
Volume Right	0	3	0	0	12	40	13					
cSH	1087	1700	938	1700	1700	444	360					
Volume to Capacity	0.02	0.38	0.03	0.28	0.01	0.11	0.10					
Queue Length 95th (ft)	2	0	2	0	0	9	9					
Control Delay (s)	8.4	0.0	9.0	0.0	0.0	14.1	16.2					
Lane LOS	A		A			B	C					
Approach Delay (s)	0.3		0.5			14.1	16.2					
Approach LOS						B	C					
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				48.8%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











02/21/2023

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	8	672	13	23	459	5	7	1	30	16	1	27						
Future Volume (Veh/h)	8	672	13	23	459	5	7	1	30	16	1	27						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96						
Hourly flow rate (vph)	8	700	14	24	478	5	7	1	31	17	1	28						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)																		
Median type	TWLTL			TWLTL														
Median storage veh	2			2														
Upstream signal (ft)																		
pX, platoon unblocked																		
vC, conflicting volume	483			714			1270	1247	700	1274	1256	478						
vC1, stage 1 conf vol							716	716			526	526						
vC2, stage 2 conf vol							554	531			748	730						
vCu, unblocked vol	483			714			1270	1247	700	1274	1256	478						
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2						
tC, 2 stage (s)							6.1	5.5			6.1	5.5						
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3						
p0 queue free %	99			97			98	100	93	94	100	95						
cM capacity (veh/h)	1085			891			332	356	441	306	343	589						
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2									
Volume Total	8	700	14	24	478	5	39	18	28									
Volume Left	8	0	0	24	0	0	7	17	0									
Volume Right	0	0	14	0	0	5	31	0	28									
cSH	1085	1700	1700	891	1700	1700	414	308	589									
Volume to Capacity	0.01	0.41	0.01	0.03	0.28	0.00	0.09	0.06	0.05									
Queue Length 95th (ft)	1	0	0	2	0	0	8	5	4									
Control Delay (s)	8.3	0.0	0.0	9.2	0.0	0.0	14.6	17.4	11.4									
Lane LOS	A			A			B	C	B									
Approach Delay (s)	0.1			0.4			14.6	13.8										
Approach LOS							B	B										
Intersection Summary																		
Average Delay				1.1														
Intersection Capacity Utilization				50.7%	ICU Level of Service				A									
Analysis Period (min)				15														

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023





						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	681	38	22	468	16	21
Future Volume (Veh/h)	681	38	22	468	16	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	709	40	23	488	17	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			749		1263	729
vC1, stage 1 conf vol					729	
vC2, stage 2 conf vol					534	
vCu, unblocked vol			749		1263	729
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	95
cM capacity (veh/h)			864		397	425
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	749	23	488	39		
Volume Left	0	23	0	17		
Volume Right	40	0	0	22		
cSH	1700	864	1700	412		
Volume to Capacity	0.44	0.03	0.29	0.09		
Queue Length 95th (ft)	0	2	0	8		
Control Delay (s)	0.0	9.3	0.0	14.7		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.4		14.7		
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			48.1%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	699	486	1	3	3
Future Volume (Veh/h)	3	699	486	1	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	728	506	1	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TWLT			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	507				1240	506
vC1, stage 1 conf vol					506	
vC2, stage 2 conf vol					734	
vCu, unblocked vol	507				1240	506
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1063				405	568
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	3	728	507	6		
Volume Left	3	0	0	3		
Volume Right	0	0	1	3		
cSH	1063	1700	1700	473		
Volume to Capacity	0.00	0.43	0.30	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.4	0.0	0.0	12.7		
Lane LOS	A			B		
Approach Delay (s)	0.0		0.0	12.7		
Approach LOS				B		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	694	8	8	485	14	14
Future Volume (Veh/h)	694	8	8	485	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	723	8	8	505	15	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			731		1248	727
vC1, stage 1 conf vol					727	
vC2, stage 2 conf vol					521	
vCu, unblocked vol			731		1248	727
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	96
cM capacity (veh/h)			878		403	426
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	731	8	505	30		
Volume Left	0	8	0	15		
Volume Right	8	0	0	15		
cSH	1700	878	1700	414		
Volume to Capacity	0.43	0.01	0.30	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	9.1	0.0	14.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		14.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			47.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Future Volume (Veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	745	0	2	506	1	6	0	2	4	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	507			745			1261	1260	745	1262	1260	506
vC1, stage 1 conf vol							749	749		510	510	
vC2, stage 2 conf vol							512	511		751	749	
vCu, unblocked vol	507			745			1261	1260	745	1262	1260	506
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	100	99	100	100
cM capacity (veh/h)	1063			867			343	357	416	341	356	568
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	745	2	507	8	6						
Volume Left	2	0	2	0	6	4						
Volume Right	0	0	0	1	2	2						
cSH	1063	1700	867	1700	359	394						
Volume to Capacity	0.00	0.44	0.00	0.30	0.02	0.02						
Queue Length 95th (ft)	0	0	0	0	2	1						
Control Delay (s)	8.4	0.0	9.2	0.0	15.3	14.3						
Lane LOS	A		A		C	B						
Approach Delay (s)	0.0		0.0		15.3	14.3						
Approach LOS					C	B						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				47.6%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	
Traffic Volume (veh/h)	700	8	4	473	4	19
Future Volume (Veh/h)	700	8	4	473	4	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	769	9	4	520	4	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)				1054		
pX, platoon unblocked				0.97		
vC, conflicting volume			778	1302	774	
vC1, stage 1 conf vol				774		
vC2, stage 2 conf vol				528		
vCu, unblocked vol			778	1294	774	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)				5.4		
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	99	95	
cM capacity (veh/h)			843	386	400	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	778	4	520	25		
Volume Left	0	4	0	4		
Volume Right	9	0	0	21		
cSH	1700	843	1700	398		
Volume to Capacity	0.46	0.00	0.31	0.06		
Queue Length 95th (ft)	0	0	0	5		
Control Delay (s)	0.0	9.3	0.0	14.6		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		14.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			47.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Future Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1701		1668	1755			1709		1787	1740	
Flt Permitted	0.51	1.00		0.25	1.00			0.85		0.52	1.00	
Satd. Flow (perm)	895	1701		444	1755			1490		973	1740	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	608	161	118	433	2	74	4	86	2	3	3
RTOR Reduction (vph)	0	5	0	0	0	0	0	47	0	0	3	0
Lane Group Flow (vph)	7	764	0	118	435	0	0	117	0	2	3	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.68	0.68		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	606	1151		439	1383			188		123	220	
v/s Ratio Prot		c0.45		0.02	c0.25						0.00	
v/s Ratio Perm	0.01			0.19				c0.08		0.00		
v/c Ratio	0.01	0.66		0.27	0.31			0.62		0.02	0.02	
Uniform Delay, d1	5.5	9.9		6.0	3.1			43.5		40.1	40.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.0		0.3	0.1			6.2		0.1	0.0	
Delay (s)	5.6	13.0		6.3	3.3			49.7		40.2	40.1	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		12.9			3.9			49.7			40.2	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			13.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			72.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Future Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1701		1787	1779		1787	1793	
Flt Permitted	0.15	1.00	1.00	0.33	1.00		0.20	1.00		0.11	1.00	
Satd. Flow (perm)	263	1756	1492	584	1701		370	1779		210	1793	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	156	345	76	228	400	106	101	370	211	120	334	152
RTOR Reduction (vph)	0	0	52	0	9	0	0	19	0	0	14	0
Lane Group Flow (vph)	156	345	24	228	497	0	101	562	0	120	472	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	43.6	33.5	33.5	45.0	34.2		44.3	35.5		45.1	35.9	
Effective Green, g (s)	43.6	33.5	33.5	45.0	34.2		44.3	35.5		45.1	35.9	
Actuated g/C Ratio	0.42	0.32	0.32	0.43	0.33		0.42	0.34		0.43	0.34	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	560	476	361	554		274	601		228	613	
v/s Ratio Prot	0.06	0.20		c0.06	c0.29		0.03	c0.32		c0.05	0.26	
v/s Ratio Perm	0.20		0.02	0.21			0.12			0.18		
v/c Ratio	0.64	0.62	0.05	0.63	0.90		0.37	0.94		0.53	0.77	
Uniform Delay, d1	22.9	30.3	24.7	21.0	33.7		21.0	33.6		22.9	30.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	5.0	0.2	3.6	19.7		0.8	22.0		2.2	5.8	
Delay (s)	28.3	35.3	24.9	24.6	53.4		21.8	55.7		25.1	36.6	
Level of Service	C	D	C	C	D		C	E		C	D	
Approach Delay (s)		32.1			44.5			50.7			34.4	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			41.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			86.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	659	8	12	747	6	52
Future Volume (Veh/h)	659	8	12	747	6	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	686	8	12	778	6	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh)	2			2		
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			694		1492	690
vC1, stage 1 conf vol					690	
vC2, stage 2 conf vol					802	
vCu, unblocked vol			535		1490	530
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	88
cM capacity (veh/h)			867		338	460
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	694	12	778	60		
Volume Left	0	12	0	6		
Volume Right	8	0	0	54		
cSH	1700	867	1700	444		
Volume to Capacity	0.41	0.01	0.46	0.14		
Queue Length 95th (ft)	0	1	0	12		
Control Delay (s)	0.0	9.2	0.0	14.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		14.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			49.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Future Volume (Veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	699	12	41	759	15	6	1	60	20	2	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774			711			1608	1585	705	1624	1576	759
vC1, stage 1 conf vol							729	729		841	841	
vC2, stage 2 conf vol							879	856		784	735	
vCu, unblocked vol	774			711			1608	1585	705	1624	1576	759
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			97	100	86	91	99	91
cM capacity (veh/h)	846			893			238	279	438	225	276	408
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	12	711	41	759	15	67	59					
Volume Left	12	0	41	0	0	6	20					
Volume Right	0	12	0	0	15	60	37					
cSH	846	1700	893	1700	1700	404	316					
Volume to Capacity	0.01	0.42	0.05	0.45	0.01	0.17	0.19					
Queue Length 95th (ft)	1	0	4	0	0	15	17					
Control Delay (s)	9.3	0.0	9.2	0.0	0.0	15.7	19.0					
Lane LOS	A		A			C	C					
Approach Delay (s)	0.2		0.5			15.7	19.0					
Approach LOS						C	C					
Intersection Summary												
Average Delay				1.6								
Intersection Capacity Utilization				52.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Future Volume (Veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	706	24	30	762	18	19	1	22	10	1	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh)	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	780			730			1602	1604	706	1608	1610	762
vC1, stage 1 conf vol							764	764		822	822	
vC2, stage 2 conf vol							838	840		786	788	
vCu, unblocked vol	780			730			1602	1604	706	1608	1610	762
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			92	100	95	96	100	96
cM capacity (veh/h)	842			879			245	270	438	245	271	406
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	29	706	24	30	762	18	42	11	16			
Volume Left	29	0	0	30	0	0	19	10	0			
Volume Right	0	0	24	0	0	18	22	0	16			
cSH	842	1700	1700	879	1700	1700	319	247	406			
Volume to Capacity	0.03	0.42	0.01	0.03	0.45	0.01	0.13	0.04	0.04			
Queue Length 95th (ft)	3	0	0	3	0	0	11	3	3			
Control Delay (s)	9.4	0.0	0.0	9.2	0.0	0.0	18.0	20.2	14.2			
Lane LOS	A			A			C	C	B			
Approach Delay (s)	0.4			0.3			18.0	16.7				
Approach LOS							C	C				
Intersection Summary												
Average Delay	1.1											
Intersection Capacity Utilization	55.6%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↲	↱	↲	
Traffic Volume (veh/h)	670	44	52	755	28	27
Future Volume (Veh/h)	670	44	52	755	28	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	720	47	56	812	30	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			767		1668	744
vC1, stage 1 conf vol					744	
vC2, stage 2 conf vol					924	
vCu, unblocked vol			767		1668	744
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			93		90	93
cM capacity (veh/h)			851		296	416
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	767	56	812	59		
Volume Left	0	56	0	30		
Volume Right	47	0	0	29		
cSH	1700	851	1700	345		
Volume to Capacity	0.45	0.07	0.48	0.17		
Queue Length 95th (ft)	0	5	0	15		
Control Delay (s)	0.0	9.5	0.0	17.6		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.6	17.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			53.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	675	798	4	3	9
Future Volume (Veh/h)	12	675	798	4	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	718	849	4	3	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	TL			
Median storage (veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	853				1595	851
vC1, stage 1 conf vol					851	
vC2, stage 2 conf vol					744	
vCu, unblocked vol	853				1595	851
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	97
cM capacity (veh/h)	790				324	361
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	13	718	853	13		
Volume Left	13	0	0	3		
Volume Right	0	0	4	10		
cSH	790	1700	1700	352		
Volume to Capacity	0.02	0.42	0.50	0.04		
Queue Length 95th (ft)	1	0	0	3		
Control Delay (s)	9.6	0.0	0.0	15.6		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	15.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			52.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↙	↗	↘	
Traffic Volume (veh/h)	673	17	17	806	11	12
Future Volume (Veh/h)	673	17	17	806	11	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	708	18	18	848	12	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			726	1601		717
vC1, stage 1 conf vol					717	
vC2, stage 2 conf vol					884	
vCu, unblocked vol			726	1601		717
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2	3.5		3.3
p0 queue free %			98	96		97
cM capacity (veh/h)			882	319		431
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	726	18	848	25		
Volume Left	0	18	0	12		
Volume Right	18	0	0	13		
cSH	1700	882	1700	369		
Volume to Capacity	0.43	0.02	0.50	0.07		
Queue Length 95th (ft)	0	2	0	5		
Control Delay (s)	0.0	9.2	0.0	15.5		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.2	15.5			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			52.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Future Volume (Veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	722	3	9	865	3	6	0	0	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	868			725			1616	1616	724	1612	1616	866
vC1, stage 1 conf vol							730	730		884	884	
vC2, stage 2 conf vol							886	886		728	731	
vCu, unblocked vol	868			725			1616	1616	724	1612	1616	866
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	100	99	100	99
cM capacity (veh/h)	780			882			264	285	428	266	284	354
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	725	9	868	6	5						
Volume Left	3	0	9	0	6	2						
Volume Right	0	3	0	3	0	3						
cSH	780	1700	882	1700	264	312						
Volume to Capacity	0.00	0.43	0.01	0.51	0.02	0.02						
Queue Length 95th (ft)	0	0	1	0	2	1						
Control Delay (s)	9.6	0.0	9.1	0.0	18.9	16.7						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.0		0.1		18.9	16.7						
Approach LOS					C	C						
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				53.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘	
Traffic Volume (veh/h)	663	13	12	819	3	15
Future Volume (Veh/h)	663	13	12	819	3	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	705	14	13	871	3	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)			1054			
pX, platoon unblocked					0.76	
vC, conflicting volume			719		1609	712
vC1, stage 1 conf vol					712	
vC2, stage 2 conf vol					897	
vCu, unblocked vol			719		1644	712
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	96
cM capacity (veh/h)			887		296	434
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	719	13	871	19		
Volume Left	0	13	0	3		
Volume Right	14	0	0	16		
cSH	1700	887	1700	404		
Volume to Capacity	0.42	0.01	0.51	0.05		
Queue Length 95th (ft)	0	1	0	4		
Control Delay (s)	0.0	9.1	0.0	14.3		
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1		14.3		
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			53.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Future Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1700		1668	1750			1711		1787	1768	
Flt Permitted	0.36	1.00		0.20	1.00			0.84		0.50	1.00	
Satd. Flow (perm)	639	1700		358	1750			1474		936	1768	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	532	142	170	685	15	177	6	191	7	9	6
RTOR Reduction (vph)	0	9	0	0	1	0	0	37	0	0	4	0
Lane Group Flow (vph)	11	665	0	170	699	0	0	337	0	7	11	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Effective Green, g (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Actuated g/C Ratio	0.52	0.52		0.66	0.66			0.26		0.26	0.26	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	335	892		349	1146			381		242	457	
v/s Ratio Prot		c0.39		0.04	c0.40						0.01	
v/s Ratio Perm	0.02			0.28				c0.23		0.01		
v/c Ratio	0.03	0.75		0.49	0.61			0.88		0.03	0.02	
Uniform Delay, d1	12.1	19.5		12.5	10.4			37.4		29.0	29.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	5.6		1.1	1.0			20.8		0.0	0.0	
Delay (s)	12.2	25.1		13.6	11.4			58.2		29.1	29.0	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		24.9			11.8			58.2			29.0	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			25.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↗		↘	↗	↘			
Traffic Volume (veh/h)	569	20	25	453	17	71		
Future Volume (Veh/h)	569	20	25	453	17	71		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly flow rate (vph)	605	21	27	482	18	76		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None		None					
Median storage veh)								
Upstream signal (ft)	932							
pX, platoon unblocked			0.87		0.87	0.87		
vC, conflicting volume			626		1152	616		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			493		1099	481		
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)								
tF (s)			2.2		3.5	3.3		
p0 queue free %			97		91	85		
cM capacity (veh/h)			934		199	510		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1				
Volume Total	626	27	482	94				
Volume Left	0	27	0	18				
Volume Right	21	0	0	76				
cSH	1700	934	1700	393				
Volume to Capacity	0.37	0.03	0.28	0.24				
Queue Length 95th (ft)	0	2	0	23				
Control Delay (s)	0.0	9.0	0.0	17.0				
Lane LOS	A		C					
Approach Delay (s)	0.0	0.5		17.0				
Approach LOS			C					
Intersection Summary								
Average Delay			1.5					
Intersection Capacity Utilization			43.1%	ICU Level of Service	A			
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St





















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Future Volume (Veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	14	626	14	31	470	12	6	7	51	21	3	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	482			640			1214	1205	633	1240	1200	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482			640			1214	1205	633	1240	1200	470
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			96	96	89	84	98	97
cM capacity (veh/h)	1086			949			146	176	482	128	177	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	14	640	31	470	12	64	44					
Volume Left	14	0	31	0	0	6	21					
Volume Right	0	14	0	0	12	51	20					
cSH	1086	1700	949	1700	1700	343	205					
Volume to Capacity	0.01	0.38	0.03	0.28	0.01	0.19	0.21					
Queue Length 95th (ft)	1	0	3	0	0	17	20					
Control Delay (s)	8.4	0.0	8.9	0.0	0.0	17.9	27.3					
Lane LOS	A		A			C	D					
Approach Delay (s)	0.2		0.5			17.9	27.3					
Approach LOS						C	D					
Intersection Summary												
Average Delay				2.1								
Intersection Capacity Utilization				47.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Future Volume (Veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	675	26	18	476	5	14	1	21	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			701			1232	1208	675	1224	1229	476
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			701			1232	1208	675	1224	1229	476
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			90	99	95	88	99	95
cM capacity (veh/h)	1087			901			144	179	456	146	174	591
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	675	26	18	476	5	36	18	28			
Volume Left	8	0	0	18	0	0	14	17	0			
Volume Right	0	0	26	0	0	5	21	0	28			
cSH	1087	1700	1700	901	1700	1700	242	147	591			
Volume to Capacity	0.01	0.40	0.02	0.02	0.28	0.00	0.15	0.12	0.05			
Queue Length 95th (ft)	1	0	0	2	0	0	13	10	4			
Control Delay (s)	8.3	0.0	0.0	9.1	0.0	0.0	22.5	32.9	11.4			
Lane LOS	A			A			C	D	B			
Approach Delay (s)	0.1			0.3			22.5	19.8				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.5								
Intersection Capacity Utilization				49.1%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	654	26	21	462	15	20
Future Volume (Veh/h)	654	26	21	462	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	674	27	22	476	15	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			701		1194	674
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			701		1194	674
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	95
cM capacity (veh/h)			901		202	456
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	674	27	22	476	36	
Volume Left	0	0	22	0	15	
Volume Right	0	27	0	0	21	
cSH	1700	1700	901	1700	299	
Volume to Capacity	0.40	0.02	0.02	0.28	0.12	
Queue Length 95th (ft)	0	0	2	0	10	
Control Delay (s)	0.0	0.0	9.1	0.0	18.7	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.4		18.7	
Approach LOS					C	
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			44.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	673	477	3	3	6
Future Volume (Veh/h)	1	673	477	3	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	740	524	3	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	527				898	526
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	527				898	526
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1043				281	499
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	
Volume Total	1	370	370	527	10	
Volume Left	1	0	0	0	3	
Volume Right	0	0	0	3	7	
cSH	1043	1700	1700	1700	405	
Volume to Capacity	0.00	0.22	0.22	0.31	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	8.5	0.0	0.0	0.0	14.1	
Lane LOS	A				B	
Approach Delay (s)	0.0			0.0	14.1	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			35.3%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	672	9	7	476	14	10
Future Volume (Veh/h)	672	9	7	476	14	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	738	10	8	523	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			748	1277		738
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			748	1277		738
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			99	92		97
cM capacity (veh/h)			865	183		420
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	738	10	8	523	26	
Volume Left	0	0	8	0	15	
Volume Right	0	10	0	0	11	
cSH	1700	1700	865	1700	240	
Volume to Capacity	0.43	0.01	0.01	0.31	0.11	
Queue Length 95th (ft)	0	0	1	0	9	
Control Delay (s)	0.0	0.0	9.2	0.0	21.8	
Lane LOS			A	C		
Approach Delay (s)	0.0	0.1		21.8		
Approach LOS			C			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			45.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Future Volume (Veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	757	3	2	529	2	4	0	10	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	531			760			1296	1296	758	1303	1296	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	531			760			1296	1296	758	1303	1296	530
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	98	98	100	99
cM capacity (veh/h)	1042			856			139	162	408	134	162	551
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	760	2	531	14	6						
Volume Left	1	0	2	0	4	3						
Volume Right	0	3	0	2	10	3						
cSH	1042	1700	856	1700	262	216						
Volume to Capacity	0.00	0.45	0.00	0.31	0.05	0.03						
Queue Length 95th (ft)	0	0	0	0	4	2						
Control Delay (s)	8.5	0.0	9.2	0.0	19.5	22.1						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.0		0.0		19.5	22.1						
Approach LOS					C	C						
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				46.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St











02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	684	3	8	469	11	22
Future Volume (Veh/h)	684	3	8	469	11	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	760	3	9	521	12	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.96	
vC, conflicting volume			763		1299	760
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			763		1290	760
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	94
cM capacity (veh/h)			854		172	408
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	760	3	9	521	36	
Volume Left	0	0	9	0	12	
Volume Right	0	3	0	0	24	
cSH	1700	1700	854	1700	280	
Volume to Capacity	0.45	0.00	0.01	0.31	0.13	
Queue Length 95th (ft)	0	0	1	0	11	
Control Delay (s)	0.0	0.0	9.3	0.0	19.8	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.2		19.8	
Approach LOS					C	
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			46.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	627	9	20	737	11	67
Future Volume (Veh/h)	627	9	20	737	11	67
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	667	10	21	784	12	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			677		1498	672
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			523		1498	517
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	85
cM capacity (veh/h)			883		111	472
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	677	21	784	83		
Volume Left	0	21	0	12		
Volume Right	10	0	0	71		
cSH	1700	883	1700	322		
Volume to Capacity	0.40	0.02	0.46	0.26		
Queue Length 95th (ft)	0	2	0	25		
Control Delay (s)	0.0	9.2	0.0	20.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		20.0		
Approach LOS				C		
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			50.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Future Volume (Veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	710	13	43	773	17	12	2	78	18	2	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	790			723			1632	1618	716	1674	1608	773
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	790			723			1632	1618	716	1674	1608	773
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			83	98	82	69	98	93
cM capacity (veh/h)	835			884			71	97	432	59	99	401
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	13	723	43	773	17	92	50					
Volume Left	13	0	43	0	0	12	18					
Volume Right	0	13	0	0	17	78	30					
cSH	835	1700	884	1700	1700	248	124					
Volume to Capacity	0.02	0.43	0.05	0.45	0.01	0.37	0.40					
Queue Length 95th (ft)	1	0	4	0	0	41	43					
Control Delay (s)	9.4	0.0	9.3	0.0	0.0	27.8	52.3					
Lane LOS	A		A			D	F					
Approach Delay (s)	0.2		0.5			27.8	52.3					
Approach LOS						D	F					
Intersection Summary												
Average Delay				3.3								
Intersection Capacity Utilization				50.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Future Volume (Veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	30	747	32	42	798	18	15	1	34	11	1	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			779			1706	1707	747	1724	1721	798
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816			779			1706	1707	747	1724	1721	798
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			77	99	92	82	99	96
cM capacity (veh/h)	816			842			64	84	415	60	82	388
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	747	32	42	798	18	50	12	17			
Volume Left	30	0	0	42	0	0	15	11	0			
Volume Right	0	0	32	0	0	18	34	0	17			
cSH	816	1700	1700	842	1700	1700	153	61	388			
Volume to Capacity	0.04	0.44	0.02	0.05	0.47	0.01	0.33	0.20	0.04			
Queue Length 95th (ft)	3	0	0	4	0	0	33	16	3			
Control Delay (s)	9.6	0.0	0.0	9.5	0.0	0.0	39.7	77.5	14.7			
Lane LOS	A			A			E	F	B			
Approach Delay (s)	0.4			0.5			39.7	40.7				
Approach LOS							E	E				
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	55.7%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	689	45	28	768	26	29
Future Volume (Veh/h)	689	45	28	768	26	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	741	48	30	826	28	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			789		1627	741
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			789		1627	741
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		74	93
cM capacity (veh/h)			835		109	418
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	741	48	30	826	59	
Volume Left	0	0	30	0	28	
Volume Right	0	48	0	0	31	
cSH	1700	1700	835	1700	178	
Volume to Capacity	0.44	0.03	0.04	0.49	0.33	
Queue Length 95th (ft)	0	0	3	0	34	
Control Delay (s)	0.0	0.0	9.5	0.0	34.9	
Lane LOS			A		D	
Approach Delay (s)	0.0		0.3		34.9	
Approach LOS					D	
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			50.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	713	793	6	1	2
Future Volume (Veh/h)	4	713	793	6	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	775	862	7	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	869				1261	866
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	869				1261	866
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	777				163	299
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	
Volume Total	4	388	388	869	3	
Volume Left	4	0	0	0	1	
Volume Right	0	0	0	7	2	
cSH	777	1700	1700	1700	234	
Volume to Capacity	0.01	0.23	0.23	0.51	0.01	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	9.7	0.0	0.0	0.0	20.6	
Lane LOS	A				C	
Approach Delay (s)	0.0			0.0	20.6	
Approach LOS					C	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St



















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	709	13	21	785	7	11
Future Volume (Veh/h)	709	13	21	785	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	762	14	23	844	8	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				776	1652	762
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				776	1652	762
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				97	92	97
cM capacity (veh/h)				845	106	406
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	762	14	23	844	20	
Volume Left	0	0	23	0	8	
Volume Right	0	14	0	0	12	
cSH	1700	1700	845	1700	191	
Volume to Capacity	0.45	0.01	0.03	0.50	0.10	
Queue Length 95th (ft)	0	0	2	0	9	
Control Delay (s)	0.0	0.0	9.4	0.0	26.1	
Lane LOS				A	D	
Approach Delay (s)	0.0		0.2		26.1	
Approach LOS					D	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			51.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln












02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Future Volume (Veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	760	4	4	863	3	4	0	8	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	866			764			1639	1642	762	1646	1642	864
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	866			764			1639	1642	762	1646	1642	864
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			95	100	98	97	100	100
cM capacity (veh/h)	782			853			80	100	406	78	100	355
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	764	4	866	12	2						
Volume Left	3	0	4	0	4	2						
Volume Right	0	4	0	3	8	0						
cSH	782	1700	853	1700	173	78						
Volume to Capacity	0.00	0.45	0.00	0.51	0.07	0.03						
Queue Length 95th (ft)	0	0	0	0	6	2						
Control Delay (s)	9.6	0.0	9.2	0.0	27.4	52.6						
Lane LOS	A		A		D	F						
Approach Delay (s)	0.0		0.0		27.4	52.6						
Approach LOS					D	F						
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				52.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St











02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	687	15	20	779	10	10
Future Volume (Veh/h)	687	15	20	779	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	739	16	22	838	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked				0.75		
vC, conflicting volume				755	1621	739
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				755	1662	739
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				97	86	97
cM capacity (veh/h)				860	78	419
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	739	16	22	838	22	
Volume Left	0	0	22	0	11	
Volume Right	0	16	0	0	11	
cSH	1700	1700	860	1700	132	
Volume to Capacity	0.43	0.01	0.03	0.49	0.17	
Queue Length 95th (ft)	0	0	2	0	14	
Control Delay (s)	0.0	0.0	9.3	0.0	37.6	
Lane LOS				A	E	
Approach Delay (s)	0.0		0.2		37.6	
Approach LOS					E	
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			51.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	630	18	18	460	9	32
Future Volume (Veh/h)	630	18	18	460	9	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	643	18	18	469	9	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			661		1157	652
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			468		1078	457
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	93
cM capacity (veh/h)			893		194	493
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	661	18	469	42		
Volume Left	0	18	0	9		
Volume Right	18	0	0	33		
cSH	1700	893	1700	370		
Volume to Capacity	0.39	0.02	0.28	0.11		
Queue Length 95th (ft)	0	2	0	10		
Control Delay (s)	0.0	9.1	0.0	16.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		16.0		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			44.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Future Volume (Veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	27	651	3	29	469	12	3	4	40	22	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			654			1248	1246	652	1274	1235	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			654			1248	1246	652	1274	1235	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			98	98	91	82	99	98
cM capacity (veh/h)	1087			938			140	165	469	124	167	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	27	654	29	469	12	47	37					
Volume Left	27	0	29	0	0	3	22					
Volume Right	0	3	0	0	12	40	13					
cSH	1087	1700	938	1700	1700	359	176					
Volume to Capacity	0.02	0.38	0.03	0.28	0.01	0.13	0.21					
Queue Length 95th (ft)	2	0	2	0	0	11	19					
Control Delay (s)	8.4	0.0	9.0	0.0	0.0	16.5	30.9					
Lane LOS	A		A			C	D					
Approach Delay (s)	0.3		0.5			16.5	30.9					
Approach LOS						C	D					
Intersection Summary												
Average Delay				1.9								
Intersection Capacity Utilization				48.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St












02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Future Volume (Veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	8	700	14	24	478	5	7	1	31	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	483			714			1270	1247	700	1274	1256	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	483			714			1270	1247	700	1274	1256	478
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			95	99	93	87	99	95
cM capacity (veh/h)	1085			891			134	168	441	131	166	589
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	700	14	24	478	5	39	18	28			
Volume Left	8	0	0	24	0	0	7	17	0			
Volume Right	0	0	14	0	0	5	31	0	28			
cSH	1085	1700	1700	891	1700	1700	304	132	589			
Volume to Capacity	0.01	0.41	0.01	0.03	0.28	0.00	0.13	0.14	0.05			
Queue Length 95th (ft)	1	0	0	2	0	0	11	11	4			
Control Delay (s)	8.3	0.0	0.0	9.2	0.0	0.0	18.6	36.5	11.4			
Lane LOS	A			A			C	E	B			
Approach Delay (s)	0.1			0.4			18.6	21.2				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.5								
Intersection Capacity Utilization				50.7%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	681	38	22	468	16	21
Future Volume (Veh/h)	681	38	22	468	16	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	709	40	23	488	17	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	749			1243	709	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	749			1243	709	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	97			91	95	
cM capacity (veh/h)	864			188	436	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	709	40	23	488	39	
Volume Left	0	0	23	0	17	
Volume Right	0	40	0	0	22	
cSH	1700	1700	864	1700	277	
Volume to Capacity	0.42	0.02	0.03	0.29	0.14	
Queue Length 95th (ft)	0	0	2	0	12	
Control Delay (s)	0.0	0.0	9.3	0.0	20.1	
Lane LOS	A			C		
Approach Delay (s)	0.0	0.4			20.1	
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			45.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	699	486	1	3	3
Future Volume (Veh/h)	3	699	486	1	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	728	506	1	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	507				876	506
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507				876	506
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1061				289	514
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	
Volume Total	3	364	364	507	6	
Volume Left	3	0	0	0	3	
Volume Right	0	0	0	1	3	
cSH	1061	1700	1700	1700	370	
Volume to Capacity	0.00	0.21	0.21	0.30	0.02	
Queue Length 95th (ft)	0	0	0	0	1	
Control Delay (s)	8.4	0.0	0.0	0.0	14.9	
Lane LOS	A				B	
Approach Delay (s)	0.0			0.0	14.9	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			35.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	694	8	8	485	14	14
Future Volume (Veh/h)	694	8	8	485	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	723	8	8	505	15	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			731		1244	723
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			731		1244	723
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	96
cM capacity (veh/h)			878		192	428
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	723	8	8	505	30	
Volume Left	0	0	8	0	15	
Volume Right	0	8	0	0	15	
cSH	1700	1700	878	1700	265	
Volume to Capacity	0.43	0.00	0.01	0.30	0.11	
Queue Length 95th (ft)	0	0	1	0	9	
Control Delay (s)	0.0	0.0	9.1	0.0	20.3	
Lane LOS			A	C		
Approach Delay (s)	0.0		0.1		20.3	
Approach LOS					C	
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			46.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Future Volume (Veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	745	0	2	506	1	6	0	2	4	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	507			745			1261	1260	745	1262	1260	506
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			745			1261	1260	745	1262	1260	506
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	100	97	100	100
cM capacity (veh/h)	1063			867			147	170	416	146	171	568
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	745	2	507	8	6						
Volume Left	2	0	2	0	6	4						
Volume Right	0	0	0	1	2	2						
cSH	1063	1700	867	1700	175	195						
Volume to Capacity	0.00	0.44	0.00	0.30	0.05	0.03						
Queue Length 95th (ft)	0	0	0	0	4	2						
Control Delay (s)	8.4	0.0	9.2	0.0	26.6	24.1						
Lane LOS	A		A		D	C						
Approach Delay (s)	0.0		0.0		26.6	24.1						
Approach LOS					D	C						
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				47.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St











02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	700	8	4	473	4	19
Future Volume (Veh/h)	700	8	4	473	4	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	769	9	4	520	4	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.97	
vC, conflicting volume			778		1297	769
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			778		1290	769
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	95
cM capacity (veh/h)			843		174	403
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	769	9	4	520	25	
Volume Left	0	0	4	0	4	
Volume Right	0	9	0	0	21	
cSH	1700	1700	843	1700	333	
Volume to Capacity	0.45	0.01	0.00	0.31	0.08	
Queue Length 95th (ft)	0	0	0	0	6	
Control Delay (s)	0.0	0.0	9.3	0.0	16.7	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.1		16.7	
Approach LOS					C	
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	659	8	12	747	6	52
Future Volume (Veh/h)	659	8	12	747	6	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	686	8	12	778	6	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			694		1492	690
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			535		1490	530
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	88
cM capacity (veh/h)			867		113	460
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	694	12	778	60		
Volume Left	0	12	0	6		
Volume Right	8	0	0	54		
cSH	1700	867	1700	352		
Volume to Capacity	0.41	0.01	0.46	0.17		
Queue Length 95th (ft)	0	1	0	15		
Control Delay (s)	0.0	9.2	0.0	17.3		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.1	17.3			
Approach LOS	C					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			49.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Future Volume (Veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	699	12	41	759	15	6	1	60	20	2	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774			711			1608	1585	705	1624	1576	759
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774			711			1608	1585	705	1624	1576	759
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			92	99	86	70	98	91
cM capacity (veh/h)	846			893			73	102	438	68	104	408
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	12	711	41	759	15	67	59					
Volume Left	12	0	41	0	0	6	20					
Volume Right	0	12	0	0	15	60	37					
cSH	846	1700	893	1700	1700	292	145					
Volume to Capacity	0.01	0.42	0.05	0.45	0.01	0.23	0.41					
Queue Length 95th (ft)	1	0	4	0	0	22	44					
Control Delay (s)	9.3	0.0	9.2	0.0	0.0	21.0	45.7					
Lane LOS	A		A			C	E					
Approach Delay (s)	0.2		0.5			21.0	45.7					
Approach LOS						C	E					
Intersection Summary												
Average Delay				2.8								
Intersection Capacity Utilization				52.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Future Volume (Veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	706	24	30	762	18	19	1	22	10	1	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	780			730			1602	1604	706	1608	1610	762
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	780			730			1602	1604	706	1608	1610	762
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			75	99	95	87	99	96
cM capacity (veh/h)	842			879			77	99	438	76	98	406
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	29	706	24	30	762	18	42	11	16			
Volume Left	29	0	0	30	0	0	19	10	0			
Volume Right	0	0	24	0	0	18	22	0	16			
cSH	842	1700	1700	879	1700	1700	137	77	406			
Volume to Capacity	0.03	0.42	0.01	0.03	0.45	0.01	0.31	0.14	0.04			
Queue Length 95th (ft)	3	0	0	3	0	0	30	12	3			
Control Delay (s)	9.4	0.0	0.0	9.2	0.0	0.0	42.4	59.1	14.2			
Lane LOS	A			A			E	F	B			
Approach Delay (s)	0.4			0.3			42.4	32.5				
Approach LOS							E	D				
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	55.6%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	670	44	52	755	28	27
Future Volume (Veh/h)	670	44	52	755	28	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	720	47	56	812	30	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			767		1644	720
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			767		1644	720
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		71	93
cM capacity (veh/h)			851		103	430
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	720	47	56	812	59	
Volume Left	0	0	56	0	30	
Volume Right	0	47	0	0	29	
cSH	1700	1700	851	1700	164	
Volume to Capacity	0.42	0.03	0.07	0.48	0.36	
Queue Length 95th (ft)	0	0	5	0	38	
Control Delay (s)	0.0	0.0	9.5	0.0	38.7	
Lane LOS			A		E	
Approach Delay (s)	0.0		0.6		38.7	
Approach LOS					E	
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			51.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	675	798	4	3	9
Future Volume (Veh/h)	12	675	798	4	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	718	849	4	3	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	853				1236	851
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	853				1236	851
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	97
cM capacity (veh/h)	788				167	305
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	
Volume Total	13	359	359	853	13	
Volume Left	13	0	0	0	3	
Volume Right	0	0	0	4	10	
cSH	788	1700	1700	1700	256	
Volume to Capacity	0.02	0.21	0.21	0.50	0.05	
Queue Length 95th (ft)	1	0	0	0	4	
Control Delay (s)	9.6	0.0	0.0	0.0	19.8	
Lane LOS	A				C	
Approach Delay (s)	0.2			0.0	19.8	
Approach LOS					C	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			52.2%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St



















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	673	17	17	806	11	12
Future Volume (Veh/h)	673	17	17	806	11	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	708	18	18	848	12	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			726		1592	708
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			726		1592	708
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			882		116	436
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	708	18	18	848	25	
Volume Left	0	0	18	0	12	
Volume Right	0	18	0	0	13	
cSH	1700	1700	882	1700	188	
Volume to Capacity	0.42	0.01	0.02	0.50	0.13	
Queue Length 95th (ft)	0	0	2	0	11	
Control Delay (s)	0.0	0.0	9.2	0.0	27.1	
Lane LOS			A		D	
Approach Delay (s)	0.0		0.2		27.1	
Approach LOS					D	
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			52.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Future Volume (Veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	722	3	9	865	3	6	0	0	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	868			725			1616	1616	724	1612	1616	866
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	868			725			1616	1616	724	1612	1616	866
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			93	100	100	98	100	99
cM capacity (veh/h)	780			882			82	103	428	83	103	354
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	725	9	868	6	5						
Volume Left	3	0	9	0	6	2						
Volume Right	0	3	0	3	0	3						
cSH	780	1700	882	1700	82	154						
Volume to Capacity	0.00	0.43	0.01	0.51	0.07	0.03						
Queue Length 95th (ft)	0	0	1	0	6	3						
Control Delay (s)	9.6	0.0	9.1	0.0	52.2	29.2						
Lane LOS	A		A		F	D						
Approach Delay (s)	0.0		0.1		52.2	29.2						
Approach LOS					F	D						
Intersection Summary												
Average Delay				0.4								
Intersection Capacity Utilization				53.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St























02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	
Traffic Volume (veh/h)	663	13	12	819	3	15
Future Volume (Veh/h)	663	13	12	819	3	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	705	14	13	871	3	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.76	
vC, conflicting volume			719		1602 705	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			719		1635 705	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			99		96 96	
cM capacity (veh/h)			887		83 438	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	705	14	13	871	19	
Volume Left	0	0	13	0	3	
Volume Right	0	14	0	0	16	
cSH	1700	1700	887	1700	262	
Volume to Capacity	0.41	0.01	0.01	0.51	0.07	
Queue Length 95th (ft)	0	0	1	0	6	
Control Delay (s)	0.0	0.0	9.1	0.0	19.8	
Lane LOS	A			C		
Approach Delay (s)	0.0	0.1		19.8		
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			53.1%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Future Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	10	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1693	1492	1668	1630		1787	1780		1787	1774	
Flt Permitted	0.34	1.00	1.00	0.50	1.00		0.30	1.00		0.12	1.00	
Satd. Flow (perm)	598	1693	1492	883	1630		556	1780		218	1774	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	216	158	127	296	97	108	325	182	198	253	154
RTOR Reduction (vph)	0	0	104	0	11	0	0	19	0	0	20	0
Lane Group Flow (vph)	99	216	54	127	382	0	108	488	0	198	387	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	43.7	36.0	36.0	47.5	37.9		40.6	31.7		46.2	34.5	
Effective Green, g (s)	43.7	36.0	36.0	47.5	37.9		40.6	31.7		46.2	34.5	
Actuated g/C Ratio	0.42	0.34	0.34	0.45	0.36		0.39	0.30		0.44	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	327	580	511	471	588		319	537		270	582	
v/s Ratio Prot	0.02	0.13		c0.02	c0.23		0.03	c0.27		c0.08	0.22	
v/s Ratio Perm	0.10		0.04	0.10			0.10			0.24		
v/c Ratio	0.30	0.37	0.11	0.27	0.65		0.34	0.91		0.73	0.66	
Uniform Delay, d1	19.9	26.0	23.5	17.3	28.0		22.0	35.3		22.9	30.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.8	0.4	0.3	5.5		0.6	19.2		9.9	2.9	
Delay (s)	20.4	27.8	23.9	17.6	33.5		22.7	54.4		32.8	33.1	
Level of Service	C	C	C	B	C		C	D		C	C	
Approach Delay (s)		25.0			29.6			48.9			33.0	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			76.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	569	20	25	453	17	71
Future Volume (Veh/h)	569	20	25	453	17	71
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	605	21	27	482	18	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	932					
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			626		1152	616
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			493		1099	481
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	85
cM capacity (veh/h)			934		199	510
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	626	27	482	94		
Volume Left	0	27	0	18		
Volume Right	21	0	0	76		
cSH	1700	934	1700	393		
Volume to Capacity	0.37	0.03	0.28	0.24		
Queue Length 95th (ft)	0	2	0	23		
Control Delay (s)	0.0	9.0	0.0	17.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.5		17.0		
Approach LOS				C		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			43.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Future Volume (Veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	14	626	14	31	470	12	6	7	51	21	3	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	482			640			1214	1205	633	1240	1200	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482			640			1214	1205	633	1240	1200	470
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			96	96	89	84	98	97
cM capacity (veh/h)	1086			949			146	176	482	128	177	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	14	640	31	470	12	64	44					
Volume Left	14	0	31	0	0	6	21					
Volume Right	0	14	0	0	12	51	20					
cSH	1086	1700	949	1700	1700	343	205					
Volume to Capacity	0.01	0.38	0.03	0.28	0.01	0.19	0.21					
Queue Length 95th (ft)	1	0	3	0	0	17	20					
Control Delay (s)	8.4	0.0	8.9	0.0	0.0	17.9	27.3					
Lane LOS	A		A			C	D					
Approach Delay (s)	0.2		0.5			17.9	27.3					
Approach LOS						C	D					
Intersection Summary												
Average Delay				2.1								
Intersection Capacity Utilization				47.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Future Volume (Veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	675	26	18	476	5	14	1	21	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			701			1232	1208	675	1224	1229	476
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			701			1232	1208	675	1224	1229	476
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			90	99	95	88	99	95
cM capacity (veh/h)	1087			901			144	179	456	146	174	591
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	675	26	18	476	5	36	18	28			
Volume Left	8	0	0	18	0	0	14	17	0			
Volume Right	0	0	26	0	0	5	21	0	28			
cSH	1087	1700	1700	901	1700	1700	242	147	591			
Volume to Capacity	0.01	0.40	0.02	0.02	0.28	0.00	0.15	0.12	0.05			
Queue Length 95th (ft)	1	0	0	2	0	0	13	10	4			
Control Delay (s)	8.3	0.0	0.0	9.1	0.0	0.0	22.5	32.9	11.4			
Lane LOS	A			A			C	D	B			
Approach Delay (s)	0.1			0.3			22.5	19.8				
Approach LOS							C	C				
Intersection Summary												
Average Delay	1.5											
Intersection Capacity Utilization	49.1%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

03/30/2023





	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	654	26	21	462	15	20
Future Volume (Veh/h)	654	26	21	462	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	674	27	22	476	15	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			701		1208	688
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			701		1208	688
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		92	95
cM capacity (veh/h)			901		198	448
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	701	22	476	36		
Volume Left	0	22	0	15		
Volume Right	27	0	0	21		
cSH	1700	901	1700	294		
Volume to Capacity	0.41	0.02	0.28	0.12		
Queue Length 95th (ft)	0	2	0	10		
Control Delay (s)	0.0	9.1	0.0	18.9		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		18.9		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			46.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

03/30/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	673	477	3	3	6
Future Volume (Veh/h)	1	673	477	3	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	740	524	3	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	527				1268	526
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	527				1268	526
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1045				187	554
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	740	527	10		
Volume Left	1	0	0	3		
Volume Right	0	0	3	7		
cSH	1045	1700	1700	349		
Volume to Capacity	0.00	0.44	0.31	0.03		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	8.4	0.0	0.0	15.6		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	15.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	
Traffic Volume (veh/h)	672	9	7	476	14	10
Future Volume (Veh/h)	672	9	7	476	14	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	738	10	8	523	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			748	1282	743	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			748	1282	743	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	92	97	
cM capacity (veh/h)			865	182	417	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	748	8	523	26		
Volume Left	0	8	0	15		
Volume Right	10	0	0	11		
cSH	1700	865	1700	239		
Volume to Capacity	0.44	0.01	0.31	0.11		
Queue Length 95th (ft)	0	1	0	9		
Control Delay (s)	0.0	9.2	0.0	21.9		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		21.9		
Approach LOS				C		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			45.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Future Volume (Veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	757	3	2	529	2	4	0	10	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	531			760			1296	1296	758	1303	1296	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	531			760			1296	1296	758	1303	1296	530
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	98	98	100	99
cM capacity (veh/h)	1042			856			139	162	408	134	162	551
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	1	760	2	531	14	6						
Volume Left	1	0	2	0	4	3						
Volume Right	0	3	0	2	10	3						
cSH	1042	1700	856	1700	262	216						
Volume to Capacity	0.00	0.45	0.00	0.31	0.05	0.03						
Queue Length 95th (ft)	0	0	0	0	4	2						
Control Delay (s)	8.5	0.0	9.2	0.0	19.5	22.1						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.0		0.0		19.5	22.1						
Approach LOS					C	C						
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				46.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	684	3	8	469	11	22
Future Volume (Veh/h)	684	3	8	469	11	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	760	3	9	521	12	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.96	
vC, conflicting volume			763		1300	762
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			763		1292	762
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	94
cM capacity (veh/h)			854		171	407
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	763	9	521	36		
Volume Left	0	9	0	12		
Volume Right	3	0	0	24		
cSH	1700	854	1700	279		
Volume to Capacity	0.45	0.01	0.31	0.13		
Queue Length 95th (ft)	0	1	0	11		
Control Delay (s)	0.0	9.3	0.0	19.8		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.2		19.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			46.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Future Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	9	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1634		1668	1691			1696		1787	1740	
Flt Permitted	0.49	1.00		0.23	1.00			0.87		0.44	1.00	
Satd. Flow (perm)	868	1634		401	1691			1511		819	1740	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	617	189	123	465	3	67	5	110	7	5	5
RTOR Reduction (vph)	0	7	0	0	0	0	0	65	0	0	4	0
Lane Group Flow (vph)	8	799	0	123	468	0	0	117	0	7	6	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.67	0.67		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	580	1092		419	1333			191		103	220	
v/s Ratio Prot		c0.49		0.02	c0.28						0.00	
v/s Ratio Perm	0.01			0.21				c0.08		0.01		
v/c Ratio	0.01	0.73		0.29	0.35			0.61		0.07	0.03	
Uniform Delay, d1	5.8	11.3		6.9	3.2			43.4		40.4	40.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	4.3		0.4	0.7			5.8		0.3	0.0	
Delay (s)	5.9	15.6		7.3	4.0			49.2		40.7	40.2	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		15.5			4.7			49.2			40.4	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			15.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			71.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Future Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	10	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1693	1492	1668	1646		1787	1784		1787	1809	
Flt Permitted	0.13	1.00	1.00	0.35	1.00		0.12	1.00		0.12	1.00	
Satd. Flow (perm)	225	1693	1492	621	1646		229	1784		232	1809	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	348	84	245	456	105	127	389	203	110	383	131
RTOR Reduction (vph)	0	0	55	0	8	0	0	17	0	0	12	0
Lane Group Flow (vph)	151	348	29	245	553	0	127	575	0	110	502	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	46.2	36.2	36.2	47.8	37.0		42.4	32.9		41.6	32.5	
Effective Green, g (s)	46.2	36.2	36.2	47.8	37.0		42.4	32.9		41.6	32.5	
Actuated g/C Ratio	0.44	0.34	0.34	0.46	0.35		0.40	0.31		0.40	0.31	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	236	583	514	390	580		233	558		226	559	
v/s Ratio Prot	0.06	0.21		c0.06	c0.34		c0.05	c0.32		0.04	0.28	
v/s Ratio Perm	0.22		0.02	0.22			0.17			0.15		
v/c Ratio	0.64	0.60	0.06	0.63	0.95		0.55	1.03		0.49	0.90	
Uniform Delay, d1	22.1	28.4	23.0	19.4	33.2		23.6	36.0		24.5	34.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.6	4.5	0.2	3.2	27.6		2.6	46.0		1.6	17.1	
Delay (s)	27.7	32.8	23.2	22.5	60.7		26.2	82.1		26.2	51.8	
Level of Service	C	C	C	C	E		C	F		C	D	
Approach Delay (s)		30.1			49.1			72.2			47.2	
Approach LOS		C			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			50.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			85.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















03/30/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	627	9	20	737	11	67
Future Volume (Veh/h)	627	9	20	737	11	67
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	667	10	21	784	12	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			677		1498	672
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			521		1498	515
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	85
cM capacity (veh/h)			883		111	472
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	677	21	784	83		
Volume Left	0	21	0	12		
Volume Right	10	0	0	71		
cSH	1700	883	1700	321		
Volume to Capacity	0.40	0.02	0.46	0.26		
Queue Length 95th (ft)	0	2	0	25		
Control Delay (s)	0.0	9.2	0.0	20.1		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.2	20.1			
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			50.2%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Future Volume (Veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	710	13	43	773	17	12	2	78	18	2	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	790			723			1632	1618	716	1674	1608	773
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	790			723			1632	1618	716	1674	1608	773
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			83	98	82	69	98	93
cM capacity (veh/h)	835			884			71	97	432	59	99	401
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	13	723	43	773	17	92	50					
Volume Left	13	0	43	0	0	12	18					
Volume Right	0	13	0	0	17	78	30					
cSH	835	1700	884	1700	1700	248	124					
Volume to Capacity	0.02	0.43	0.05	0.45	0.01	0.37	0.40					
Queue Length 95th (ft)	1	0	4	0	0	41	43					
Control Delay (s)	9.4	0.0	9.3	0.0	0.0	27.8	52.3					
Lane LOS	A		A			D	F					
Approach Delay (s)	0.2		0.5			27.8	52.3					
Approach LOS						D	F					
Intersection Summary												
Average Delay				3.3								
Intersection Capacity Utilization				50.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Future Volume (Veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	30	747	32	42	798	18	15	1	34	11	1	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			779			1706	1707	747	1724	1721	798
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816			779			1706	1707	747	1724	1721	798
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			77	99	92	82	99	96
cM capacity (veh/h)	816			842			64	84	415	60	82	388
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	30	747	32	42	798	18	50	12	17			
Volume Left	30	0	0	42	0	0	15	11	0			
Volume Right	0	0	32	0	0	18	34	0	17			
cSH	816	1700	1700	842	1700	1700	153	61	388			
Volume to Capacity	0.04	0.44	0.02	0.05	0.47	0.01	0.33	0.20	0.04			
Queue Length 95th (ft)	3	0	0	4	0	0	33	16	3			
Control Delay (s)	9.6	0.0	0.0	9.5	0.0	0.0	39.7	77.5	14.7			
Lane LOS	A			A			E	F	B			
Approach Delay (s)	0.4			0.5			39.7	40.7				
Approach LOS							E	E				
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	55.7%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

03/30/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	689	45	28	768	26	29
Future Volume (Veh/h)	689	45	28	768	26	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	741	48	30	826	28	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			789		1651	765
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			789		1651	765
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		73	92
cM capacity (veh/h)			835		105	405
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	789	30	826	59		
Volume Left	0	30	0	28		
Volume Right	48	0	0	31		
cSH	1700	835	1700	172		
Volume to Capacity	0.46	0.04	0.49	0.34		
Queue Length 95th (ft)	0	3	0	36		
Control Delay (s)	0.0	9.5	0.0	36.4		
Lane LOS		A		E		
Approach Delay (s)	0.0	0.3		36.4		
Approach LOS				E		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			50.4%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

03/30/2023













Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	713	793	6	1	2
Future Volume (Veh/h)	4	713	793	6	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	775	862	7	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	869				1648	866
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	869				1648	866
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	780				109	354
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	4	775	869	3		
Volume Left	4	0	0	1		
Volume Right	0	0	7	2		
cSH	780	1700	1700	202		
Volume to Capacity	0.01	0.46	0.51	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	9.6	0.0	0.0	23.1		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	23.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St



















03/30/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	709	13	21	785	7	11
Future Volume (Veh/h)	709	13	21	785	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	762	14	23	844	8	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			776		1659	769
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			776		1659	769
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		92	97
cM capacity (veh/h)			845		105	403
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	776	23	844	20		
Volume Left	0	23	0	8		
Volume Right	14	0	0	12		
cSH	1700	845	1700	189		
Volume to Capacity	0.46	0.03	0.50	0.11		
Queue Length 95th (ft)	0	2	0	9		
Control Delay (s)	0.0	9.4	0.0	26.3		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.2		26.3		
Approach LOS				D		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			51.3%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Future Volume (Veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Sign Control	Free				Free				Stop			
Grade	0%				0%				0%			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	760	4	4	863	3	4	0	8	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	866			764			1639	1642	762	1646	1642	864
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	866			764			1639	1642	762	1646	1642	864
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			95	100	98	97	100	100
cM capacity (veh/h)	782			853			80	100	406	78	100	355
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	764	4	866	12	2						
Volume Left	3	0	4	0	4	2						
Volume Right	0	4	0	3	8	0						
cSH	782	1700	853	1700	173	78						
Volume to Capacity	0.00	0.45	0.00	0.51	0.07	0.03						
Queue Length 95th (ft)	0	0	0	0	6	2						
Control Delay (s)	9.6	0.0	9.2	0.0	27.4	52.6						
Lane LOS	A		A		D	F						
Approach Delay (s)	0.0		0.0		27.4	52.6						
Approach LOS					D	F						
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			52.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘	
Traffic Volume (veh/h)	687	15	20	779	10	10
Future Volume (Veh/h)	687	15	20	779	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	739	16	22	838	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.74	
vC, conflicting volume			755		1629	747
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			755		1674	747
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		86	97
cM capacity (veh/h)			860		76	415
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	755	22	838	22		
Volume Left	0	22	0	11		
Volume Right	16	0	0	11		
cSH	1700	860	1700	129		
Volume to Capacity	0.44	0.03	0.49	0.17		
Queue Length 95th (ft)	0	2	0	15		
Control Delay (s)	0.0	9.3	0.0	38.7		
Lane LOS		A		E		
Approach Delay (s)	0.0	0.2		38.7		
Approach LOS				E		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			51.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Future Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	9	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1640		1668	1689			1712		1787	1714	
Flt Permitted	0.34	1.00		0.16	1.00			0.84		0.48	1.00	
Satd. Flow (perm)	591	1640		277	1689			1473		896	1714	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	24	579	154	176	720	13	174	15	202	3	13	19
RTOR Reduction (vph)	0	9	0	0	1	0	0	38	0	0	14	0
Lane Group Flow (vph)	24	724	0	176	732	0	0	353	0	3	18	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Effective Green, g (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Actuated g/C Ratio	0.52	0.52		0.65	0.65			0.27		0.27	0.27	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	305	848		302	1095			391		238	455	
v/s Ratio Prot		c0.44		0.05	c0.43						0.01	
v/s Ratio Perm	0.04			0.33				c0.24		0.00		
v/c Ratio	0.08	0.85		0.58	0.67			0.90		0.01	0.04	
Uniform Delay, d1	12.8	21.9		15.0	11.5			37.2		28.4	28.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.5	10.7		2.9	1.6			23.3		0.0	0.0	
Delay (s)	13.3	32.6		17.9	13.0			60.6		28.4	28.6	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		32.0			14.0			60.6			28.6	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			29.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Future Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	10	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1693	1492	1668	1627		1787	1784		1787	1818	
Flt Permitted	0.41	1.00	1.00	0.36	1.00		0.18	1.00		0.15	1.00	
Satd. Flow (perm)	719	1693	1492	629	1627		330	1784		288	1818	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	359	142	156	248	88	51	289	151	154	393	112
RTOR Reduction (vph)	0	0	90	0	12	0	0	18	0	0	9	0
Lane Group Flow (vph)	106	359	52	156	324	0	51	422	0	154	497	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	47.3	38.3	38.3	49.1	39.2		36.6	30.5		44.8	34.7	
Effective Green, g (s)	47.3	38.3	38.3	49.1	39.2		36.6	30.5		44.8	34.7	
Actuated g/C Ratio	0.45	0.36	0.36	0.47	0.37		0.35	0.29		0.43	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	405	617	544	392	607		199	518		269	600	
v/s Ratio Prot	0.02	c0.21		c0.04	0.20		0.01	0.24		c0.06	c0.27	
v/s Ratio Perm	0.10		0.03	0.15			0.07			0.19		
v/c Ratio	0.26	0.58	0.10	0.40	0.53		0.26	0.82		0.57	0.83	
Uniform Delay, d1	17.5	26.9	21.9	17.5	25.8		24.8	34.6		22.2	32.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	4.0	0.3	0.7	3.3		0.7	9.6		2.9	9.2	
Delay (s)	17.8	30.9	22.3	18.1	29.1		25.5	44.2		25.1	41.6	
Level of Service	B	C	C	B	C		C	D		C	D	
Approach Delay (s)		26.6			25.6			42.3			37.7	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			33.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			71.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















03/30/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	630	18	18	460	9	32
Future Volume (Veh/h)	630	18	18	460	9	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	643	18	18	469	9	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	932					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			661		1157	652
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			465		1077	453
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	93
cM capacity (veh/h)			893		193	493
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	661	18	469	42		
Volume Left	0	18	0	9		
Volume Right	18	0	0	33		
cSH	1700	893	1700	370		
Volume to Capacity	0.39	0.02	0.28	0.11		
Queue Length 95th (ft)	0	2	0	10		
Control Delay (s)	0.0	9.1	0.0	16.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		16.0		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			44.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St





















03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Future Volume (Veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	27	651	3	29	469	12	3	4	40	22	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			654			1248	1246	652	1274	1235	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			654			1248	1246	652	1274	1235	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			98	98	91	82	99	98
cM capacity (veh/h)	1087			938			140	165	469	124	167	596
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	27	654	29	469	12	47	37					
Volume Left	27	0	29	0	0	3	22					
Volume Right	0	3	0	0	12	40	13					
cSH	1087	1700	938	1700	1700	359	176					
Volume to Capacity	0.02	0.38	0.03	0.28	0.01	0.13	0.21					
Queue Length 95th (ft)	2	0	2	0	0	11	19					
Control Delay (s)	8.4	0.0	9.0	0.0	0.0	16.5	30.9					
Lane LOS	A		A			C	D					
Approach Delay (s)	0.3		0.5			16.5	30.9					
Approach LOS						C	D					
Intersection Summary												
Average Delay				1.9								
Intersection Capacity Utilization				48.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Future Volume (Veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	8	700	14	24	478	5	7	1	31	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	483			714			1270	1247	700	1274	1256	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	483			714			1270	1247	700	1274	1256	478
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			95	99	93	87	99	95
cM capacity (veh/h)	1085			891			134	168	441	131	166	589
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	700	14	24	478	5	39	18	28			
Volume Left	8	0	0	24	0	0	7	17	0			
Volume Right	0	0	14	0	0	5	31	0	28			
cSH	1085	1700	1700	891	1700	1700	304	132	589			
Volume to Capacity	0.01	0.41	0.01	0.03	0.28	0.00	0.13	0.14	0.05			
Queue Length 95th (ft)	1	0	0	2	0	0	11	11	4			
Control Delay (s)	8.3	0.0	0.0	9.2	0.0	0.0	18.6	36.5	11.4			
Lane LOS	A			A			C	E	B			
Approach Delay (s)	0.1			0.4			18.6	21.2				
Approach LOS							C	C				
Intersection Summary												
Average Delay	1.5											
Intersection Capacity Utilization	50.7%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

03/30/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	681	38	22	468	16	21
Future Volume (Veh/h)	681	38	22	468	16	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	709	40	23	488	17	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			749		1263	729
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			749		1263	729
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	95
cM capacity (veh/h)			864		183	425
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	749	23	488	39		
Volume Left	0	23	0	17		
Volume Right	40	0	0	22		
cSH	1700	864	1700	270		
Volume to Capacity	0.44	0.03	0.29	0.14		
Queue Length 95th (ft)	0	2	0	12		
Control Delay (s)	0.0	9.3	0.0	20.6		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		20.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			48.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

03/30/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	699	486	1	3	3
Future Volume (Veh/h)	3	699	486	1	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	728	506	1	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	507				1240	506
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507				1240	506
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1063				194	568
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	3	728	507	6		
Volume Left	3	0	0	3		
Volume Right	0	0	1	3		
cSH	1063	1700	1700	289		
Volume to Capacity	0.00	0.43	0.30	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	8.4	0.0	0.0	17.7		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	17.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	694	8	8	485	14	14
Future Volume (Veh/h)	694	8	8	485	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	723	8	8	505	15	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			731		1248	727
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			731		1248	727
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	96
cM capacity (veh/h)			878		190	426
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	731	8	505	30		
Volume Left	0	8	0	15		
Volume Right	8	0	0	15		
cSH	1700	878	1700	263		
Volume to Capacity	0.43	0.01	0.30	0.11		
Queue Length 95th (ft)	0	1	0	10		
Control Delay (s)	0.0	9.1	0.0	20.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		20.4		
Approach LOS				C		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			47.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Future Volume (Veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	745	0	2	506	1	6	0	2	4	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	507			745			1261	1260	745	1262	1260	506
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			745			1261	1260	745	1262	1260	506
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	100	97	100	100
cM capacity (veh/h)	1063			867			147	170	416	146	171	568
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	2	745	2	507	8	6						
Volume Left	2	0	2	0	6	4						
Volume Right	0	0	0	1	2	2						
cSH	1063	1700	867	1700	175	195						
Volume to Capacity	0.00	0.44	0.00	0.30	0.05	0.03						
Queue Length 95th (ft)	0	0	0	0	4	2						
Control Delay (s)	8.4	0.0	9.2	0.0	26.6	24.1						
Lane LOS	A		A		D	C						
Approach Delay (s)	0.0		0.0		26.6	24.1						
Approach LOS					D	C						
Intersection Summary												
Average Delay				0.3								
Intersection Capacity Utilization				47.6%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	700	8	4	473	4	19
Future Volume (Veh/h)	700	8	4	473	4	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	769	9	4	520	4	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.97	
vC, conflicting volume			778		1302	774
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			778		1294	774
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	95
cM capacity (veh/h)			843		173	400
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	778	4	520	25		
Volume Left	0	4	0	4		
Volume Right	9	0	0	21		
cSH	1700	843	1700	331		
Volume to Capacity	0.46	0.00	0.31	0.08		
Queue Length 95th (ft)	0	0	0	6		
Control Delay (s)	0.0	9.3	0.0	16.8		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		16.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			47.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Future Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	9	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1640		1668	1692			1709		1787	1740	
Flt Permitted	0.51	1.00		0.25	1.00			0.85		0.52	1.00	
Satd. Flow (perm)	895	1640		444	1692			1490		973	1740	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	608	161	118	433	2	74	4	86	2	3	3
RTOR Reduction (vph)	0	5	0	0	0	0	0	47	0	0	3	0
Lane Group Flow (vph)	7	764	0	118	435	0	0	117	0	2	3	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.68	0.68		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	606	1110		439	1334			188		123	220	
v/s Ratio Prot		c0.47		0.02	c0.26						0.00	
v/s Ratio Perm	0.01			0.19				c0.08		0.00		
v/c Ratio	0.01	0.69		0.27	0.33			0.62		0.02	0.02	
Uniform Delay, d1	5.5	10.2		6.0	3.2			43.5		40.1	40.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.5		0.3	0.1			6.2		0.1	0.0	
Delay (s)	5.6	13.7		6.3	3.3			49.7		40.2	40.1	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		13.7			3.9			49.7			40.2	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			14.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			72.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Future Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	10	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1693	1492	1668	1640		1787	1779		1787	1793	
Flt Permitted	0.16	1.00	1.00	0.34	1.00		0.19	1.00		0.11	1.00	
Satd. Flow (perm)	279	1693	1492	595	1640		356	1779		213	1793	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	156	345	76	228	400	106	101	370	211	120	334	152
RTOR Reduction (vph)	0	0	51	0	9	0	0	19	0	0	15	0
Lane Group Flow (vph)	156	345	25	228	497	0	101	562	0	120	471	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	44.2	34.1	34.1	45.6	34.8		43.6	34.8		44.6	35.3	
Effective Green, g (s)	44.2	34.1	34.1	45.6	34.8		43.6	34.8		44.6	35.3	
Actuated g/C Ratio	0.42	0.32	0.32	0.43	0.33		0.42	0.33		0.42	0.34	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	251	549	484	368	543		267	589		229	602	
v/s Ratio Prot	0.06	0.20		c0.06	c0.30		0.03	c0.32		c0.05	0.26	
v/s Ratio Perm	0.20		0.02	0.20			0.13			0.18		
v/c Ratio	0.62	0.63	0.05	0.62	0.91		0.38	0.95		0.52	0.78	
Uniform Delay, d1	22.4	30.1	24.3	20.6	33.7		21.5	34.3		23.3	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	5.4	0.2	3.1	22.4		0.9	26.0		2.2	6.6	
Delay (s)	27.2	35.4	24.5	23.7	56.1		22.4	60.3		25.5	38.0	
Level of Service	C	D	C	C	E		C	E		C	D	
Approach Delay (s)		31.8			46.0			54.7			35.5	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			42.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			86.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St





















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	659	8	12	747	6	52
Future Volume (Veh/h)	659	8	12	747	6	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	686	8	12	778	6	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			694		1492	690
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			533		1490	528
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	88
cM capacity (veh/h)			867		113	460
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	694	12	778	60		
Volume Left	0	12	0	6		
Volume Right	8	0	0	54		
cSH	1700	867	1700	352		
Volume to Capacity	0.41	0.01	0.46	0.17		
Queue Length 95th (ft)	0	1	0	15		
Control Delay (s)	0.0	9.2	0.0	17.3		
Lane LOS	A		C			
Approach Delay (s)	0.0	0.1		17.3		
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			49.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St






















03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Future Volume (Veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	699	12	41	759	15	6	1	60	20	2	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774			711			1608	1585	705	1624	1576	759
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774			711			1608	1585	705	1624	1576	759
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			92	99	86	70	98	91
cM capacity (veh/h)	846			893			73	102	438	68	104	408
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	12	711	41	759	15	67	59					
Volume Left	12	0	41	0	0	6	20					
Volume Right	0	12	0	0	15	60	37					
cSH	846	1700	893	1700	1700	292	145					
Volume to Capacity	0.01	0.42	0.05	0.45	0.01	0.23	0.41					
Queue Length 95th (ft)	1	0	4	0	0	22	44					
Control Delay (s)	9.3	0.0	9.2	0.0	0.0	21.0	45.7					
Lane LOS	A		A			C	E					
Approach Delay (s)	0.2		0.5			21.0	45.7					
Approach LOS						C	E					
Intersection Summary												
Average Delay				2.8								
Intersection Capacity Utilization				52.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St











03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Future Volume (Veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	706	24	30	762	18	19	1	22	10	1	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	780			730			1602	1604	706	1608	1610	762
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	780			730			1602	1604	706	1608	1610	762
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			75	99	95	87	99	96
cM capacity (veh/h)	842			879			77	99	438	76	98	406
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	29	706	24	30	762	18	42	11	16			
Volume Left	29	0	0	30	0	0	19	10	0			
Volume Right	0	0	24	0	0	18	22	0	16			
cSH	842	1700	1700	879	1700	1700	137	77	406			
Volume to Capacity	0.03	0.42	0.01	0.03	0.45	0.01	0.31	0.14	0.04			
Queue Length 95th (ft)	3	0	0	3	0	0	30	12	3			
Control Delay (s)	9.4	0.0	0.0	9.2	0.0	0.0	42.4	59.1	14.2			
Lane LOS	A			A			E	F	B			
Approach Delay (s)	0.4			0.3			42.4	32.5				
Approach LOS							E	D				
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	55.6%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

03/30/2023





						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	670	44	52	755	28	27
Future Volume (Veh/h)	670	44	52	755	28	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	720	47	56	812	30	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			767		1668	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			767		1668	744
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		70	93
cM capacity (veh/h)			851		100	416
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	767	56	812	59		
Volume Left	0	56	0	30		
Volume Right	47	0	0	29		
cSH	1700	851	1700	159		
Volume to Capacity	0.45	0.07	0.48	0.37		
Queue Length 95th (ft)	0	5	0	39		
Control Delay (s)	0.0	9.5	0.0	40.4		
Lane LOS	A		E			
Approach Delay (s)	0.0	0.6		40.4		
Approach LOS			E			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			53.2%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

03/30/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	675	798	4	3	9
Future Volume (Veh/h)	12	675	798	4	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	718	849	4	3	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	853				1595	851
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	853				1595	851
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	97
cM capacity (veh/h)	790				116	361
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	13	718	853	13		
Volume Left	13	0	0	3		
Volume Right	0	0	4	10		
cSH	790	1700	1700	243		
Volume to Capacity	0.02	0.42	0.50	0.05		
Queue Length 95th (ft)	1	0	0	4		
Control Delay (s)	9.6	0.0	0.0	20.6		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	20.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			52.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St




















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	673	17	17	806	11	12
Future Volume (Veh/h)	673	17	17	806	11	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	708	18	18	848	12	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			726		1601	717
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			726		1601	717
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			882		115	431
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	726	18	848	25		
Volume Left	0	18	0	12		
Volume Right	18	0	0	13		
cSH	1700	882	1700	186		
Volume to Capacity	0.43	0.02	0.50	0.13		
Queue Length 95th (ft)	0	2	0	11		
Control Delay (s)	0.0	9.2	0.0	27.4		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.2		27.4		
Approach LOS				D		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			52.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Future Volume (Veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	722	3	9	865	3	6	0	0	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	868			725			1616	1616	724	1612	1616	866
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	868			725			1616	1616	724	1612	1616	866
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			93	100	100	98	100	99
cM capacity (veh/h)	780			882			82	103	428	83	103	354
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	3	725	9	868	6	5						
Volume Left	3	0	9	0	6	2						
Volume Right	0	3	0	3	0	3						
cSH	780	1700	882	1700	82	154						
Volume to Capacity	0.00	0.43	0.01	0.51	0.07	0.03						
Queue Length 95th (ft)	0	0	1	0	6	3						
Control Delay (s)	9.6	0.0	9.1	0.0	52.2	29.2						
Lane LOS	A		A		F	D						
Approach Delay (s)	0.0		0.1		52.2	29.2						
Approach LOS					F	D						
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	53.0%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















03/30/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↘↙	
Traffic Volume (veh/h)	663	13	12	819	3	15
Future Volume (Veh/h)	663	13	12	819	3	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	705	14	13	871	3	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.75	
vC, conflicting volume			719		1609	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			719		1645	712
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	96
cM capacity (veh/h)			887		81	434
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	719	13	871	19		
Volume Left	0	13	0	3		
Volume Right	14	0	0	16		
cSH	1700	887	1700	258		
Volume to Capacity	0.42	0.01	0.51	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	9.1	0.0	20.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		20.1		
Approach LOS				C		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			53.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























03/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Future Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	9	9	10	9	9	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1640		1668	1688			1711		1787	1768	
Flt Permitted	0.36	1.00		0.20	1.00			0.84		0.50	1.00	
Satd. Flow (perm)	639	1640		358	1688			1474		936	1768	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	532	142	170	685	15	177	6	191	7	9	6
RTOR Reduction (vph)	0	9	0	0	1	0	0	37	0	0	4	0
Lane Group Flow (vph)	11	665	0	170	699	0	0	337	0	7	11	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Effective Green, g (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Actuated g/C Ratio	0.52	0.52		0.66	0.66			0.26		0.26	0.26	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	335	860		349	1106			381		242	457	
v/s Ratio Prot		c0.41		0.04	c0.41							0.01
v/s Ratio Perm	0.02			0.28				c0.23		0.01		
v/c Ratio	0.03	0.77		0.49	0.63			0.88		0.03	0.02	
Uniform Delay, d1	12.1	20.0		12.5	10.7			37.4		29.0	29.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	6.7		1.1	1.2			20.8		0.0	0.0	
Delay (s)	12.2	26.7		13.6	11.8			58.2		29.1	29.0	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		26.4			12.2			58.2			29.0	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			26.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Future Volume (vph)	95	207	152	122	284	93	104	312	175	190	243	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1691		1787	1780		1787	1774	
Flt Permitted	0.34	1.00	1.00	0.50	1.00		0.30	1.00		0.11	1.00	
Satd. Flow (perm)	592	1756	1492	879	1691		568	1780		216	1774	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	216	158	127	296	97	108	325	182	198	253	154
RTOR Reduction (vph)	0	0	104	0	11	0	0	19	0	0	20	0
Lane Group Flow (vph)	99	216	54	127	382	0	108	488	0	198	387	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	43.3	35.6	35.6	47.1	37.5		40.8	31.9		46.8	34.9	
Effective Green, g (s)	43.3	35.6	35.6	47.1	37.5		40.8	31.9		46.8	34.9	
Actuated g/C Ratio	0.41	0.34	0.34	0.45	0.36		0.39	0.30		0.45	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	323	595	505	466	603		324	540		274	589	
v/s Ratio Prot	0.02	0.12		c0.02	c0.23		0.03	c0.27		c0.08	0.22	
v/s Ratio Perm	0.10		0.04	0.10			0.10			0.24		
v/c Ratio	0.31	0.36	0.11	0.27	0.63		0.33	0.90		0.72	0.66	
Uniform Delay, d1	20.2	26.2	23.8	17.6	28.0		21.9	35.1		22.6	29.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.7	0.4	0.3	5.0		0.6	18.5		9.1	2.6	
Delay (s)	20.7	27.9	24.2	17.9	33.1		22.5	53.6		31.7	32.6	
Level of Service	C	C	C	B	C		C	D		C	C	
Approach Delay (s)		25.1			29.3			48.1			32.3	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			34.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			76.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St


















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	569	20	25	453	17	71
Future Volume (Veh/h)	569	20	25	453	17	71
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	605	21	27	482	18	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			626		1152	616
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			493		1099	481
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	85
cM capacity (veh/h)			934		199	510
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	626	509	94			
Volume Left	0	27	18			
Volume Right	21	0	76			
cSH	1700	934	393			
Volume to Capacity	0.37	0.03	0.24			
Queue Length 95th (ft)	0	2	23			
Control Delay (s)	0.0	0.8	17.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.8	17.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			56.2%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Future Volume (Veh/h)	14	607	14	30	456	12	6	7	49	20	3	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	14	626	14	31	470	12	6	7	51	21	3	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	482			640			1214	1205	633	1248	1200	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482			640			1214	1205	633	1248	1200	470
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			96	96	89	83	98	97
cM capacity (veh/h)	1086			949			146	176	482	126	177	596
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	654	501	12	64	44							
Volume Left	14	31	0	6	21							
Volume Right	14	0	12	51	20							
cSH	1086	949	1700	343	203							
Volume to Capacity	0.01	0.03	0.01	0.19	0.22							
Queue Length 95th (ft)	1	3	0	17	20							
Control Delay (s)	0.3	0.9	0.0	17.9	27.6							
Lane LOS	A	A		C	D							
Approach Delay (s)	0.3	0.9		17.9	27.6							
Approach LOS				C	D							
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			58.5%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Future Volume (Veh/h)	8	641	25	17	452	5	13	1	20	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	675	26	18	476	5	14	1	21	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			701			1232	1208	675	1224	1229	476
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			701			1232	1208	675	1224	1229	476
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			90	99	95	88	99	95
cM capacity (veh/h)	1087			901			144	179	456	146	174	591
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	683	26	494	5	36	18	28					
Volume Left	8	0	18	0	14	17	0					
Volume Right	0	26	0	5	21	0	28					
cSH	1087	1700	901	1700	242	147	591					
Volume to Capacity	0.01	0.02	0.02	0.00	0.15	0.12	0.05					
Queue Length 95th (ft)	1	0	2	0	13	10	4					
Control Delay (s)	0.2	0.0	0.6	0.0	22.5	32.9	11.4					
Lane LOS	A		A		C	D	B					
Approach Delay (s)	0.2		0.6		22.5	19.8						
Approach LOS					C	C						
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization				55.5%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	654	26	21	462	15	20
Future Volume (Veh/h)	654	26	21	462	15	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	674	27	22	476	15	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			701		1208	688
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			701		1208	688
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		92	95
cM capacity (veh/h)			901		198	448
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	701	498	36			
Volume Left	0	22	15			
Volume Right	27	0	21			
cSH	1700	901	294			
Volume to Capacity	0.41	0.02	0.12			
Queue Length 95th (ft)	0	2	10			
Control Delay (s)	0.0	0.7	18.9			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.7	18.9			
Approach LOS			C			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			51.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023













Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	↩
Traffic Volume (veh/h)	1	673	477	3	3	6
Future Volume (Veh/h)	1	673	477	3	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	740	524	3	3	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	527				1268	526
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	527				1268	526
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1045				187	554
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	741	527	10			
Volume Left	1	0	3			
Volume Right	0	3	7			
cSH	1045	1700	349			
Volume to Capacity	0.00	0.31	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	15.6			
Lane LOS	A		C			
Approach Delay (s)	0.0	0.0	15.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St

















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	672	9	7	476	14	10
Future Volume (Veh/h)	672	9	7	476	14	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	738	10	8	523	15	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			748			743
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			748			743
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			99			97
cM capacity (veh/h)			865			417
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	748	531	26			
Volume Left	0	8	15			
Volume Right	10	0	11			
cSH	1700	865	239			
Volume to Capacity	0.44	0.01	0.11			
Queue Length 95th (ft)	0	1	9			
Control Delay (s)	0.0	0.3	21.9			
Lane LOS			A C			
Approach Delay (s)	0.0	0.3	21.9			
Approach LOS			C			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			45.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Future Volume (Veh/h)	1	681	3	2	476	2	4	0	9	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	757	3	2	529	2	4	0	10	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	531			760			1298	1296	758	1304	1296	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	531			760			1298	1296	758	1304	1296	530
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	98	98	100	99
cM capacity (veh/h)	1042			856			138	162	408	134	162	551
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	761	533	14	6								
Volume Left	1	2	4	3								
Volume Right	3	2	10	3								
cSH	1042	856	262	216								
Volume to Capacity	0.00	0.00	0.05	0.03								
Queue Length 95th (ft)	0	0	4	2								
Control Delay (s)	0.0	0.1	19.5	22.2								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.0	0.1	19.5	22.2								
Approach LOS			C	C								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	684	3	8	469	11	22
Future Volume (Veh/h)	684	3	8	469	11	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	760	3	9	521	12	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.95	
vC, conflicting volume			763		1300	762
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			763		1291	762
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	94
cM capacity (veh/h)			854		171	407
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	763	530	36			
Volume Left	0	9	12			
Volume Right	3	0	24			
cSH	1700	854	279			
Volume to Capacity	0.45	0.01	0.13			
Queue Length 95th (ft)	0	1	11			
Control Delay (s)	0.0	0.3	19.8			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	19.8			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			46.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St






















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Future Volume (vph)	7	543	166	108	409	3	59	4	97	6	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00			0.92		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1694		1668	1754			1696		1787	1740	
Flt Permitted	0.49	1.00		0.23	1.00			0.87		0.44	1.00	
Satd. Flow (perm)	868	1694		401	1754			1511		819	1740	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	617	189	123	465	3	67	5	110	7	5	5
RTOR Reduction (vph)	0	7	0	0	0	0	0	65	0	0	4	0
Lane Group Flow (vph)	8	799	0	123	468	0	0	117	0	7	6	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	70.2	70.2		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.67	0.67		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	580	1132		419	1383			191		103	220	
v/s Ratio Prot		c0.47		0.02	c0.27						0.00	
v/s Ratio Perm	0.01			0.21				c0.08		0.01		
v/c Ratio	0.01	0.71		0.29	0.34			0.61		0.07	0.03	
Uniform Delay, d1	5.8	10.9		6.9	3.2			43.4		40.4	40.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.7		0.4	0.7			5.8		0.3	0.0	
Delay (s)	5.9	14.6		7.3	3.9			49.2		40.7	40.2	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		14.6			4.6			49.2			40.4	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			15.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			71.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Future Volume (vph)	140	324	78	228	424	98	118	362	189	102	356	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1706		1787	1784		1787	1809	
Flt Permitted	0.11	1.00	1.00	0.34	1.00		0.12	1.00		0.12	1.00	
Satd. Flow (perm)	202	1756	1492	604	1706		232	1784		225	1809	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	348	84	245	456	105	127	389	203	110	383	131
RTOR Reduction (vph)	0	0	56	0	8	0	0	17	0	0	12	0
Lane Group Flow (vph)	151	348	28	245	553	0	127	575	0	110	502	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	45.2	35.2	35.2	47.0	36.1		43.3	33.8		42.5	33.4	
Effective Green, g (s)	45.2	35.2	35.2	47.0	36.1		43.3	33.8		42.5	33.4	
Actuated g/C Ratio	0.43	0.34	0.34	0.45	0.34		0.41	0.32		0.40	0.32	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	226	588	500	380	586		236	574		226	575	
v/s Ratio Prot	0.06	0.20		c0.07	c0.32		c0.05	c0.32		0.04	0.28	
v/s Ratio Perm	0.22		0.02	0.22			0.17			0.15		
v/c Ratio	0.67	0.59	0.06	0.64	0.94		0.54	1.00		0.49	0.87	
Uniform Delay, d1	22.8	28.9	23.6	20.0	33.5		23.0	35.6		24.2	33.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.3	4.3	0.2	3.7	25.6		2.4	38.0		1.6	13.8	
Delay (s)	30.1	33.3	23.9	23.7	59.1		25.3	73.6		25.8	47.6	
Level of Service	C	C	C	C	E		C	E		C	D	
Approach Delay (s)		31.1			48.3			65.1			43.8	
Approach LOS		C			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			48.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			85.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St


















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	627	9	20	737	11	67
Future Volume (Veh/h)	627	9	20	737	11	67
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	667	10	21	784	12	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			677		1498	672
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			523		1498	517
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	85
cM capacity (veh/h)			883		111	472
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	677	805	83			
Volume Left	0	21	12			
Volume Right	10	0	71			
cSH	1700	883	322			
Volume to Capacity	0.40	0.02	0.26			
Queue Length 95th (ft)	0	2	25			
Control Delay (s)	0.0	0.6	20.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.6	20.0			
Approach LOS			C			
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		66.3%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Future Volume (Veh/h)	12	660	12	40	719	16	11	2	73	17	2	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	710	13	43	773	17	12	2	78	18	2	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	790			723			1632	1618	716	1680	1608	773
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	790			723			1632	1618	716	1680	1608	773
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			83	98	82	69	98	93
cM capacity (veh/h)	835			884			71	97	432	58	99	401
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	736	816	17	92	50							
Volume Left	13	43	0	12	18							
Volume Right	13	0	17	78	30							
cSH	835	884	1700	248	123							
Volume to Capacity	0.02	0.05	0.01	0.37	0.41							
Queue Length 95th (ft)	1	4	0	41	43							
Control Delay (s)	0.4	1.3	0.0	27.8	52.9							
Lane LOS	A	A		D	F							
Approach Delay (s)	0.4	1.2		27.8	52.9							
Approach LOS				D	F							
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			72.4%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Future Volume (Veh/h)	28	695	30	39	742	17	14	1	32	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	30	747	32	42	798	18	15	1	34	11	1	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			779			1706	1707	747	1724	1721	798
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816			779			1706	1707	747	1724	1721	798
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			77	99	92	82	99	96
cM capacity (veh/h)	816			842			64	84	415	60	82	388
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	777	32	840	18	50	12	17					
Volume Left	30	0	42	0	15	11	0					
Volume Right	0	32	0	18	34	0	17					
cSH	816	1700	842	1700	153	61	388					
Volume to Capacity	0.04	0.02	0.05	0.01	0.33	0.20	0.04					
Queue Length 95th (ft)	3	0	4	0	33	16	3					
Control Delay (s)	1.0	0.0	1.3	0.0	39.7	77.5	14.7					
Lane LOS	A		A		E	F	B					
Approach Delay (s)	0.9		1.3		39.7	40.7						
Approach LOS					E	E						
Intersection Summary												
Average Delay				2.9								
Intersection Capacity Utilization				87.0%	ICU Level of Service			E				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023




	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	689	45	28	768	26	29
Future Volume (Veh/h)	689	45	28	768	26	29
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	741	48	30	826	28	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			789		1651	765
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			789		1651	765
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		73	92
cM capacity (veh/h)			835		105	405
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	789	856	59			
Volume Left	0	30	28			
Volume Right	48	0	31			
cSH	1700	835	172			
Volume to Capacity	0.46	0.04	0.34			
Queue Length 95th (ft)	0	3	36			
Control Delay (s)	0.0	1.0	36.4			
Lane LOS		A	E			
Approach Delay (s)	0.0	1.0	36.4			
Approach LOS			E			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			73.1%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	713	793	6	1	2
Future Volume (Veh/h)	4	713	793	6	1	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	775	862	7	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	869				1648	866
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	869				1648	866
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	780				109	354
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	779	869	3			
Volume Left	4	0	1			
Volume Right	0	7	2			
cSH	780	1700	202			
Volume to Capacity	0.01	0.51	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.1	0.0	23.1			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	23.1			
Approach LOS			C			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.1%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St

















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	709	13	21	785	7	11
Future Volume (Veh/h)	709	13	21	785	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	762	14	23	844	8	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			776		1659	769
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			776		1659	769
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		92	97
cM capacity (veh/h)			845		105	403
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	776	867	20			
Volume Left	0	23	8			
Volume Right	14	0	12			
cSH	1700	845	189			
Volume to Capacity	0.46	0.03	0.11			
Queue Length 95th (ft)	0	2	9			
Control Delay (s)	0.0	0.7	26.3			
Lane LOS		A	D			
Approach Delay (s)	0.0	0.7	26.3			
Approach LOS			D			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			68.2%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Future Volume (Veh/h)	3	707	4	4	803	3	4	0	7	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	760	4	4	863	3	4	0	8	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	866			764			1640	1642	762	1648	1642	864
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	866			764			1640	1642	762	1648	1642	864
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			95	100	98	97	100	100
cM capacity (veh/h)	782			853			80	100	406	77	100	355
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	767	870	12	2								
Volume Left	3	4	4	2								
Volume Right	4	3	8	0								
cSH	782	853	172	77								
Volume to Capacity	0.00	0.00	0.07	0.03								
Queue Length 95th (ft)	0	0	6	2								
Control Delay (s)	0.1	0.1	27.5	52.7								
Lane LOS	A	A	D	F								
Approach Delay (s)	0.1	0.1	27.5	52.7								
Approach LOS			D	F								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			55.3%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	687	15	20	779	10	10
Future Volume (Veh/h)	687	15	20	779	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	739	16	22	838	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.74	
vC, conflicting volume			755		1629	747
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			755		1674	747
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		86	97
cM capacity (veh/h)			860		76	415
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	755	860	22			
Volume Left	0	22	11			
Volume Right	16	0	11			
cSH	1700	860	129			
Volume to Capacity	0.44	0.03	0.17			
Queue Length 95th (ft)	0	2	15			
Control Delay (s)	0.0	0.7	38.6			
Lane LOS		A	E			
Approach Delay (s)	0.0	0.7	38.6			
Approach LOS			E			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			67.1%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St






















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Future Volume (vph)	22	527	140	160	655	12	158	14	184	3	12	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1700		1668	1751			1712		1787	1714	
Flt Permitted	0.34	1.00		0.16	1.00			0.84		0.48	1.00	
Satd. Flow (perm)	591	1700		277	1751			1473		896	1714	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	24	579	154	176	720	13	174	15	202	3	13	19
RTOR Reduction (vph)	0	9	0	0	1	0	0	38	0	0	14	0
Lane Group Flow (vph)	24	724	0	176	732	0	0	353	0	3	18	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Effective Green, g (s)	54.3	54.3		68.1	68.1			27.9		27.9	27.9	
Actuated g/C Ratio	0.52	0.52		0.65	0.65			0.27		0.27	0.27	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	305	879		302	1135			391		238	455	
v/s Ratio Prot		c0.43		0.05	c0.42						0.01	
v/s Ratio Perm	0.04			0.33				c0.24		0.00		
v/c Ratio	0.08	0.82		0.58	0.65			0.90		0.01	0.04	
Uniform Delay, d1	12.8	21.3		15.0	11.1			37.2		28.4	28.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.5	8.6		2.9	1.3			23.3		0.0	0.0	
Delay (s)	13.3	30.0		17.9	12.4			60.6		28.4	28.6	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		29.4			13.5			60.6			28.6	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			28.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St










02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Future Volume (vph)	102	345	136	150	238	84	49	277	145	148	377	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1687		1787	1784		1787	1818	
Flt Permitted	0.41	1.00	1.00	0.36	1.00		0.18	1.00		0.15	1.00	
Satd. Flow (perm)	720	1756	1492	624	1687		333	1784		291	1818	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	359	142	156	248	88	51	289	151	154	393	112
RTOR Reduction (vph)	0	0	90	0	12	0	0	18	0	0	9	0
Lane Group Flow (vph)	106	359	52	156	324	0	51	422	0	154	497	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	47.1	38.1	38.1	49.1	39.1		36.7	30.6		44.9	34.8	
Effective Green, g (s)	47.1	38.1	38.1	49.1	39.1		36.7	30.6		44.9	34.8	
Actuated g/C Ratio	0.45	0.36	0.36	0.47	0.37		0.35	0.29		0.43	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	404	637	541	391	628		200	519		271	602	
v/s Ratio Prot	0.02	c0.20		c0.04	0.19		0.01	0.24		c0.06	c0.27	
v/s Ratio Perm	0.10		0.03	0.15			0.07			0.19		
v/c Ratio	0.26	0.56	0.10	0.40	0.52		0.26	0.81		0.57	0.82	
Uniform Delay, d1	17.6	26.8	22.1	17.5	25.6		24.7	34.6		22.1	32.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	3.6	0.3	0.7	3.0		0.7	9.5		2.7	9.0	
Delay (s)	17.9	30.4	22.4	18.1	28.6		25.4	44.0		24.8	41.3	
Level of Service	B	C	C	B	C		C	D		C	D	
Approach Delay (s)		26.3			25.3			42.1			37.5	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			32.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			71.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St


















02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	630	18	18	460	9	32
Future Volume (Veh/h)	630	18	18	460	9	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	643	18	18	469	9	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			661		1157	652
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			468		1078	457
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	93
cM capacity (veh/h)			893		194	493
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	661	487	42			
Volume Left	0	18	9			
Volume Right	18	0	33			
cSH	1700	893	370			
Volume to Capacity	0.39	0.02	0.11			
Queue Length 95th (ft)	0	2	10			
Control Delay (s)	0.0	0.6	16.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.6	16.0			
Approach LOS			C			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			48.8%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Future Volume (Veh/h)	26	631	3	28	455	12	3	4	39	21	2	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	27	651	3	29	469	12	3	4	40	22	2	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481			654			1248	1246	652	1276	1235	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			654			1248	1246	652	1276	1235	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			98	98	91	82	99	98
cM capacity (veh/h)	1087			938			140	165	469	124	167	596
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	681	498	12	47	37							
Volume Left	27	29	0	3	22							
Volume Right	3	0	12	40	13							
cSH	1087	938	1700	359	175							
Volume to Capacity	0.02	0.03	0.01	0.13	0.21							
Queue Length 95th (ft)	2	2	0	11	19							
Control Delay (s)	0.7	0.9	0.0	16.5	30.9							
Lane LOS	A	A		C	D							
Approach Delay (s)	0.7	0.9		16.5	30.9							
Approach LOS				C	D							
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	69.9%			ICU Level of Service				C				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St










02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Future Volume (Veh/h)	8	672	13	23	459	5	7	1	30	16	1	27
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	8	700	14	24	478	5	7	1	31	17	1	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	483			714			1270	1247	700	1274	1256	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	483			714			1270	1247	700	1274	1256	478
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			95	99	93	87	99	95
cM capacity (veh/h)	1085			891			134	168	441	131	166	589
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	708	14	502	5	39	18	28					
Volume Left	8	0	24	0	7	17	0					
Volume Right	0	14	0	5	31	0	28					
cSH	1085	1700	891	1700	304	132	589					
Volume to Capacity	0.01	0.01	0.03	0.00	0.13	0.14	0.05					
Queue Length 95th (ft)	1	0	2	0	11	11	4					
Control Delay (s)	0.2	0.0	0.8	0.0	18.6	36.5	11.4					
Lane LOS	A		A		C	E	B					
Approach Delay (s)	0.2		0.8		18.6	21.2						
Approach LOS					C	C						
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization				58.2%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	681	38	22	468	16	21
Future Volume (Veh/h)	681	38	22	468	16	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	709	40	23	488	17	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			749	1263		729
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			749	1263		729
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			97	91		95
cM capacity (veh/h)			864	183		425
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	749	511	39			
Volume Left	0	23	17			
Volume Right	40	0	22			
cSH	1700	864	270			
Volume to Capacity	0.44	0.03	0.14			
Queue Length 95th (ft)	0	2	12			
Control Delay (s)	0.0	0.7	20.6			
Lane LOS	A		C			
Approach Delay (s)	0.0	0.7	20.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			52.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	3	699	486	1	3	3
Future Volume (Veh/h)	3	699	486	1	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	728	506	1	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	507				1240	506
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507				1240	506
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1063				194	568
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	731	507	6			
Volume Left	3	0	3			
Volume Right	0	1	3			
cSH	1063	1700	289			
Volume to Capacity	0.00	0.30	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.1	0.0	17.7			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	17.7			
Approach LOS			C			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			49.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St

















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	694	8	8	485	14	14
Future Volume (Veh/h)	694	8	8	485	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	723	8	8	505	15	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			731		1248	727
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			731		1248	727
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	96
cM capacity (veh/h)			878		190	426
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	731	513	30			
Volume Left	0	8	15			
Volume Right	8	0	15			
cSH	1700	878	263			
Volume to Capacity	0.43	0.01	0.11			
Queue Length 95th (ft)	0	1	10			
Control Delay (s)	0.0	0.3	20.4			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	20.4			
Approach LOS			C			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			47.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Future Volume (Veh/h)	2	715	0	2	486	1	6	0	2	4	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	745	0	2	506	1	6	0	2	4	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	507			745			1262	1260	745	1262	1260	506
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	507			745			1262	1260	745	1262	1260	506
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	100	97	100	100
cM capacity (veh/h)	1063			867			147	170	416	146	171	568
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	747	509	8	6								
Volume Left	2	2	6	4								
Volume Right	0	1	2	2								
cSH	1063	867	175	195								
Volume to Capacity	0.00	0.00	0.05	0.03								
Queue Length 95th (ft)	0	0	4	2								
Control Delay (s)	0.1	0.1	26.6	24.1								
Lane LOS	A	A	D	C								
Approach Delay (s)	0.1	0.1	26.6	24.1								
Approach LOS			D	C								
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			49.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St





















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	700	8	4	473	4	19
Future Volume (Veh/h)	700	8	4	473	4	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	769	9	4	520	4	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked					0.96	
vC, conflicting volume			778		1302	774
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			778		1294	774
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	95
cM capacity (veh/h)			843		173	400
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	778	524	25			
Volume Left	0	4	4			
Volume Right	9	0	21			
cSH	1700	843	331			
Volume to Capacity	0.46	0.00	0.08			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.0	0.1	16.8			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.1	16.8			
Approach LOS			C			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			47.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St























02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Future Volume (vph)	7	578	153	112	411	2	70	4	82	2	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1701		1668	1755			1709		1787	1740	
Flt Permitted	0.51	1.00		0.25	1.00			0.85		0.52	1.00	
Satd. Flow (perm)	895	1701		444	1755			1490		973	1740	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	608	161	118	433	2	74	4	86	2	3	3
RTOR Reduction (vph)	0	5	0	0	0	0	0	47	0	0	3	0
Lane Group Flow (vph)	7	764	0	118	435	0	0	117	0	2	3	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Effective Green, g (s)	71.1	71.1		82.8	82.8			13.3		13.3	13.3	
Actuated g/C Ratio	0.68	0.68		0.79	0.79			0.13		0.13	0.13	
Clearance Time (s)	4.9	4.9		4.0	4.9			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	606	1151		439	1383			188		123	220	
v/s Ratio Prot		c0.45		0.02	c0.25						0.00	
v/s Ratio Perm	0.01			0.19				c0.08		0.00		
v/c Ratio	0.01	0.66		0.27	0.31			0.62		0.02	0.02	
Uniform Delay, d1	5.5	9.9		6.0	3.1			43.5		40.1	40.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.0		0.3	0.1			6.2		0.1	0.0	
Delay (s)	5.6	13.0		6.3	3.3			49.7		40.2	40.1	
Level of Service	A	B		A	A			D		D	D	
Approach Delay (s)		12.9			3.9			49.7			40.2	
Approach LOS		B			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			13.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.9			
Intersection Capacity Utilization			72.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Siler Rd & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Future Volume (vph)	151	335	74	221	388	103	98	359	205	116	324	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1668	1756	1492	1668	1701		1787	1779		1787	1793	
Flt Permitted	0.15	1.00	1.00	0.33	1.00		0.20	1.00		0.11	1.00	
Satd. Flow (perm)	263	1756	1492	584	1701		370	1779		210	1793	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	156	345	76	228	400	106	101	370	211	120	334	152
RTOR Reduction (vph)	0	0	52	0	9	0	0	19	0	0	14	0
Lane Group Flow (vph)	156	345	24	228	497	0	101	562	0	120	472	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Actuated Green, G (s)	43.6	33.5	33.5	45.0	34.2		44.3	35.5		45.1	35.9	
Effective Green, g (s)	43.6	33.5	33.5	45.0	34.2		44.3	35.5		45.1	35.9	
Actuated g/C Ratio	0.42	0.32	0.32	0.43	0.33		0.42	0.34		0.43	0.34	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	560	476	361	554		274	601		228	613	
v/s Ratio Prot	0.06	0.20		c0.06	c0.29		0.03	c0.32		c0.05	0.26	
v/s Ratio Perm	0.20		0.02	0.21			0.12			0.18		
v/c Ratio	0.64	0.62	0.05	0.63	0.90		0.37	0.94		0.53	0.77	
Uniform Delay, d1	22.9	30.3	24.7	21.0	33.7		21.0	33.6		22.9	30.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	5.0	0.2	3.6	19.7		0.8	22.0		2.2	5.8	
Delay (s)	28.3	35.3	24.9	24.6	53.4		21.8	55.7		25.1	36.6	
Level of Service	C	D	C	C	D		C	E		C	D	
Approach Delay (s)		32.1			44.5			50.7			34.4	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			41.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			86.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Siler Park Ln & Agua Fria St


















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	659	8	12	747	6	52
Future Volume (Veh/h)	659	8	12	747	6	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	686	8	12	778	6	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	932					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			694		1492	690
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			535		1490	530
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	88
cM capacity (veh/h)			867		113	460
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	694	790	60			
Volume Left	0	12	6			
Volume Right	8	0	54			
cSH	1700	867	352			
Volume to Capacity	0.41	0.01	0.17			
Queue Length 95th (ft)	0	1	15			
Control Delay (s)	0.0	0.4	17.3			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	17.3			
Approach LOS			C			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			59.1%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Harrison Rd/Boylan Ln & Agua Fria St




















02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Future Volume (Veh/h)	11	664	11	39	721	14	6	1	57	19	2	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	699	12	41	759	15	6	1	60	20	2	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774			711			1608	1585	705	1630	1576	759
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774			711			1608	1585	705	1630	1576	759
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			92	99	86	70	98	91
cM capacity (veh/h)	846			893			73	102	438	67	104	408
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	723	800	15	67	59							
Volume Left	12	41	0	6	20							
Volume Right	12	0	15	60	37							
cSH	846	893	1700	292	144							
Volume to Capacity	0.01	0.05	0.01	0.23	0.41							
Queue Length 95th (ft)	1	4	0	22	44							
Control Delay (s)	0.4	1.2	0.0	21.0	46.2							
Lane LOS	A	A		C	E							
Approach Delay (s)	0.4	1.2		21.0	46.2							
Approach LOS				C	E							
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			74.6%		ICU Level of Service				D			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: La Cieneguita & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Future Volume (Veh/h)	28	685	23	29	739	17	18	1	21	10	1	16
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	706	24	30	762	18	19	1	22	10	1	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	780			730			1602	1604	706	1608	1610	762
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	780			730			1602	1604	706	1608	1610	762
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			75	99	95	87	99	96
cM capacity (veh/h)	842			879			77	99	438	76	98	406
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	735	24	792	18	42	11	16					
Volume Left	29	0	30	0	19	10	0					
Volume Right	0	24	0	18	22	0	16					
cSH	842	1700	879	1700	137	77	406					
Volume to Capacity	0.03	0.01	0.03	0.01	0.31	0.14	0.04					
Queue Length 95th (ft)	3	0	3	0	30	12	3					
Control Delay (s)	0.9	0.0	0.9	0.0	42.4	59.1	14.2					
Lane LOS	A		A		E	F	B					
Approach Delay (s)	0.9		0.9		42.4	32.5						
Approach LOS					E	D						
Intersection Summary												
Average Delay				2.5								
Intersection Capacity Utilization				78.1%	ICU Level of Service			D				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

14: Maez Rd & Agua Fria St

02/21/2023




	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	670	44	52	755	28	27
Future Volume (Veh/h)	670	44	52	755	28	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	720	47	56	812	30	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			767		1668	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			767		1668	744
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		70	93
cM capacity (veh/h)			851		100	416
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	767	868	59			
Volume Left	0	56	30			
Volume Right	47	0	29			
cSH	1700	851	159			
Volume to Capacity	0.45	0.07	0.37			
Queue Length 95th (ft)	0	5	39			
Control Delay (s)	0.0	1.7	40.4			
Lane LOS		A	E			
Approach Delay (s)	0.0	1.7	40.4			
Approach LOS			E			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			92.5%	ICU Level of Service		F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: Agua Fria St & Camino Carlos Rael

02/21/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	675	798	4	3	9
Future Volume (Veh/h)	12	675	798	4	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	718	849	4	3	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	853				1595	851
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	853				1595	851
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	97
cM capacity (veh/h)	790				116	361
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	731	853	13			
Volume Left	13	0	3			
Volume Right	0	4	10			
cSH	790	1700	243			
Volume to Capacity	0.02	0.50	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	0.4	0.0	20.6			
Lane LOS	A		C			
Approach Delay (s)	0.4	0.0	20.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			55.1%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Calle Carmilita & Agua Fria St

















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	673	17	17	806	11	12
Future Volume (Veh/h)	673	17	17	806	11	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	708	18	18	848	12	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			726		1601	717
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			726		1601	717
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			882		115	431
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	726	866	25			
Volume Left	0	18	12			
Volume Right	18	0	13			
cSH	1700	882	186			
Volume to Capacity	0.43	0.02	0.13			
Queue Length 95th (ft)	0	2	11			
Control Delay (s)	0.0	0.6	27.4			
Lane LOS		A	D			
Approach Delay (s)	0.0	0.6	27.4			
Approach LOS			D			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			66.1%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

20: Agua Fria St & Ferguson Ln

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Future Volume (Veh/h)	3	679	3	8	813	3	6	0	0	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	722	3	9	865	3	6	0	0	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	868			725			1617	1616	724	1614	1616	866
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	868			725			1617	1616	724	1614	1616	866
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			93	100	100	98	100	99
cM capacity (veh/h)	780			882			82	103	428	83	103	354
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	728	877	6	5								
Volume Left	3	9	6	2								
Volume Right	3	3	0	3								
cSH	780	882	82	154								
Volume to Capacity	0.00	0.01	0.07	0.03								
Queue Length 95th (ft)	0	1	6	3								
Control Delay (s)	0.1	0.3	52.3	29.2								
Lane LOS	A	A	F	D								
Approach Delay (s)	0.1	0.3	52.3	29.2								
Approach LOS			F	D								
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			58.6%	ICU Level of Service				B				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

23: Camino de Chelly & Agua Fria St




















02/21/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↙	
Traffic Volume (veh/h)	663	13	12	819	3	15
Future Volume (Veh/h)	663	13	12	819	3	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	705	14	13	871	3	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1054		
pX, platoon unblocked				0.75		
vC, conflicting volume				719	1609	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				719	1645	712
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	96	96
cM capacity (veh/h)				887	82	434
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	719	884	19			
Volume Left	0	13	3			
Volume Right	14	0	16			
cSH	1700	887	258			
Volume to Capacity	0.42	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	0.4	20.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	20.0			
Approach LOS			C			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			62.7%		ICU Level of Service	
Analysis Period (min)			15		B	

HCM Signalized Intersection Capacity Analysis

25: Osage Ave & Agua Fria St

02/21/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Future Volume (vph)	11	511	136	163	658	14	170	6	183	7	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00			0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1668	1700		1668	1750			1711		1787	1768	
Flt Permitted	0.36	1.00		0.20	1.00			0.84		0.50	1.00	
Satd. Flow (perm)	639	1700		358	1750			1474		936	1768	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	532	142	170	685	15	177	6	191	7	9	6
RTOR Reduction (vph)	0	9	0	0	1	0	0	37	0	0	4	0
Lane Group Flow (vph)	11	665	0	170	699	0	0	337	0	7	11	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Effective Green, g (s)	55.1	55.1		68.8	68.8			27.2		27.2	27.2	
Actuated g/C Ratio	0.52	0.52		0.66	0.66			0.26		0.26	0.26	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	335	892		349	1146			381		242	457	
v/s Ratio Prot		c0.39		0.04	c0.40						0.01	
v/s Ratio Perm	0.02			0.28				c0.23		0.01		
v/c Ratio	0.03	0.75		0.49	0.61			0.88		0.03	0.02	
Uniform Delay, d1	12.1	19.5		12.5	10.4			37.4		29.0	29.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	5.6		1.1	1.0			20.8		0.0	0.0	
Delay (s)	12.2	25.1		13.6	11.4			58.2		29.1	29.0	
Level of Service	B	C		B	B			E		C	C	
Approach Delay (s)		24.9			11.8			58.2			29.0	
Approach LOS		C			B			E			C	
Intersection Summary												
HCM 2000 Control Delay			25.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			86.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	18.9			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	473	520	615	605
Demand Flow Rate, veh/h	478	525	621	612
Vehicles Circulating, veh/h	584	537	518	536
Vehicles Exiting, veh/h	564	602	544	526
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.7	16.2	21.1	21.6
Approach LOS	C	C	C	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	478	525	621	612
Cap Entry Lane, veh/h	761	798	814	799
Entry HV Adj Factor	0.989	0.991	0.990	0.989
Flow Entry, veh/h	473	520	615	605
Cap Entry, veh/h	752	790	805	790
V/C Ratio	0.628	0.658	0.763	0.766
Control Delay, s/veh	15.7	16.2	21.1	21.6
LOS	C	C	C	C
95th %tile Queue, veh	4	5	7	7

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection									
Intersection Delay, s/veh	9.3								
Intersection LOS	A								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	473		520		615		605		
Demand Flow Rate, veh/h	478		525		621		612		
Vehicles Circulating, veh/h	584		537		518		536		
Vehicles Exiting, veh/h	564		602		544		526		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	8.9		8.6		10.6		8.8		
Approach LOS	A		A		B		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	L	TR	L	TR	
Assumed Moves	L	TR	L	TR	L	TR	L	TR	
RT Channelized									
Lane Util	0.209	0.791	0.244	0.756	0.176	0.824	0.327	0.673	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	100	378	128	397	109	512	200	412	
Cap Entry Lane, veh/h	789	864	824	900	838	914	824	900	
Entry HV Adj Factor	0.990	0.989	0.992	0.990	0.991	0.990	0.990	0.989	
Flow Entry, veh/h	99	374	127	393	108	507	198	407	
Cap Entry, veh/h	781	855	817	891	831	905	816	890	
V/C Ratio	0.127	0.437	0.155	0.441	0.130	0.560	0.243	0.458	
Control Delay, s/veh	5.9	9.6	6.0	9.4	5.6	11.7	7.0	9.7	
LOS	A	A	A	A	A	B	A	A	
95th %tile Queue, veh	0	2	1	2	0	4	1	2	

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	76.1			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	583	806	719	624
Demand Flow Rate, veh/h	589	814	726	630
Vehicles Circulating, veh/h	745	674	615	836
Vehicles Exiting, veh/h	721	667	719	652
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	42.5	114.6	53.4	84.0
Approach LOS	E	F	F	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	589	814	726	630
Cap Entry Lane, veh/h	645	694	737	588
Entry HV Adj Factor	0.989	0.991	0.991	0.991
Flow Entry, veh/h	583	806	719	624
Cap Entry, veh/h	638	687	730	583
V/C Ratio	0.913	1.173	0.985	1.071
Control Delay, s/veh	42.5	114.6	53.4	84.0
LOS	E	F	F	F
95th %tile Queue, veh	12	26	16	18

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection									
Intersection Delay, s/veh	16.0								
Intersection LOS	C								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	583		806		719		624		
Demand Flow Rate, veh/h	589		814		726		630		
Vehicles Circulating, veh/h	745		674		615		836		
Vehicles Exiting, veh/h	721		667		719		652		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	12.5		15.6		15.7		19.9		
Approach LOS	B		C		C		C		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	L	TR	L	TR	
Assumed Moves	L	TR	L	TR	L	TR	L	TR	
RT Channelized									
Lane Util	0.260	0.740	0.303	0.697	0.176	0.824	0.176	0.824	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	153	436	247	567	128	598	111	519	
Cap Entry Lane, veh/h	680	754	726	801	767	842	626	698	
Entry HV Adj Factor	0.987	0.990	0.992	0.990	0.992	0.990	0.991	0.991	
Flow Entry, veh/h	151	432	245	561	127	592	110	514	
Cap Entry, veh/h	671	746	720	793	761	834	620	691	
V/C Ratio	0.225	0.578	0.340	0.708	0.167	0.710	0.177	0.744	
Control Delay, s/veh	8.0	14.1	9.3	18.3	6.5	17.7	7.9	22.5	
LOS	A	B	A	C	A	C	A	C	
95th %tile Queue, veh	1	4	2	6	1	6	1	7	

Intersection			
Intersection Delay, s/veh	7.3		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	701	498	36
Demand Flow Rate, veh/h	708	503	36
Vehicles Circulating, veh/h	22	15	681
Vehicles Exiting, veh/h	496	702	49
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.3	6.1	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	708	503	36
Cap Entry Lane, veh/h	1349	1359	689
Entry HV Adj Factor	0.990	0.991	1.000
Flow Entry, veh/h	701	498	36
Cap Entry, veh/h	1336	1346	689
V/C Ratio	0.525	0.370	0.052
Control Delay, s/veh	8.3	6.1	5.8
LOS	A	A	A
95th %tile Queue, veh	3	2	0

Intersection			
Intersection Delay, s/veh	10.0		
Intersection LOS	B		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	789	856	59
Demand Flow Rate, veh/h	796	864	59
Vehicles Circulating, veh/h	30	28	748
Vehicles Exiting, veh/h	862	779	78
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	10.7	6.6
Approach LOS	A	B	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	796	864	59
Cap Entry Lane, veh/h	1338	1341	643
Entry HV Adj Factor	0.991	0.990	1.000
Flow Entry, veh/h	789	856	59
Cap Entry, veh/h	1326	1328	643
V/C Ratio	0.595	0.644	0.092
Control Delay, s/veh	9.6	10.7	6.6
LOS	A	B	A
95th %tile Queue, veh	4	5	0

HCM 6th Roundabout
25: Osage Ave & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	10.3			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	814	591	182	17
Demand Flow Rate, veh/h	822	597	184	17
Vehicles Circulating, veh/h	136	81	638	662
Vehicles Exiting, veh/h	543	741	320	16
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.7	7.7	8.1	5.4
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	822	597	184	17
Cap Entry Lane, veh/h	1201	1270	720	702
Entry HV Adj Factor	0.990	0.991	0.989	0.997
Flow Entry, veh/h	814	591	182	17
Cap Entry, veh/h	1189	1258	712	700
V/C Ratio	0.684	0.470	0.256	0.024
Control Delay, s/veh	12.7	7.7	8.1	5.4
LOS	B	A	A	A
95th %tile Queue, veh	6	3	1	0

HCM 6th Roundabout
25: Osage Ave & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	16.4			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	757	909	391	35
Demand Flow Rate, veh/h	765	918	395	35
Vehicles Circulating, veh/h	194	215	612	1081
Vehicles Exiting, veh/h	922	792	347	52
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.0	20.9	13.1	8.9
Approach LOS	B	C	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	765	918	395	35
Cap Entry Lane, veh/h	1132	1108	739	458
Entry HV Adj Factor	0.990	0.990	0.989	0.996
Flow Entry, veh/h	757	909	391	35
Cap Entry, veh/h	1121	1097	731	456
V/C Ratio	0.676	0.828	0.534	0.076
Control Delay, s/veh	13.0	20.9	13.1	8.9
LOS	B	C	B	A
95th %tile Queue, veh	6	10	3	0

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	24.3			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	607	492	491	659
Demand Flow Rate, veh/h	613	497	497	666
Vehicles Circulating, veh/h	711	451	626	460
Vehicles Exiting, veh/h	415	672	698	488
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	42.3	12.4	18.4	20.7
Approach LOS	E	B	C	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	613	497	497	666
Cap Entry Lane, veh/h	668	871	729	863
Entry HV Adj Factor	0.991	0.989	0.988	0.990
Flow Entry, veh/h	607	492	491	659
Cap Entry, veh/h	662	862	720	854
V/C Ratio	0.917	0.571	0.682	0.772
Control Delay, s/veh	42.3	12.4	18.4	20.7
LOS	E	B	C	C
95th %tile Queue, veh	12	4	5	8

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection									
Intersection Delay, s/veh	10.7								
Intersection LOS	B								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	607		492		491		659		
Demand Flow Rate, veh/h	613		497		497		666		
Vehicles Circulating, veh/h	711		451		626		460		
Vehicles Exiting, veh/h	415		672		698		488		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	14.6		7.0		11.2		9.5		
Approach LOS	B		A		B		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	L	TR	L	TR	
Assumed Moves	L	TR	L	TR	L	TR	L	TR	
RT Channelized									
Lane Util	0.175	0.825	0.318	0.682	0.105	0.895	0.234	0.766	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	107	506	158	339	52	445	156	510	
Cap Entry Lane, veh/h	702	776	891	968	759	834	884	960	
Entry HV Adj Factor	0.991	0.991	0.987	0.990	0.981	0.989	0.987	0.990	
Flow Entry, veh/h	106	501	156	336	51	440	154	505	
Cap Entry, veh/h	695	769	880	958	744	825	873	951	
V/C Ratio	0.152	0.652	0.177	0.350	0.069	0.534	0.176	0.531	
Control Delay, s/veh	6.9	16.3	5.9	7.5	5.5	11.9	5.9	10.6	
LOS	A	C	A	A	A	B	A	B	
95th %tile Queue, veh	1	5	1	2	0	3	1	3	

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	48.2			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	577	734	682	606
Demand Flow Rate, veh/h	583	741	689	612
Vehicles Circulating, veh/h	688	634	627	736
Vehicles Exiting, veh/h	660	682	644	639
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	32.4	64.2	45.3	47.1
Approach LOS	D	F	E	E
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	583	741	689	612
Cap Entry Lane, veh/h	684	723	728	651
Entry HV Adj Factor	0.989	0.991	0.990	0.990
Flow Entry, veh/h	577	734	682	606
Cap Entry, veh/h	677	716	721	645
V/C Ratio	0.852	1.025	0.946	0.940
Control Delay, s/veh	32.4	64.2	45.3	47.1
LOS	D	F	E	E
95th %tile Queue, veh	10	18	14	13

HCM 6th Roundabout
3: Siler Rd & Agua Fria St

02/02/2023

Intersection									
Intersection Delay, s/veh	13.6								
Intersection LOS	B								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	577		734		682		606		
Demand Flow Rate, veh/h	583		741		689		612		
Vehicles Circulating, veh/h	688		634		627		736		
Vehicles Exiting, veh/h	660		682		644		639		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	11.2		12.5		15.9		14.6		
Approach LOS	B		B		C		B		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	L	TR	L	TR	
Assumed Moves	L	TR	L	TR	L	TR	L	TR	
RT Channelized									
Lane Util	0.271	0.729	0.310	0.690	0.148	0.852	0.198	0.802	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	158	425	230	511	102	587	121	491	
Cap Entry Lane, veh/h	717	791	753	828	758	833	686	760	
Entry HV Adj Factor	0.987	0.990	0.991	0.990	0.990	0.990	0.992	0.989	
Flow Entry, veh/h	156	421	228	506	101	581	120	486	
Cap Entry, veh/h	708	783	747	820	751	825	680	751	
V/C Ratio	0.220	0.537	0.305	0.617	0.135	0.704	0.176	0.646	
Control Delay, s/veh	7.6	12.5	8.5	14.3	6.2	17.6	7.3	16.3	
LOS	A	B	A	B	A	C	A	C	
95th %tile Queue, veh	1	3	1	4	0	6	1	5	

Intersection			
Intersection Delay, s/veh	7.8		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	749	511	39
Demand Flow Rate, veh/h	756	516	39
Vehicles Circulating, veh/h	23	17	716
Vehicles Exiting, veh/h	510	738	63
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.9	6.2	6.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	756	516	39
Cap Entry Lane, veh/h	1348	1356	665
Entry HV Adj Factor	0.991	0.991	1.000
Flow Entry, veh/h	749	511	39
Cap Entry, veh/h	1335	1343	665
V/C Ratio	0.561	0.380	0.059
Control Delay, s/veh	8.9	6.2	6.0
LOS	A	A	A
95th %tile Queue, veh	4	2	0

Intersection			
Intersection Delay, s/veh	10.3		
Intersection LOS	B		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	767	868	59
Demand Flow Rate, veh/h	774	877	59
Vehicles Circulating, veh/h	57	30	727
Vehicles Exiting, veh/h	850	756	104
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	11.0	6.5
Approach LOS	A	B	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	774	877	59
Cap Entry Lane, veh/h	1302	1338	657
Entry HV Adj Factor	0.991	0.990	1.000
Flow Entry, veh/h	767	868	59
Cap Entry, veh/h	1290	1324	657
V/C Ratio	0.595	0.655	0.090
Control Delay, s/veh	9.8	11.0	6.5
LOS	A	B	A
95th %tile Queue, veh	4	5	0

HCM 6th Roundabout
25: Osage Ave & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	9.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	776	553	164	8
Demand Flow Rate, veh/h	784	558	166	8
Vehicles Circulating, veh/h	124	86	623	631
Vehicles Exiting, veh/h	515	703	285	13
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.5	7.3	7.6	5.1
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	784	558	166	8
Cap Entry Lane, veh/h	1216	1264	731	725
Entry HV Adj Factor	0.990	0.990	0.988	0.996
Flow Entry, veh/h	776	553	164	8
Cap Entry, veh/h	1203	1252	722	722
V/C Ratio	0.645	0.441	0.227	0.011
Control Delay, s/veh	11.5	7.3	7.6	5.1
LOS	B	A	A	A
95th %tile Queue, veh	5	2	1	0

HCM 6th Roundabout
25: Osage Ave & Agua Fria St

02/02/2023

Intersection				
Intersection Delay, s/veh	13.9			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	685	870	374	22
Demand Flow Rate, veh/h	691	879	378	22
Vehicles Circulating, veh/h	188	196	555	1043
Vehicles Exiting, veh/h	877	737	324	32
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.0	17.3	11.3	8.2
Approach LOS	B	C	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	691	879	378	22
Cap Entry Lane, veh/h	1139	1130	783	476
Entry HV Adj Factor	0.991	0.990	0.989	0.996
Flow Entry, veh/h	685	870	374	22
Cap Entry, veh/h	1129	1118	775	474
V/C Ratio	0.607	0.778	0.482	0.046
Control Delay, s/veh	11.0	17.3	11.3	8.2
LOS	B	C	B	A
95th %tile Queue, veh	4	8	3	0



Appendix C – Crash Data

[illegible]

[illegible]



Appendix D – Signal Timing Sheets



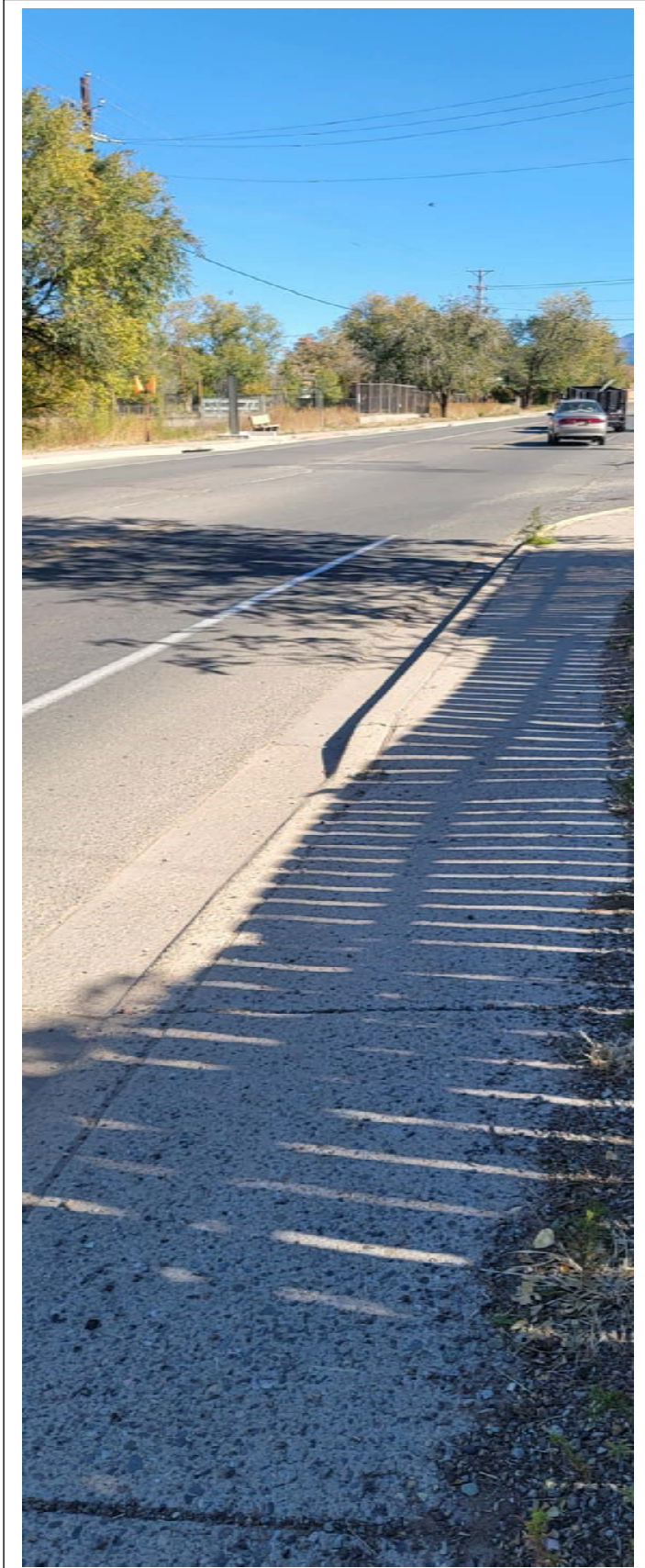
Agua Fria/Siler

PHASE	1	2	3	4	5	6	7
MIN GREEN	5	10	5	5	5	10	5
PASSAGE	3	3.5	3	3	3	3	3
MAX # 1	15	40	15	35	15	40	15
MAX # 2	25	50	20	25	20	50	20
YELLOW	3	3	3	3	3	3	3
RED	1	1	1	1	1	1	1
WALK	0	7	0	7	0	7	0
PED CLEAR	0	14	0	13	0	16	0
V. RECALL		MIN				MIN	

8
5
3.5
50
25
3
1
7
13



Appendix E – Public Involvement



Public Meeting #1



Agua Fria Corridor Study
Santa Fe, NM

12/13/2022

Public Meeting #1

Prepared for

City of Sant Fe



Agua Fria Corridor Study

Santa Fe, NM

Project Number

Prepared by



4401 Masthead Street NE, Suite 150

Albuquerque, NM 87109

505-348-4000

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1.0 Overview and Project Details

The City of Santa Fe hosted a public meeting on December 13, 2022 for the Agua Fria Corridor Study. The goal of this first public meeting was to provide project information as well as gather public input regarding their concerns along the corridor.

2.0 Notification Efforts

To comply with the City of Santa Fe Early Neighborhood Notification (ENN) process, as well as inform the community most likely affected by the project, the following notification efforts were conducted:

- a. **Meeting Invitations.** The GIS Coordinator for the City of Santa Fe provided parcel information of homeowners located within the project area. Letters were mailed out November 28th which provided a brief project overview and details about the first public meeting. The letter that was mailed out is **Attachment A**.
- b. **Newspaper Ad.** An ad was placed in the Santa Fe New Mexican newspaper which gave the project name and public meeting date, time, and location, see **Figure 1**. The newspaper ad ran from November 28th to December 13th.

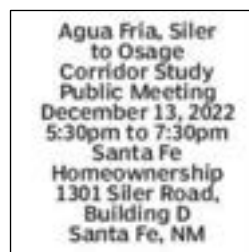


Figure 1: Santa Fe New Mexican Newspaper Proof

- c. **Meeting Notice Sign.** A physical public meeting notice sign was placed on Agua Fria Street near Frenchy's Park. The sign showcased the project name, public meeting date, time, location, and contact information, see **Figure 2**.



Figure 2: Public Meeting Notice Sign



3.0 Public Meeting Open House

The public meeting started with an open house. A layout of the corridor was provided to allow attendees to identify/write their concerns on while talking to City and Wilson staff. Written comments on the layout included:

- Adding more raised medians
- Improvements for the school bus stop near Boylan Circle
- Not adding raised medians in front of the new developments
- Making La Cieneguita partial access
- Adding a gate to La Cieneguita
- Mitigate cut-through traffic on La Cieneguita
- There is a blind corner at Maez Road and Calle Carmelita
- Calle Carmelita gets icy and there is a blind hill
- Crosswalk warning is needed at Camino de Chelly
- Five crashes into walls have occurred at the Osage intersection
- Agua Fria is a raceway

See **Attachment B** for photos of the layout with the comments that were written on it.

4.0 Public Meeting Presentation

Regina Wheeler, City of Santa Fe Public Works Director, gave opening remarks to the presentation by introducing the City staff and Councilors in attendance, and then asked Wilson & Company staff to introduce themselves. Jeanne Wolfenbarger, City of Santa Fe Traffic Engineer, went over ground rules for the meeting.

Audra Gallegos (Wilson & Company) began a slideshow presentation, see **Attachment C**.

5.0 Comment Overview

Comments were collected in a variety of ways, there was a question-and-answer (Q&A) session after the presentation, a comment form, and comments received via email. Majority of comments received were regarding pedestrian/multimodal concerns and discussed potential alternatives. **Table 1** summarizes the amount of comments received in each comment category.

Table 1: Comment Category Overview

Comment Category					
Traffic and Safety	Speeding	Pedestrian and Multimodal	Development	Alternatives	Other
8	7	13	10	13	5



Q&A Session

A question & answer session followed the presentation. The questions/comments are categorized and summarized below.

- Traffic and Safety
 - Are stop lights an option? There are 126 homes in Pueblo Alegre and a lot of cars trying to get out.
 - The backup of traffic from the lights at Siler and Osage going north and south on Fridays at rush hour backs up and makes it hard to get out of the side streets.
 - We don't want more thru traffic on La Cieneguita. Signs saying, "no trucks over 5 tons" and "no thru traffic", big trucks come through there. We have speed humps that cause a lot of damage.
 - Sometimes I can't turn into my road so I go all the way to the Allsups and turn around to get into my street.
 - Tumbleweeds cause all kinds of traffic when they have events.
 - When Siler crossing was installed, was that Agua Fria traffic reduced?
 - The newly built mid-block crossing is dangerous.
 - I have lived on the corner of Osage and Agua Fria for 17 years. The slightest delay in people responding to light turning green causes all kinds of anger, honking and yelling. When 11,000 cars make the decision to come that way and why? I see all the developments all feeding into the corridor that you're look at it. I've had 5 cars crash into my wall, last one went airborne, and the bollards hooked the rear axle. It knocked top 2 feet off my wall. I am looking for help to stop those accidents from happening. Seems like we are not recognizing the value of the oldest trade route in America.
- Speeding
 - Was there a peak in speeds at a particular time?
 - Did you capture the highest speed and when it happened?
 - Are you looking at reducing the speed limit?
- Pedestrian and Multimodal
 - I live on Calle Carmelita. I am concerned about pedestrians crossing to Frenchy's and the River walk. I use that cross walk and hope people will stop. Even crossing at the intersection at Osage isn't safe. In planning for more pedestrian crossings, I encourage you to make them larger and better marked and have warning. Pay particular attention to the crossings.
 - In one year I have helped two wheelchair users get across the street.
 - How do we get people out of their cars? Bus goes through and it is never full. It runs every 15-30 minutes but is never full. I see bicyclists on the sidewalk. Bicycles have a hard time crossing to the river trail. Bike lanes don't feel wide enough.
 - More access points to the river trail? Can the new apartments access the trail?
- Development
 - Can we see the percent increase in traffic from the new developments?
 - Are you considering all the new development on Agua Fria?
 - Is it possible to extend the study to Cristobal Colon because of the additional 70 homes? It is narrow and there are no turning lanes.
 - I would like earlier access to review the TIAs from the developments.
- Alternatives
 - People do pass on this roadway now, are you considering a raised median that goes along a majority of the corridor to prevent this passing?



- Agua Fria cannot be the only road that is dealing with the increase in traffic and speeding? What usually works as a solution for a roadway where traffic is increasing and there are speeding issues?
- Do you take into account police enforcement?
- Other
 - Why are you studying this roadway segment?
 - What is the coordination with the school district for their bus stops?
 - When did you say that these counts were taken?
 - Can we get some historical traffic counts maybe pre-covid and what the growth of the traffic on the corridor has been in the past few years?
 - Do you have population density data to compare present traffic?

Summary of Comments Received in Comment Box

A comment form was provided at the public meeting if attendees wished to leave written comments. There were two comment forms that were placed in the comment box. One commentor would like to expand the study to include Osage to Cristobal Colon, improve street lighting, add turn lanes, and reduce the speed limit. Another commenter was against roundabouts and expressed concern regarding the new development. See **Attachment D** for comments.

Summary of Comments Received after the Public Meeting

The project team accepted comments regarding the project until December 20, 2022. The project team received comments from nine individuals, see attached emails. All nine commentors expressed their concerns about pedestrian/bicycle safety and connectivity along the corridor and would like improvements to be made. Three different respondents were concerned about increased development along Agua Fria. There were also several comments about the current speed along Agua Fria and if the posted speed would be reduced along the corridor.

Three of the nine comments expressed support for roundabouts at intersections within the corridor while one comment was against roundabouts. Five of the nine respondents would like to see raised medians and/or pedestrian refuges along the corridor. Two of the nine respondents would like to see dedicated turn lanes at various intersections. See **Attachment D** for comments.

6.0 Requested Information

There was additional information requested at the public meeting regarding speed data. Attendees wanted to know what the maximum speed collected on Agua Fria Street. There were four counters set up on Agua Fria Street between Osage Avenue and Siler Road for recording both volume and speed data. The mean speed recorded at the four counters varied between 32.2 and 35.6 mph. The percentage of those traveling over the 35 mph speed limit varied between 27.8% and 58.5%. Many were recorded to go under 15 mph although it is likely that many of these were vehicles turning into properties along the roadway. The maximum recorded speed in this stretch is over 70 mph, and this was recorded five times during the two-week time period. Due to the higher recorded speeds, the police were notified, and speed radar was placed on Agua Fria Street.

Additional information was also requested regarding the new developments. There are two new developments on Agua Fria Street that have been approved, the Boylan Development and the Acquia Lofts. The Boylan Development is a 64-unit apartment complex that is anticipated to generate 79 total vehicle trips



in the AM and PM peak hours. The Acequia Lofts is a 120-unit multi-family housing that is anticipated to generate 130 total vehicle trips in the AM and PM peak hours.

7.0 Meeting Attendees

Attendee Name:

Marco Campos
Hilario Romero
Alex Howell
Stacy Bussell
Rick A. Martinez
Luis Duran
Marc Berham
Amalia Bertrain
Erin Luther
Joan Bennet
Barba Greene
Mark Stahl
Pancho SoBien
Lisa Wooldridgs
Marc Martinez
Michelle Shortte
Virginia Herman
Lance Hodas

Project Team Members in attendance:

Name:

Renee Villarreal
Jamie Cassutt
Regina Wheeler
Jeanne Wolfenbarger
Hannah Burnham
Audra Gallegos
Melissa Lucero
Matthew Meyers

Organization:

CoSF City Councilor
CoSF City Councilor
CoSF Public Works Director
CoSF Traffic Engineer
SF MPO
Wilson & Company
Wilson & Company
Wilson & Company

Email:

rdvillarreal@santafenm.gov
jcassutt@santafenm.gov
rawheeler@santafenm.gov
jawolfenbarger@santafenm.gov
haburnham@santafenm.gov
Audra.Gallegos@wilsonco.com
Melissa.Lucero@wilsonco.com
Matthew.Meyers@wilsonco.com

Attachment A – ENN Letter



City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909

www.santafenm.gov

Alan Webber, Mayor

Councilors:

Signe I. Lindell, Mayor Pro Tem, District 1

Renee Villarreal, District 1

Michael J. Garcia, District 2

Carol Romero-Wirth, District 2

Lee Garcia, District 3

Chris Rivera, District 3

Jamie Cassutt, District 4

Amanda Chavez, District 4

EARLY NEIGHBORHOOD NOTIFICATION MEETING

November 28, 2022

Dear Neighbor:

The City of Santa Fe is in the early stages of a corridor study for Agua Fria Street between Siler Road and Osage Avenue. The purpose of this study is to analyze existing traffic safety issues, multimodal deficiencies, and level of congestion. This information will then be used to evaluate potential alternatives to improve the Agua Fria corridor. This study is being conducted by Wilson & Company – an engineering firm contracted by the City Public Works Department.

The City of Santa Fe requires an Early Neighborhood Notification (ENN) meeting be conducted for city projects. It is intended to provide opportunity for the community to review, comment, and provide feedback on the city's projects in order to respond meaningfully to the community's concerns.

In this regard, we wish to inform you that a meeting hosted by Wilson & Company is scheduled for:

Time: 5:30 pm – 7:00 pm

Agenda: 5:30 pm – 6:00 pm open house

6:00 pm – 6:30 pm presentation

6:30 pm – 7:00 pm Q&A

When: Tuesday, December 13, 2022

Where: Santa Fe Homeownership at 1301 Siler Road in the Building D Training Room

Members of the public are invited to attend this meeting in person. If a person cannot attend the meeting, presentation materials will be made available on the City's website:

<https://santafe.primegov.com/public/portal>

Public Comments can be delivered via the following:

- During the meeting there will be an open house followed by a presentation by Wilson & Company that addresses public concerns and an overview of the project. This will be followed by a period of public comment. Attendees can, if they are so inclined, voice their comments during this time.
- A comment form will be provided at the meeting. This comment form will also be available on the City's website listed above for those who cannot attend in person.
- Via email to jawolfenbarger@santafenm.gov, or Audra.Gallegos@wilsonco.com, including full name and address, or by US Postal Service at the address below [REDACTED]

[REDACTED]
Jeanne Wolfenbarger
ATTN: Agua Fria Corridor
PO Box 909
1142 Siler Road Building A, Santa Fe, New Mexico
87504-0909 [REDACTED]

To be included in the official record from the meeting, public comments must be received no later than December 20, 2021 [REDACTED]

Attached please find the vicinity map of the project site. The presentation materials for the meeting will be uploaded at least (5) days prior to the meeting at the City of Santa Fe's PrimeGov Portal (<https://santafe.primegov.com/public/portal>).

If you have any questions or comments, please contact Jeanne Wolfenbarger at jawolfenbarger@santafenm.gov or Audra Gallegos at Audra.Gallegos@wilsonco.com.

Sincerely,

Jeanne Wolfenbarger

Jeanne Wolfenbarger, PE
Traffic Engineer
Public Works - City of Santa Fe
PO Box 909
1142 Siler Road Building A, Santa Fe, New Mexico
87504-0909

Attachment B – Layout Comments





Attachment C – Public Meeting Presentation



Agua Fria Street Corridor Study

Public Meeting #1

**WILSON
& COMPANY**

discipline | intensity | collaboration | shared ownership | solutions

Agenda

- Project purpose and need
- Existing conditions
- Potential roadway improvements
- Public comments



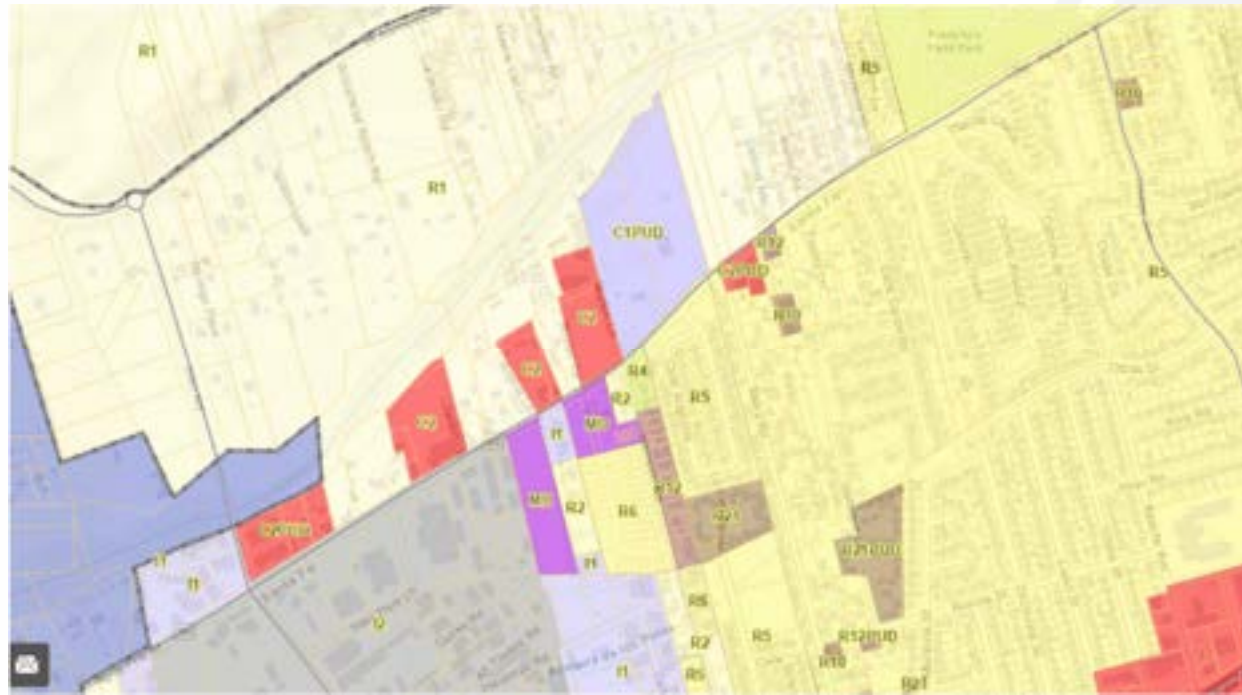
Study Limits

- Study Limits: Agua Fria Street, Siler Road to Osage Avenue
- Length: 1.1 miles
- Posted Speed Limit: 35 mph
- Roadway Classification: Minor Arterial



Study Limits

- Zoning: residential with commercial and industrial
- History: El Camino Real de Tierra Adentro Trail – earliest Euro-American trade route in the U.S.



Project Purpose and Need

- Roadway safety
 - Driveway and business access
 - Speeding concerns
- Bicycle and pedestrian safety
- Intersection improvements
 - Traffic flow

Outcomes will be used to develop future improvement projects



Schedule

- Existing Conditions – Fall 2022
- Public Meeting #1 – Tonight's meeting
- Proposed Roadway Alternatives – Winter 2023
- Public Meeting #2 – Spring 2023
- Roadway Improvement Recommendations and Final Report – Spring 2023

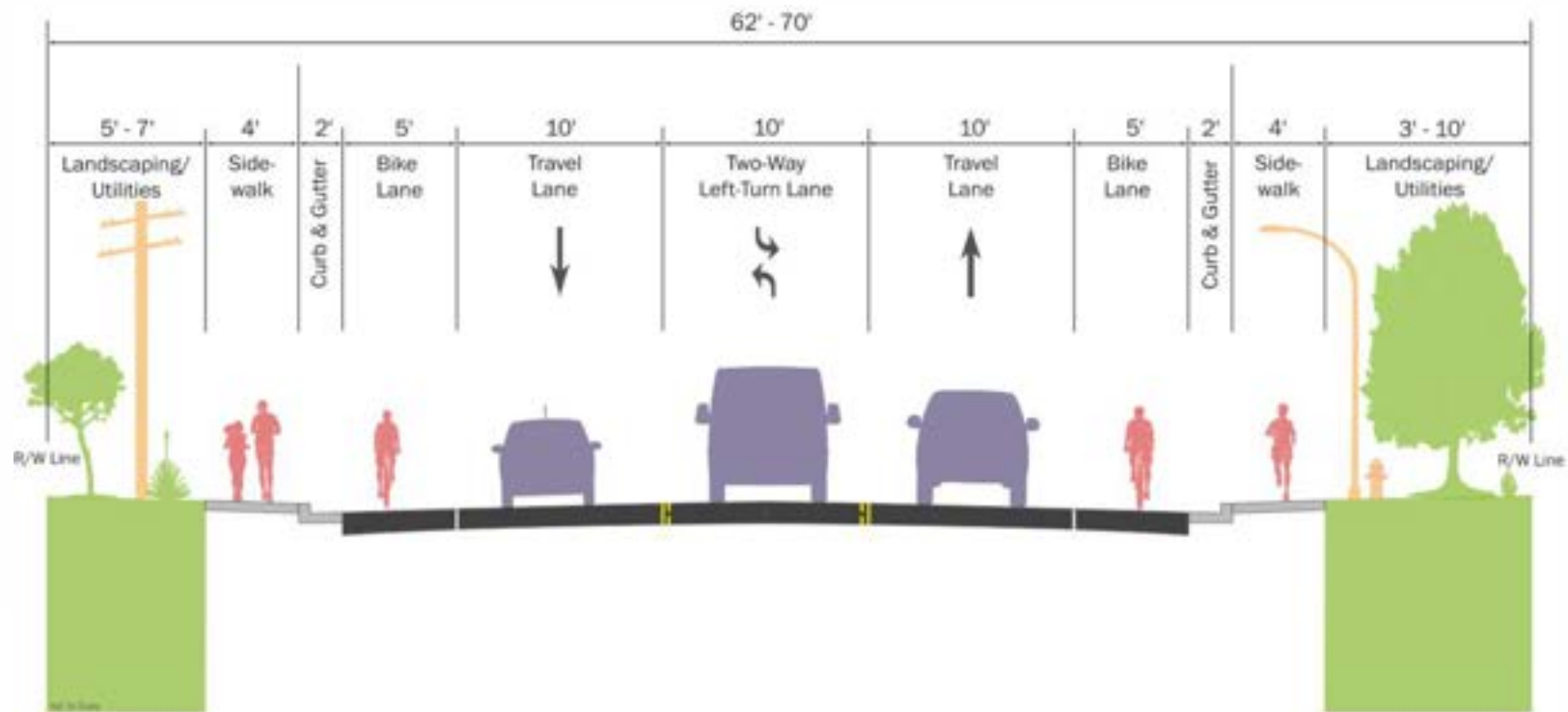


Existing Conditions



Wilson & Company, Inc., Engineers & Architects

Existing Typical Section



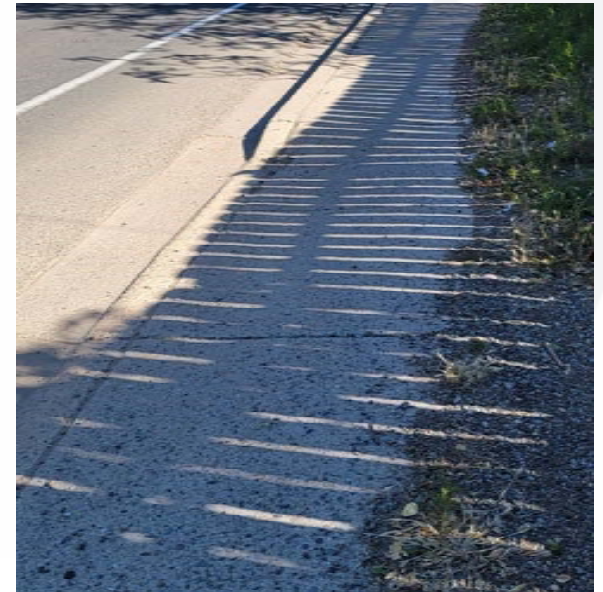
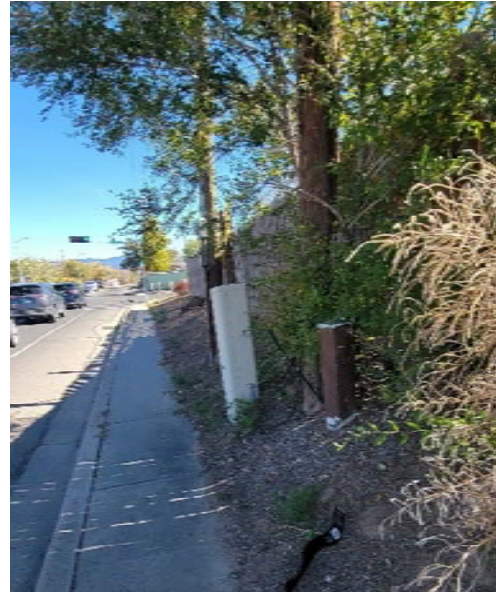
Wilson & Company, Inc., Engineers & Architects



Existing Conditions Photos



Existing Conditions Photos



Pedestrian Crossings

- Existing Frenchy's Park crossing
- Planned Acequia Lofts crossing (under construction)
- Planned El Camino crossing (designed)



Wilson & Co



Traffic Counts

- Tube counts at 3 locations
- Collected data for 14-days (volume, speed)
- 85th percentile speed within 5 mph of posted speed limit

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85 th -Percentile Speed (mph)
1	Agua Fria Street between Siler Road and Siler Park Lane	EB	5,754	11,095	35	37
		WB	5,341			39
2	Agua Fria Street between Boylan Circle and Harrison Road	EB	5,145	10,764	35	40
		WB	5,619			39
3	Agua Fria Street between Camino de Chelly and Osage Avenue	EB	6,076	11,930	35	39
		WB	5,854			39



Intersection Operations

- Turning movement counts at 10 intersections
 - Collected vehicles, pedestrians, bicyclists
 - Collected data on a Thursday, Friday, Saturday
- Determined how intersections operate



Crash Analysis

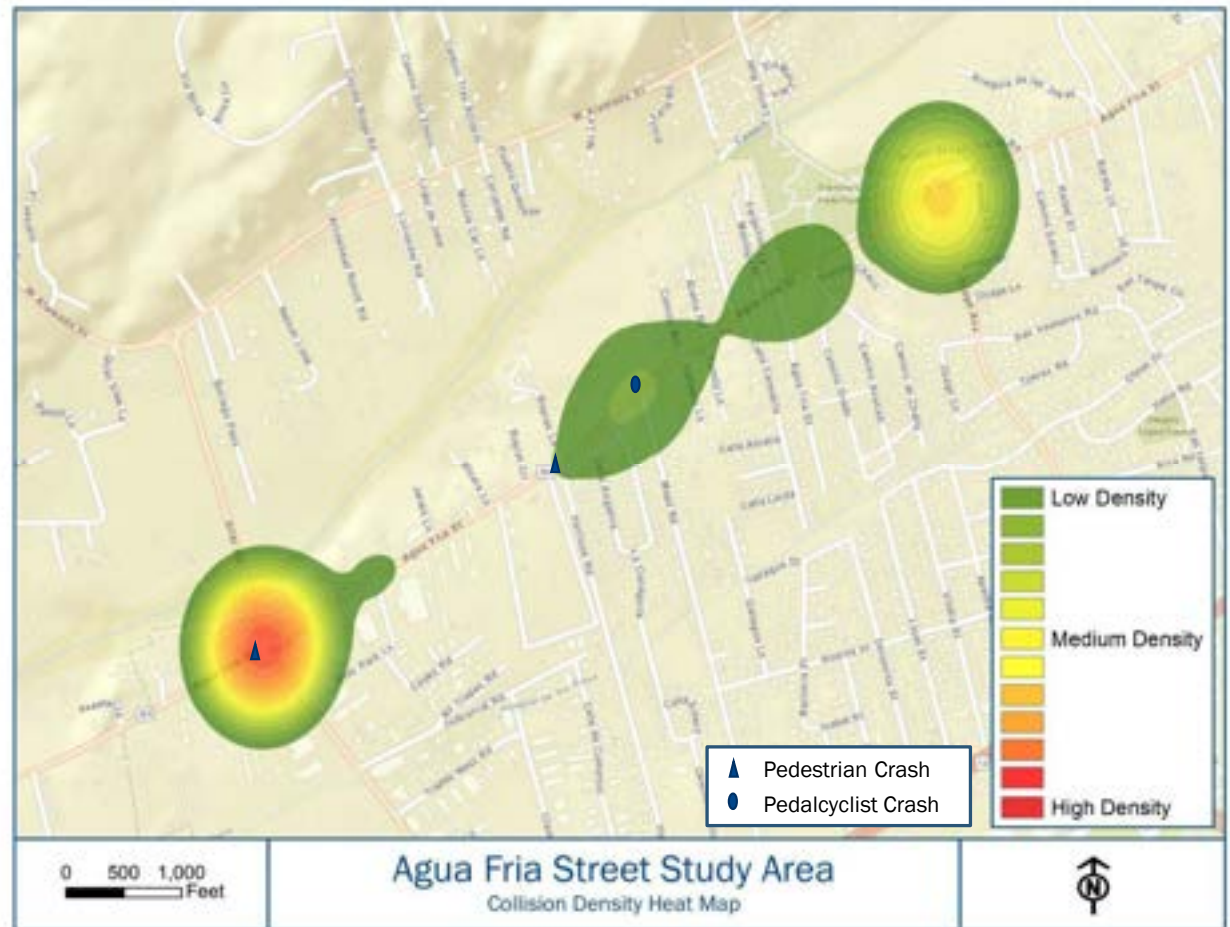
- Crash data 2010-2020
- 308 total crashes
- No fatalities
- Average 29 crashes per year

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2010	0 (0%)	10 (33%)	20 (67%)	30 (100%)
2011	0 (0%)	12 (37%)	20 (63%)	32 (100%)
2012	0 (0%)	5 (28%)	13 (72%)	18 (100%)
2013	0 (0%)	6 (29%)	15 (71%)	21 (100%)
2014	0 (0%)	4 (17%)	19 (83%)	23 (100%)
2015	0 (0%)	17 (53%)	15 (47%)	32 (100%)
2016	0 (0%)	23 (42%)	32 (58%)	55 (100%)
2017	0 (0%)	7 (30%)	16 (70%)	23 (100%)
2018	0 (0%)	6 (21%)	22 (79%)	28 (100%)
2019	0 (0%)	9 (35%)	17 (65%)	26 (100%)
2020	0 (0%)	4 (20%)	16 (80%)	20 (100%)
Total	0 (0%)	103 (33%)	205 (67%)	308 (100%)



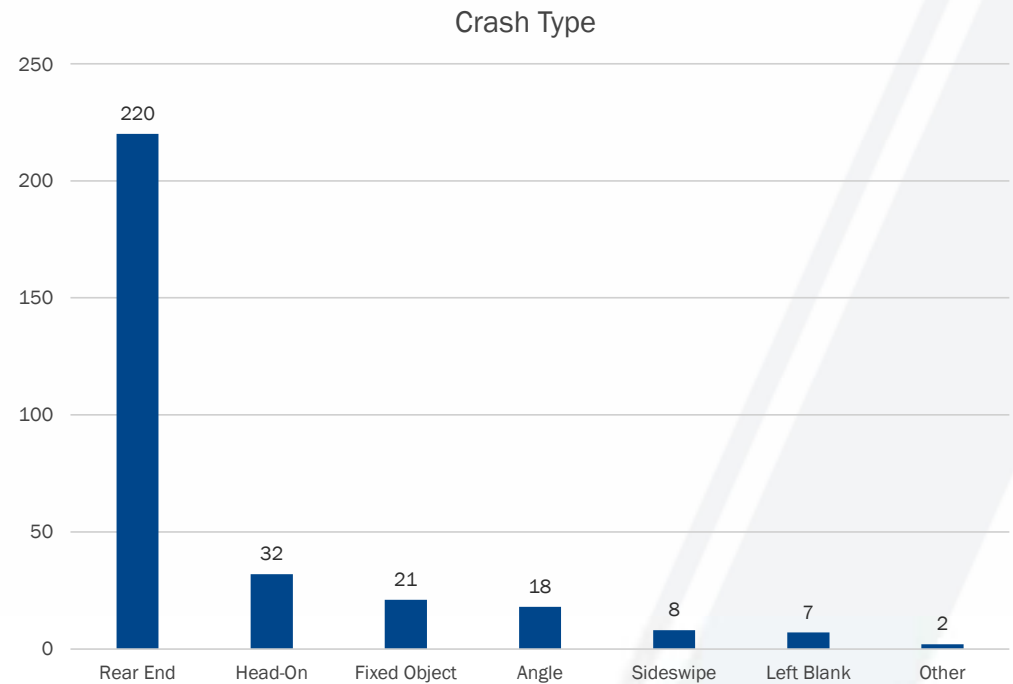
Collision Heat Map

- Within the study area, majority of crashes occurred at the Siler Road intersection



Crash Analysis

- 80% crashes occurred in daylight
- 94% of crashes occurred in clear weather conditions
- 71% of crashes were rear end collisions
- Majority of crashes were due to following too close



Potential Roadway Improvements



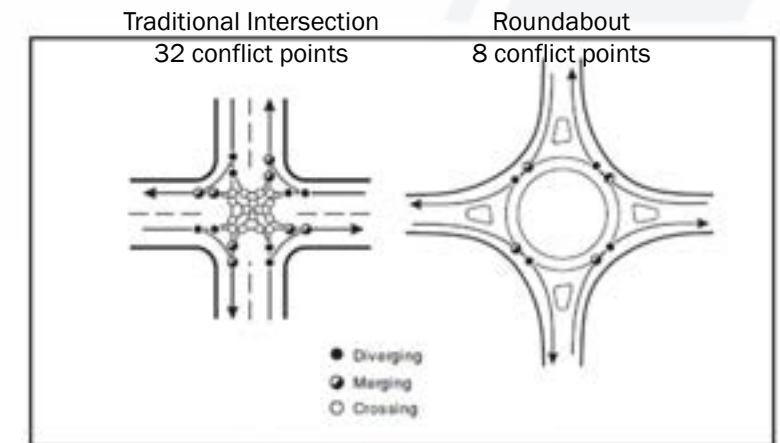
Roundabouts

Benefits

- Lower vehicle speeds
- Reduce conflict points

Cons

- Expensive – infrastructure removal and relocations
- May require additional right-of-way



Multiway Stop

- Follow FHWA warrants
 - Major street – 300 vehicles per hour for 8-hours
 - Side street – 200 units (veh, ped, bike) per hour for the same 8-hours

Benefits

- Inexpensive
- Stops traffic to allow pedestrians to cross

Cons

- Unwarranted stop signs may encourage disregarding signs
- Unwarranted stop signs may add delay



Turn Lanes

Benefits

- 14-26% in crash reduction based on FHWA *Proven Safety Countermeasures*
- Increases roadway capacity

Cons

- Expensive - infrastructure removal and relocations
- May require right-of-way
- May lengthen crossing distance for pedestrians



Signing and Striping

Benefits

- Delineates traffic
- Inexpensive

Cons

- Maintenance



Raised Medians / Pedestrian Refuge Islands

Benefits

- Traffic calming
- Reduces number of conflict points
- Reduces crossing distances for pedestrians

Cons

- Expensive
- May impact access points
- Maintenance (weeds)
- May create drainage issues



Other Analyses

- Sight distance issues
- Pedestrian and bicycle connectivity
- Midblock crossings



Public Input



Questions/Comments

- Provide comments tonight
 - Vocal or via comment form
- Email comments to jawolfenbarger@santafenm.gov or audra.gallegos@wilsonco.com
- Deadline for comments December 20, 2022



Thank you!



Attachment D – Comments

Additional Comments?

Agua Fria Corridor Study Between Siler Rd and Osage Ave

Public Meeting #1 – December 13, 2022
Santa Fe Homeownership
Building D Training Room
1301 Siler Road
Santa Fe, NM 87507



If you have any additional comments regarding the materials displayed at tonight's public meeting, or concerns related to the future of this corridor, please write in the space provided below.

Thank you for your input!

Expand Study to include Cristobal Colon to Osage

Lighting to protect bicyclists, microlists and pedestrians

Turning Lanes and Acceleration Lanes

Flashing Crosswalk Lighting

Reduce speed limit to 25 mph from Camino Allure to Siler



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
Wilson & Company
Phone: (505) 348-4110
Email: audra.gallegos@wilsonco.com

Additional Comments?

Agua Fria Corridor Study Between Siler Rd and Osage Ave

Public Meeting #1 – December 13, 2022
Santa Fe Homeownership
Building D Training Room
1301 Siler Road
Santa Fe, NM 87507



If you have any additional comments regarding the materials displayed at tonight's public meeting, or concerns related to the future of this corridor, please write in the space provided below.

Thank you for your input!

Where the hell is there room for roundabouts?

Let's see, you have a three lane race course, then you compact it into a two lane goat trail on each end. Seems like you're putting the cart before the horse. The city has approved excessive development on this poor little goat trail with no respect for history or the existing residents, this is a (major) antic! no matter what you label it.

Paint lines - big deal - the road is filthy and you will never see them.

We're from the government and we're here to help you !!!!!!!



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
Wilson & Company
Phone: (505) 348-4110
Email: audra.gallegos@wilsonco.com

Pancho Sobien

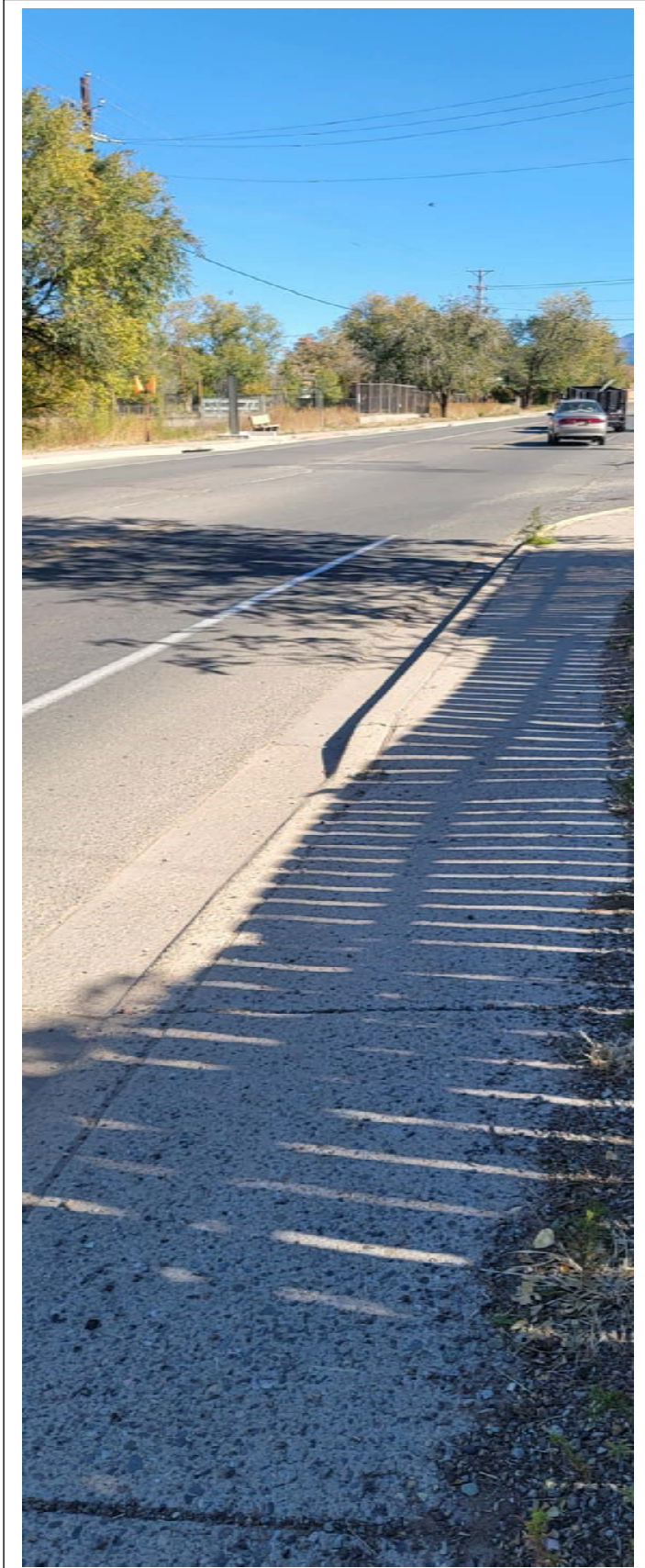
Right!!!!

Attachment E – Sign-In Sheet

Prepared by

Wilson & Company, Inc.;
Engineers & Architects

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109
505-348-4000



Public Meeting #2



Agua Fria Corridor Study
Santa Fe, NM

10/24/2023

Public Meeting #2

Prepared for

City of Santa Fe



Agua Fria Corridor Study

Santa Fe, NM

Project Number

Prepared by



4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109
505-348-4000

Wilson & Company, Inc., Engineers & Architects © 2023



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1.0 Overview and Project Details

The City of Santa Fe hosted a public meeting on October 24, 2023, for the Agua Fria Corridor Study. The goal of this second public meeting was to provide project information as well as gather public input regarding their concerns along the corridor.

2.0 Notification Efforts

To comply with the City of Santa Fe Early Neighborhood Notification (ENN) process, as well as inform the community most likely affected by the project, the following notification efforts were conducted:

- a. **Meeting Invitations.** The GIS Coordinator for the City of Santa Fe provided parcel information of homeowners located within the project area. Letters were mailed out October 9th which provided a brief project overview and details about the first public meeting. The letter that was mailed out is **Attachment A**.
- b. **Newspaper Ad.** An ad was placed in the Santa Fe New Mexican newspaper which gave the project name and public meeting date, time, and location, see **Figure 1**. The newspaper ad ran from October 9th to October 24th.

Agua Fria, Siler to
Osage Corridor Study
Public Meeting
October 24, 2023
5:30pm to 7:00pm
Santa Fe
Homeownership
1301 Siler Road,
Building D
Santa Fe, NM

Figure 1: Santa Fe New Mexican Newspaper Proof

- c. **Meeting Notice Sign.** A physical public meeting notice sign was placed on Agua Fria Street near Frenchy's Park. The sign showcased the project name, public meeting date, time, location, and contact information, see **Figure 2**.



Figure 2: Public Meeting Notice Sign



3.0 Public Meeting Open House

The public meeting started with an open house. A layout of the corridor was provided to allow attendees to identify/write their concerns on while talking to City and Wilson staff. Written comments on the layout included:

- Adding a traffic circle at the intersection of Agua Fria and Maez.
- Adding a traffic circle at the intersection of Agua Fria and La Cieneguita.
- Adding a traffic circle at the intersection of Agua Fria and Boylan.
- Adding a traffic circle at the intersection of Agua Fria and Calle Carmelita.
- Reducing the speed limit to 25 MPH.
- Reducing the speed of the entire road.
- Adding a crosswalk near the Maez intersection.
- Accounting for the new apartment developments.

See **Attachment B** for photos of the layout with the comments that were written on it.

4.0 Public Meeting Presentation

Jeanne Wolfenbarger, City of Santa Fe Traffic Engineer, gave opening remarks to the presentation by introducing the City staff and Councilors in attendance, and then asked Wilson & Company staff to introduce themselves.

Audra Gallegos (Wilson & Company) began a slideshow presentation, see **Attachment C**.

5.0 Comment Overview

Comments were collected in a variety of ways, there was a question-and-answer (Q&A) session after the presentation, a comment form, and comments received via email. Majority of comments received were regarding alternatives, pedestrian/multimodal concerns, traffic and safety, and development. **Table 1** summarizes the number of comments received in each comment category.

Table 1: Comment Category Overview

Comment Category					
Traffic and Safety	Speeding	Pedestrian and Multimodal	Development	Alternatives	Other
19	17	20	19	21	17



Q&A Session

A question & answer session followed the presentation. The questions/comments are categorized and summarized below.

- Traffic and Safety
 - An attendee stated that there is supposed to be a weight limit for vehicles on the road, but there are often large vehicles there anyways (this was also a concern throughout the meeting. Some said that drivers ignored the signage that said they weren't allowed, and some said that the signage is not adequate to inform drivers of the weight/height restrictions).
 - Can there be a roundabout at the gas station for safety?
 - Can the sidewalks be re-designed because trucks often can't make turns properly and run over the sidewalk?
 - Can the bus stop at Maez and Agua Fria be moved to the other side of Maez (across from the Alsups) to help make it easier on people turning into the Pueblo de Quemado neighborhood.
- Speeding
 - Another attendee liked the idea of roundabouts and lowering the speed to 30 mph.
 - Can the speed limit be made consistent along the entire roadway?
 - Can we lower the speed to 25 MPH?
 - How can lower speeds be enforced?
 - Will the roundabouts slow down the speed?
- Pedestrian and Multimodal
 - How would pedestrian crossings work at roundabouts?
 - How will pedestrian crossings work efficiently without a crossing light?
 - There is concern about drivers not paying attention to the bike lanes. An attendee stated that he frequently sees people using the bike lanes as driving lanes.
 - Can we widen the bike lanes?
 - Can the bike lanes be painted blue to be more distinguishable from driving lanes?
 - Can there be delineators between the driving and bike lanes?
- Development
 - An attendee suggested that we buy the existing utility lines. They also want more explanation of the cost.
 - Would they improve communication lines with the project?
 - One attendee didn't like the idea of getting rid of left turn lanes.
 - Can the length of the project be extended farther down the road, from Osage to Cristobal Colon?
 - Will the road remain a minor arterial?
 - Will there be zoning changes to Agua Fria?
- Alternatives
 - Are there alternatives that specifically target reducing traffic and noise on the street altogether?
- Other
 - How long will the project take to complete?
 - Will there be landscaping on the medians?
 - How can the historical significance of the corridor be maintained during the design?



Summary of Comments Received in Comment Box

A comment form was provided at the public meeting if attendees wished to leave written comments. There were thirteen (13) comment forms that were placed in the comment box. The questions/comments are categorized and summarized below.

- Traffic and Safety
 - There is concern about the little to no signage to prevent large multi-ton trucks from driving on the roadway.
 - Could traffic calming improvements be made (raised landscape medians, narrow lanes, etc.)?
 - Are there any plans to change the light timings at Cerillos and Osage? The commentor stated that as is, it only allows 5-6 cars of thru-traffic through at a time.
 - Could there be a weight limit/a stricter weight limit for truck on Agua Fria?
 - Can traffic be routed away from Agua Fria?
- Speeding
 - Could the speed limit be reduced to 25 MPH?
 - Could the speed limit be reduced to 30 MPH?
 - How can driving speeds be enforced?
 - Could the speed limit on Agua Fria from St. Francis Dr to Siler Rd be changed from 25MPH/35 MPH to 30 MPH?
 - Can you create speed deterrents?
- Pedestrian and Multimodal
 - One individual supported 6-foot sidewalks and buffered bike lanes.
 - Could the pedestrian crossing have RRFBs?
 - Could there still be lights for pedestrian crossings?
 - One individual stated that the owners of Acequia Lofts promised them access to the river trail from the upper main entrance of their development.
 - Has there been any consideration for reinstating the road crossing of the river at Camino Carlos Road (The bike path might be impacted)?
- Development
 - How will the city decide where the cuts in the median will be? One individual is concerned about the access for Baylan Circle as a 60-unit apartment development is in the works.
 - One commenter asks that left turns not be eliminated.
 - Where would the raised medians be?
 - How would the raised medians affect the roundabouts?
 - Can Agua Fria remain a minor arterial?
 - An individual agreed with the implementation of a roundabout at Maes and suggested that one be put at the entrance of the Homewise development.
 - Could there be a roundabout by the gas station?
 - Does the public have any input on the approval of new housing development? Are there public notices before approval?
 - Is there any consideration to limit growth?
- Alternatives
 - One individual supported the 9-foot vehicle lanes, and roundabouts.
 - Does the roundabout have to be at Maes?
 - An individual stated that the city already put in a pedestrian crossing at the bus stop past Maes Rd there could be a potential conflict if a roundabout was put in there.
 - A commentor is in favor of the “Additional Alternative”, as well as roundabouts where possible, multimodal accommodations, and lower speed limits.
 - Another commenter is against raised medians and additional turning lanes.
 - One individual liked the idea of roundabouts and maintaining left turn lanes.



- Other
 - One individual said that a long construction timeline is worth the improvements.
 - Could the speaker use a microphone during the meeting in the future?
 - How can the historic value of Agua Fria be noted?
 - One commentor stated that cost is worth the good work that will be done, and the best alternative should be chosen despite the higher cost.
 - Can space be added between the curb and the sidewalk?
 - Some individuals are concerned about imminent domain along the project.

See **Attachment D** for comments.

Summary of Comments Received after the Public Meeting

The project team accepted comments regarding the project until October 31, 2023. The project team received comments from nine individuals, see attached emails. The questions/comments are categorized and summarized below.

- Traffic and Safety
 - Five (5) individuals are concerned about the safety of pedestrians crossing the road near Franchy's field.
 - One (1) individual expressed severe difficulty trying to make left turns on Agua Fria.
 - Two (2) individuals want to see a stop sign or traffic control at the intersection of Agua Fria and Camino de Chelly (both for pedestrian and driver safety).
 - One (1) individual wants to see lessened traffic flow on La Cieneguita between Agua Fria and Cerrillos Rd.
- Speeding
 - Five (5) individuals want to lower the speed limit.
- Pedestrian and Multimodal
 - Three (3) individuals want to see user-actuated flashing lights or calming strips at pedestrian crossings.
 - One (1) individual wants to see buffered bike lanes, with 9-foot driving lanes where the extra space is used to widen the buffering.
 - Two (2) individuals want to see a larger buffer between the sidewalk and the roadway.
 - Two (2) individuals want to see continued connectivity from Agua Fria to the pedestrian trails.
 - One (1) individual wants to see a pedestrian crossing at Maez Rd. and near the Alsup/Valero gas station.
- Development
 - Three (3) individuals expressed concerns about the increased development of Agua Fria, and desired to keep through traffic away from the roadway.
- Alternatives
 - Six (6) individuals are in favor of putting roundabouts along the roadway.
 - One (1) individual wants to see a roundabout placed at the gas station.
 - One (1) individual is in favor of raised medians.
 - One (1) individual is in not in favor of raised medians.
 - One (1) individual is in favor of left-turn lanes, especially for the intersection of Agua Fria and Calle Carmelia.



- Other
 - Five (5) individuals want to see the historical value of the road preserved and noted along the roadway.
 - One (1) individual wants there to be an enforced truck-weight-limit along the roadway.
 - One (1) individual want to see a decrease in right-turn lanes in Santa Fe.
 - One (1) individual wants to see the project limits extended to Cristobal Colon.

See **Attachment D** for comments.

6.0 Meeting Attendees

- | | | |
|---------------------|--------------------|--------------------|
| • JoAnn Reis | • Elizabeth Grover | • Renee Villarreal |
| • Hope Bakker | • Michael Grover | • Elise G |
| • Melissa Salas | • Geno Zamora | • Rosa Kozub |
| • Terese Quintana | • Isaac Hammond | • Molly Hunt |
| • Dolittle | • Alma Castro | • William Mee |
| • Santo Montoya | • Billy Turney | • Katherine Rivera |
| • E Lerot Romero | • Jim Trott | • Anita L West |
| • Norma Cross | • Joan Bennet | • Lisa Farraw |
| • Darlene Guerrero | • Gary Shiffmiller | • Diane Chamberlin |
| • Julia Bertram | • Ellen Fox | • Hilario Romero |
| • Victoria Parilla | • Lois Mee | • Mark Martinez |
| • Mark Stahl | • Catherine Baca | • Maria Martinez |
| • Lightfoot Halcyon | • Rick A Martinez | • Barbara Greene |
| • Luis Duran | • Comm Anna Hansen | • Michelle Shosta |

Project Team Members in attendance:

<u>Name:</u>	<u>Organization:</u>	<u>Email:</u>
Renee Villarreal	CoSF City Councilor	rdvillarreal@santafenm.gov
Jeanne Wolfenbarger	CoSF Traffic Engineer	jawolfenbarger@santafenm.gov
Erick Aune	SF MPO	ejaune@santafenm.gov
Audra Gallegos	Wilson & Company	Audra.Gallegos@wilsonco.com
Katie Neal	Wilson & Company	Melissa.Lucero@wilsonco.com
Matthew Meyers	Wilson & Company	Matthew.Meyers@wilsonco.com

Attachment A – ENN Letter



City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909

www.santafenm.gov

Alan Webber, Mayor

Councilors:

Signe I. Lindell, Mayor Pro Tem, District 1

Renee Villarreal, District 1

Michael J. Garcia, District 2

Carol Romero-Wirth, District 2

Lee Garcia, District 3

Chris Rivera, District 3

Jamie Cassutt, District 4

Amanda Chavez, District 4

EARLY NEIGHBORHOOD NOTIFICATION MEETING

October 9, 2023

Dear Neighbor:

The City of Santa Fe is in the final stages of a corridor study for Agua Fria Street between Siler and Osage. The purpose of this study is to analyze existing traffic, multimodal deficiencies, and evaluate potential alternatives to improve the Agua Fria corridor. This study is being conducted by Wilson & Company – an engineering firm contracted by the City Public Works Department

The City of Santa Fe requires an Early Neighborhood Notification (ENN) meeting be conducted for city projects. It is intended to provide opportunity for the community to review, comment, and provide feedback on the city's projects in order to respond meaningfully to the community's concerns. A second ENN meeting is being conducted for this project in order to respond to prior public feedback and provide a design solution to improve safety and multimodal deficiencies.

In this regard, we wish to inform you that a meeting hosted by Wilson & Company is scheduled for:

Time: 5:30 pm – 7:00 pm

Agenda: 5:30 pm – 6:00 pm open house

6:00 pm – 6:30 pm presentation

6:30 pm – 7:00 pm Q&A

When: Tuesday, October 24, 2023

Where: Santa Fe Homeownership at 1301 Siler Road in the Building D Training Room

Members of the public are invited to attend this meeting in person. If a person cannot attend the meeting presentation materials will be made available on the City's website:

<https://santafe.primegov.com/public/portal>

Public Comments can be delivered via the following:

- During the meeting there will be an open house followed by a presentation by Wilson & Company that addresses public concerns and an overview of the project. This will be followed by a period of public comment. Attendees can, if they are so inclined, voice their comments during this time.
- A comment form will be provided at the meeting. This comment form will also be available on the City's website listed above for those who cannot attend in person.
- Via email jawolfenbarger@santafenm.gov , including full name and address, or by US Postal Service at the address below:

Jeanne Wolfenbarger
ATTN: Agua Fria Corridor
737 Agua Fria Street
Santa Fe, NM 87501

To be included in the official record from the meeting, public comments must be received no later than October 31, 2023.

Attached please find the vicinity map of the project site. The presentation materials for the meeting will be uploaded at least (5) days prior to the meeting at the City of Santa Fe's PrimeGov Portal (<https://santafe.primegov.com/public/portal>).

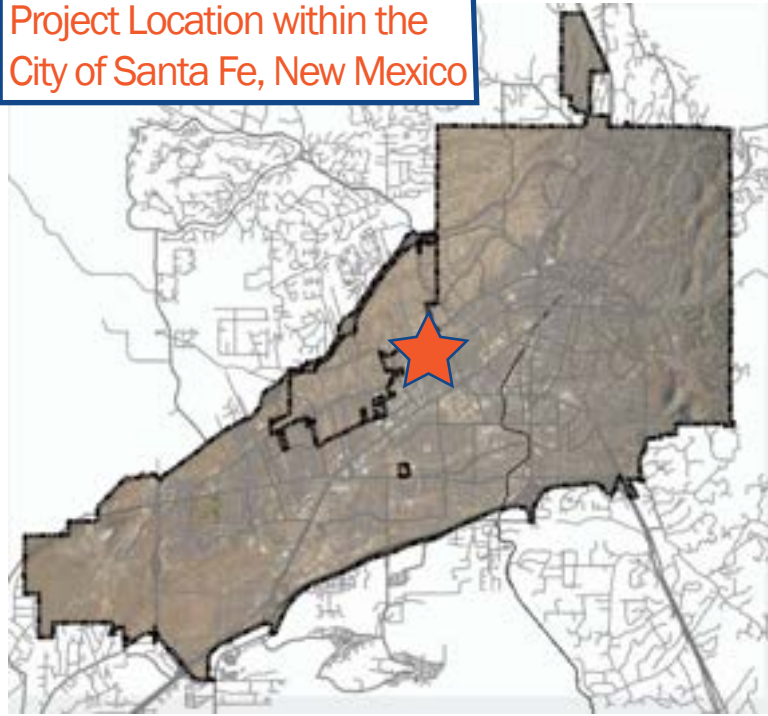
If you have any questions or comments, please contact Jeanne Wolfenbarger at jawolfenbarger@santafenm.gov.

Sincerely,



Jeanne Wolfenbarger, PE
Traffic Engineer
[737 Agua Fria Street](#)
[Santa Fe, NM 87501](#)

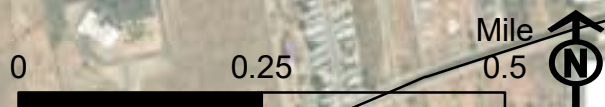
Project Location within the
City of Santa Fe, New Mexico



— Agua Fria Street - Project Area

End of Project:
Osage Avenue

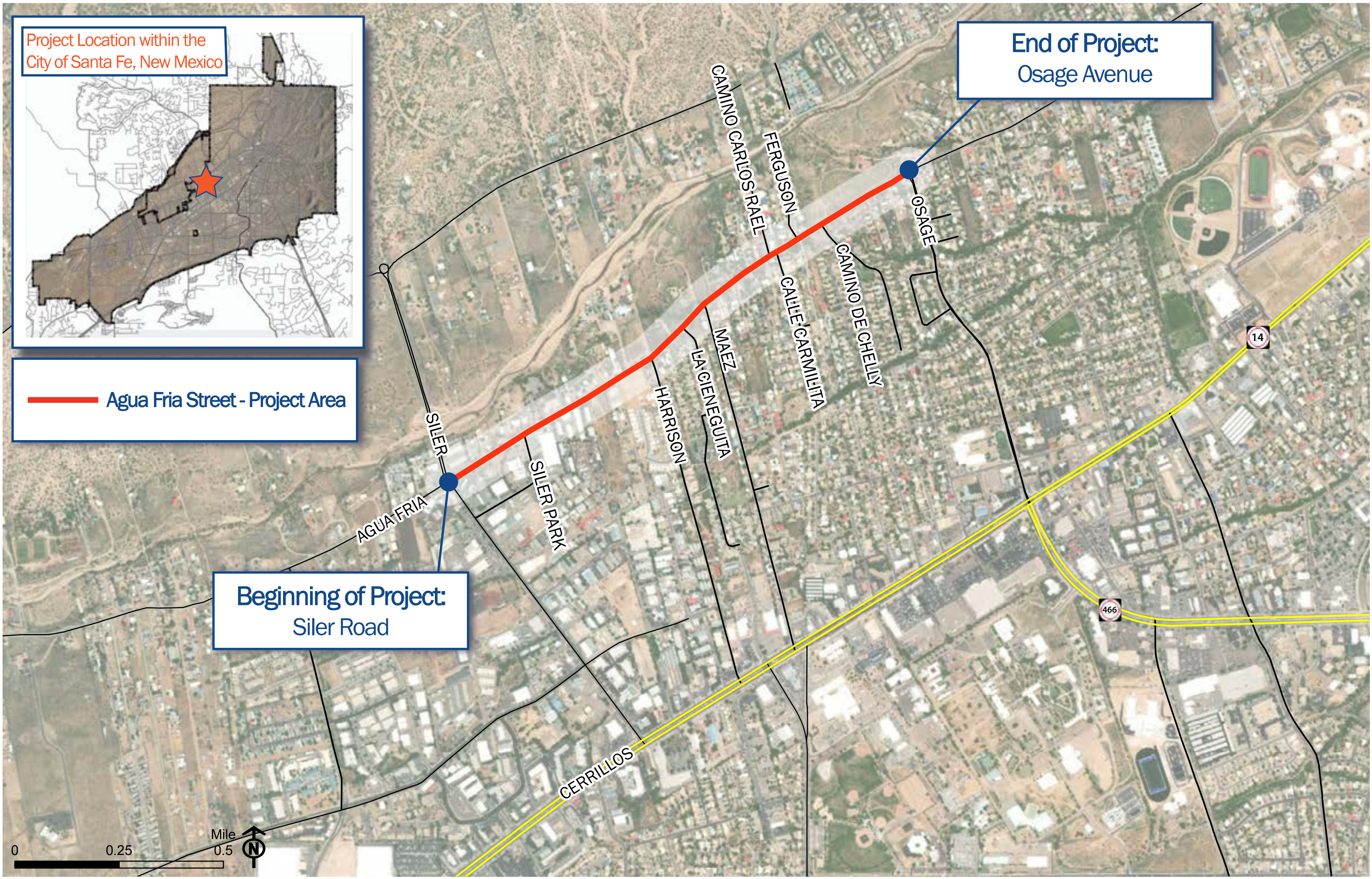
Beginning of Project:
Siler Road



CAMINO CARLOS RAEL
FERGUSON
CALLE CARMILITA
CAMINO DE CHELLY
MAEZ
LA CIENEGUITA
HARRISON
SILER
SILER PARK
AGUA FRIA
CERRILLOS

14

466



Attachment B – Layout Comments

Attachment C – Public Meeting Presentation



Agua Fria Street Corridor Study

Public Meeting #2

**WILSON
& COMPANY**

discipline | intensity | collaboration | shared ownership | solutions

Agenda

- Project purpose and need
- Existing conditions
- Proposed conditions
- Public comments



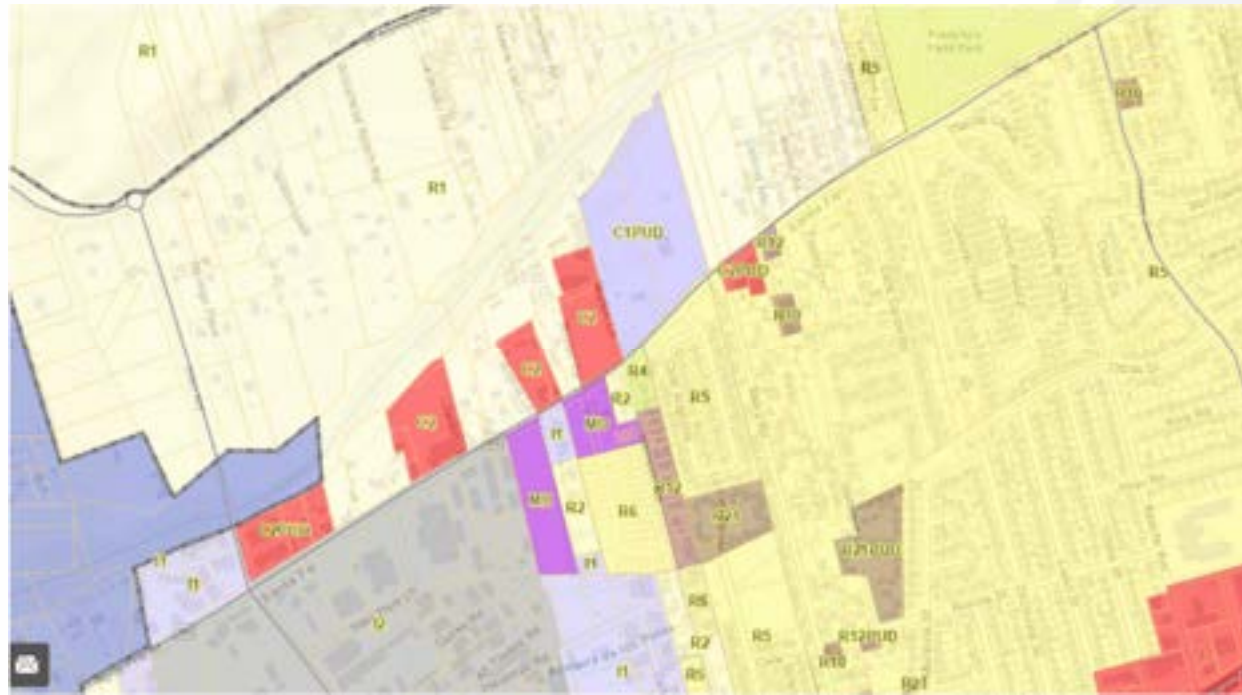
Study Limits

- Study Limits: Agua Fria Street, Siler Road to Osage Avenue
- Length: 1.1 miles
- Posted Speed Limit: 35 mph
- Roadway Classification: Minor Arterial



Study Limits

- Zoning: residential with commercial and industrial
- History: El Camino Real de Tierra Adentro Trail – earliest Euro-American trade route in the U.S.



Project Purpose and Need

- Roadway safety
 - Driveway and business access
 - Speeding concerns
- Bicycle and pedestrian safety
- Intersection improvements
 - Traffic flow

Outcomes will be used to develop future improvement projects



Schedule

- Existing Conditions – Fall 2022
- Public Meeting #1 – December 2022
- Proposed Roadway Alternatives – Spring 2023
- Public Meeting #2 – Tonight's meeting
- Final Report – Fall 2023

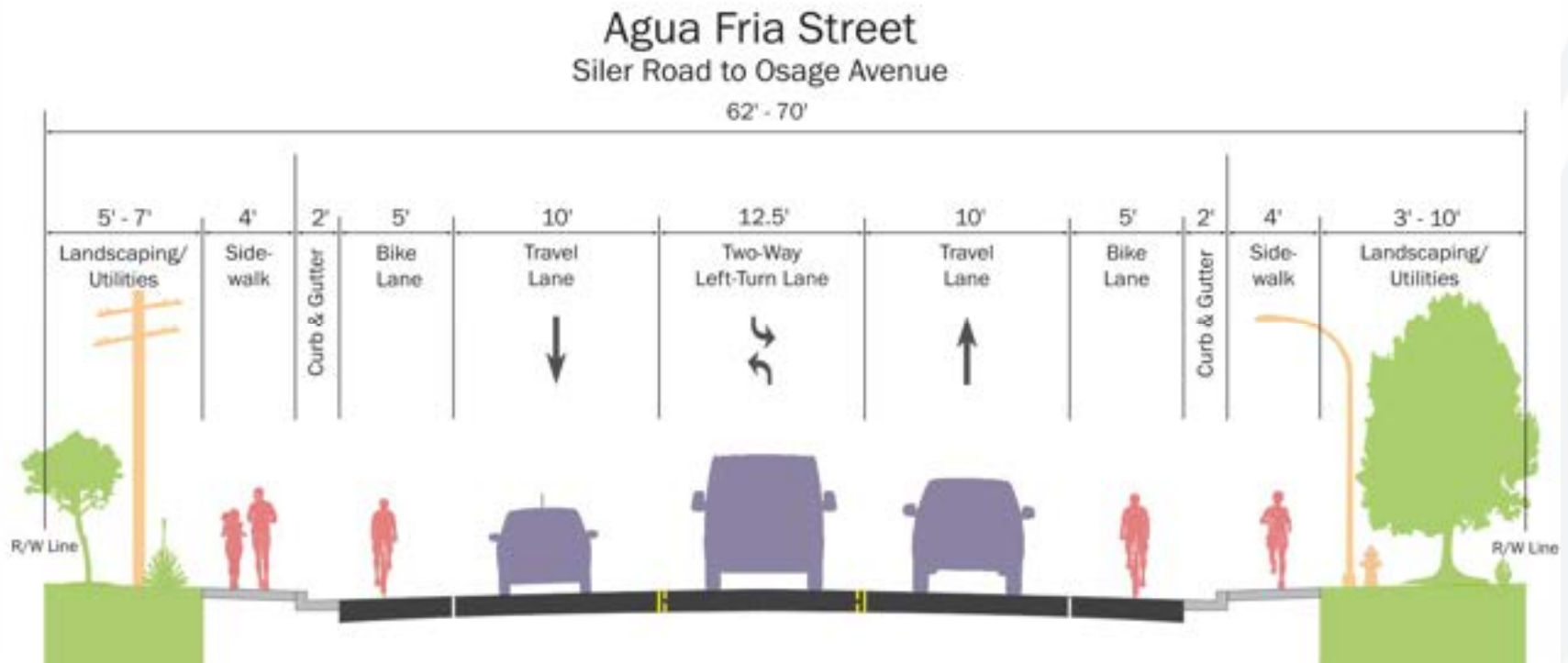


Existing Conditions



Wilson & Company, Inc., Engineers & Architects

Existing Typical Section

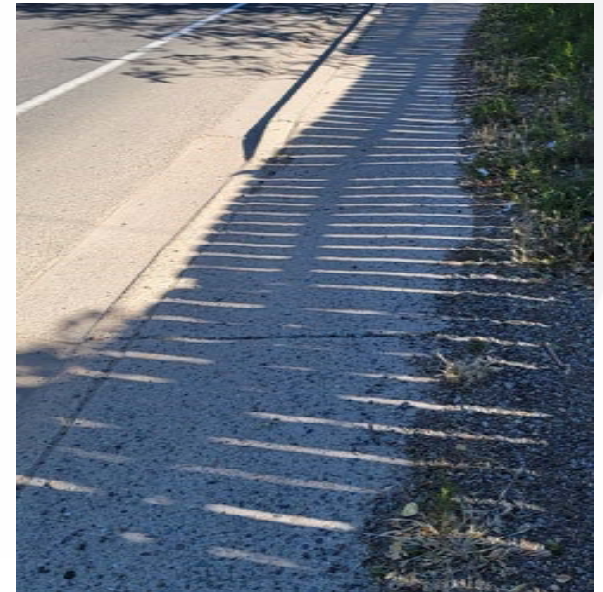
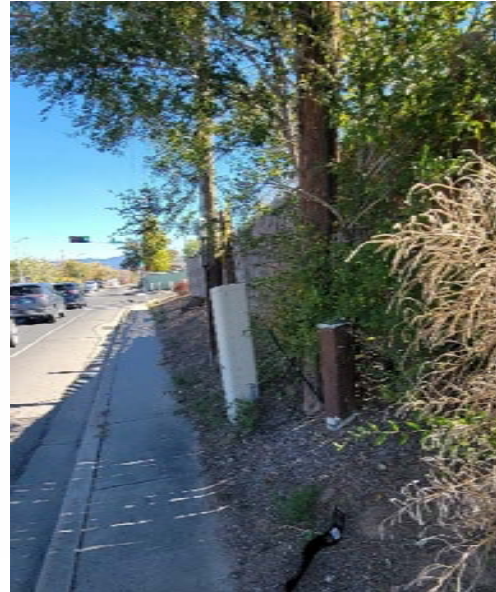


Existing Conditions Photos



Agua Fria Corridor Study
Siler Road to Osage Avenue

Existing Conditions Photos



Wilson & Company, Inc., Engineers & Architects

Pedestrian Crossings

- Existing Frenchy's Park crossing
- Acequia Lofts crossing (recently constructed)
- Planned El Camino crossing (designed)



Wilson & Co



Traffic Counts

- Tube counts at 3 locations
- Collected data for 14-days (volume, speed)
- 85th percentile speed within 5 mph of posted speed limit

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85 th -Percentile Speed (mph)
1	Agua Fria Street between Siler Road and Siler Park Lane	EB	5,754	11,095	35	37
		WB	5,341			39
2	Agua Fria Street between Boylan Circle and Harrison Road	EB	5,145	10,764	35	40
		WB	5,619			39
3	Agua Fria Street between Camino de Chelly and Osage Avenue	EB	6,076	11,930	35	39
		WB	5,854			39



Intersection Operations

- Turning movement counts at 10 intersections
 - Collected vehicles, pedestrians, bicyclists
 - Collected data on a Thursday, Friday, Saturday
- Determined how intersections operate
 - 2022 (Existing)
 - 2032 (Future)
 - Build
 - No-Build
 - Individual movements at Siler and Osage operate unacceptably



Crash Analysis

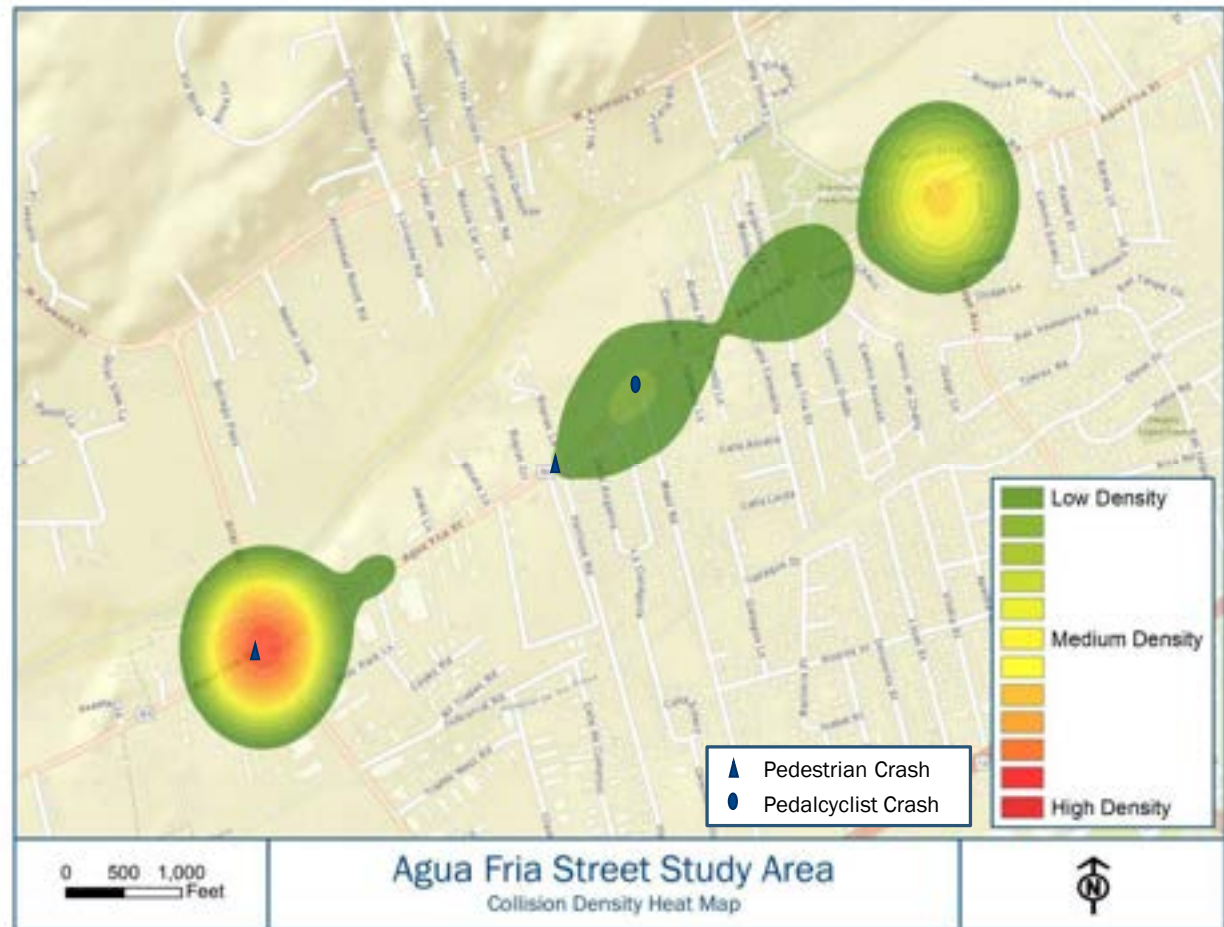
- Crash data 2010-2020
- 308 total crashes
- No fatalities
- Average 29 crashes per year

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2010	0 (0%)	10 (33%)	20 (67%)	30 (100%)
2011	0 (0%)	12 (37%)	20 (63%)	32 (100%)
2012	0 (0%)	5 (28%)	13 (72%)	18 (100%)
2013	0 (0%)	6 (29%)	15 (71%)	21 (100%)
2014	0 (0%)	4 (17%)	19 (83%)	23 (100%)
2015	0 (0%)	17 (53%)	15 (47%)	32 (100%)
2016	0 (0%)	23 (42%)	32 (58%)	55 (100%)
2017	0 (0%)	7 (30%)	16 (70%)	23 (100%)
2018	0 (0%)	6 (21%)	22 (79%)	28 (100%)
2019	0 (0%)	9 (35%)	17 (65%)	26 (100%)
2020	0 (0%)	4 (20%)	16 (80%)	20 (100%)
Total	0 (0%)	103 (33%)	205 (67%)	308 (100%)



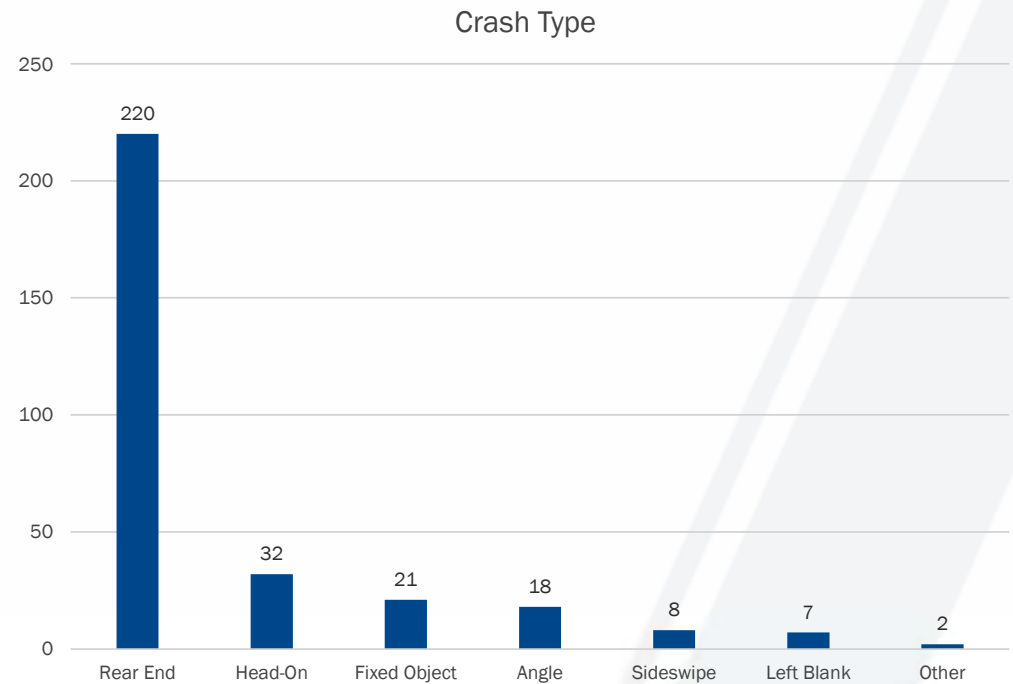
Collision Heat Map

- Within the study area, majority of crashes occurred at the Siler Road intersection



Crash Analysis

- 80% crashes occurred in daylight
- 94% of crashes occurred in clear weather conditions
- 71% of crashes were rear end collisions
- Majority of crashes were due to following too close



Public Meeting #1

Wilson & Company, Inc., Engineers & Architects



Public Meeting #1

- December 13, 2022
- 26 attendees, including City and Wilson staff
- Comments received in-person, comment form, and email



Public Input

- Add raised medians
 - Vehicles pass in two-way left-turn lane
- Blind corner at Maez and Calle Carmelita
- Crosswalk warning at Camino de Chelly
- Crashes at Osage intersection
- Speeding
- Traffic congestion
- Multimodal improvements
 - Pedestrian refuges
- Developments
- Roundabouts

Comment Category					
Traffic and Safety	Speeding	Pedestrian and Multimodal	Development	Alternatives	Other
8	7	13	10	13	5

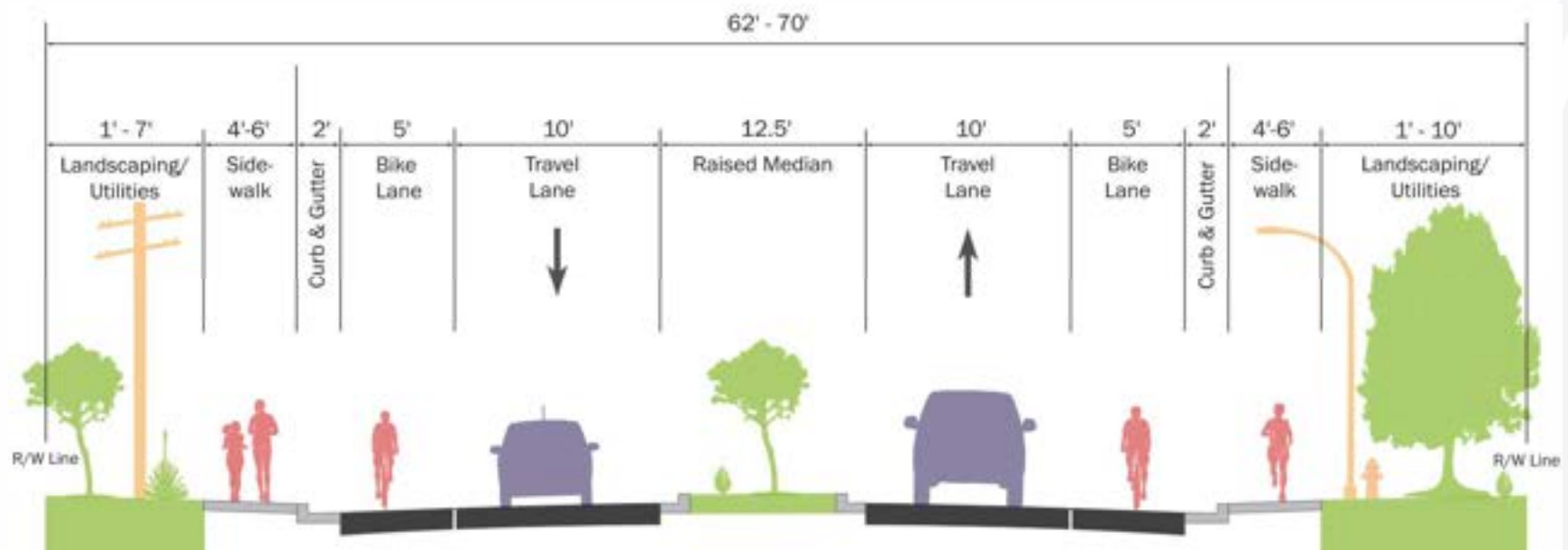


Proposed Alternatives

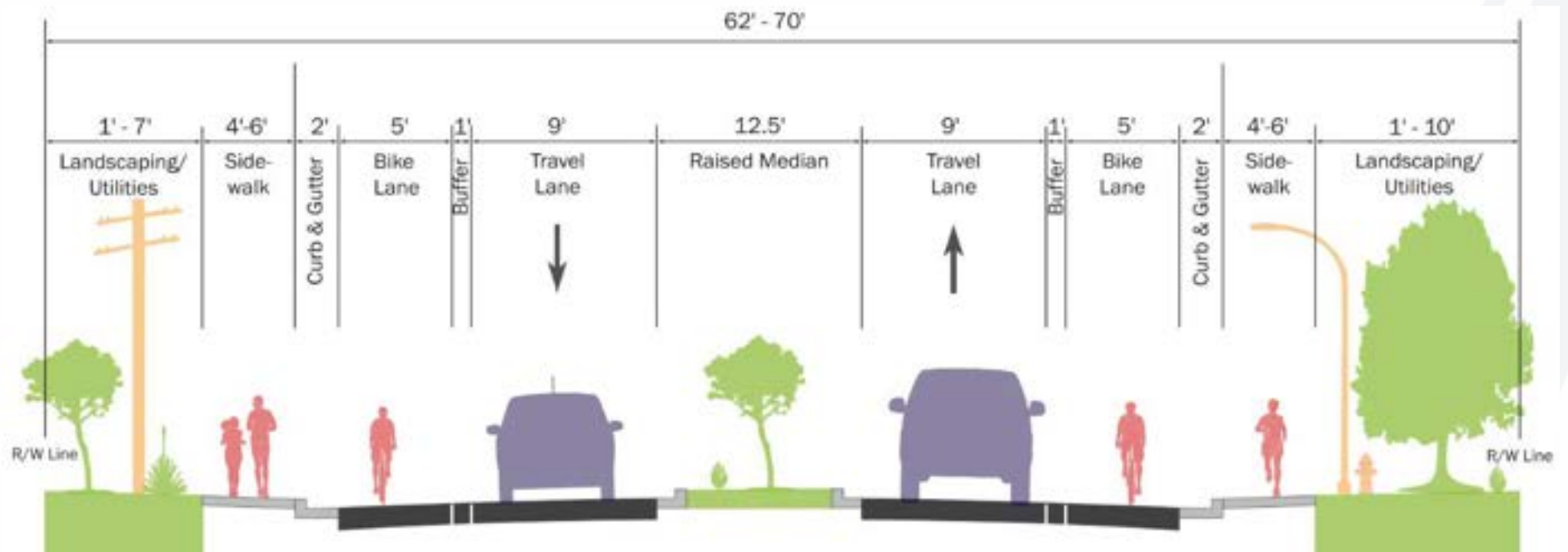


Wilson & Company, Inc., Engineers & Architects

Alternative A – 10-ft Lanes with Raised Medians



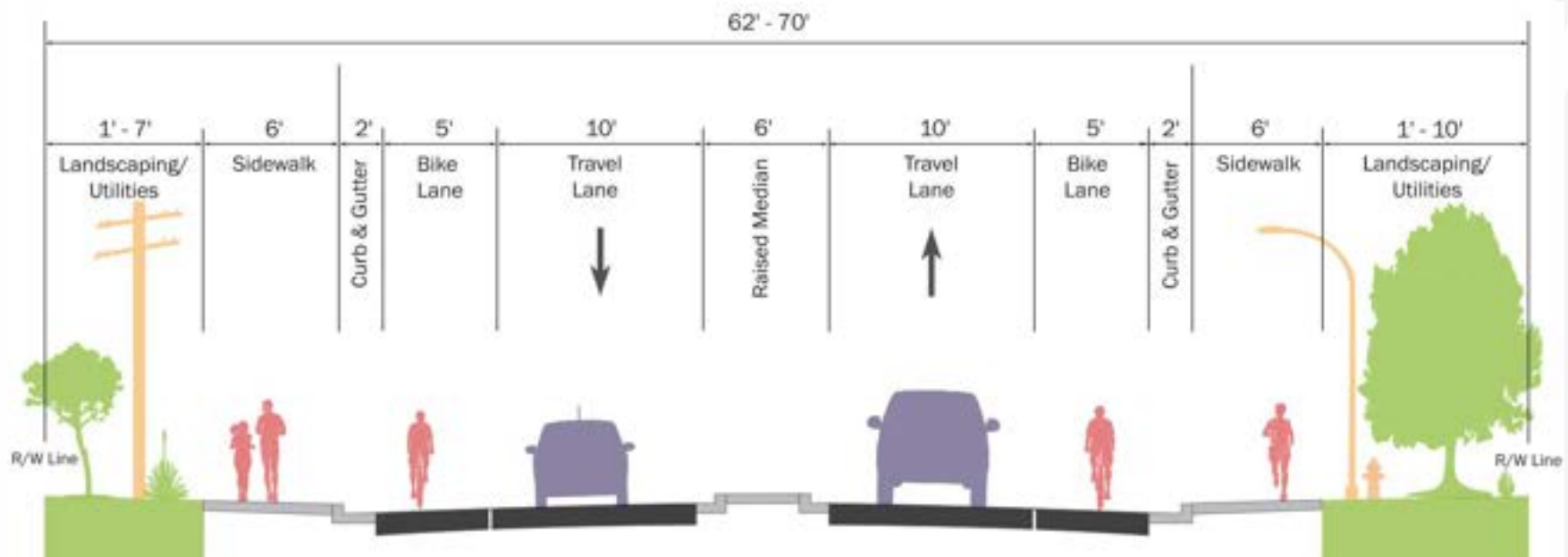
Alternative B – 9-ft Lanes with Raised Medians



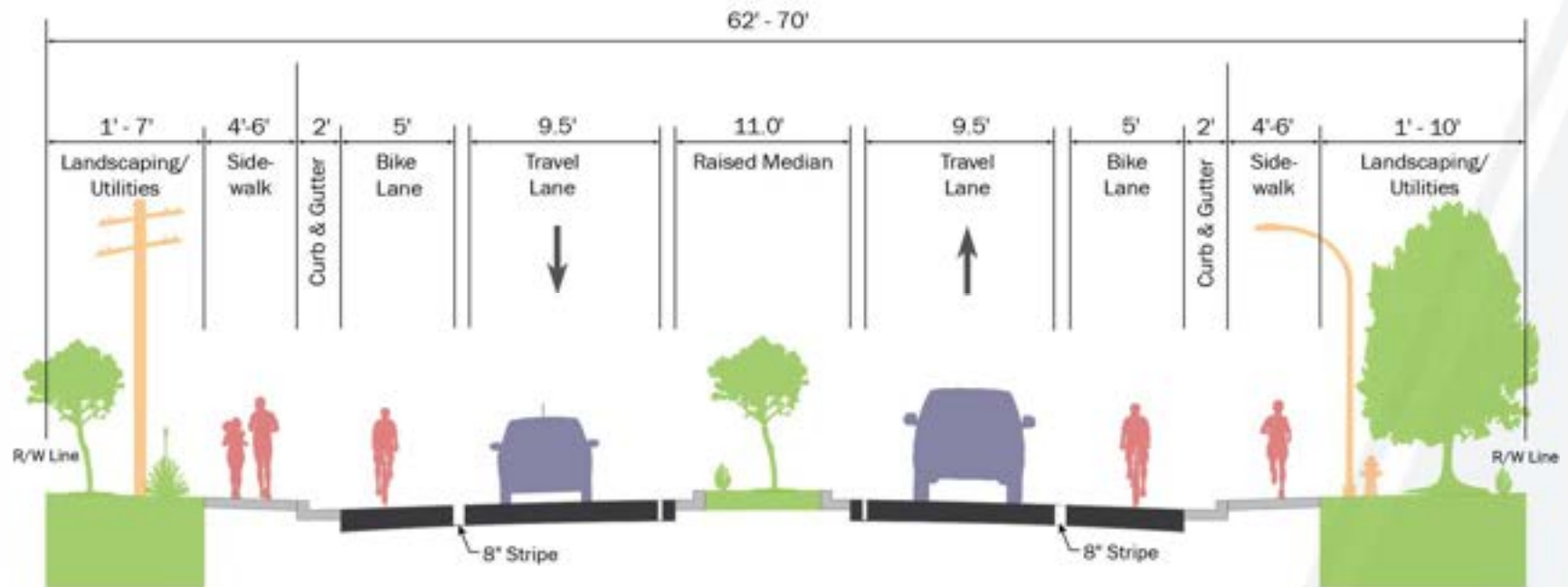
City of Santa Fe and Santa Fe Metropolitan
Planning Organization Alternative



Alternative C – 10-ft Lanes without Left Turn Bays



Additional Alternative



Raised Medians / Pedestrian Refuge Islands

Benefits

- Traffic calming
- Reduces number of conflict points
- Reduces crossing distances for pedestrians

Cons

- Expensive
- May impact access points
- Maintenance (weeds)
- May create drainage issues



Signing and Striping

Benefits

- Delineates traffic
- Inexpensive

Cons

- Maintenance



Wilson & Company, Inc., Engineers & Architects



Turn Lanes

Benefits

- 14-26% in crash reduction based on FHWA *Proven Safety Countermeasures*
- Increases roadway capacity

Cons

- Expensive - infrastructure removal and relocations
- May require right-of-way
- May lengthen crossing distance for pedestrians



Turn Lanes

- NMDOT State Access Management Manual turn lane warrant
- Warrants are based on the amount of thru traffic and the number of vehicles turning
- Left turn lanes warranted:
 - All intersections
- Right turn lanes warranted:
 - Most intersections
- Right of Way Constraints



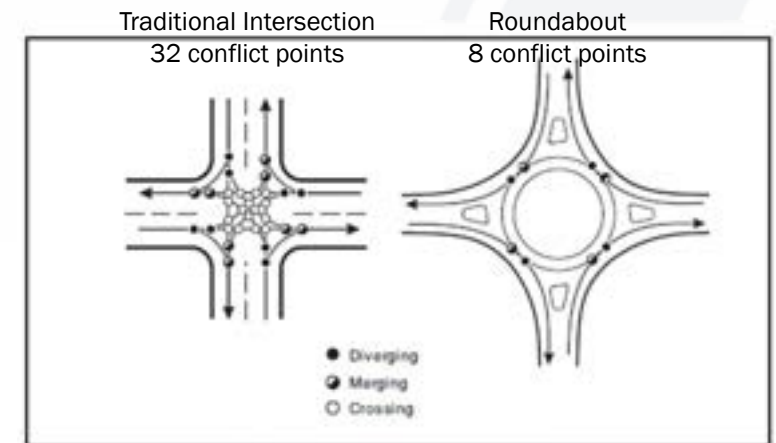
Roundabouts

Benefits

- Lower vehicle speeds
- Reduce conflict points

Cons

- Expensive – infrastructure removal and relocations
- May require additional right-of-way
- Osage Avenue intersection – operates well
- Maez Road intersection – operates well
- Siler Road intersection – does not operate well

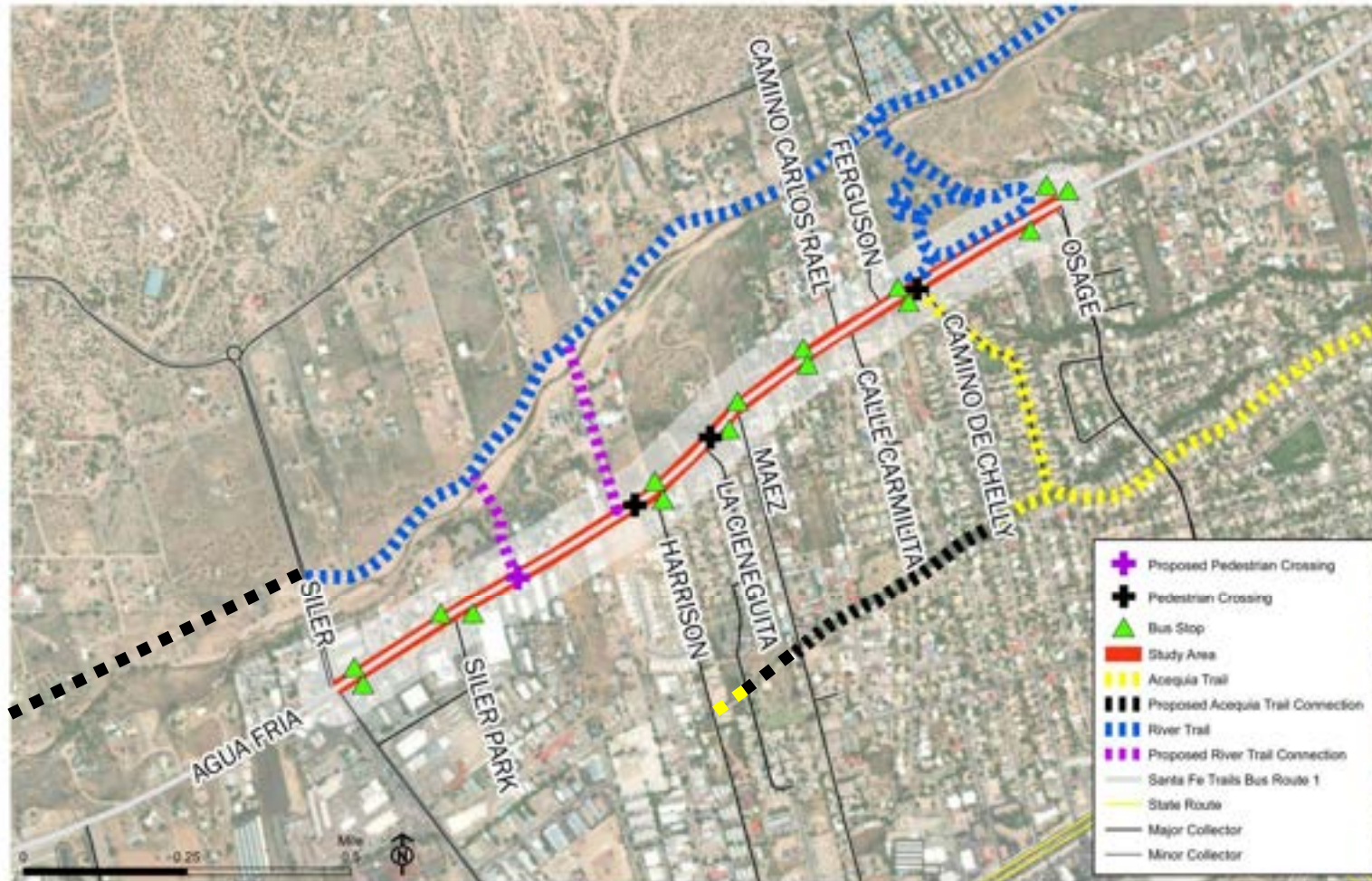


Posted Speed Reduction

- Reduce posted speed limit to 30 mph
- Improve sight distances at:
 - Maez Road
 - Camino Carlos Rael
 - Camino Carmelita
 - Ferguson Lane



Pedestrian and Bicycle Connectivity



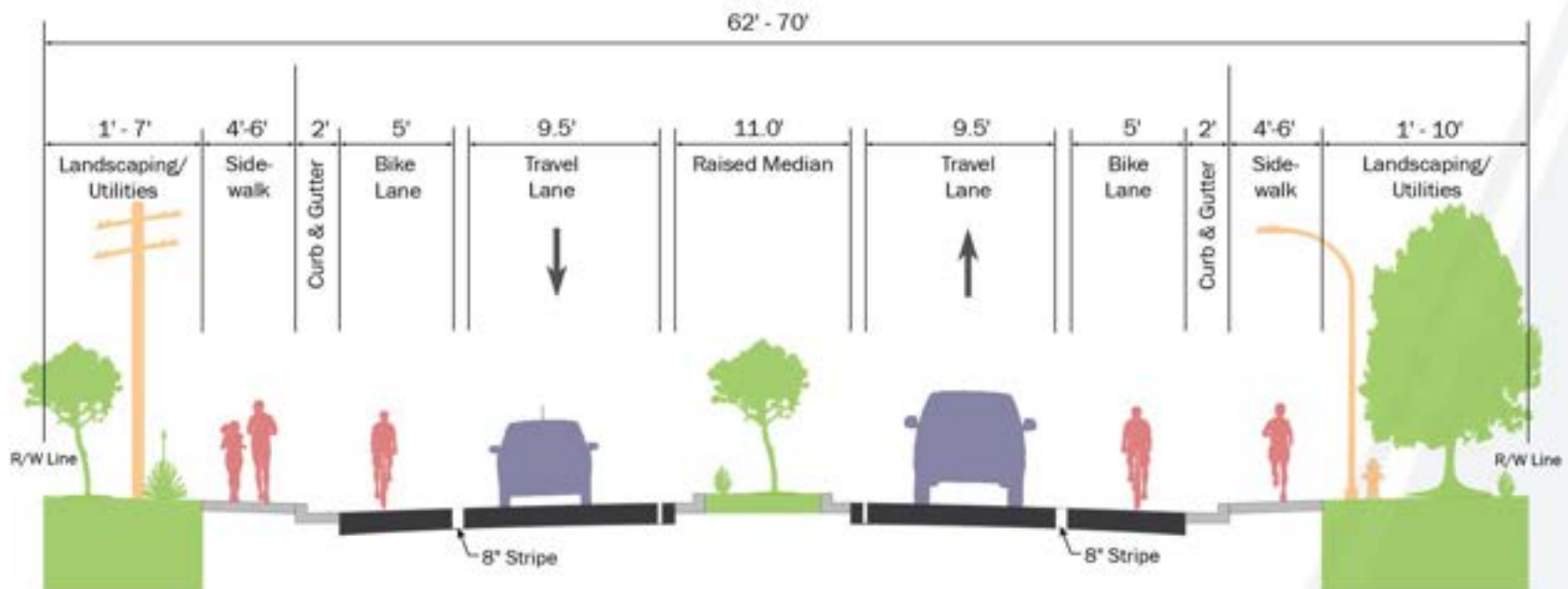
Alternatives Matrix

	No-Build Alternative	Alternative A - 10-ft w/ Raised Medians	Alternative B - 9-ft Lane w/ Raised Medians	Alternative C - No Left-Turn Lanes	Additional Alternative	Roundabout Option
Traffic calming	(o)	(+)	(++)	(++)	(++)	(++)
Multimodal	(-)	(++)	(++)	(+)	(++)	(+)
Safety	(-)	(+)	(o)	(o)	(+)	(+)
Traffic operations	(+)	(o)	(-)	(-)	(o)	(o)
Maintenance	(+)	(-)	(-)	(-)	(-)	(-)
Cost	(+)	(-)	(-)	(--)	(-)	(--)
Overall score	1	2	1	-1	3	1

Positive, Good	(++)	2
Above Average	(+)	1
Average	(o)	0
Below Average	(-)	-1
Negative, Poor	(--)	-2



Additional Alternative



Next Steps

- Final report – end of November
- Seek design funding
- Design
- Construction



Public Input



Questions/Comments

- Provide comments tonight
 - Vocal or via comment form
- Email comments to jawolfenbarger@santafenm.gov or audra.gallegos@wilsonco.com
- Deadline for comments October 31, 2023



Thank you!



Attachment D – Comments

Additional Comments?

Agua Fria Corridor Study Between Siler Rd and Osage Ave

Public Meeting #2 – October 24, 2023
Santa Fe Homeownership
Building D Training Room
1301 Siler Road
Santa Fe, NM 87507



If you have any additional comments regarding the materials displayed at tonight's public meeting, or concerns related to the future of this corridor, please write in the space provided below.

Thank you for your input!

- Support 6' sidewalks
- Support buffered bike lanes
- Support 9' vehicular lanes
- Speeds need to slow down - 25mph? - and make traffic calming roadway improvements (raised + landscaped medians, narrow lanes, etc.)
- Support roundabouts ~~at~~ at Maez in particular but wherever they work
- ped crossings need RFBs
- I am not worried about construction timeline because it is worth it for improvements.

Thank you!!!



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
Wilson & Company
Phone: (505) 348-4110
Email: audra.gallegos@wilsonco.com

Additional Comments?

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Thank you for your input!

- NO
• TRUCKS OVER 5 TONS - LITTLE TO NO SIGAGE ON AGUA FRIA
PERMITTED ON OSAGE AVE. PLACEMENT DOES NOT PROPERLY ADVISE
IT IS UNCLEAR IF TRUCKS OVER 5 TONS
ARE PERMITTED ON AGUA FRIA
TRUCK DRIVERS THAT NO TRUCK OVER 5 TONS
ALLOWED.
- ON OSAGE AVE ONE SIGN ONLY WOULD
IS PLACED ON OSAGE AVE AND ONLY SOME
VISIBLE, OTHER TRUCK CONSIDERED TAKEN
• NO SIGNS FROM CERTAIN PD AND OSAGE AVE
• ANY POSSIBILITY OF ADDING RED LIGHT CAMERAS AT INTERSECTIONS?

THANK YOU!

Luis Duran

505-670-6213

DURAN 7713 @ GMAIL . COM



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
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Thank you for your input!

In the future—how about a microphone
in there of us hard of hearing?

What about traffic patrol—drivers will speed
up to 50 mph

How could you note the historic value of
Agua Fria—Signage, etc?



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

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Thank you for your input!

How will the city decide where the cuts in the median will be? Specifically concerned about the access for Baylan circle as a 60-unit apartment development is in the works.



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
Wilson & Company
Phone: (505) 348-4110
Email: audra.gallegos@wilsonco.com

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Thank you for your input!

Roundabouts + left turn lanes
seem mandatory to use.

Cost is worth it - this problem
will only get worse, as we know
on Agua Fria.

From the graph, it looks like the
best option - when cost is
subtracted from analysis - is roundabouts.
let's do it!



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
Wilson & Company
Phone: (505) 348-4110
Email: audra.gallegos@wilsonco.com

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Thank you for your input!

Do not eliminate left turns
crossing w/ lights is helpful
where would Raised medians be? we need to know
Reduce speed limit to 30
Roundabout not at Maez, but before it, how it will
affect raised median at Cienegita



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

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Thank you for your input!

Don't get rid of left turn lanes.

Lower speed limits are good -

liked multi-modal Alternative -

Are there any plans to change light times at Cerillos + Osage. As is through traffic it allows 5-6 cars to get through

audra-gallegos@wilsonco.com
Jeanne Wolfenbarger



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

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Wilson & Company
Phone: (505) 348-4110
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Thank you for your input!

- * Because the City has already put in a pedestrian crossing at the bus stop past Maes or Maez road (correct Spanish pronunciation is ~~My-S~~ ^{sound} ~~z~~ ^s). There is no "z" sound in Spanish. (s & z) is an "s" sound. There could be a potential conflict if a roundabout was put in at Maes/Maez rd.
- * Change the speed limit on Agua Fria from ~~the~~ St. Francis Dr. to Siler Rd. from 25/35 to 30 MPH.
- * The owners of Acequia Lofts promised us that we could access the river trail from the upper main entrance of their development!



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

Audra Gallegos, PE
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Thank you for your input!

Please make correction to report
~~Camilo Casanueva~~ Calle Casanueva

Please enforce weight limit on Agua Fria.

Consider 25 mph with chosen alternative

Honor the historical value of Agua Fria

→ People drive at least 5mph over posted limit

Keep Agua Fria a minor artery

Victoria Parrill@yahoo.com



Jeanne Wolfenbarger, PE
City of Santa Fe Public Works
Email: jawolfenbarger@santafenm.gov

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Thank you for your input!

lower the speed limit to 30 mph

Put space between the curb and the sidewalk.

traffic circles will make left turn entries onto Agua Fria easier, and they will slow down traffic. Hwy Rd would be a good spot, and another at the entrance to the Homebase development.

Then the apartment dwellers across from La Cieneguita could turn left on Agua Fria by turning right and going around the circle. That would add access to the new businesses going in now.

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Additional Comments?

Agua Fria Corridor Study Between Siler Rd and Osage Ave

Public Meeting #2 – October 24, 2023
Santa Fe Homeownership
Building D Training Room
1301 Siler Road
Santa Fe, NM 87507



If you have any additional comments regarding the materials displayed at tonight's public meeting, or concerns related to the future of this corridor, please write in the space provided below.

I am in favor of:

Thank you for your input!

- Cross-walk warning @ Camino de Chelly (bicycles)
- the "Additional Alternative"
- Roundabouts where possible
- multi-modal
- lower speed limit to 30 mph



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Thank you for your input!

Please consider:

- > retain historical value of Agua Fria
- > roundabout / traffic circles by gas station
- > speed deterrents – 4 way stops (best option)
- > route traffic differently – away from Agua Fria

- > lowering speed limit for Agua Fria to 25mph
- > better signage for trucks / lights for crossings

Eminent domain – not an option; People have worked hard for their land / homes and deserve to retain it. Some people have already had this done to them.

Find a different way.

No raised medians

Presentation / Reports available where?
Promote meetings.



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No additional turn lanes.

Stop over developing Agua Fria.

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Thank you for your input!

① Has there been any consideration for reinstating the ^{road} crossing of the river at Camino Carlos Fael? The bike path would be impacted. It would need to have a stop sign or otherwise be rerouted. This would decrease traffic.

② Does the public have any input on approval of new housing development? Are there public notices before approval? How can citizens get informed? Is there ANY consideration to limit growth??

③ MUST maintain left turn lanes. ~~never get better~~
YES to roundabouts

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Attachment E – Sign-In Sheet

Prepared by

Wilson & Company, Inc.;
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