NOTICE OF REGULAR COUNCIL MEETING

In accordance with § 38-431.02 of the Arizona Revised Statutes of the State of Arizona, notice is hereby given to the Members of City Council and to the general public that the Mayor and Council of the City of San Luis, Arizona will hold a Regular City Council meeting at 6:00 p.m., Wednesday, April 12, 2023. The meeting will take place at the City Council Chambers, located at 1090 E. Union Street, San Luis, Arizona, 85349. The public is invited to attend the open meeting.

In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City of San Luis does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in City programs, activities, or services contact: ADA/Section 504 Coordinator, City of San Luis Human Resources Department, 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Notice is hereby given that pursuant to A.R.S. § 1-602.A.9, subject to certain specified statutory exceptions, parents have a right to consent before the State or any of its political subdivisions make a video or audio recording of a minor child. Meetings of the City Council are audio and/or video recorded, and, as a result, proceedings in which children are present may be subject to such recordings. Parents in order to exercise their rights may either file written consent with the City Clerk to such recordings or take personal action to ensure that their child or children are not present when a recording may be made. If a child is present at the time a recording is made, the City will assume that the rights afforded parents pursuant to A.R.S. § 1-602.A.9 have been waived.

THIS NOTICE IS GIVEN BY:

/s/ Sonia Cornelio, City Clerk

AVISO DE JUNTA REGULAR

De acuerdo con los Estatutos del Estado de Arizona A.R.S. § 38-431.02, se le informa a los miembros del Cabildo y al público en general que el Alcalde y el Cabildo, tendrán una Junta Regular a las 6:00 p.m., el día Miercoles, 12 de Abril del 2023. La junta se llevará a cabo en la Sala del Cabildo, ubicada en el 1090 E. Union Street, San Luis, Arizona, 85349. El público está invitado a la junta.

De acuerdo con el Acta de Americanos con Discapacidades y la Sección 504 del Acta de Rehabilitación del 1973, la Ciudad de San Luis, Arizona no discrimina por causa de discapacidad la admisión y acceso a sus programas, actividades, servicios o en el trato en cuanto a empleo. Para más información referente a derechos y provisiones del Acta de Americanos con Discapacidades o Sección 504, o para solicitar adaptaciones que sean razonables para la participación en programas, actividades o servicios de la Ciudad, contactar al: Coordinador del Acta de Americanos con Discapacidades/Sección 504, Departamento de Recursos Humanos de la Ciudad de San Luis, Arizona, ubicado en el 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Por medio de este aviso y de acuerdo con los Estatutos del Estado de Arizona A.R.S § 1-602.A.9, sujeto a ciertas excepciones reglamentarias, los padres de familia tienen el derecho de dar el consentimiento ante el Estado o cualquiera de sus subdivisiones políticas para hacer una grabación de audio o video de su hijo menor de edad. Las juntas del Cabildo se graban en audio y/o video y como resultado, el hecho de que haya menores presentes puede ser sujeto a que sean grabados. Para que los padres de familia puedan ejercer sus derechos pueden dar el consentimiento por escrito con la Secretaria de la Ciudad a tal grabación, o tomar acción personal para asegurarse que su hijo menor no esté presente cuando la grabación se lleve a cabo. Si un menor de edad está presente en el momento de la grabación, la Ciudad asumirá que los padres de familia están cediendo los derechos sobre una posible grabación de acuerdo con los Estatutos del Estado de Arizona A.R.S. § 1-602.A.9.

ESTE AVISO ES DADO POR:

/f/ Sonia Cornelio, Actuaria de la Ciudad

AMENDED AGENDA ON 4/11/2023
PREVIOUSLY ITEMS NOS. 9 & 11 HAVE BEEN REMOVED AND RE-NUMBERED ACCORDINGLY

AGENDA
Regular Meeting
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
San Luis, AZ 85349
April 12, 2023
6:00 p.m.

PLEASE TAKE NOTICE THAT MEMBERS OF THE CITY COUNCIL WILL ATTEND EITHER IN PERSON, TELEPHONE, OR VIDEO CONFERENCE COMMUNICATION. THE MAYOR OR ACTING MAYOR FOR THIS MEETING MAY CHANGE THE ORDER OF THE ITEMS; IF AUTHORIZED BY LAW AND BY A MAJORITY VOTE OF A QUORUM OF CITY COUNCIL MEMBERS PRESENT, AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE VOTE IN ACCORDANCE WITH A.R.S. § 38-431.03(A) AND THE MEETING WILL BE TEMPORARILY RECESSED WHILE THE CITY COUNCIL RETIRES TO EXECUTIVE SESSION WHICH WILL NOT BE OPEN TO THE PUBLIC.

TENGA EN CUENTA QUE LOS MIEMBROS DEL CABILDO DE LA CIUDAD ASISTIRÁN EN PERSONA, TELÉFONO O COMUNICACIÓN POR VIDEO CONFERENCIA. LA ALCALDESA O ALCALDE INTERINO DE ESTA REUNIÓN PUEDE CAMBIAR EL ORDEN DE LOS TEMAS; SI ESTÁ AUTORIZADO POR LA LEY Y POR MAYORÍA DE VOTOS DE UN QUÓRUM DE MIEMBROS DEL CABILDO PRESENTES, SE LLEVARÁ A CABO UNA SESIÓN EJECUTIVA INMEDIATAMENTE DESPUÉS DE LA VOTACIÓN DE ACUERDO CON LOS ESTATUTOS DEL ESTADO DE ARIZONA A.R.S. § 38-431.03 (A) Y LA REUNIÓN SERÁ TEMPORALMENTE RECESADA MIENTRAS EL CABILDO DE LA CIUDAD SE RETIRE A UNA SESIÓN EJECUTIVA QUE NO ESTARÁ ABIERTA AL PÚBLICO.

1. CALL TO ORDER/ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. INVOCATION

4. CALL TO THE PUBLIC
This is the time for the public to comment. Members of the City Council may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01 (H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date.

5. PROCLAMATIONS

5. A. - Administrative Professionals Day April 26, 2023
and
- Administrative Professionals Week April 23 - 29, 2023

5. B. National Library Week April 23-29, 2023

6. CONSENT AGENDA

All matters are considered to be routine by the City Council and will be enacted by one motion. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

6. A. MINUTES OF

- Regular Council meeting held March 8, 2023
- Special Council meeting held March 9, 2023
- Work Session held March 15, 2023

6. B. Disbursements from March 16, 2023 to April 3, 2023

Total disbursements $2,993,007.25
(Two Million, Nine Hundred Ninety-Three Thousand, Seven Dollars and Twenty-Five Cents)

6. C. Discussion and possible action on any and all matters regarding the adoption of the San Luis I Port of Entry Impact Study. **(Jenny Torres, Assistant City Manager)**

7. DISCUSSION AND POSSIBLE ACTION ITEMS:

7. A. Discussion and possible action on any and all matters regarding the appointment of a Council Member to serve on the Yuma County Library District Board of Trustees. **(Ralph Velez, Interim City Manager)**

7. B. Discussion and possible action on any and all matters regarding the acceptance and approval for the filing of the Annual Comprehensive Financial Report for the City of San Luis, Fiscal Year Ended June 30, 2022. **(Monica Castro, Director of Finance and Heinfeld, Meech & Co., P.C.)**

7. C. Discussion and possible action on any all matters regarding authorization to reallocate FY 2023 budget capacity to projects requested in FY 2024 Budget, and to waive the procurement code as allowed under San Luis Purchasing Code Section 3.05.010 (F) for purchases exceeding the $45,000.00 threshold. **(Monica Castro, Director of Finance)**

7. D. Discussion and possible action on any and all matters regarding the engagement of Nicklaus Engineering, Inc. for design and engineering services for the Ave F roadway widening project. **(Manuel Hernandez, Public Works Project Manager)**

7. E. Discussion and possible action on any and all matters regarding the City of San Luis purchasing slurry seal application services from American Pavement Preservation for the application of type 2 slurry seal for Fiscal Year 2022-2023 Spring Pavement Preservation Project. **(Manuel Hernandez Public Works Project Manager)**

7. F. Discussion and possible action on any and all matters regarding the City of San Luis Public Works Department accepting Construction Services from DPE Construction, Inc. for the rehabilitation of two (2) lift stations; Los Alamos Lift Station and East Mesa Lift Station. **(Manuel Hernandez, Public Works Project Manager)**

7. G. Discussion and possible action on any and all matters regarding authorization to use Council Contingency Funds to complete reconstruction repairs of the Fernando Padilla Community Center Repair Project. **(Yolanda Dueñas, Facilities Supervisor)**

7. H. Discussion and possible action on any and all matters regarding Order No. 2023-05. An Order of the Mayor and City Council of the City of San Luis, Arizona, (1) authorizing and directing the acquisition of all property necessary for the construction of a well site and expansion of City Departments by dedication, donation, purchase, exchange, or under the power of eminent domain as a matter of public necessity, and (2) authorizing the transfer of funds to make up the shortfall from the general fund and Water Fund for the acquisitions, and (3) authorizing the City Manager to take any and all actions in furtherance of the acquisitions. **(Jenny Torres, Assistant City Manager)**

7. I. Discussion and possible action on any and all matters regarding Resolution No. 2258. A Resolution of the Mayor and City Council of the City of San Luis, Arizona, adopting a Fair Housing Policy, making known its commitment to the principle of fair housing, and describing actions it shall undertake to affirmatively further fair housing. **(Jenny Torres, Assistant City Manager)**

7. J. Public hearing followed by discussion and possible action on any and all matters regarding Resolution No. 2260. A Resolution of the Mayor and City Council of the City of San Luis authorizing the submission of an application for FY 2023 Community Development Block Grant (CDBG) Regional Account funds (RA) and FY 2022 State Special Projects (SSP) funds, certifying that said applications meet the community's previously identified housing and community development needs and the requirements of the Arizona Department of Housing (ADOH) Community Development Block Grant Program, and authorizing all actions necessary to implement and complete the activities outlined in said applications. **(Jenny Torres, Assistant City Manager)**

A. Open Public Hearing
   1.) Presentation by staff
   2.) Call to the public on this item
B. Close Public Hearing
C. Action on Resolution No. 2260

7. K. Discussion and possible action on any and all matters regarding Resolution No. 2261. A Resolution of the Mayor and City Council of the City of San Luis, Arizona, Yuma County, committing local funds as leverage for FY 2023 Community Development Block Grant Regional Account (CDBG -RA) and FY 2022 Community Development Block Grant State Special Project (CDBG-SSP) applications. **(Jenny Torres, Assistant City Manager)**

7. L. Public Hearing followed by discussion and possible action on any and all matters regarding the recommendation of a Special Event Liquor License Application to the Arizona Department of Liquor Licenses and Control to authorize the San Luis FRONTERA Rotary Club to sell alcohol during the 2023 Arte en la Calle event to be held Friday, April 21, 2023. **(Marcos Ramirez, Secretary for San Luis FRONTERA Rotary Club)**

A. Open Public Hearing
   1. Staff and/or applicant presentation
   2. Call to the Public on this item
B. Close Public Hearing

C. Action on Special Event Liquor License Application to the Arizona Department of Liquor Licenses & Control

8. SUMMARY OF CURRENT EVENTS

Events by Mayor, Council Members and/or City Manager pursuant to A.R.S. § 38-431.02 (K).

9. ADJOURNMENT

PROCLAMATION

Regular City Council Meeting **5. A.**

Meeting Date: 04/12/2023

Title:

- Administrative Professionals Day April 26, 2023
  and
- Administrative Professionals Week April 23 - 29, 2023

Attachments

Proclamation

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Proclamation

ADMINISTRATIVE PROFESSIONALS DAY
April 26, 2023; and
ADMINISTRATIVE PROFESSIONALS WEEK
April 23 to 29, 2023

WHEREAS, Administrative professionals play an essential role in coordinating the office operations of businesses, government, educational institutions, and other organizations; and

WHEREAS, the work of administrative professionals today requires advanced knowledge and expertise in communications, computer software, office technology, project management, organization, customer service, and other vital office management responsibilities; and

WHEREAS, Administrative Professionals Day is observed annually in workplaces around the world to recognize the important contributions of administrative support staff and is sponsored by the International Association of Administrative Professionals; and

WHEREAS, Administrative Professionals Week 2023 is focused on "honoring the office professionals who make offices work," reflecting the integral and central role that office professionals play in modern business; and

NOW, THEREFORE, BE IT RESOLVED that I, Nieves Riedel, Mayor of the City of San Luis, hereby proclaim April 26, 2023, as **"Administrative Professionals Day**" and the week of April 23 to April 29, 2023, as **"Administrative Professionals Week,"** saluting the valuable contributions of administrative professionals in the workplace. I call on all employers to support continued training and development for administrative staff, recognizing that a well-trained workforce is essential for success in today's business world.

DATED this **12th** day of **April** 2023.

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

PROCLAMATION

Regular City Council Meeting **5. B.**

Meeting Date: 04/12/2023

Title:

National Library Week April 23-29, 2023

Attachments

Proclamation

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Proclamation

NATIONAL LIBRARY WEEK 2023
April 23-29, 2023

WHEREAS, libraries are accessible and inclusive places that foster a sense of belonging and community;

WHEREAS, for people lacking broadband at home, libraries provide access to computers and wi-fi, even checking out internet hotspots and laptops;

WHEREAS, libraries strive to develop and maintain programs and collections that are as diverse as the populations they serve and ensure equity of access for all;

WHEREAS, to adapt to our changing world, libraries are expanding their resources and continuing to meet the needs of their patrons;

WHEREAS, libraries are cornerstones of democracy, promoting the free exchange of information and ideas for all;

NOW, THEREFORE, be it resolved that I, Nieves Riedel, Mayor of the City of San Luis, proclaim "**National Library Week," April 23-29, 2023**. During this week, I encourage all residents to visit their library online to access resources and services. Because of you, Libraries Transform lives and communities.

DATED this **12th** day of **April** 2023.

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **6. A.**

Meeting Date: 04/12/2023

Summary

MINUTES OF

- Regular Council meeting held March 8, 2023
- Special Council meeting held March 9, 2023
- Work Session held March 15, 2023

Attachments

Minutes - 3/8/2023 RCM

Minutes - 3/9/2023 SCM

Minutes 3/15/2023 WS

M I N U T E S
Regular Council Meeting
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
March 8, 2023
6:00 p.m.

1. CALL TO ORDER/ROLL CALL

Mayor Nieves Riedel called the Regular City Council meeting to order at approximately 6:00 p.m.

PRESENT: Mayor Nieves Riedel
Vice Mayor Luis E. Cabrera
Council Member Maria Cecilia Cruz
Council Member Tadeo De La Hoya (arrived at approximately 6:05 p.m.)
Council Member Matias Rosales
Council Member Gloria Torres
Council Member Javier Vargas

OTHERS PRESENT: Ralph Velez, Interim City Manager
Jenny Torres, Assistant City Manager
Kay Macuil, City Attorney
Sonia Cornelio, City Clerk
Adela Cortez, Director of Human Resources
Angel Ramirez, Fire Chief
Domingo Sosa, Graphics and Media Specialist
Francia Alonso, Acting Public Information Officer
Jose A. Guzman, Director of Planning & Zoning
Marco Santana, Police Lieutenant
Miguel Alvarez, Interim Chief of Police
Monica Castro, Director of Finance
Olivian Jenkins, Government & Foreign Affairs Coordinator
Ruben Lopez, I.T. Technician
Cesar Neyoy, Reporter
Christian Cuevas, Translator
Lucky Hoyos, Resident
Lucy Lopez, Reporter

2. PLEDGE OF ALLEGIANCE

Vice Mayor Luis E. Cabrera led the Pledge of Allegiance.

3. INVOCATION

Ms. Helia Martinez, Pastor – Templo Cristiano Vino Nuevo, led the invocation.

4. CALL TO THE PUBLIC

Mr. Marco A. Santana, 1943 Georgina Street, San Luis, AZ, off duty San Luis Police Lieutenant, stated his concerns going on at his agency, the San Luis Police Department. In the last five (5) months they have lost four (4) officers; officers that the City of San Luis spent money, time and effort to make them who they became and ultimately went to other agencies as a result of better pay and opportunities. He is concerned as a citizen of what the city will become, if there are not enough officers to protect the residents. His other concern is having Police Officers aggravated assaulted, he added that it is not only his concerned but that of the Sergeants as well. Mr. Santana mentioned that a few of the officers are eligible to retire and if they retire, where does that leave the successional plan. He concluded by saying that the City of San Luis Police Department has the tools necessary to maintain the safety of this community. He asked the Mayor and City Council to help and consider the circumstances to prevent losing more Police Officers.

Mayor Nieves Riedel stated that she was surprised to learn how much a Police Officer is earning. She added she will work hard and expects the rest of the City Council to work with her to make sure they do the right thing not only for Police Officers but all city employees as they are all underpaid.

5. CONSENT AGENDA

5. A. MINUTES OF
- Regular Council meeting held February 8, 2023

5. B. Disbursements from February 14, 2023 to February 27, 2023
Total disbursements $1,005,744.97
(One Million, Five Thousand, Seven Hundred Forty-Four Dollars and Ninety-Seven Cents)

MOTION: Council Member Gloria Torres/Council Member Javier Vargas to approve the Consent Agenda as presented. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. DISCUSSION AND POSSIBLE ACTION ITEMS:

6. A. Discussion and possible action on any and all matters regarding a one-time pay-out of COVID-19 measures for vacation hours exceeding vacation leave accrual caps set under San Luis Personnel Policies § HR4-04 effective immediately and declaring an emergency. (Adela Cortez, Director of Human Resources)

(6 votes in favor are required to pass immediately as an emergency measure per A.R.S. § 19-142)

Ms. Adela Cortez, Director of Human Resources, explained that due to the unforeseen pandemic, on June 24, 2020, the city had to make changes to the accrual of vacation hours because of the restrictions of traveling outside of the county and the United States. Employee were reaching their accrual cap and were not going to be able to accumulate any more hours. At the time, a decision was made to increase each of the three (3) vacation caps by 80 hours. To date, staff has not revisited the regular accrual caps adding that most agencies throughout the United States practiced in the same manner by increasing the accrual caps but have gone back to normal. Staff is asking for approval to immediately enforce the vacation caps per policy and for those employees who have hours over the regular accrual cap to provide a payout for the overage of hours promptly.

Council Member Tadeo Azael De La Hoya commented he understands the financial liability but there are employees that are a one (1) person department and worked tirelessly during the pandemic and public safety employees never stopped working. He agrees with the Human Resources Department reducing the cap but also staff should look for another incentive for those employees that do not miss a day of work.

Ms. Cortez stated that an employer is not forced to provide paid vacation, it is more like a benefit to employees and thinks that the number of accrual is competitive based on the survey from other municipalities.

MOTION: Council Member Javier Vargas/Mayor Nieves Riedel to approve a one-time payout to employees who have accrued vacation leave above the cap set by San Luis Personnel Polices § HR4-04 under the June 24, 2020, COVID-19 pandemic measure in an amount not to exceed a total expenditure of $100,000.00, to authorize the Finance Department staff to make budget transfers as needed to complete the vacation payout, and to find that it is necessary for the preservation of the peace, health and safety of the City of San Luis an emegency be declared to exist and the accruals under the COVID-19 pandemic measures shall end immediately. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. B. Discussion and possible action on any and all matters regarding obtaining authorization for processing vacation buy-back. (Adela Cortez, Director of Human Resources)

Ms. Adela Cortez, Director of Human Resources, stated this item is related to vacation, but is the program that allows employees to sell back vacation hours as an incentive. When the budget was prepared for Fiscal Year 2022-2023, budget was not allocated to provide for this program. Although, the employee benefit package is comprehensive in allowing these essential benefits, sometimes it is hard to take vacation in certain positions and unfortunately employees reach their accruals. This program provides for employees to sell back some of those vacation hours that they might not use, up to 40 hours. She added that last year during the budget retreat it was mentioned that a review and assessment of funding would be done at mid-year to determine if there was funding available to hold this program. Ms. Monica Castro, Director of Finance, completed the assessment and determined that there is funding to cover if every full-time employee wanted to sell up to 40 hours of vacation. The funding is there but authorization is required since an allocation was not approved during the budget.

Council Member Tadeo Azael De La Hoya asked why did the policy change to one (1) time a year.

Ms. Castro responded that the policy has not changed but as stated by Ms. Cortez, staff did not budget for vacation buyback. The first opportunity to do the buyback is in September and it is early in the year to make an assessment and identify availability of funds, but during the budget retreat she indicated that she would look into it and review it in December for availability of funds, which there are. Therefore, staff does not want employees to miss the opportunity to allow them to exercise that option in April. The employee can sell 40 hours either in September or April, but if an employee sells hours in September, they cannot sell hours in April, the payout will be made once per fiscal year. The buyback is something based on budget availability, staff will know during the mid-year if there is budget to pay it; this is not a priority.

Ms. Kay Macuil, City Attorney, stated that as an operational program, the Mayor and City Council could pass this for this year and direct staff to come back next year with the April and September options.

Mayor Nieves Riedel commented that it may not be a priority for the City Council but it is a priority for employees.

Vice Mayor Luis E. Cabrera commented that it is healthy for employees to take vacation and approving this is probably giving employees the perception to not used their vacation time as the city will be buying their vacation hours.

Council Member Tadeo De La Hoya added that it is the employees' choice as this is not a forced vacation nor an incentive but rather a proposal.

Council Member Matias Rosales commented that this would give an employee the opportunity to do it twice a year, whether it is in April or if the city has the budget to make sure that there is a policy that allows them to do it in September. This is an incentive to employees that are underpaid.

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Matias Rosales to authorize processing of the vacation buyback with adding September and April and once per year amending the policy as presented. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. C. Discussion and possible action on any and all matters regarding the Arizona State Land Department application for the acquisition of 17.84 acres of land for the expansion of City Hall. (Jenny Torres, Assistant City Manager)

Ms. Jenny Torres, Assistant City Manager, explained that the departments have been meeting and are trying to find a possible location to expand the City Hall offices. City Hall was built in 2007 and planned for a ten (10) year term, the term has passed and it is not meeting staff's needs. Staff has been looking into different options and determined that keeping the services within one (1) location is important. Staff has looked at the State Land Department next to the Fire Station which is approximately 17.84 acres of land. The application process is simple and the city would need to pay $1,000.00, staff would have to allocate approximately $15,000.00 next fiscal year to perform a cultural survey as required by the application and then the State Land Department will request an appraisal and at that time, staff will know the price of the land. The Arizona State Land Department will auction the property and there is a possibility of the city getting outbid. However, any fees associated with the acquisition would be reimbursed to the city should the city not be the successful bidder.

MOTION: Council Member Matias Rosales/Council Member Tadeo Azael De La Hoya to approve the application to the Arizona State Land Deparmtent for the expansion of City Hall. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6.D. Discussion and possible action on any and all matters regarding Order No. 2023-04. An order of the Mayor and City Council of the City of San Luis, Arizona, (1) authorizing and directing the acquisition of all property necessary for the construction to widen Cesar Chavez Boulevard by dedication, donation, purchase, exchange, or under the power of eminent domain as a matter of public necessity, (2) authorizing the transfer of funds to make up a short-fall from a federal grant and the general fund for the acquisitions, and (3) authorizing the City Manager to take any and all actions in furtherance of the acquisitions. (Jenny Torres, Assistant City Manager)

Ms. Jenny Torres, Assistant City Manager, mentioned that staff has been working on this project for the past five (5) years and were able to acquire right-of-way of 64 acres from the Federal Government as well as 16 acres from the State Land Department. Currently, staff is trying to acquire approximately four (4) acres from 11 different property owners. Staff has contracted with the consulting firm that is helping staff with the right-of-way acquisition as the uniform act has to be followed to be eligible to obtain federal funding. She added that through a federal grant, staff was able to hire a consultant who coordinated the acquisition with the property owners.

Mayor Nieves Riedel declared a conflict of interest as she is one of the property owners.

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Javier Vargas to approve Order No. 2023-04, the reallocation of funding from the accounts stated in the fiscal impact and authorize the City Manager to take such actions as may be needed to close escrow according to the terms in the offer packages. Motion passed with six (6) aye votes and one (1) abstention by Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. E. Discussion and possible action on any and all matters regarding the approval and adoption of Order No. 2023-02. An order of the Mayor and City Council of the City of San Luis, Arizona, to authorize the City of San Luis Police Department to receive funding for overtime and mileage by approving an Intergovernmental Agreement and authorizing execution of Subrecipient Agreement Operation Stonegarden Grant Program Award; Overtime and Mileage between the State of Arizona through the Arizona Department of Homeland Security and the City of San Luis, Arizona, through the San Luis Police Department. (Miguel Alvarez, Interim Chief of Police)

Mr. Miguel Alvarez, Interim Chief of Police, explained that the San Luis Police Department was awarded grant funding through the Arizona Department of Homeland Security for overtime and mileage. He asked for the Mayor and City Council's approval to receive funding to continue working Operation Stonegarden which helps the border security as well as having more officers out on the street.

MOTION: Council Member Maria Cecilia Cruz/Vice Mayor Luis E. Cabrera to approve and adopt Order No. 2023-02 approving the Intergovernmental Agreement and grant as presented. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. F. Discussion and possible action on any and all matters regarding the approval and adoption of Order No. 2023-03. An Order of the Mayor and City Council of the City of San Luis, Arizona, to authorize the City of San Luis Police Department to receive funding for equipment by approving an Intergovernmental Agreement and authorizing execution of Subrecipient Agreement Operation Stonegarden Grant Program Award - Equipment between the State of Arizona through the Arizona Department of Homeland Security and the City of San Luis, Arizona, through the San Luis Police Department. (Miguel Alvarez, Interim Chief of Police)

Mr. Miguel Alvarez, Interim Chief of Police, explained that the San Luis Police Department was awarded grant funding through the Arizona Department of Homeland Security for equipment. He asked for the Mayor and City Council's approval to receive funding to purchase three (3) license plate readers which will help identify stolen vehicles more rapidly while they are out on the roadway. Additionally, they will purchase one (1) contraband detector kit, which is a camera utilized to identify any drugs or contraband hidden within a vehicle.

MOTION: Council Member Matias Rosales/Council Member Javier Vargas to approve and adopt Order No. 2023-03 approving the Intergovernmental Agreement and grant as presented. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. G. Discussion and possible action on any and all matters regarding revised Ordinance No. 433. An ordinance of the Mayor and City Council of the City of San Luis, Arizona, amending City Code § 10.15.235, titled, Parking in Alleys; continuing the penalty for violations under City Code § 10.15.990; repealing any conflicting provisions and providing for severability. (Miguel Alvarez, Interim Chief of Police)

Mr. Miguel Alvarez, Interim Chief of Police, indicated that a Work Session was held to discuss this item and stated that this ordinance will improve public safety services as the city continues to grow. The San Luis Police Department will have a soft enforcement as the priority is to educate residents and prepare the field workers when they come back to the city in October.

A. Action on Ordinance No. 433 to read by title only

MOTION: Vice Mayor Luis E. Cabrera/Council Member Javier Vargas to approve the reading of Ordinance No. 433 by title only. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

Mrs. Sonia Cornelio, City Clerk, read Ordinance No. 433 by title only.

B. Action on Ordinance No. 433

MOTION: Vice Mayor Luis E. Cabrera/Council Member Javier Vargas to approve and adopt Ordinance No. 433. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

Mayor Nieves Riedel stated that before continuing the meeting, she wanted to declare a conflict of interest on Item Nos. 6.H., 6. I. and 6. J. and asked Vice Mayor Luis E. Cabrera to take over the meeting.

6. H. Public Hearing followed by discussion and possible action on any and all matters regarding Minor Amendment Case No. 2022-0711 for Los Mezquites Phase 3 and Resolution No. 2257. A Resolution of the Mayor and City Council of the City of San Luis, Arizona, amending the 2040 General Plan to change the land use designation of 8.9 acres of land located north of County 24th Street between Avenue E and 24th Avenue from Commercial to Medium Density Residential. (Fernando Villegas, Principal Planner)

A. Open Public Hearing

MOTION: Council Member Maria Cecilia Cruz/Council Member Tadeo Azael De La Hoya to open the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

1. Staff Presentation

Mr. Fernando Villegas, Principal Planner, stated this is a request to change the land designation of approximately 8.9 acres from commercial to medium density residential and the applicant is requesting the land use change to allow the rezoning to R1-6 for the construction of Los Mezquites Phase 3, a residential subdivision. He added that the City Council approved last year a major amendment to change the land use designation to medium density residential. However, 8.9 acres to the southwest corner were not included as part of the major amendment and that portion remains with the land use designation of commercial. The Planning & Zoning Commission recommends approval of the minor amendment.

2. Call to the public on this item

Mr. Najeh Edais, applicant, stated he was present in case there were any questions on this item.

B. Close Public Hearing

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Javier Vargas to close the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

C. Action on Resolution No. 2257

MOTION: Council Member Javier Vargas/Council Member Tadeo Azael De La Hoya to approve and adopt Resolution No. 2257. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. I. Public Hearing followed by discussion and possible action on any and all matters regarding Rezoning Case No. 2023-0007 for Los Mezquites Phase 3 and Ordinance No. 438. An Ordinance of the Mayor and City Council of the City of San Luis, Arizona, rezoning 8.9 acres from Community Commercial (C-2) to Medium Density Residential (R1-6). A portion of the assessor's parcel number 227-11-393, located north of County 24th Street between Avenue E and 24th Avenue in San Luis, Arizona. (Fernando Villegas, Principal Planner)

A. Open Public Hearing

MOTION: Council Member Tadeo Azael De La Hoya/Vice Mayor Luis E. Cabrera to open the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

1. Staff Presentation

Mr. Fernando Villegas, Principal Planner, explained that this is the same portion discussed in the previous item on the minor amendment to rezone that portion from commercial to medium density residential for the construction of Los Mezquites Phase 3. The Planning & Zoning Commission recommends approval of this request with one (1) condition which is that the applicant will submit a preliminary plat for approval in compliance with the City of San Luis subdivision regulations.

2. Call to the public on this item

There were no comments from the public on this item.

B. Close Public Hearing

MOTION: Council Member Javier Vargas/Council Member Maria Cecilia Cruz to close the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

C. Action on Ordinance No. 438

MOTION: Council Member Javier Vargas/Council Member Maria Cecilia Cruz to approve reading of Ordinance No. 438 by title only. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

Mrs. Sonia Cornelio, City Clerk, read Ordinance No. 438 by title only.

MOTION: Council Member Maria Cecilia Cruz/Council Member Javier Vargas to approve and adopt Ordinance No. 438. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

6. J. Public Hearing followed by discussion and possible action on any and all matters regarding Rezoning Case No. 2022-0693 for Los Mezquites Townhomes and Ordinance No. 439. An Ordinance of the Mayor and City Council of the City of San Luis, Arizona, rezoning 5 acres from Medium Density Residential (R1-6) to Medium High Density Residential (R2-6). A portion of assessor's parcel number 227-11-393, located west of 24th Avenue between Ortega Street and County 24th Street in San Luis, Arizona. (Fernando Villegas, Principal Planner)

A. Open Public Hearing

MOTION: Council Member Tadeo Azael De La Hoya/Vice Mayor Luis E. Cabrera to open the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

1. Staff presentation

Mr. Fernando Villegas, Principal Planner, stated this request involves the same parcel and the applicant wants to rezone five (5) acres located on the opposite side, east of the property, to build a subdivision for townhomes. The Planning & Zoning Commission recommends approval with the condition that the applicant shall submit a preliminary plat for approval in compliance with the City of San Luis subdivision regulations.

2. Call to the public on this item

There were no comments from the public on this item.

B. Close Public Hearing

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Javier Vargas to close the Public Hearing. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

C. Action on Ordinance No. 439

MOTION: Council Member Javier Vargas/Council Member Tadeo Azael De La Hoya to approve reading of Ordinance No. 439 by title only. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

Mrs. Sonia Cornelio, City Clerk, read Ordinance No. 439 by title only.

MOTION: Council Member Matias Rosales/Council Member Tadeo Azael De La Hoya to approve and adopt Ordinance No. 439. Motion passed with six (6) ayes and one (1) abstention from Mayor Nieves Riedel.

The vote was as follows:

Mayor Nieves Riedel	Abstained
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

7. SUMMARY OF CURRENT EVENTS

Vice Mayor Maria Cecilia Cruz reported she attended the Mascota Mania adding that although it was a windy day there were many owners with their furry friends. She thanked the Parks & Recreation Department and all those involved for organizing this event.

Council Member Matias Rosales reported he participated in the Dr. Seuss Week at Ed Pastor Elementary School and read to the 6th Grade students.

Vice Mayor Luis E. Cabrera reported that he, Mayor Nieves Riedel, Council Members Javier Vargas and Maria Cecilia Cruz attended the Career Technical Education (CTE) tour at San Luis High School. He also attended a presentation at PPEP Tech and they are more than willing to help the city by volunteering and providing support to the city's events. He thought about them working in conjuction with the San Luis Police Department to cover up the graffiti on the streets and mentioned he will present this project to the Mayor and City Council in the future.

Council Member Maria Cecilia added she is very supportive of PPEP Tech as they give people an opportunity to continue with their education and eventually graduate from high school to continue on attend college.

Council Member Gloria Torres commented she herself attend PPEP Tech and graduated many years ago and is thankful for the opportunity she was given.

Mayor Nieves Riedel reported she met with Governor Katie Hobbs and she pledges all the help that she can possibly provide to the City of San Luis. Staff has been working with the governor's staff and it is a great opportunity to establish a good relationship at the governor's office level.

8. EXECUTIVE SESSION:
Vote to hold Executive Session pursuant to A.R.S. § 38-431.03(A) subsections (1), (3), and (4).

Discussion and possible action to hold an executive session pursuant to A.R.S. §§38-431.03(A)(1), (3), and (4) on any and all matters relating to the position and contract of the City Manager as delineated in the above-listed statutes and discussion and legal advice with the attorney or attorneys of the city regarding same. (Kay Marion Macuil, City Attorney)

MOTION: Vice Mayor Luis E. Cabrera/Council Member Tadeo Azael De La Hoya to continue this item to March 9, 2023, Special Council meeting at 6:00 p.m. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

9. MOTION TO GO BACK INTO REGULAR SESSION

10. DISCUSSION AND POSSIBLE ACTION ITEM:
Discussion and possible action regarding any and all matters relating to appointing a City Manager. (Ralph Velez, Interim City Manager)

MOTION: Vice Mayor Luis E. Cabrera/Council Member Tadeo Azael De La Hoya to continue this item to March 9, 2023, Special Council meeting at 6:00 p.m. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

11. ADJOURNMENT

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Javier Vargas to adjourn the Regular Council meeting at approximately 7:12 p.m. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

APPROVED:

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular City Council meeting of the City Council of the City of San Luis, Arizona, held on March 8, 2023. I further certify that the meeting was duly called and held and that a quorum was present.

_____
Sonia Cornelio, City Clerk

M I N U T E S
Special Council Meeting
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
March 9, 2023
6:00 p.m.

1. CALL TO ORDER/ROLL CALL

Mayor Nieves Riedel called the Special City Council meeting to order at approximately 6:00 p.m.

PRESENT: Mayor Nieves Riedel
Council Member Maria Cecilia Cruz
Council Member Tadeo Azael De La Hoya
Council Member Matias Rosales
Council Member Gloria Torres
Council Member Javier Vargas

ABSENT: Vice Mayor Luis E. Cabrera

OTHERS PRESENT: Ralph Velez, Interim City Manager
Jenny Torres, Assistant City Manager
Kay Macuil, City Attorney
Sonia Cornelio, City Clerk
Domingo Sosa, Graphics and Media Specialist
Olivia Jenkins, Government & Foreign Affairs Coordinator
Ruben Lopez, I.T. Technician
Cesar Neyoy, Reporter

2. PLEDGE OF ALLEGIANCE

Council Member Maria Cecilia Cruz led the Pledge of Allegiance.

3. DISCUSSION AND POSSIBLE ACTION ITEM:

EXECUTIVE SESSION - Vote to hold Executive Session pursuant to A.R.S. § 38-431.03(A) subsections (1), (3), and (4).

Discussion and possible action to hold an executive session pursuant to A.R.S. §§38-431.03(A)(1), (3), and (4) on any and all matters relating to the position and contract of the City Manager as delineated in the above-listed statutes and discussion and legal advice with the attorney or attorneys of the city regarding same. (Kay Marion Macuil, City Attorney)

MOTION: Council Member Gloria Torres/Council Member Maria Cecilia Cruz to go into executive session at approximately 6:02 p.m. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

4. MOTION TO GO BACK INTO SPECIAL SESSION

MOTION: Council Member Tadeo Azael De La Hoya/Council Member Javier Vargas to go back into special session at approximately 7:01 p.m. Motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

5. DISCUSSION AND POSSIBLE ACTION ITEM:

Discussion and possible action regarding any and all matters relating to appointing a City Manager. (Ralph Velez, Interim City Manager)

No action was taken on this item by the Mayor and City Council.

6. ADJOURNMENT

MOTION: Council Member Matias Rosales/Council Member Tadeo Azael De La Hoya to adjourn the Special Council meeting at approximately 7:01 p.m. The motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Tadeo Azael De La Hoya	Aye
Council Member Matias Rosales	Aye
Council Member Gloria Torres	Aye
Council Member Javier Vargas	Aye

APPROVED:

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Special City Council meeting of the City Council of the City of San Luis, Arizona, held on March 9, 2023. I further certify that the meeting was duly called and held and that a quorum was present.

_____
Sonia Cornelio, City Clerk

M I N U T E S
Work Session
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
March 15, 2023
6:00 p.m.

1. CALL TO ORDER/ROLL CALL

Mayor Nieves Riedel called the Work Session to order at approximately 6:00 p.m.

PRESENT: Mayor Nieves Riedel
Council Member Tadeo A. De La Hoya
Council Member Javier Vargas
Council Member Gloria Torres
Vice-Mayor Luis E. Cabrera – via Zoom
Council Member Matias Rosales
Council Member Maria Cecilia Cruz

OTHERS PRESENT: Ralph Velez, Interim City Manager
Jenny Torres, Assistant City Manager
Kay Marion Macuil, City Attorney
Sonia Cornelio, City Clerk
Adela Cortez, Director of Human Resources
Alexis Gomez, Code Enforcement Officer
Angel Ramirez, Fire Chief
Axel Chayra, IT Technician
Carolina Corral, Accountant I
Derek Dueñas, IT Manager
Domingo Sosa, Graphic and Media Specialist
Edgar Esparza, Billing & Collections Manager
Eulogio Vera, Director of Public Works
Fernando Corona, Network & IT Security Administrator
Francia Alonso, Assistant to Council/PIO
Glenn Gimbut, Assistant City Attorney
Joaquin Campa, Building Official
Jose A. Guzman, Director of Planning & Zoning
Jose L. Cisneros, Acting Assistant Director of Parks and Recreation
Jossue Cerda, IT Help Desk Technician
Manuel Hernandez, Project Manager
Marco Santana, Police Lieutenant
Margarita Dominguez, Administrative Coordinator
Maria Sabori, Risk Manager
Melissa Lopez, Deputy City Clerk
Miguel Ramirez, Finance Accounting Manager
Monica Castro, Director of Finance
Olivia Jenkins, Government & Foreign Affairs Coordinator

Roman Pacheco, Planning Technician
Roula Encinas, Finance Operations Manager
Ruben Lopez, IT Technician
Viviana Briones, Office Assistant
Adelaida Buchanan, Resident
Alberto Leon, Resident
Christian Cuevas, Interpreter
David Lara, Resident
Mark Concha, Resident
Nydia Mendenhall, Resident

2. ITEMS FOR DISCUSSION ONLY:

2. A. Presentation, discussion, and possible directions to staff on any and all matters regarding the information on proposed rate adjustment for the water, wastewater, and solid waste services. (Edgar Esparza, Billing and Collections Manager)

Mr. Edgar Esparza, Billing and Collections Manager, made a PowerPoint presentation regarding the 2023 Proposed Utility Rate Study. This presentation included the following information, Water, Waste Water, Solid Waste Overview and Needs, Financial Outlook, and the Proposed Rate Schedule. This presentation was done by Mr. Esparza, Eulogio Vera, Director of Public Works, Manuel Hernandez, Acting Assistant Director of Public Works, and Monica Castro, Director of Finance. A copy of this presentation is included in the complete agenda packet filed in the City Clerk's Office. Mr. Esparza invited the public to attend the Public Hearing to be held on March 22, 2023, where the Mayor and City Council will consider the increase of the proposed adjustments.

Mayor Nieves Riedel invited the public to make comments during this meeting. She thanked staff for the great presentation.

Mr. Mark Concha, 1310 N. Quintero Avenue, San Luis, Arizona, asked why there had never been any type of increase in the utility rates if the city is in such a bad shape.

Council Member Maria Cecilia Cruz replied that the last increase was done in 2017.

Mayor Riedel asked Council Member Tadeo A. De La Hoya if he could reply to Mr. Concha since he was the City Manager during those years when the utility rates were not increased.

Council Member Tadeo A. De La Hoya replied that the city operates in a council-manager type of government where the Mayor and City Council are the decision-makers. The City Manager and staff just follow directions. He added that this topic was brought before for consideration.

Mr. Glenn Gimbut, City Attorney, commented that Mr. De La Hoya worked hard to bring the utility rates up, studies were done by Mr. Dan Jackson, however like any other staff member, the topic is proposed to the city council, but nobody likes increasing rates. The response back then was the idea was bad timing.

Mayor Riedel informed that the city paid $95,000.00 for utility rate studies that were performed from 2017 to 2022 and nothing was done. She stated that as an elected official, the council is elected to take care of the community and make sure that there is public safety, good water, etc. She added that elected officials are not elected to just come and sit and worry about being re-elected. Furthermore, she added that she is in favor of the increase, and she would like the council to consider the increase and make the right decision.

Council Member Matias Rosales asked when was the last increase done.

Mr. Esparza replied that the last increase was adopted in 2013, which was a five (5) year rate plan increase that ended in 2017.

Mayor Riedel mentioned that the last time the before the 2013 utility rate increase was done was in 2004 when she was in office.

Council Member Rosales stated that this time the community is aware and understands what needs to be done. He mentioned that he agrees with Mayor Riedel this needs to be done.

Council Member Maria C. Cruz asked if on this date numbers are in red on the enterprise funds.

Ms. Monica Castro, Director of Finance, replied that currently, the only division with a loss is the wastewater, in the situation that the city is in and because the city has been postponing expenditures such as the purchase of a new solid waste truck, this situation will put them in red numbers. She mentioned that at the end of the current fiscal year if nothing is done, then all three (3) divisions will be in red numbers.

Council Member Cruz mentioned that when she was on City Council the utility rate was increased, it was not like nothing was done.

Mayor Riedel replied that it was not done and asked Mr. Vera to please provide that information to Council Member Cruz.

Mr. Vera informed that the last increase was done in 2013 and was adopted for five (5) years.

Mr. Alberto Leon, 1686 N. 9th Avenue, San Luis, Arizona, commented that everybody knows that the city is in red numbers, the city is lacking backup solid waste trucks, police are not getting paid enough, the city is backed up in maintenance and that shows that the city is in red numbers. He stated that this could have been done seven (7) years ago with a slight increase every year, to prevent doing it all at once.

Council Member Cruz replied that she understands the frustration and made it clear that she is not against the increase.

3. Adjournment

Mayor Nieves Riedel adjourned the meeting at approximately 6:45 p.m.

APPROVED:

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

Certification

I hereby certify that the foregoing minutes are a true and correct copy of the Work Session minutes for the City Council of the City of San Luis, Arizona, held on March 15, 2023. I further certify that the meeting was duly called and held and that a quorum was present.

_____
Sonia Cornelio, City Clerk

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **6. B.**

Meeting Date: 04/12/2023

Summary

Disbursements from March 16, 2023 to April 3, 2023
Total disbursements $2,993,007.25
(Two Million, Nine Hundred Ninety-Three Thousand, Seven Dollars and Twenty-Five Cents)

Attachments

Disbursements

City of San Luis
Finance Department

COUNCIL MEETING APRIL 12 , 2023
Disbursement Report from 03/16/2023 TO 04/03/2023

Bank Accounts	Check Date	Amount	Schedule
Payroll Check Account	03/07/2023	$ 4,828.79	Schedule A
Payroll Check Account	03/09/2023	$ 66,080.71	Schedule B
Payroll Check Account	03/16/2023	$ 426,826.34	Schedule C
Accounts Payable Check Account	03/17/2023	$ 657,011.41	Schedule D
Accounts Payable Check Account	03/22/2023	$ 1,010,044.43	Schedule E
Accounts Payable Check Account	03/24/2023	$ 113,015.96	Schedule F
Payroll Check Account	03/29/2023	$ 431,394.76	Schedule G
Accounts Payable Check Account	03/30/2023	$ 283,804.85	Schedule H
	Total Disbursements:	**$ 2,993,007.25**	

Please contact Ms. Monica Castro prior to the meeting if additional information is needed.

Prepared by Guadalupe Canez: _____

Verified by Director of Finance: _____

For Council approval on: _____

Mayor: _____

Council: _____

_____

_____

_____

_____

_____

RECEIVED
2023 APR -4 A 8:26
CITY OF SAN LUIS
OFFICE OF THE CITY CLERK

Pay Day Register

Pay Date Range 03/01/23 - 03/31/23
Pay Batch 20233M

Pay Batch 20233M Total

Employees in Pay Batch 7
Female Employees in Pay Batch 3

Hours Description	Hours	Gross
102 - SALARY	.0000	7,550.00
806 - TELEPHONE STIPEND	.0000	100.00
Total	0.0000	$7,650.00

Withholdings and Deductions		Gross Base
Gross	7,650.00	
Imputed Income		
FEDERAL TAX WITHHOLDING	220.75	5,979.60
SOCIAL SECURITY TAX	474.30	7,650.00
MEDICARE	110.91	7,650.00
STATE WITHHOLDING	120.66	5,979.60
ASRS Council	264.66	2,200.00
ASRS LTD Council	3.08	2,200.00
Council Retirement EORP	351.00	2,700.00
Dental Council	92.28	.00
EODCRS - COUNCIL	212.00	2,650.00
EODCRS - DISABILITY	4.38	2,650.00
GARNISHMENT	221.11	.00
Medical Council	720.14	.00
Vision Council	25.94	.00
Net	$4,828.79	

Benefits		Gross Base
ASRS Council	264.66	2,200.00
ASRS LTD Council	3.08	2,200.00
ASRS/EORP - LEGACY RATE	1,284.58	2,200.00
Dental Council	254.03	.00
EODCRS - COUNCIL	159.00	2,650.00
EODCRS - DISABILITY	4.38	2,650.00
EODCRS/EORP LEGACY RATE	1,707.13	2,650.00
Health Council	5,479.26	.00
Retirement Council EORP	1,901.34	2,700.00
Vision Council	79.03	.00
Total	$11,136.49	

Workers' Comp		Gross Base
MUNICIPAL/ TOWN/	133.89	7,650.00
Total	$133.89	

Direct Deposits	Amount
1st Bank Yuma	698.49
Chase Bank	1,398.22
Navy Federal	608.86
REALTORS FED CRED UNION	32.88
Wells Fargo	708.28
Total	$3,446.73
Check	$1,382.06

Monica Castro
Digitally signed by: Monica Castro
DN: CN = Monica Castro email = mcastro@sanluisaz.gov C = AD
Date: 2023.03.08 08:25:50 -07'00'

Schedule A

Pay Day Register

Pay Date Range 03/09/23 - 03/09/23
Pay Batch 202350

Pay Batch 202350 Total

Employees in Pay Batch 55
Female Employees in Pay Batch 14

Hours Description	Hours	Gross
301 - VACATION USED	2,617.9520	78,318.69
Total	2,617.9520	$78,318.69

Withholdings and Deductions		Gross Base
Gross	78,318.69	
Imputed Income		
FEDERAL TAX WITHHOLDING	4,389.87	78,318.69
SOCIAL SECURITY TAX	4,855.80	78,318.69
MEDICARE	1,135.62	78,318.69
STATE WITHHOLDING	1,856.69	78,318.69
Net	$66,080.71	

Benefits	Gross Base
Workers' Comp	Gross Base
Direct Deposits	Amount
Check	$66,080.71

Monica Castro

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Date: 2023.03.09 14:26:08 -07'00'

Schedule B

Pay Day Register

Pay Date Range 02/25/23 - 03/10/23
Pay Batch 202306

Monica Castro

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Date: 2023.03.16 16:57:01 -07'00'

PSPRS FIRE DB RATE - TIER 1a	4,738.29	61,938.28
PSPRS FIRE DB RATE - TIER 1b	949.07	12,406.05
PSPRS FIRE DB RATE - TIER 2	352.87	4,612.69
PSPRS FIRE DB RATE - TIER 3	4,270.84	42,966.45
PSPRS FIRE DC RATE - TIER 3	267.66	2,974.02
PSPRS FIRE DISABILITY RATE	49.37	2,974.02
PSPRS POLICE DB RATE - TIER	4,057.77	53,042.73
PSPRS POLICE DB RATE - TIER	1,339.87	16,260.07
PSPRS POLICE DB RATE - TIER 2	776.31	10,147.75
PSPRS POLICE DB RATE - TIER 3	3,867.23	38,905.67
STANDARD LIFE ADDTNL	1,031.55	.00
TRANSWESTERN MEXICAN	97.00	.00
U.S. MEX DENTAL - EE &	574.84	.00
U.S. MEX DENTAL - EE &	123.18	.00
UNITED WAY	14.00	.00
US & MEX DENTAL= FAMILY	512.40	.00
US & MEX HEALTH = C	5,835.94	.00
US & MEX HEALTH = FAMILY	5,661.24	.00
US & MEX HEALTH = SP	1,281.06	.00
VSP - VISION CHILDREN	253.11	.00
VSP - VISION FAMILY	305.03	.00
VSP - VISION SPOUSE	97.35	.00
Net	$426,826.34	

BUILDING- NOC OPER BY	1,055.60	29,159.92
BUS COMPANY AND DRIVERS	178.75	3,238.22
CLERICAL OFFICE/ LIBRARY/	349.25	145,526.67
Electrician	66.57	2,120.00
FIREFIGHTERS & DRIVERS	6,120.84	128,860.20
GARBAGE/ ASH/ REFUSE	405.25	6,484.00
Homemaker Service	19.24	840.25
MUNICIPAL/ TOWN/	323.72	18,498.72
PARKS- NOC ALL EMPLOYEES	701.69	22,635.23
POLICE OFFICERS	5,941.61	125,086.12
RECREATION- ALL EMPLOYEES/	289.55	21,135.15
SEWAGE DISPOSAL/ PLANT	732.85	21,304.30
Street or Road Construction	2,379.40	26,946.86
WATERWORKS OPERATIONS	623.29	17,962.36
Total	$19,520.90	

Direct Deposits	Amount
1st Bank Yuma	38,171.63
ACADEMY BANK	2,669.06
Bank of America	1,821.45
Bank of America CA	899.35
Bankcorp	200.00
BANKCORP BANK	1,232.33
CAPITAL ONE	325.90
Charles Sch	250.00
Chase Bank	197,168.39
CHASE BANK CA	1,126.28
CHASE BANK MORGAN	981.26
CHASE BANK TX	3,084.45
chase centro	1,309.80
discover	900.00
Federal Credit Union	41,210.90
FF CREDIT UNION	2,796.30
FIREFIGHTER FIRST CREDIT UNION	6,892.85
HUGHES FCU	1,493.16
National Bank	1,491.30
Navy Federal	23,325.56
NetSpend Corporation DD	120.00
NORTH ISLAND CREDIT UNION	759.50
Sunbank	1,656.54
THE FOOTHILLS BANK	631.49
VANTAGE WEST	1,664.04
WASHINGTON FEDERAL	2,231.26

Schedule C

Pay Day Register

Pay Date Range 02/25/23 - 03/10/23
Pay Batch 202306

Wells Fargo	86,608.53
WELLS FARGO CALE	1,180.74
Total	$422,202.07
Check	$4,624.27

City of San Luis

Payment Register

From Payment Date: 3/13/2023 - To Payment Date: 3/17/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
1BYPAYABLE - 1st BY Accounts Payable									
Check									
105316	03/14/2023	Open			Accounts Payable	SECURITY TITLE AGENCY, INC	$242,595.00		
105317	03/14/2023	Open			Accounts Payable	CARDENAS, ERNESTO	$79.00		
105318	03/14/2023	Open			Accounts Payable	MILLER, DAMIAN	$79.00		
105319	03/14/2023	Open			Accounts Payable	MUELA, CARLOS	$79.00		
105320	03/14/2023	Open			Accounts Payable	REYNOSO, NIGEL	$79.00		
105321	03/16/2023	Open			Accounts Payable	ARIZONA STATE RETIREMENT SYSTEM	$132.88		
105322	03/16/2023	Open			Accounts Payable	FOP/ALC	$405.00		
105323	03/16/2023	Open			Accounts Payable	ONEMAIN FINANCIAL GROUP LLC	$350.64		
105324	03/16/2023	Open			Accounts Payable	SAN LUIS POLICE OFFICERS ASSOC	$330.00		
105325	03/16/2023	Open			Accounts Payable	SUPPORT PAYMENT CLEARINGHOUSE	$3,385.53		
105326	03/16/2023	Open			Accounts Payable	UNITED WAY OF YUMA COUNTY INC.	$14.00		
105327	03/16/2023	Open			Accounts Payable	UNITED YUMA FIRE FIGHTERS ASSOC	$91.50		
105328	03/16/2023	Open			Accounts Payable	UNITED YUMA FIRE FIGHTERS-IAFF	$1,110.00		
105329	03/17/2023	Open			Utility Management Refund	FOURCADEZ, JUAN, E	$209.24		
105330	03/17/2023	Open			Accounts Payable	AT&T MOBILITY LLC	$4,313.00		
105331	03/17/2023	Open			Accounts Payable	AUTOZONE STORES, INC	$2,323.00		
105332	03/17/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$182.00		
105333	03/17/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$80.10		
105334	03/17/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$220.50		
105335	03/17/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$80.10		
105336	03/17/2023	Open			Accounts Payable	BOJORQUEZ, JESUS	$134.64		
105337	03/17/2023	Open			Accounts Payable	BUSTILLOS, GABRIEL , VICTOR	$14.50		
105338	03/17/2023	Open			Accounts Payable	CENTURYLINK	$5,604.08		
105339	03/17/2023	Open			Accounts Payable	CONSTRUCTION SUPPLY HOLDINGS II, LLC	$9,847.54		
105340	03/17/2023	Open			Accounts Payable	DE LA VARA, JOSE	$85.29		
105341	03/17/2023	Open			Accounts Payable	FIREFIGHTER SELECTION, INC.	$577.50		
105342	03/17/2023	Open			Accounts Payable	FX TACTICAL, LLC	$71.35		
105343	03/17/2023	Open			Accounts Payable	HENDERSON, CYNTHIA	$91.00		
105344	03/17/2023	Open			Accounts Payable	HERNANDEZ, SAMUEL	$135.00		
105345	03/17/2023	Open			Accounts Payable	JIMENEZ, MARTHA	$312.00		
105346	03/17/2023	Open			Accounts Payable	OCHOA, CRYSTAL	$508.08		
105347	03/17/2023	Open			Accounts Payable	PITNEY BOWES GLOBAL FINANCIAL SERVICES LLC	$714.54		
105348	03/17/2023	Open			Accounts Payable	PREPAID LEGAL SERVICES	$112.60		
105349	03/17/2023	Open			Accounts Payable	REYES, NOE, A	$150.00		
105350	03/17/2023	Open			Accounts Payable	VELASCO, ALICIA	$91.00		
105351	03/17/2023	Open			Accounts Payable	APS	$50.00		

Schedule D

City of San Luis

Payment Register

From Payment Date: 3/13/2023 - To Payment Date: 3/17/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
105352	03/17/2023	Open			Accounts Payable	GUERRERO, MONIQUE	$58.59		
105353	03/17/2023	Open			Accounts Payable	HIREQUEST LLC	$640.20		
105354	03/17/2023	Open			Accounts Payable	LA BODEGA, LLC	$115.15		
105355	03/17/2023	Open			Accounts Payable	LAWSON PRODUCTS INC.	$55.84		
105356	03/17/2023	Open			Accounts Payable	LUNA, CYNTHIA	$150.00		
105357	03/17/2023	Open			Accounts Payable	NATIONAL ASSOC OF FIELD TRAINING OFFICERS	$350.00		
105358	03/17/2023	Open			Accounts Payable	NNC CONSULTING LLC	$420.00		
105359	03/17/2023	Open			Accounts Payable	O'REILLY AUTO PARTS	$1,078.63		
105360	03/17/2023	Open			Accounts Payable	PAWS AND TAILS FEED AND GRAIN LLC	$1,248.73		
105361	03/17/2023	Open			Accounts Payable	PETTY CASH/ ANGELICA CIFUENTES	$977.93		
105362	03/17/2023	Open			Accounts Payable	SECRETARY OF STATE	$43.00		
105363	03/17/2023	Open			Accounts Payable	SECURITY TITLE AGENCY, INC	$240,412.69		
105364	03/17/2023	Open			Accounts Payable	SOUTH YUMA COUNTY LANDFILL	$29,380.77		
105365	03/17/2023	Open			Accounts Payable	TORRES, JESUS, A	$100.00		
105366	03/17/2023	Open			Accounts Payable	TYLER TECHNOLOGIES, INC.	$326.00		
105367	03/17/2023	Open			Accounts Payable	US POST MASTER	$2,273.59		
105368	03/17/2023	Open			Accounts Payable	YMPO	$14,051.99		
105369	03/17/2023	Open			Accounts Payable	YUMA INSURANCE, INC	$50.00		
Type Check Totals:					54 Transactions		$566,370.72		
EFT									
3046	03/14/2023	Open			Accounts Payable	SMITH, RALPH E. SR.	$2,025.00		
3047	03/17/2023	Open			Accounts Payable	4 IMPRINT	$556.12		
3048	03/17/2023	Open			Accounts Payable	ALSCO, INC	$744.06		
3049	03/17/2023	Open			Accounts Payable	AMAZON.COM SALES, INC.	$2,652.55		
3050	03/17/2023	Open			Accounts Payable	ARIZONA AUTOMOTIVE EQUIPMENT LLC	$878.77		
3051	03/17/2023	Open			Accounts Payable	BILL ALEXANDER FORD	$633.70		
3052	03/17/2023	Open			Accounts Payable	CHAPMAN DCJR YUMA LLC	$277.90		
3053	03/17/2023	Open			Accounts Payable	CONSULTANT ENGINEERING INC	$20,398.57		
3054	03/17/2023	Open			Accounts Payable	CORE ENGINEERING GROUP, PLLC	$11,194.08		
3055	03/17/2023	Open			Accounts Payable	CSC OF YUMA	$153.50		
3056	03/17/2023	Open			Accounts Payable	CUEVAS, CHRISTIAN	$100.00		
3057	03/17/2023	Open			Accounts Payable	DESERT DOCUMENT SHREDDERS, LLC	$37.75		
3058	03/17/2023	Open			Accounts Payable	DESERT WATER STORE INC	$68.06		
3059	03/17/2023	Open			Accounts Payable	FRESH TERRA SERVICES LLC	$260.00		
3060	03/17/2023	Open			Accounts Payable	FRUTH GROUP INC	$509.17		
3061	03/17/2023	Open			Accounts Payable	KS STATE BANK	$236.59		
3062	03/17/2023	Open			Accounts Payable	POLAR ICE LLC	$188.21		
3063	03/17/2023	Open			Accounts Payable	RALPH VELEZ CONSULTING SERVICES	$6,754.00		
3064	03/17/2023	Open			Accounts Payable	FNP-C & ASSOCIATES PLLC	$90.00		
3065	03/17/2023	Open			Accounts Payable	HEINFELD, MEECH & CO., P.C.	$3,762.50		
3066	03/17/2023	Open			Accounts Payable	HIGA, TRICIA, K	$208.44		
3067	03/17/2023	Open			Accounts Payable	HILL BROTHERS CHEMICAL CO.	$3,861.28		
3068	03/17/2023	Open			Accounts Payable	MAJCO LLC	$677.55		
3069	03/17/2023	Open			Accounts Payable	ODP BUSINESS SOLUTIONS LLC	$2,262.05		

City of San Luis

Payment Register

From Payment Date: 3/13/2023 - To Payment Date: 3/17/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
3070	03/17/2023	Open			Accounts Payable	PROFORCE LAW ENFORCEMENT	$2,416.52		
3071	03/17/2023	Open			Accounts Payable	ROACH PEST CONTROL	$35.00		
3072	03/17/2023	Open			Accounts Payable	SAN LUIS AIR CONDITIONING LLC	$25,631.13		
3073	03/17/2023	Open			Accounts Payable	SHARP AUTO GLASS LLC	$110.00		
3074	03/17/2023	Open			Accounts Payable	SIRCHIE ACQUISITION COMPANY LLC	$87.41		
3075	03/17/2023	Open			Accounts Payable	SMITH, RALPH E. SR.	$1,280.00		
3076	03/17/2023	Open			Accounts Payable	STANDARD PRINTING COMPANY, INC	$940.67		
3077	03/17/2023	Open			Accounts Payable	TORRES, ALEJANDRA , S	$798.98		
3078	03/17/2023	Open			Accounts Payable	YUMA NURSERY LLC	$182.13		
3079	03/17/2023	Open			Accounts Payable	YUMA SIGN MASTERS LLC	$546.40		
3080	03/17/2023	Open			Accounts Payable	YUMA TRUCK PARTS	$82.60		
Type EFT Totals:					35 Transactions		$90,640.69		

1BYPAYABLE - 1st BY Accounts Payable Totals

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	54	$566,370.72	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	54	$566,370.72	$0.00

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	35	$90,640.69	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	35	$90,640.69	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	89	$657,011.41	$0.00
	Reconciled	0	$0.00	$0.00

City of San Luis

Payment Register

From Payment Date: 3/13/2023 - To Payment Date: 3/17/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source		Payee Name	Transaction Amount	Reconciled Amount	Difference
					Voided	0		$0.00	$0.00	
					Stopped	0		$0.00	$0.00	
					Total	89		$657,011.41	$0.00	

Grand Totals:

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	54	$566,370.72	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	54	$566,370.72	$0.00

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	35	$90,640.69	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	35	$90,640.69	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	89	$657,011.41	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	89	$657,011.41	$0.00

Karla Plascencia

Digitally signed by: Karla Plascencia
DN: CN = Karla Plascencia email = kplascencia@sanluisaz.gov C = US O = City of San Luis OU = Finance
Date: 2023.03.17 15:11:00 -07'00'

City of San Luis

Payment Register

From Payment Date: 3/20/2023 - To Payment Date: 3/22/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
1BYPAYABLE - 1st BY Accounts Payable									
Check									
105370	03/20/2023	Open			Accounts Payable	STANDARD INSURANCE CO.	$10,367.08		
105371	03/21/2023	Open			Accounts Payable	CITY OF SAN LUIS EMPLOYEE BENEFIT TRUST	$743,053.97		
105372	03/21/2023	Open			Accounts Payable	A & H ELECTRIC	$6,761.50		
Type Check Totals:					3 Transactions		$760,182.55		
EFT									
3082	03/22/2023	Open			Accounts Payable	CITY OF SAN LUIS EMPLOYEE BENEFIT TRUST	$249,861.88		
Type EFT Totals:					1 Transactions		$249,861.88		
1BYPAYABLE - 1st BY Accounts Payable Totals									

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	3	$760,182.55	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	3	$760,182.55	$0.00

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	1	$249,861.88	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	1	$249,861.88	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	4	$1,010,044.43	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	4	$1,010,044.43	$0.00

Grand Totals:

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	**3**	**$760,182.55**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**3**	**$760,182.55**	**$0.00**

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	**1**	**$249,861.88**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**1**	**$249,861.88**	**$0.00**

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	**4**	**$1,010,044.43**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**4**	**$1,010,044.43**	**$0.00**

Guadalupe Canez

Digitally signed by: Guadalupe Canez
DN: CN = Guadalupe Canez email = gcanez@sanluisaz.gov C = AD
Date: 2023.03.22 09:11:15 -07'00'

Schedule E

City of San Luis

Payment Register

From Payment Date: 3/23/2023 - To Payment Date: 3/24/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
1BYPAYABLE - 1st BY Accounts Payable									
Check									
105373	03/24/2023	Open			Accounts Payable	ARVIZU VILLAR, GLORIA	$25.00		
105374	03/24/2023	Open			Accounts Payable	HIREQUEST LLC	$640.20		
105375	03/24/2023	Open			Accounts Payable	JAMES COOKE & HOBSON INC.	$7,436.93		
105376	03/24/2023	Open			Accounts Payable	JIMENEZ GIRON, RAUL	$100.00		
105377	03/24/2023	Open			Accounts Payable	PITNEY BOWES INC.	$101.07		
105378	03/24/2023	Open			Accounts Payable	QUINONEZ, FRANCISCO	$90.00		
105379	03/24/2023	Open			Accounts Payable	REFRIGERATION SUPPLIES DISTRIBUTOR	$861.56		
105380	03/24/2023	Open			Accounts Payable	XEROGRAPHICS OF FLAGSTAFF INC	$165.55		
105381	03/24/2023	Open			Accounts Payable	YUMA OVERHEAD DOOR CO. INC	$2,789.94		
105382	03/24/2023	Open			Accounts Payable	A & H ELECTRIC	$545.00		
105383	03/24/2023	Open			Accounts Payable	ANGEL'S TOWING SERVICE/AUTO SALES	$180.00		
105384	03/24/2023	Open			Accounts Payable	ARROWHEAD FORENSICS	$596.83		
105385	03/24/2023	Open			Accounts Payable	AT&T MOBILITY LLC	$806.71		
105386	03/24/2023	Open			Accounts Payable	AUTOZONE STORES, INC	$1,099.40		
105387	03/24/2023	Open			Accounts Payable	BAYNE, ELIZABETH , C	$499.70		
105388	03/24/2023	Open			Accounts Payable	BINGHAM EQUIPMENT CO	$385.62		
105389	03/24/2023	Open			Accounts Payable	BOUND TREE MEDICAL, LLC.	$257.83		
105390	03/24/2023	Open			Accounts Payable	CENTURYLINK	$320.52		
105391	03/24/2023	Open			Accounts Payable	CENTURYLINK	$422.28		
105392	03/24/2023	Open			Accounts Payable	CERDA, JOSSUE	$142.00		
105393	03/24/2023	Open			Accounts Payable	CONSTRUCTION SUPPLY HOLDINGS II, LLC	$2,111.67		
105394	03/24/2023	Open			Accounts Payable	CONTRERAS, ALFONSO	$150.00		
105395	03/24/2023	Open			Accounts Payable	CORONA, FERNANDO	$142.00		
105396	03/24/2023	Open			Accounts Payable	CRUZ, MARIA, CECILIA	$218.00		
105397	03/24/2023	Open			Accounts Payable	DUENAS, DEREK	$142.00		
105398	03/24/2023	Open			Accounts Payable	EMPIRE MACHINERY	$1,496.54		
105399	03/24/2023	Open			Accounts Payable	FRAGOZO, CERVANDO	$127.60		
105400	03/24/2023	Open			Accounts Payable	GALVAN, AURELIO	$150.00		
105401	03/24/2023	Open			Accounts Payable	GOV'INVEST INC	$6,302.00		
105402	03/24/2023	Open			Accounts Payable	GUEVARA, ALAN	$150.00		
105403	03/24/2023	Open			Accounts Payable	PAUL CONWAY SHIELDS	$117.74		
105404	03/24/2023	Open			Accounts Payable	REYNOSO, NIGEL	$150.00		
105405	03/24/2023	Open			Accounts Payable	RUIZ, OSCAR	$150.00		
105406	03/24/2023	Open			Accounts Payable	SERNA, KARINA	$72.50		
105407	03/24/2023	Open			Accounts Payable	VARGAS, JAVIER	$218.00		
105408	03/24/2023	Open			Accounts Payable	CHICANO ART COLLECTIVE	$5,000.00		
105409	03/24/2023	Open			Accounts Payable	SAN LUIS SPEAR POINT SOLAR I, LLC	$26,518.91		
Type Check Totals:					37 Transactions		$60,683.10		
EFT									
3083	03/24/2023	Open			Accounts Payable	HANSBERGER REGRIGERATION & ELECTRIC CO	$2,427.50		
3084	03/24/2023	Open			Accounts Payable	HILL BROTHERS CHEMICAL CO.	$10,958.84		
3085	03/24/2023	Open			Accounts Payable	JAMES DAVEY AND ASSOCIATES INC	$5,310.00		

Schedule H

City of San Luis

Payment Register

From Payment Date: 3/23/2023 - To Payment Date: 3/24/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
3086	03/24/2023	Open			Accounts Payable	JAMES DAVEY AND ASSOCIATES INC	$5,870.00		
3087	03/24/2023	Open			Accounts Payable	JAMES DAVEY AND ASSOCIATES INC	$600.00		
3088	03/24/2023	Open			Accounts Payable	KIMLEY-HORN AND ASSOCIATES INC	$4,092.50		
3089	03/24/2023	Open			Accounts Payable	ODP BUSINESS SOLUTIONS LLC	$739.66		
3090	03/24/2023	Open			Accounts Payable	PURCHASE POWER	$201.00		
3091	03/24/2023	Open			Accounts Payable	QUILL CORPORATION	$49.94		
3092	03/24/2023	Open			Accounts Payable	REAL PURIFIED WATER LLC	$112.04		
3093	03/24/2023	Open			Accounts Payable	RM GRAPHICS	$182.00		
3094	03/24/2023	Open			Accounts Payable	SAN LUIS WALK IN CLINIC, INC	$1,625.00		
3095	03/24/2023	Open			Accounts Payable	SOUTHWEST SANITATION SERVICES, LLC	$396.04		
3096	03/24/2023	Open			Accounts Payable	SPECTRUM BUSINESS	$184.25		
3097	03/24/2023	Open			Accounts Payable	VAPEX ENVIRONMENTAL TECHNOLOGIES, LLC	$719.62		
3098	03/24/2023	Open			Accounts Payable	WAXIE SANITARY SUPPLY	$5,440.62		
3099	03/24/2023	Open			Accounts Payable	WILLDAN FINANCIAL SERVICES	$1,457.57		
3100	03/24/2023	Open			Accounts Payable	YUMA CO. AIRPORT AUTHORITY INC	$167.79		
3101	03/24/2023	Open			Accounts Payable	YUMA SUN INC	$3,294.76		
3102	03/24/2023	Open			Accounts Payable	YUMA WINNELSON CO.	$485.69		
3103	03/24/2023	Open			Accounts Payable	ALSCO, INC	$1,521.93		
3104	03/24/2023	Open			Accounts Payable	AMAZON.COM SALES, INC.	$779.04		
3105	03/24/2023	Open			Accounts Payable	ARIZONA MEDICAL WASTE	$94.84		
3106	03/24/2023	Open			Accounts Payable	B&H PHOTO & ELECTRONICS CORP.	$436.14		
3107	03/24/2023	Open			Accounts Payable	BILL ALEXANDER FORD	$751.00		
3108	03/24/2023	Open			Accounts Payable	BLT ASPHALT LLC	$954.82		
3109	03/24/2023	Open			Accounts Payable	BSN SPORTS	$959.00		
3110	03/24/2023	Open			Accounts Payable	CDWG	$170.27		
3111	03/24/2023	Open			Accounts Payable	CUEVAS, CHRISTIAN	$75.00		
3112	03/24/2023	Open			Accounts Payable	CYBER MARKETING NETWORK, INC	$94.06		
3113	03/24/2023	Open			Accounts Payable	DE LA HOYA, TADEO	$218.00		
3114	03/24/2023	Open			Accounts Payable	DESERT DOCUMENT SHREDDERS, LLC	$37.75		
3115	03/24/2023	Open			Accounts Payable	DESERT VALLEY SERVICES, INC	$999.44		
3116	03/24/2023	Open			Accounts Payable	DESERT WATER STORE INC	$97.97		
3117	03/24/2023	Open			Accounts Payable	EFFEM CORPORATION	$282.70		
3118	03/24/2023	Open			Accounts Payable	FRESH TERRA SERVICES LLC	$230.00		
3119	03/24/2023	Open			Accounts Payable	POLAR ICE LLC	$316.08		
Type EFT Totals:					37 Transactions		$52,332.86		

1BYPAYABLE - 1st BY Accounts Payable Totals

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	37	$60,683.10	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00

City of San Luis

Payment Register

From Payment Date: 3/23/2023 - To Payment Date: 3/24/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source		Payee Name	Transaction Amount	Reconciled Amount	Difference
					Total	37		$60,683.10	$0.00	

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	37	$52,332.86	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	37	$52,332.86	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	74	$113,015.96	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	74	$113,015.96	$0.00

Grand Totals:

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	**37**	**$60,683.10**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**37**	**$60,683.10**	**$0.00**

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	**37**	**$52,332.86**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**37**	**$52,332.86**	**$0.00**

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	**74**	**$113,015.96**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**74**	**$113,015.96**	**$0.00**

Guadalupe Canez

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Date: 2023.03.24 12:38:14 -07'00'

Pay Day Register

Pay Date Range 03/11/23 - 03/24/23
Pay Batch 202307

Pay Batch 202307 Total

Employees in Pay Batch 289
Female Employees in Pay Batch 91

Hours Description	Hours	Gross
100 - REGULAR	20,224.6351	465,320.17
1000 - ADMIN LEAVE	106.0000	1,809.42
1001 - LEAVE WITHOUT PAY	80.1667	.00
1005 - BEREAVEMENT	34.8333	602.97
1006 - CIVIC LEAVE	80.0000	2,188.80
1007 - ON CALL WORKED HOURS	12.5001	257.84
1009 - PART TIME	238.7502	6,502.73
1010 - PART TIME FIREFIGHTERS	91.3333	1,804.96
201 - OVERTIME	816.8499	30,345.05
202 - OP STONE GARDEN- O.T.	377.0000	17,504.96
2023 - FMLA - SICK LEAVE	13.3334	239.36
2027 - STD - SICK LEAVE	5.3334	171.78
2028 - STD - VACATION LEAVE	21.3336	687.12
203 - DUI ABATEMENT	40.0000	1,487.16
2036 - MARSHALS OT	25.0000	1,017.76
2037 - HSI OT	9.0000	355.73
300 - VACATION EARNED	1,016.4866	.00
301 - VACATION USED	789.9501	18,623.75
400 - SICK EARNED	1,082.0200	.00
401 - SICK USED	823.7500	18,748.82
502 - ON CALL PAY I.T.	.0000	100.00
503 - STAND-BY PAY	688.6800	1,377.36
705 - FIRE HOLIDAY PAYOFF	24.0000	461.28
809 - RETRO PAY	4.0000	155.20
900 - COMPENSATION EARNED	35.5050	.00
901 - COMPENSATION USED	21.4550	437.59
921 - STEP OVERTIME	18.0000	660.48
924 - AMBULANCE - REGULAR	1,013.0002	19,920.09
Total	27,692.9159	$590,780.38

Withholdings and Deductions		Gross Base
Gross	590,780.38	
Imputed Income		
FEDERAL TAX WITHHOLDING	36,436.13	527,698.27
SOCIAL SECURITY TAX	36,628.34	590,780.38
MEDICARE	8,566.32	590,780.38
STATE WITHHOLDING	11,915.61	527,698.27
AZ STATE RETIREMENT	41,679.81	346,465.86
CHILD SUPPORT 2	234.46	.00
DEFERRED COMP - ROTH	320.00	.00
DEFERRED COMPENSATION	2,620.00	.00
DEFERRED COMPENSATION	100.00	2,000.00
GARNISHMENT - CHILD	1,717.60	.00
LONG TERM DISABILITY	485.05	346,465.86
PSPRS FIRE DB RATE - TIER 1a	4,010.37	52,423.01
PSPRS FIRE DB RATE - TIER 1b	801.26	10,473.86
PSPRS FIRE DB RATE - TIER 2	327.69	4,283.47
PSPRS FIRE DB RATE - TIER 3	3,009.41	30,275.74
PSPRS FIRE DC RATE - TIER 3	194.33	2,159.22
PSPRS FIRE DISABILITY RATE	35.84	2,159.22
PSPRS POLICE DB RATE - TIER	4,275.35	55,887.02
PSPRS POLICE DB RATE - TIER	1,336.38	17,469.13
PSPRS POLICE DB RATE - TIER 2	814.25	10,643.78
PSPRS POLICE DB RATE - TIER 3	3,877.42	39,008.25
Net	$431,394.76	

Benefits		Gross Base
ASRS ALTERNATE	1,040.00	10,743.78
AZ STATE RETIREMENT	41,679.81	346,465.86
LONG TERM DISABILITY	485.05	346,465.86
PSPRS FIRE DB NORM - TIER 1	7,610.51	62,896.87
PSPRS FIRE DB NORM - TIER 2	518.30	4,283.47
PSPRS FIRE DB NORM - TIER 3	3,009.41	30,275.74
PSPRS FIRE DCCN - TIER 3	194.33	2,159.22
PSPRS FIRE DISABILITY - TIER	35.84	2,159.22
PSPRS POLICE DB NORM - TIER	5,919.85	73,356.15
PSPRS POLICE DB NORM - TIER	858.96	10,643.78
PSPRS POLICE DB NORM - TIER	3,877.42	39,008.25
Total	$65,229.48	

Workers' Comp		Gross Base
ANIMAL CONTROL OFFICERS	65.08	2,892.49
ATTORNEY- ALL & CLERICAL-	87.16	39,621.76
AUTO SERVICE/ REPAIR	193.79	6,945.93
BUILDING- NOC OPER BY	1,032.71	28,527.97
BUS COMPANY AND DRIVERS	189.54	3,433.64
CLERICAL OFFICE/ LIBRARY/	342.80	142,845.23
Electrician	66.57	2,120.00
FIREFIGHTERS & DRIVERS	4,887.16	102,888.36
GARBAGE/ ASH/ REFUSE	407.09	6,513.49
Homemaker Service	19.45	849.48
MUNICIPAL/ TOWN/	340.63	19,464.21
PARKS- NOC ALL EMPLOYEES	715.17	23,069.58
POLICE OFFICERS	6,062.72	127,636.39
RECREATION- ALL EMPLOYEES/	261.29	19,073.10
SEWAGE DISPOSAL/ PLANT	733.90	21,334.49
Street or Road Construction	2,298.44	26,030.06
WATERWORKS OPERATIONS	608.45	17,534.20
Total	$18,311.95	

Direct Deposits	Amount
1st Bank Yuma	37,192.50
ACADEMY BANK	2,563.13
Bank of America	1,828.19
Bank of America CA	902.21
Bankcorp	200.00

Schedule 9

Pay Day Register

Pay Date Range 03/11/23 - 03/24/23
Pay Batch 202307

BANKCORP BANK	1,327.87
CAPITAL ONE	328.83
Charles Sch	250.00
Chase Bank	206,074.11
CHASE BANK CA	1,297.07
CHASE BANK MORGAN	1,068.72
CHASE BANK TX	3,056.50
chase centro	1,219.03
discover	900.00
Federal Credit Union	42,087.81
FF CREDIT UNION	2,281.68
FIREFIGHTER FIRST CREDIT UNION	6,315.04
HUGHES FCU	1,493.16
National Bank	1,533.51
Navy Federal	23,360.20
NetSpend Corporation DD	120.00
NORTH ISLAND CREDIT UNION	781.03
Sunbank	2,245.51
THE FOOTHILLS BANK	784.96
VANTAGE WEST	1,688.29
WASHINGTON FEDERAL	1,314.15
Wells Fargo	84,868.19
WELLS FARGO CALE	1,164.34
Total	$428,246.03
Check	$3,148.73

Monica Castro

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DN: CN = Monica Castro email = mcastro@sanluisaz.gov C = AD
Date: 2023.03.29 11:34:59 -07'00'

City of San Luis

Payment Register

From Payment Date: 3/27/2023 - To Payment Date: 3/30/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
1BYPAYABLE - 1st BY Accounts Payable									
Check									
105410	03/29/2023	Open			Accounts Payable	SUPPORT PAYMENT CLEARINGHOUSE	$1,952.06		
105411	03/30/2023	Open			Accounts Payable	HIREQUEST LLC	$640.20		
105412	03/30/2023	Open			Accounts Payable	JAMES COOKE & HOBSON INC.	$5,308.37		
105413	03/30/2023	Open			Accounts Payable	KONICA MINOLTA BUSINESS SOLUTIONS USA INC	$98.99		
105414	03/30/2023	Open			Accounts Payable	LAGUNA, JOSE, LUZ	$1,470.00		
105415	03/30/2023	Open			Accounts Payable	LAWSON PRODUCTS INC.	$1,955.76		
105416	03/30/2023	Open			Accounts Payable	LOOMIS	$1,432.25		
105417	03/30/2023	Open			Accounts Payable	MARTIN'S CUSTOM CABINETS, LLC	$3,415.00		
105418	03/30/2023	Open			Accounts Payable	O'REILLY AUTO PARTS	$430.61		
105419	03/30/2023	Open			Accounts Payable	TYLER TECHNOLOGIES, INC.	$652.00		
105420	03/30/2023	Open			Accounts Payable	VAZQUEZ, RAUL	$650.00		
105421	03/30/2023	Open			Accounts Payable	VIDEO PROJECT, INC	$548.50		
105422	03/30/2023	Open			Accounts Payable	TRACE ANALYTICS LLC	$432.00		
105423	03/30/2023	Open			Accounts Payable	ARIZONA BUSINESS & EDUCATION COALITION	$590.00		
105424	03/30/2023	Open			Accounts Payable	AUTOZONE STORES, INC	$1,348.93		
105425	03/30/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$262.50		
105426	03/30/2023	Open			Accounts Payable	AZ STATE PRISON COMPLEX - YUMA	$89.00		
105427	03/30/2023	Open			Accounts Payable	BINGHAM EQUIPMENT CO	$458.14		
105428	03/30/2023	Open			Accounts Payable	BOUND TREE MEDICAL, LLC.	$3,145.13		
105429	03/30/2023	Open			Accounts Payable	CORNELIO, SONIA	$658.27		
105430	03/30/2023	Open			Accounts Payable	DESERT ROOFING EXPERTS LLC	$15,000.00		
105431	03/30/2023	Open			Accounts Payable	GALVAN, AURELIO	$150.00		
105432	03/30/2023	Open			Accounts Payable	HERNANDEZ, SAMUEL	$200.00		
105433	03/30/2023	Open			Accounts Payable	RIOS RIVAS, JOSE	$20.00		
105434	03/30/2023	Open			Accounts Payable	SANTANA, MARCO	$56.43		
105435	03/30/2023	Open			Accounts Payable	VALENCIA, LINO	$150.00		
105436	03/30/2023	Open			Accounts Payable	A & H ELECTRIC	$1,420.00		
105437	03/30/2023	Open			Accounts Payable	WALKER, BARBARA	$240.00		
Type Check Totals:					28 Transactions		$42,774.14		
EFT									
3120	03/30/2023	Open			Accounts Payable	HANSBERGER REGRIGERATION & ELECTRIC CO	$954.50		
3121	03/30/2023	Open			Accounts Payable	HEINFELD, MEECH & CO., P.C.	$2,500.00		
3122	03/30/2023	Open			Accounts Payable	HILL BROTHERS CHEMICAL CO.	$11,593.67		
3123	03/30/2023	Open			Accounts Payable	HUMANE SOCIETY OF YUMA	$4,166.67		
3124	03/30/2023	Open			Accounts Payable	MAJCO LLC	$573.68		
3125	03/30/2023	Open			Accounts Payable	NAPA AUTO PARTS	$20.89		
3126	03/30/2023	Open			Accounts Payable	ODP BUSINESS SOLUTIONS LLC	$207.17		
3127	03/30/2023	Open			Accounts Payable	OMEGA INDUSTRIAL SUPPLY INC	$1,432.31		
3128	03/30/2023	Open			Accounts Payable	PENN NEON SIGN CO., INC.	$150.00		
3129	03/30/2023	Open			Accounts Payable	RALPH VELEZ CONSULTING SERVICES	$6,754.00		
3130	03/30/2023	Open			Accounts Payable	REAL PURIFIED WATER LLC	$160.07		
3131	03/30/2023	Open			Accounts Payable	RM GRAPHICS	$498.96		

Schedule H

City of San Luis

Payment Register

From Payment Date: 3/27/2023 - To Payment Date: 3/30/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
3132	03/30/2023	Open			Accounts Payable	SHARP AUTO GLASS LLC	$854.18		
3133	03/30/2023	Open			Accounts Payable	SIRCHIE ACQUISITION COMPANY LLC	$507.69		
3134	03/30/2023	Open			Accounts Payable	SOUTHERN TIRE MART LLC	$2,355.05		
3135	03/30/2023	Open			Accounts Payable	SPECTRUM BUSINESS	$720.00		
3136	03/30/2023	Open			Accounts Payable	THOMSON WEST PUBLISHING CO.	$1,906.10		
3137	03/30/2023	Open			Accounts Payable	TRUCKPRO, LLC	$2,092.98		
3138	03/30/2023	Open			Accounts Payable	ULINE, INC.	$364.88		
3139	03/30/2023	Open			Accounts Payable	WAXIE SANITARY SUPPLY	$846.43		
3140	03/30/2023	Open			Accounts Payable	WESTERN SUN SYSTEMS, INC	$1,353.28		
3141	03/30/2023	Open			Accounts Payable	YEPEZ ENTERPRISES LLC	$4,169.00		
3142	03/30/2023	Open			Accounts Payable	YUMA REGIONAL MEDICAL CENTER	$1,055.84		
3143	03/30/2023	Open			Accounts Payable	YUMA TRUCK PARTS	$1,293.71		
3145	03/30/2023	Open			Accounts Payable	4 IMPRINT	$2,139.95		
3146	03/30/2023	Open			Accounts Payable	ALSCO, INC	$1,159.88		
3147	03/30/2023	Open			Accounts Payable	AMAZON.COM SALES, INC.	$781.69		
3148	03/30/2023	Open			Accounts Payable	ARIZONA EMERGENCY PRODUCTS, INC.	$6,892.30		
3149	03/30/2023	Open			Accounts Payable	BILL ALEXANDER FORD	$746.98		
3150	03/30/2023	Open			Accounts Payable	CHAPMAN CHEVROLET BUICK GMC YUMA LLC	$54.18		
3151	03/30/2023	Open			Accounts Payable	CSC OF YUMA	$3,084.20		
3152	03/30/2023	Open			Accounts Payable	CUEVAS, CHRISTIAN	$100.00		
3153	03/30/2023	Open			Accounts Payable	DANA KEPNER COMPANY LLC	$18,090.00		
3154	03/30/2023	Open			Accounts Payable	DESERT WATER STORE INC	$153.03		
3155	03/30/2023	Open			Accounts Payable	FRESH TERRA SERVICES LLC	$1,080.00		
3156	03/30/2023	Open			Accounts Payable	FRUTH GROUP INC	$400.44		
3157	03/30/2023	Open			Accounts Payable	ARIZONA MUNICIPAL RISK RETENTION POOL P&C	$159,817.00		
Type EFT Totals:					37 Transactions		$241,030.71		

City of San Luis

Payment Register

From Payment Date: 3/27/2023 - To Payment Date: 3/30/2023

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference

1BYPAYABLE - 1st BY Accounts Payable Totals

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	28	$42,774.14	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	28	$42,774.14	$0.00

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	37	$241,030.71	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	37	$241,030.71	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	65	$283,804.85	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	65	$283,804.85	$0.00

Grand Totals:

Checks	**Status**	**Count**	**Transaction Amount**	**Reconciled Amount**
	Open	**28**	**$42,774.14**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**28**	**$42,774.14**	**$0.00**

EFTs	**Status**	**Count**	**Transaction Amount**	**Reconciled Amount**
	Open	**37**	**$241,030.71**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**37**	**$241,030.71**	**$0.00**

All	**Status**	**Count**	**Transaction Amount**	**Reconciled Amount**
	Open	**65**	**$283,804.85**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**65**	**$283,804.85**	**$0.00**

Karla Plascencia

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AGENDA ITEM REVIEW FORM

Regular City Council Meeting **6. C.**

Meeting Date: 04/12/2023

Department Head: Jenny Torres, Assistant City Manager, Administration

Submitted By: Jenny Torres, Assistant City Manager, Administration

Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding the adoption of the San Luis I Port of Entry Impact Study. **(Jenny Torres, Assistant City Manager)**

SUMMARY:

The City of San Luis initiated the San Luis Port of Entry (POE) Impact Study to understand the impact on its downtown area stemming from the reconstruction and expansion of the San Luis I POE. On October 13, 2021, and through an amendment approved by the City Council on January 1, 2022, the City of San Luis awarded a contract to Kimley Horn Inc. for the development of an origin/destination, parking, and circulation study in the amount of $208,605.00. Through an intergovernmental agreement between the City of San Luis and the Yuma Metropolitan Planning Organization (YMPO), the city received $75,000.00 from the Arizona Department of Transportation (ADOT) and $35,000.00 from YMPO as a contribution to the development of the study. Kimley Horn process included understanding the current situation, analyzing the data gathered, and recommending implementation options. Kimley Horn will present the results of the study.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO ADOPT THE SAN LUIS I PORT OF ENTRY IMPACT STUDY, AS PRESENTED.

Fiscal Impact

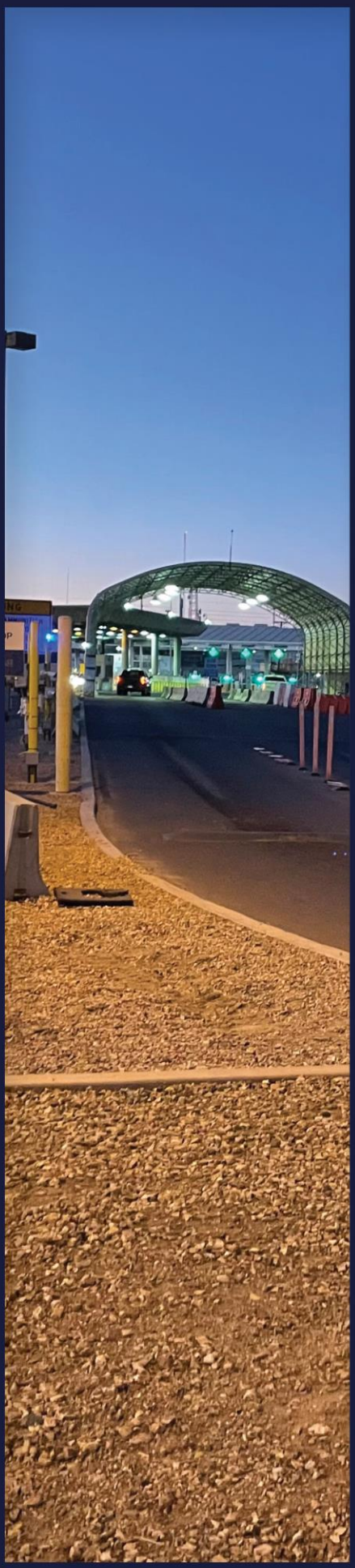
IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	NO
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

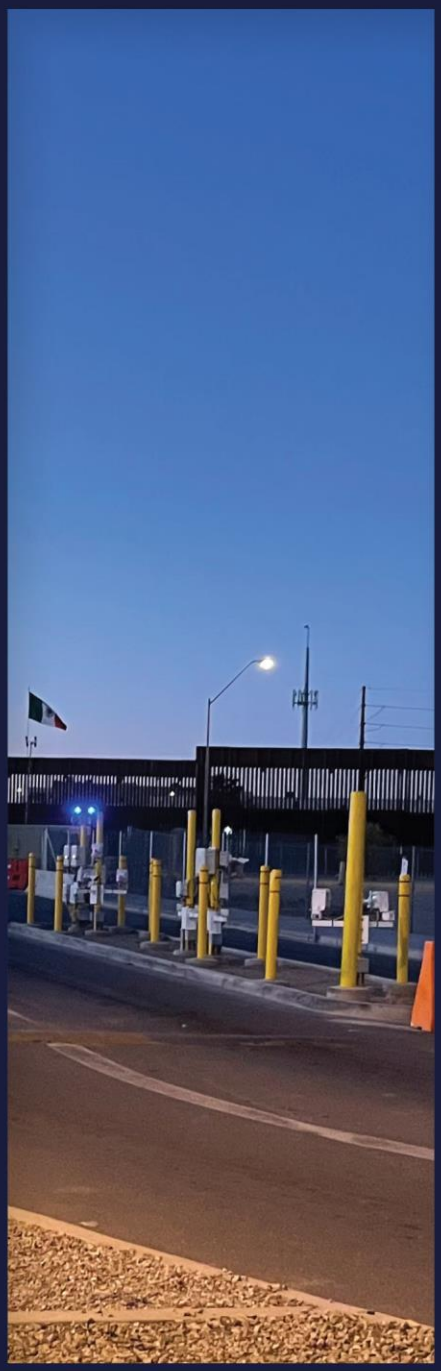
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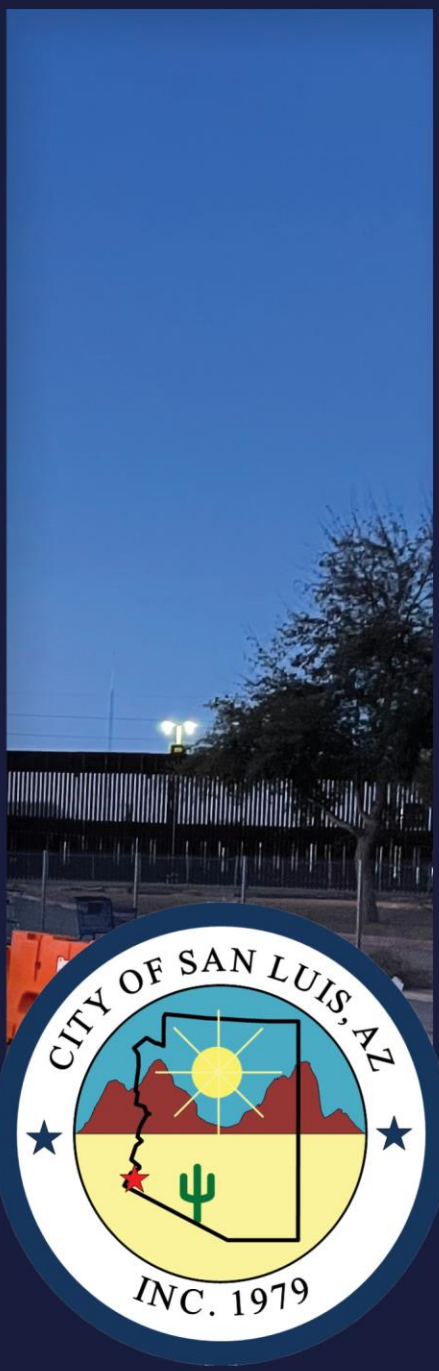
No Fiscal Impact.

Attachments

San Luis Impact Study







SAN LUIS POE IMPACT STUDY

MARCH 2023

Kimley»Horn

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LIST OF ACRONYMS

ADT	Average Daily Traffic
AM	Morning
GSA	General Services Administration
HAWK	High-Intensity Activated Crosswalk
HCM	Highway Capacity Manual
I-8	Interstate 8
LPR	License Plate Recognition
LOS	Level of Service
RPP	Residential Parking Permit
OD	Origin-Destination
PM	Afternoon
POE	Port of Entry
SR	State Route
TMC	Turning Movement Count







INTRODUCTION

INTRODUCTION

The City of San Luis (City) initiated the San Luis Port of Entry (POE) Impact Study to understand the impact on its downtown area stemming from the reconstruction and expansion of the San Luis I POE. The United States General Services Administration (GSA) will be investing $300 million in the San Luis I POE to double the number of processing lanes, from eight to 16, for those traveling from Mexico into the United States. Simultaneously, Mexico is reconstructing and expanding the POE for those traveling from the United States into Mexico.

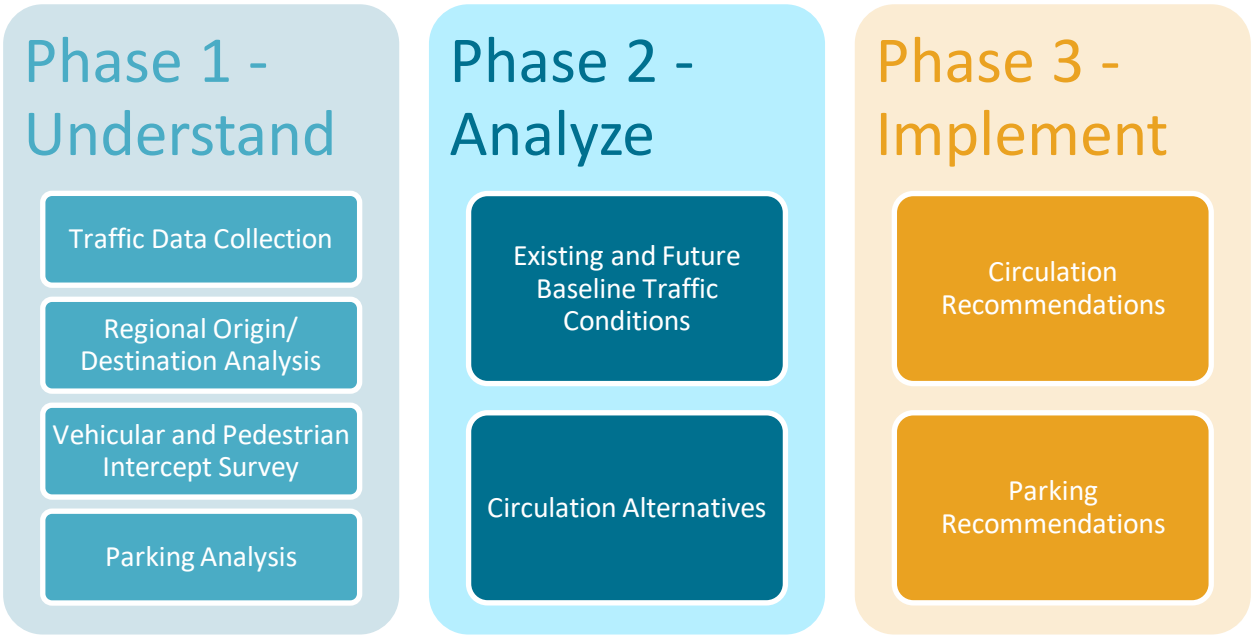
To respond to the large investment in expanding the San Luis I POE, the City has a desire to understand the localized transportation impacts to Downtown San Luis as well as a more holistic view on the impact the POE has on the greater Yuma region. Goals of the study include:

- Quantify the impacts on drivers and pedestrians of the POE expansion on the downtown transportation network and develop solutions to accommodate increased traffic levels.
- Understand where those entering the United States through the POE go after crossing.
- Learn travel characteristics and the economic impact of those crossing through the POE.
- Develop recommendations for addressing parking needs and deficiencies in Downtown San Luis.

STUDY PROCESS

The study process is broken into three primary phases: **Understand**, **Analyze**, and **Implement**. **Figure 1** shows the tasks included in each phase.

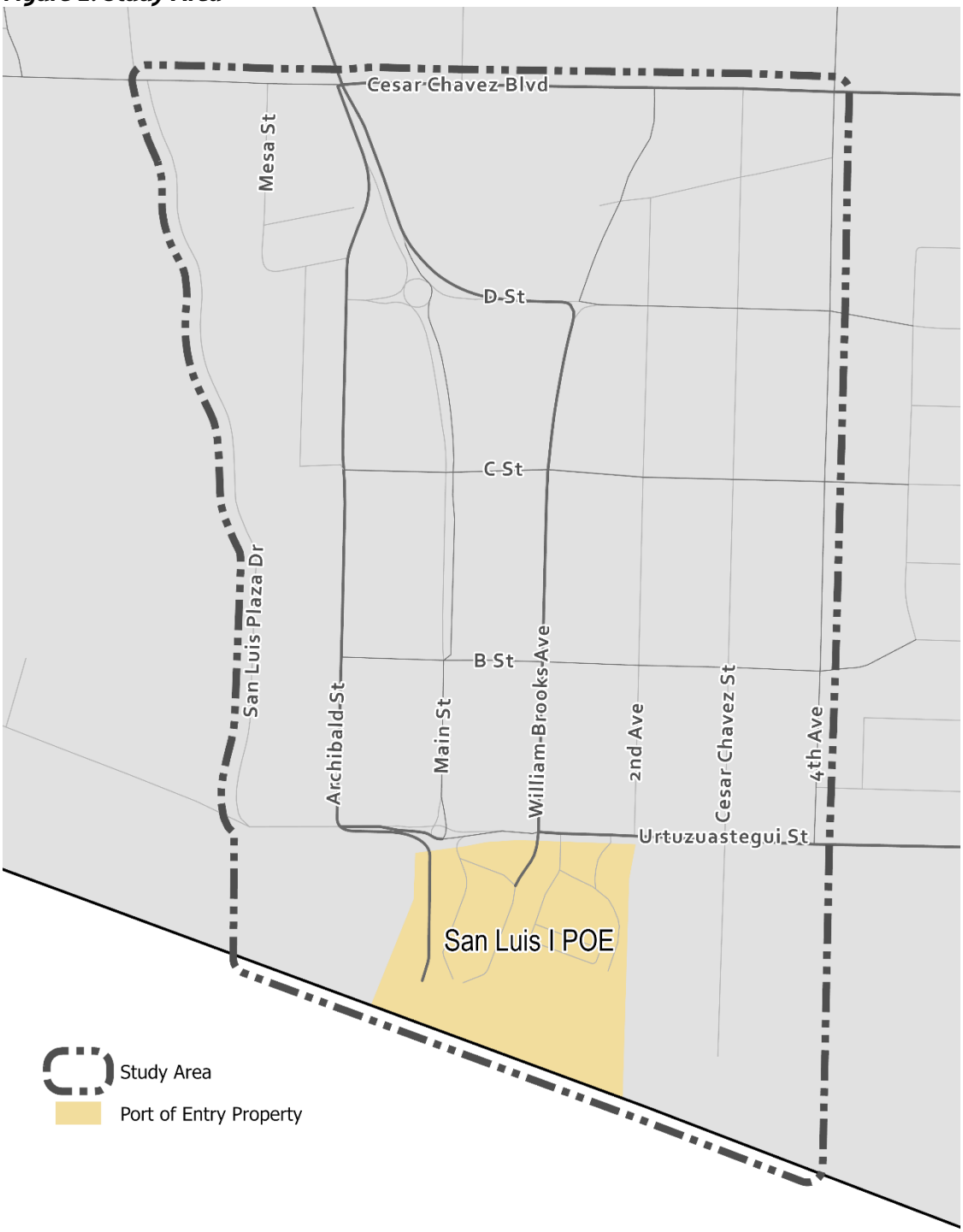
Figure 1. Study Process



STUDY AREA

The primary study area encompasses Downtown San Luis and is bounded by Cesar Chavez Boulevard on the north, 4th Avenue on the east, the United States/Mexico border on the south, and San Luis Plaza Drive on the west as shown in **Figure 2**.

Figure 2. Study Area









PHASE 1
UNDERSTAND

PHASE 1 - UNDERSTAND

The first phase of the POE Impact Study collected a comprehensive set of observed data from which alternatives for circulation and parking could be developed. This data collection effort was organized into four groups:

- Traffic data collection
- Regional origin-destination (OD) analysis
- Vehicular and pedestrian intercept survey
- Parking analysis

TRAFFIC DATA COLLECTION

Comprehensive quantification of vehicular and pedestrian volumes throughout the downtown study area is the primary basis from which alternatives, transportation modeling, and measures of effectiveness were drawn. Multi-day vehicle classification counts, intersection turning movement counts (TMCs), and travel time data were used to collect necessary data. **Figure 3** shows the locations of the classification counts and TMCs.

VEHICULAR CLASSIFICATION AND VOLUMES

Nine multi-day vehicle classification counts were collected within the downtown study area twice (once in late January 2022 and once in early February 2022) to understand:

- Which day of the week (Friday through Sunday) has the highest traffic volumes for the entire study area
- Peak hours throughout the day to inform the traffic simulation model times
- Differences in traffic volumes between the peak of harvest season in late January and when the TMCs were collected in early February to provide a factor to be applied to TMCs for the simulation model
- Vehicle classification splits (cars, trucks, buses, and bikes) on various study area roadways

A summary table of the average daily traffic (ADT) counts is provided in **Table 1**. The raw classification count sheets are provided in **Appendix A**. The analysis showed that traffic volumes are higher on Fridays and Mondays. Based on the traffic volumes and consultation with City staff, it was determined that Monday would be the day modeled in the traffic simulation model.

Figure 3. Classification Count and TMC Locations

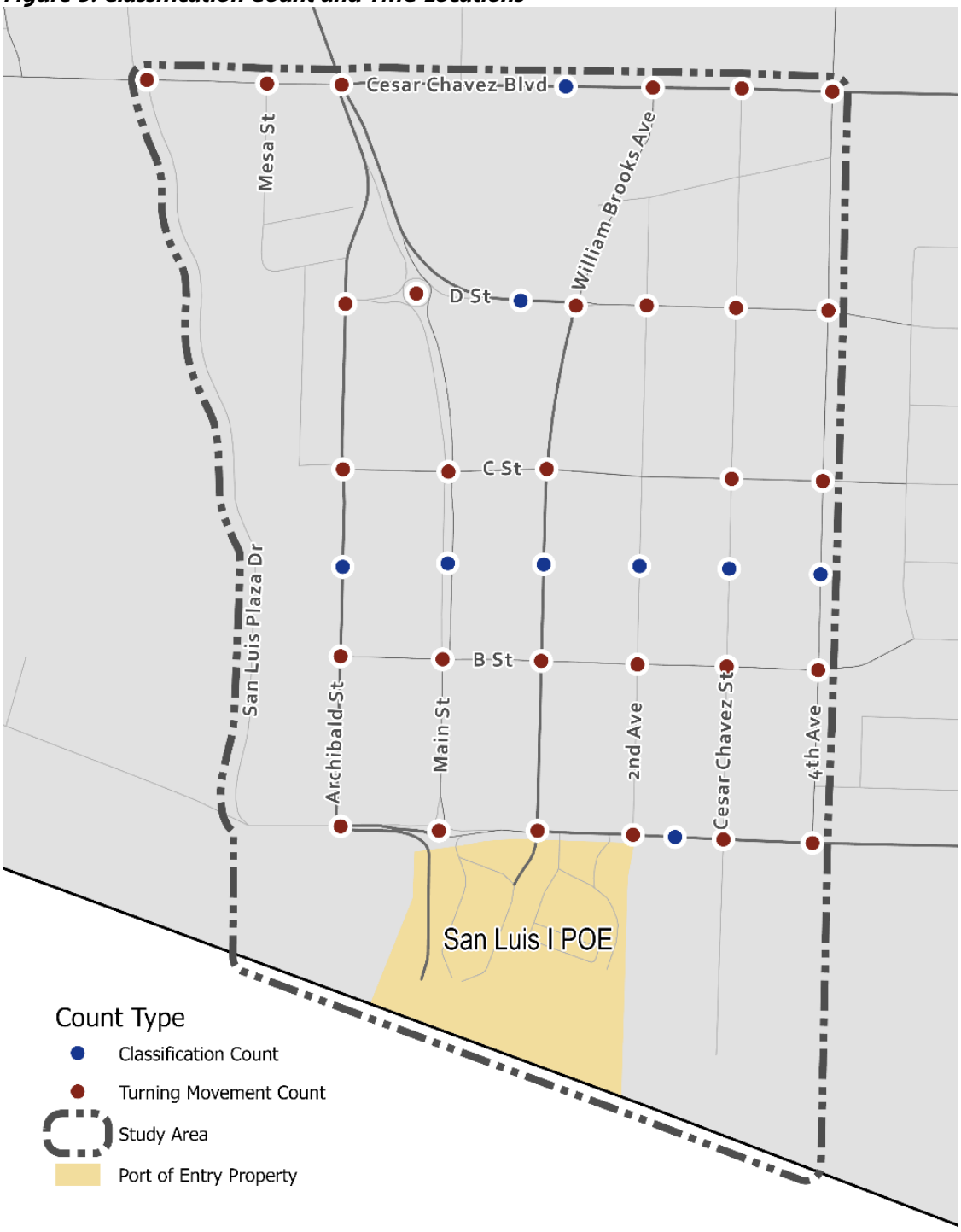


Table 1. January ADTs (Friday through Monday)

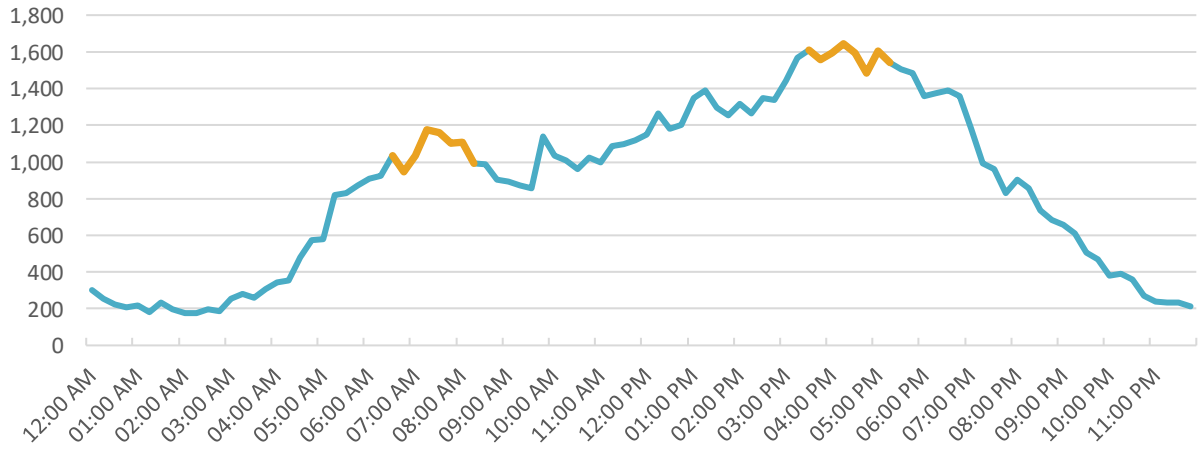
LOCATION	FRI ADT	SAT ADT	SUN ADT	MON ADT
1. Archibald St (B St to C St)	6,719	8,828	4,149	6,762
2. Main St (B St to C St)	10,526	9,690	7,228	9,140
3. William Brooks Ave (B St to C St)	8,509	8,013	7,308	8,714
4. 2nd Ave (B St to C St)	2,637	1,637	1,051	2,063
5. Cesar Chavez St (B St to C St)	894	620	400	806
6. 4th Ave (B St to C St)	2,990	1,736	1,329	2,447
7. Cesar Chavez Blvd (US 95 to William Brooks Ave)	12,508	9,874	7,890	12,653
8. Urtuzuastegui St (William Brooks Ave to 2nd Ave)	10,031	8,386	6,727	10,659
9. D St (Main St to William Brooks Ave)	9,925	8,550	6,888	8,881
Total	**64,739**	**57,334**	**42,970**	**62,125**
Change from late January to early February	-1.1%	-2.8%	+3.1%	-4.4%

After selecting Monday for the simulation model, the peak times needed to be identified to guide which hours to model. **Figure 4** shows 15-minute sums of all nine classification count location volumes. Based on the 15-minute traffic volumes, two two-hour periods were chosen to model in the traffic simulation model:

- Morning peak: 6:30 am – 8:30 am
- Evening peak: 3:30 pm – 5:30 am

TMCs from these peak times were used for the traffic simulation model. The raw TMC sheets are provided in **Appendix B**.

Figure 4. Monday 15-Minute Traffic Volume



PEDESTRIAN COUNTS

Pedestrian volume counts were collected via TMCs at the 29 study area intersections. TMCs were collected on a Monday and a Saturday, over the AM and PM peak periods identified during collection of vehicular classification and volumes. The pedestrian counts near the POE (at Main Street/Urtuzuastegui Street and William Brooks Avenue/Urtuzuastegui Street) are shown in **Figure 5** and **Figure 6** for Monday and Saturday, respectively.

Figure 5. Monday Pedestrian Counts

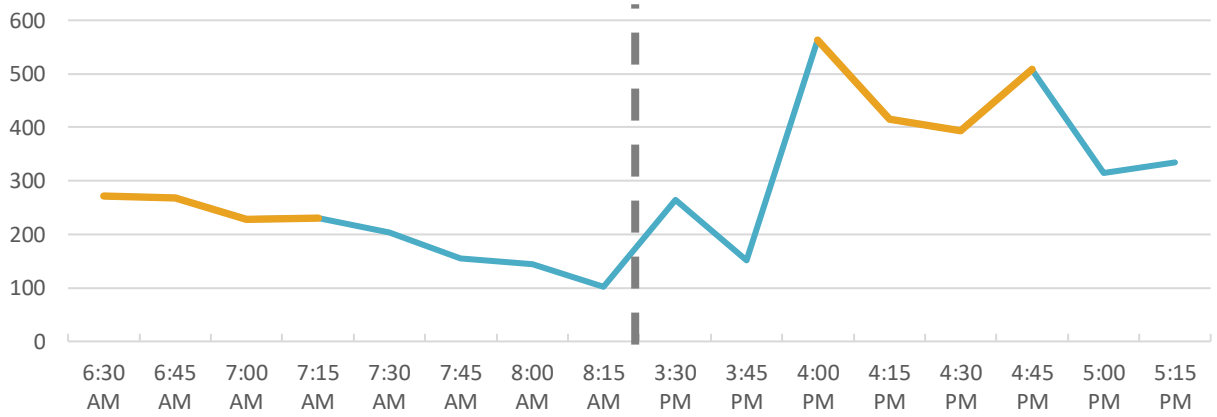
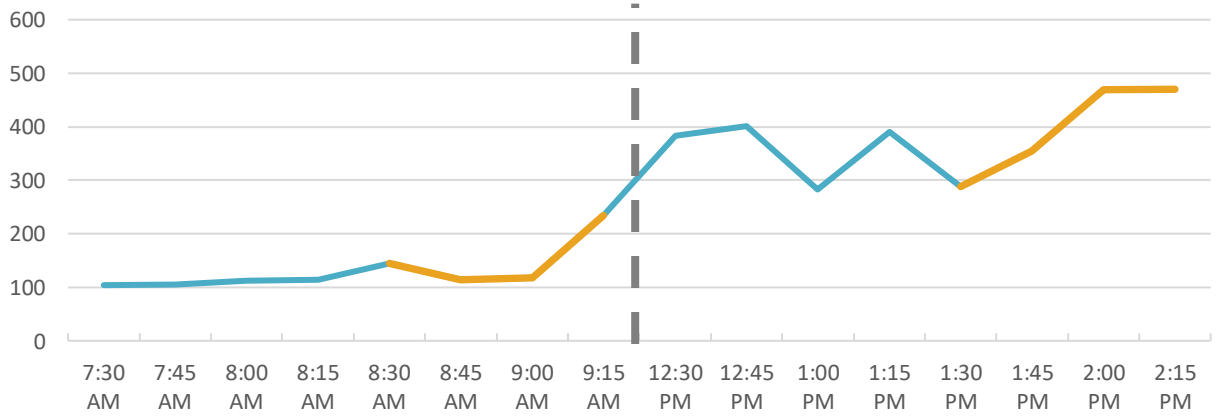


Figure 6. Saturday Pedestrian Counts



Pedestrian volumes were generally lower on Saturday, reaching a maximum of 470 pedestrians in a 15-minute interval, 93 pedestrians fewer than Monday's peak. The peak hours for pedestrian traffic near the POE are:

- **Monday**
  - AM Peak Hour: 6:30 AM to 7:30 PM – 998 pedestrians
  - PM Peak Hour: 4:00 PM to 4:45 PM – 1,880 pedestrians
- **Saturday**
  - AM Peak Hour: 8:30 AM to 9:30 AM – 611 pedestrians
  - PM Peak Hour: 1:30 PM to 2:30 PM – 1,581 pedestrians

VEHICLE TRAVEL TIMES

Kimley-Horn's proprietary Traction Travel™ software was used to obtain vehicular travel times for various routes in the study area which were used to calibrate the traffic simulation model. Traction Travel™ uses anonymized cell phone location data to obtain travel times for vehicles following pre-defined routes. Nine POE ingress and egress routes were defined to get travel times through the study area as shown in **Figure 7** and listed below:

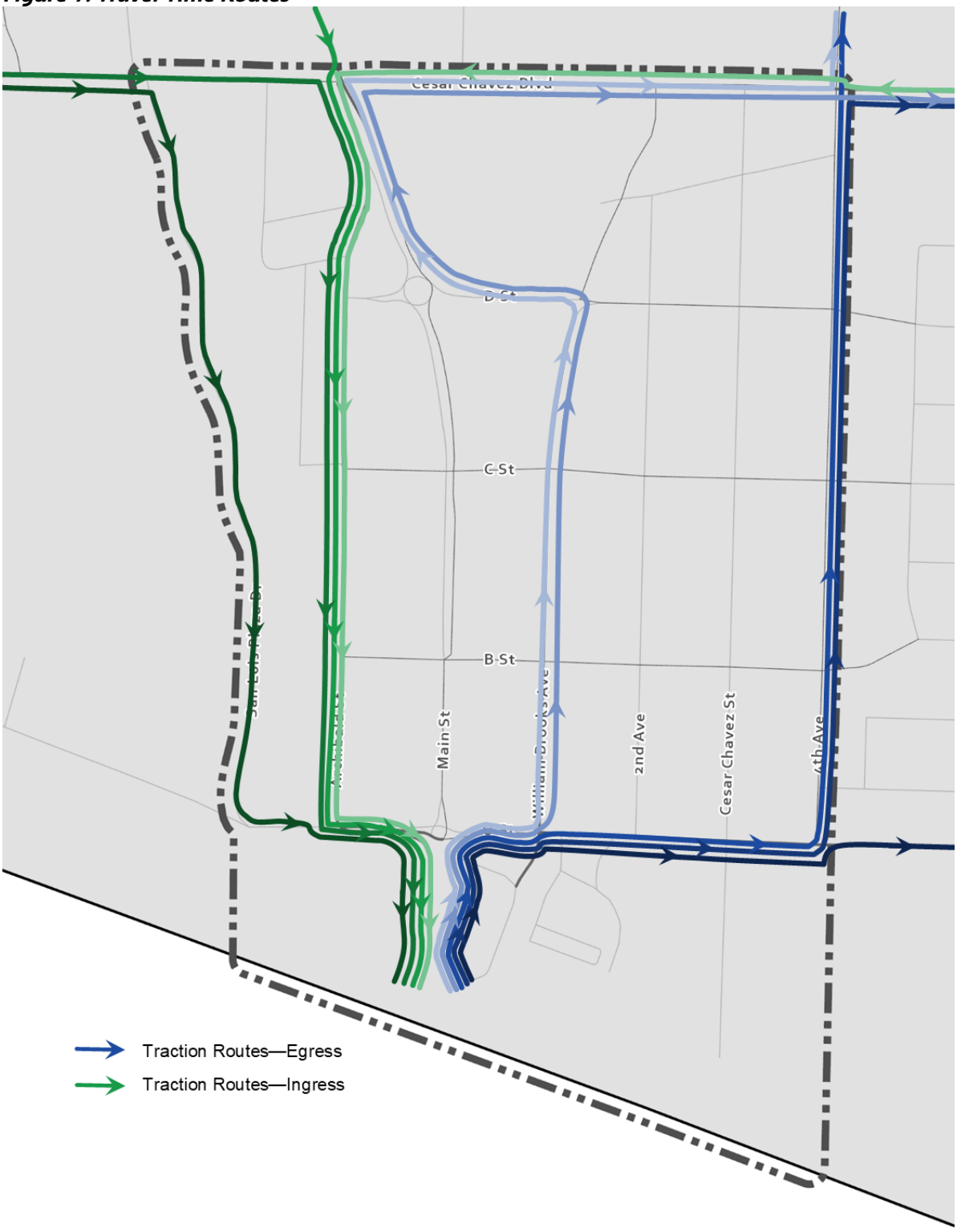
- **POE Ingress Routes**
  - US 95 (Main Street) north to the southbound POE
  - Cesar Chavez Boulevard east to the southbound POE
  - Cesar Chavez Boulevard west to the southbound POE
- **POE Egress Routes**
  - The northbound POE to US 95 (Main Street) north
  - The northbound POE to 4th Avenue north (via William Brooks Avenue)
  - The northbound POE to 4th Avenue north (via Urtuzuastegui Street)
  - The northbound POE to Cesar Chavez Boulevard east (via William Brooks Avenue)
  - The northbound POE to Cesar Chavez Boulevard east (via 4th Avenue)
  - The northbound POE to U Street east

Travel time data was obtained over the course of four weekends (Friday through Monday) in January and February 2022. Results are shown in **Table 2**. The results include the base (uncongested) travel time, maximum observed travel time, and AM and PM target travel times that were used in the traffic simulation model.

Table 2. Traction Travel™ Travel Time Results (in minutes)

LOCATION	BASE TIME	MAX TIME	AM MODEL TIME	PM MODEL TIME
US 95 (Main St) north to POE	2:36	20:12 (Fri 7:00pm)	2:59	6:14
Cesar Chavez Blvd east to POE	3:51	20:15 (Fri 7:00pm)	4:21	7:37
Cesar Chavez Blvd west to POE	3:15	19:31 (Fri 7:00pm)	3:35	6:50
POE to US 95 (Main St) north	2:24	4:14 (Fri 4:00pm)	3:00	3:29
POE to 4th Ave north (via William Brooks Ave)	3:31	5:39 (Fri 4:00pm)	4:17	4:46
POE to 4th Ave north (via Urtuzuastegui St)	3:00	3:53 (Fri 12:45pm)	3:23	3:42
POE to Cesar Chavez Blvd east (via William Brooks Ave)	3:28	5:37 (Fri 4:00pm)	4:15	4:44
POE to Cesar Chavez Blvd east (via 4th Ave)	2:46	3:40 (Fri 12:45pm)	3:09	3:29
POE to Urtuzuastegui St east	1:03	1:46 (Fri 12:45pm)	1:20	1:36

Figure 7. Travel Time Routes



REGIONAL ORIGIN-DESTINATION ANALYSIS

A regional OD analysis to and from the San Luis I POE was conducted to understand where people travel after crossing from Mexico into the United States. The OD analysis was conducted using Wi-Fi/Bluetooth receivers placed at strategic locations which pick up signals from cell phones in passing vehicles. Capturing these signals at multiple locations allows for tracing trips from the POE. Receivers were placed at several locations around the Yuma region to identify:

- The percentage of trips that stay in San Luis after crossing
- The percentage of trips that leave San Luis but stay in the greater Yuma area
- The percentage of trips that leave the Yuma region after crossing into the United States

OD data was collected for a Monday and a Saturday to understand differences between weekday and weekend travel. Wi-Fi/Bluetooth receivers were placed at seven locations around the region to understand regional travel patterns:

- Inbound travel lanes at the San Luis I POE
- Northbound on US 95, north of County 22nd St
- Northbound on Avenue B, north of State Route (SR) 195
- Eastbound on SR 195, east of Avenue B
- Westbound on Interstate 8 (I-8), west of 4th Avenue in Winterhaven, CA
- Northbound on US 95, north of the General Motors Proving Ground
- Eastbound on I-8, east of Foothills Boulevard

Figure 8 shows the captured Monday travel patterns and **Figure 9** shows the captured Saturday travel patterns. The Monday OD results showed that most trips were remaining in San Luis, at 53%. Of the observed trips, approximately 23% leave the Yuma urban area entirely. Of the observed travel patterns observed on Saturday, 52% of trips remained in San Luis, while only 19% left the greater Yuma urban area entirely. More vehicles stayed in the Yuma region on the Saturday than on Monday.

Figure 8. Monday Regional OD Study Results

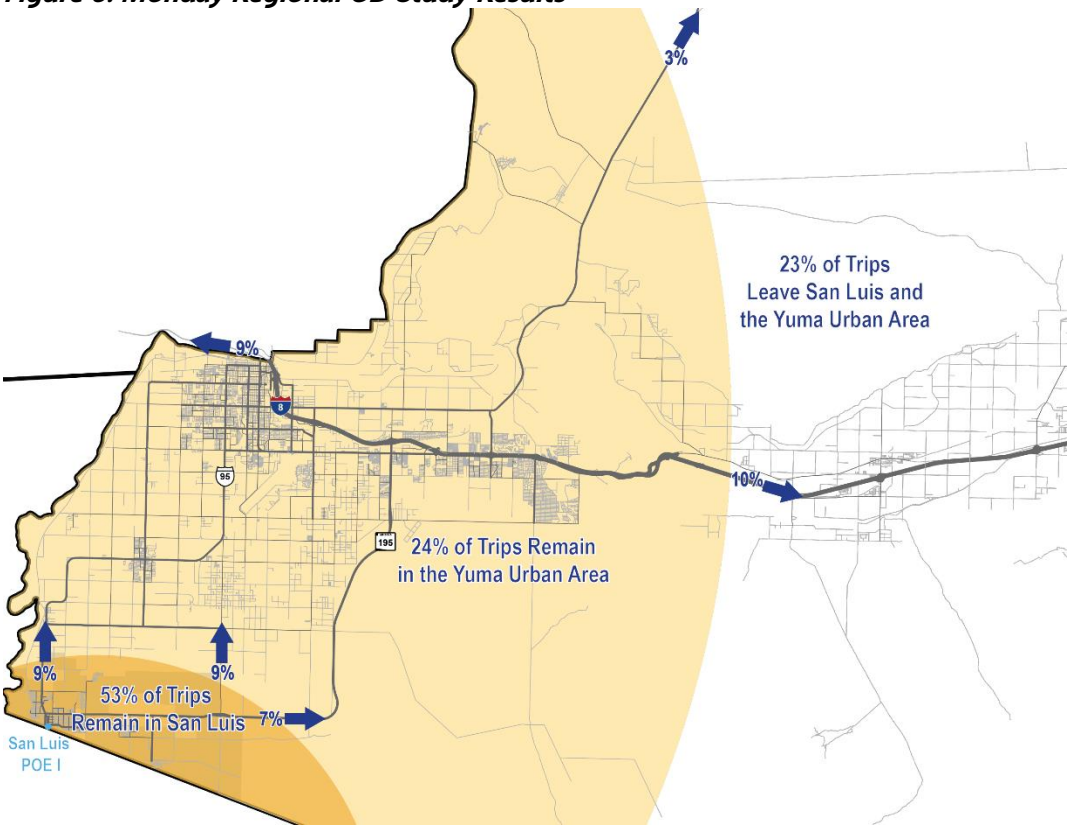
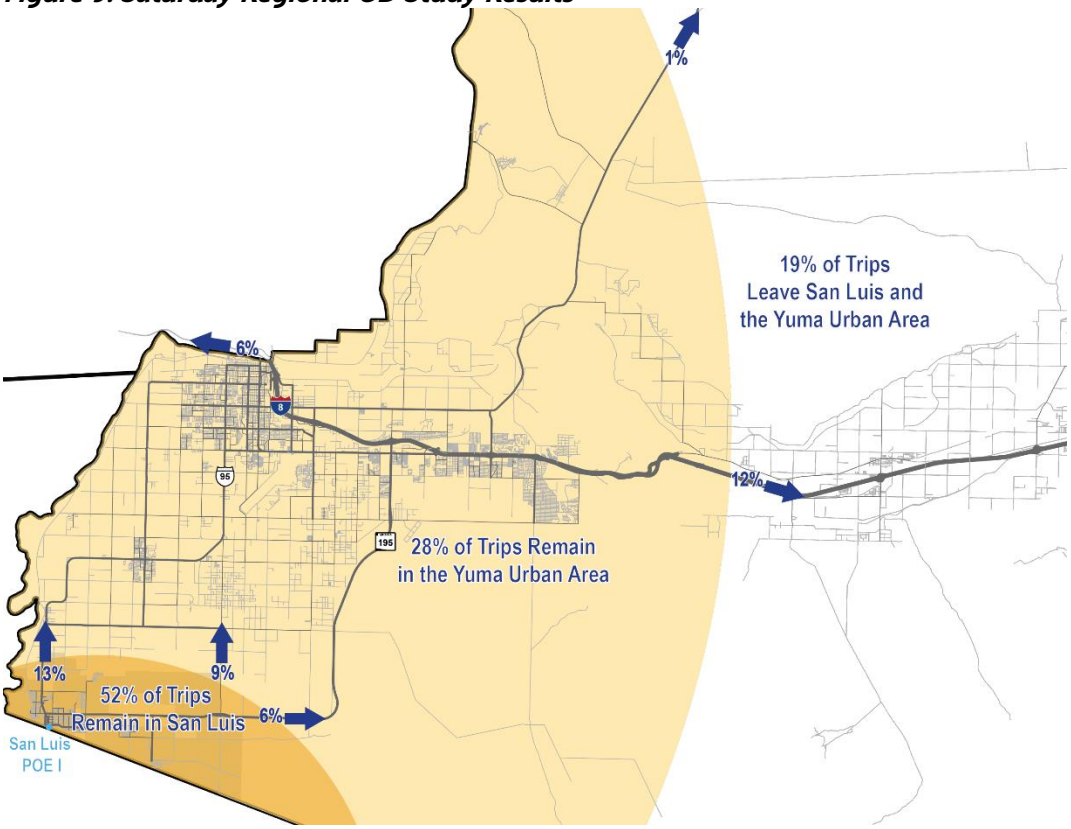


Figure 9. Saturday Regional OD Study Results



VEHICULAR AND PEDESTRIAN INTERCEPT SURVEY

A survey was conducted of people crossing from Mexico into the United States to get a deeper understanding of how and why the San Luis I POE is used. This survey helped identify trends related to trip purpose, duration of trips, frequency of travel, anticipated spending levels in the United States, and modes of travel used in San Luis. The survey was conducted in both English and Spanish on the Mexican side of the border while drivers and pedestrians were waiting to cross into the United States.

Project team members administered the survey from January 21st to January 25th, 2022, from 7:00 AM to 12:00 PM and 2:00 PM to 5:00 PM. Survey administrators conducted an interview survey and an accompanying observational survey based on visible characteristics. The interview survey questions and response options are provided in **Table 3** and the observational survey questions are provided in **Table 4**.

Table 3. Interview Survey Questions

QUESTION	POTENTIAL ANSWERS
Are you a Mexican National or a US Citizen?	a. Mexican National b. U.S. Citizen
Where are you going today?	a. San Luis Only b. Yuma c. Outside of Yuma
What is the primary purpose for your trip today?	a. Shopping b. School c. Family/Social Visit d. Tourism/Vacation e. Work/Business f. Medical/Health Reasons g. Air Travel h. Other
How long will you be staying in the US on this trip?	Number of hours or days of trip
Which answer best describes how frequently you cross the border?	a. 5+ times per week b. 2-4 times per week c. 1 time per week d. 1-2 times per month e. Less than 1 time per month f. First time crossing
How much money do you expect to spend in the US on this trip?	Any dollar amount
On the amount you mentioned, approximately how much will you spend on the following:	a. Restaurants b. Shopping c. Groceries
What transportation service are you planning to use for your trip today	a. Automobile b. Motorcycle c. Taxi d. Bus e. Walk f. Bicycle g. Greyhound

Table 4. Observational Survey Questions

PROMPT	POTENTIAL RESPONSES
Survey type	a. Vehicle b. Pedestrian
Language used for survey	a. Spanish b. English
Gender of participant	a. Male b. Female
Traveler type	a. Pedestrian – Regular b. Pedestrian – Ready Lane c. Pedestrian – Sentri d. Car – Regular e. Car – Ready Lane f. Car – Sentri
Vehicle type (if applicable)	a. Car – Hatchback/Coupe/Sedan b. SUV – Compact/Crossover c. SUV – Large d. Light Truck e. Heavy Duty Truck f. Mini Van g. Commercial Van h. Recreational Vehicle/Motor Home i. Other
License Plate	a. Sonora b. Baja California c. Other Mexican d. Arizona e. California f. Other U.S.
Number of adults	1 – 5+ adults
Number of children	1 – 5+ children
Day surveyed	a. Monday b. Friday c. Saturday d. Sunday
Time of survey	Time between 7:00 AM to 12:00 PM and 2:00 PM to 5:00 PM
Time to complete survey	a. 3 minutes b. 4 minutes c. 5 minutes d. 6 minutes e. 7+ minutes

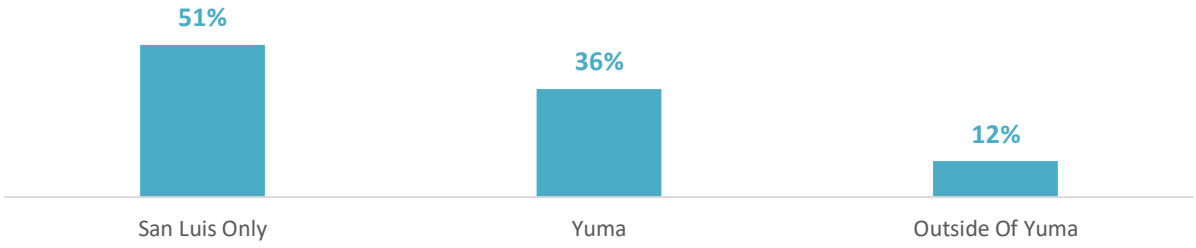
A total of **929 surveys** were collected, with the largest number of surveys conducted on Saturday. Of the collected surveys, 56% were pedestrian surveys and 44% were vehicle surveys. The results of the interview and observational surveys are summarized on the following pages.

The typical survey was…

- Answered by a Mexican national
- A license plate from Arizona (77%) of those driving a vehicle
- Responded to the survey in Spanish
- A solo traveler (74%) or had a companion (22%)
- Mostly answered by pedestrians (57%)
- Adults only (87%)
- Either a Sedan (15%) or light truck (9%)
- Under 3 minutes (99%)

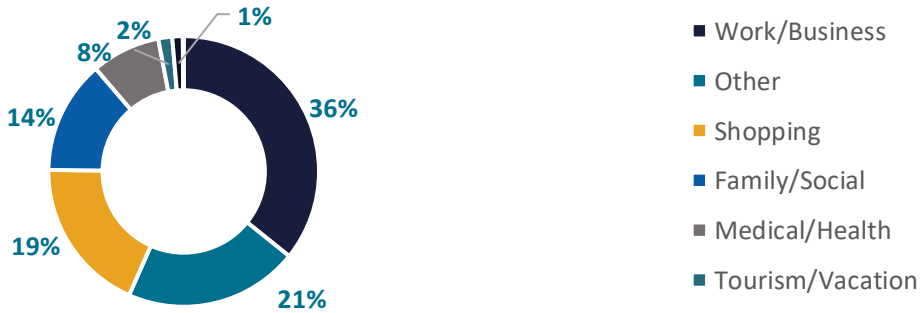
Trip Destination. Survey respondents were most commonly traveling to San Luis only, at 51%. Travel from the border to areas outside of the greater Yuma only accounted for 12% of respondents. **Figure 10** shows the percentage of respondents by destination.

Figure 10. Responses by Destination Location



Trip Purpose. Respondents were most commonly crossing the border for business or shopping. Of respondents that answered "Other", the majority were traveling to their home. No respondents reported that they were crossing the border for air travel. School and tourism also accounted for less than three percent of all trip purposes. **Figure 11** shows the breakdown by trip purpose. Most respondents reported that their trip was anticipated to be less than one day; only 2% of respondents reported that they would be staying for over 1 week.

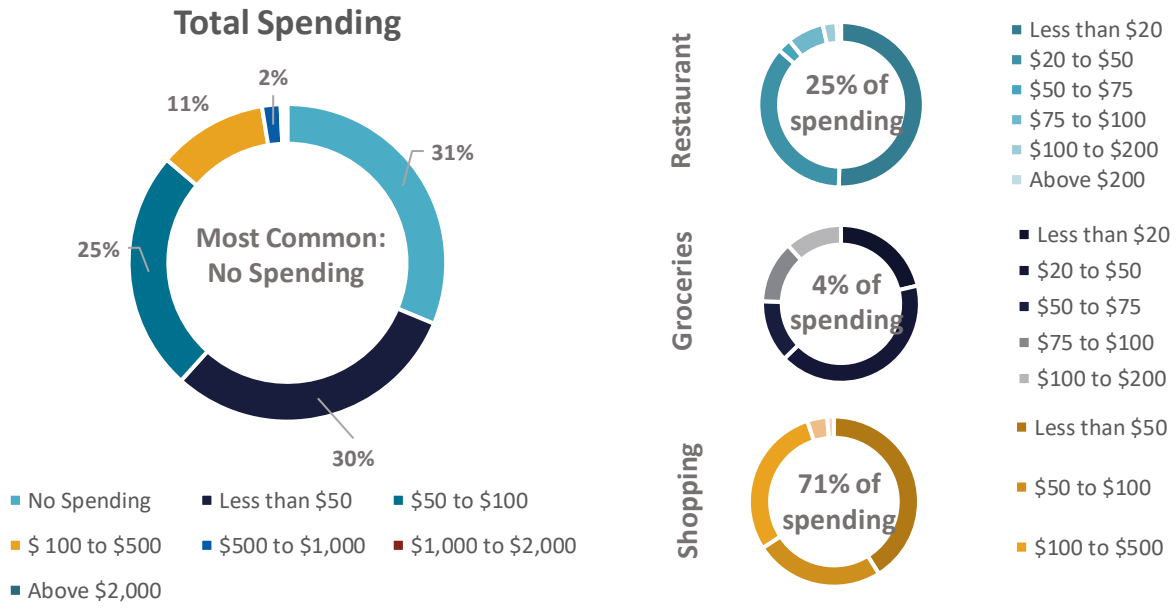
Figure 11. Responses by Trip Purpose



Trip Spending. Respondents reported the approximate amount they anticipated spending while on their trip overall, as well as in specific economic generating categories: restaurants, groceries, and shopping. **Figure 12** shows the total spending and spending by category reported by respondents. Many respondents anticipated spending no money at all, at 31%. Most respondents that did intend to spend less than $100.

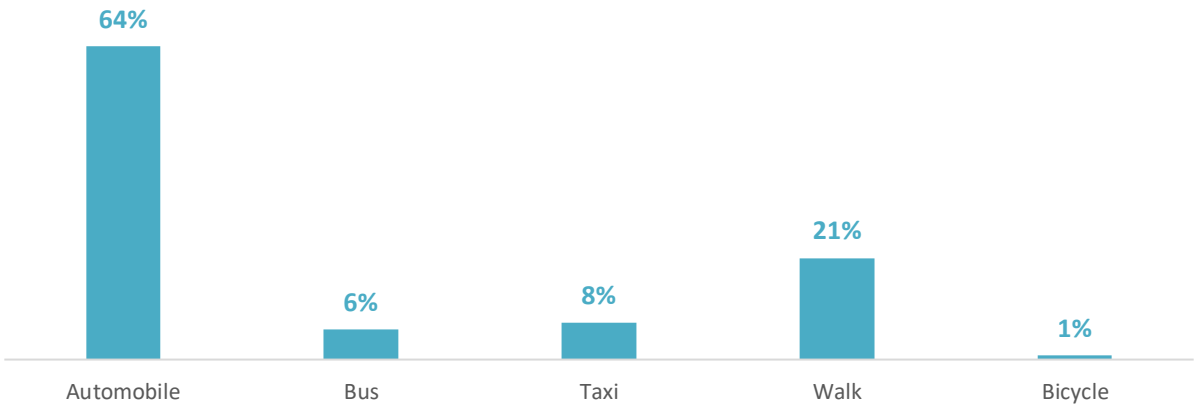
Most spending was planned for shopping, accounting for 71% of the reported spending, with groceries being the smallest, at 4%. For all three spending categories, most respondents anticipated spending less than $50 on each.

Figure 12. Responses by Anticipated Spending



Method of Transportation. Most respondents reported they would be using their personal vehicle, as shown in **Figure 13**. Bicycling was least common, with only 1% of respondents planning to bike to a destination on their trip.

Figure 13. Responses by Mode of Travel during Trip



PARKING DATA COLLECTION

Parking conditions within Downtown San Luis are significantly impacted by traffic generated by the San Luis I POE. Existing parking conditions were analyzed to identify potential actions the City can consider to better manage and limit the negative impacts parking in the downtown area. To best identify recommendations for parking management, the existing demand in the downtown area was identified by collecting occupancy data through drone footage and interviews with major agricultural employers.

PARKING INVENTORY AND OCCUPANCY

Parking inventory and occupancy was collected via drone footage. A drone with a high-quality camera was flown over the downtown area five times, from 8:00 AM to 5:00 PM on January 10th, 2022, to create tiled imagery of the downtown area. From this aerial imagery, the total number of parking spaces along with occupied spaces on- and off-street could be counted. There are a total of 4,822 parking spaces within the study area as shown in **Table 5**.

Table 5. Parking Inventory by Type

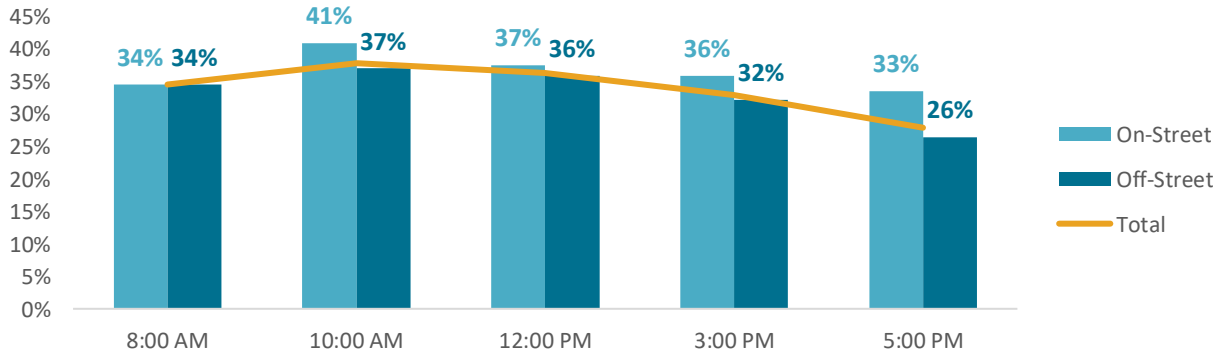
PARKING TYPE	INVENTORY
On-Street	993 spaces
Off-Street	3,829 spaces
Total	**4,822 spaces**

Parking demand was collected over a 9-hour period through drone footage. Occupied spaces were recorded to determine peak occupancy and occupancy trends throughout a typical Monday during peak agricultural season. Parking demand was collected at the following times:

- 8:00 AM
- 10:00 AM
- 12:00 PM
- 3:00 PM
- 5:00 PM

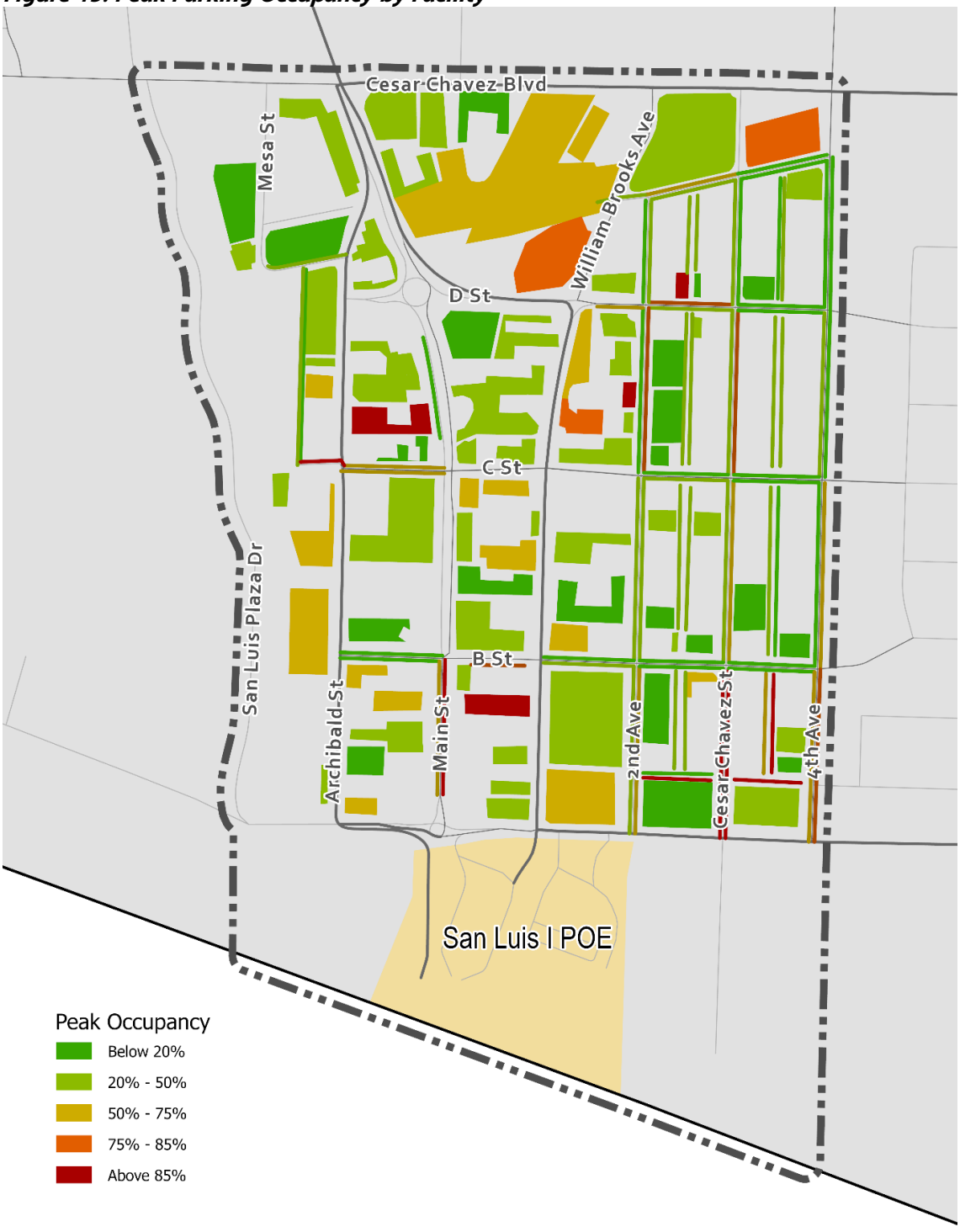
Of the observed times, peak occupancy for the study area was reached at 10:00 AM. On-street occupancy was observed to be higher in all collected times compared to off-street parking. Parking occupancy was lowest in the afternoon, reaching a minimum of 28% occupied at 5:00 PM. Parking utilization by time of day is shown in **Figure 14**.

Figure 14. Parking Occupancy by Time of Day



Parking occupancy was observed by facility for the peak observed time of 10:00 AM. Most off-street facilities are significantly underutilized, with many parking lots below 50% occupancy under peak conditions. Although on-street facilities are typically underutilized to the northern half of the study area, on-street parking becomes overutilized near the POE. Parking occupancy by facility is shown in **Figure 15**. Detailed parking occupancy data is provided in **Appendix D**.

Figure 15. Peak Parking Occupancy by Facility



AGRICULATURAL EMPLOYER INTERVIEWS

The San Luis I POE serves as the gateway for Mexican farm workers who serve as the primary employment base for agricultural operations throughout Yuma County. Workers often drive across the border, then park in Downtown San Luis and board shuttle buses to agricultural operations north of San Luis. To better understand the circulation and parking patterns of agricultural company shuttles and employees, five agricultural employers were contacted to discuss their employee pick-up and drop-off procedures. Three of the five agricultural employers responded to requests for interviews:

- Riverside AG Works LLC
- Bravo Harvesting
- Hilltown Packing

The agricultural companies were asked a series of questions from a questionnaire. The questions included are shown in **Table 6**.

Table 6. Agricultural Company Questionnaire

QUESTION	PROVIDED ANSWERS
How many buses do you run on a typical day during harvest season to shuttle workers from downtown San Luis to fields?	▪ 8 ▪ 12 ▪ 30-40
At what time(s) do your buses come to pick employees up in the morning?	▪ 4:00 AM – 5:00 AM ▪ 5:00 AM – 6:00 AM ▪ 11:00 AM
Approximately how many employees do you pick up on each bus?	▪ 20 ▪ 25-30 ▪ 48
Where do you currently pick-up and drop-off workers in downtown San Luis?	▪ Renting a parking lot at Urtuzuastegui Street and Cesar Chavez St ▪ Location varies, pick up can be at Circle K or at parking lots ▪ Have a yard at 4th Ave and Urtuzuastegui St, across from Century Link
Where do you park your buses when they are not in use?	▪ Vehicles stay at the field ▪ Vehicles have a yard for when not in use
At what time(s) do you drop-off workers in downtown San Luis in the afternoon?	▪ 1:00 PM – 4:00 PM ▪ 4:30 PM ▪ 5:00 PM – 6:00 PM
What improvements to circulation and parking would you like to see to improve operations and circulation from your perspective, such as consolidated pick-up/drop-off locations, remote parking locations, etc?	▪ Pick-up is very close to the centralized area. If it were not as close, there would be less issues with traffic ▪ Implementing designated parking for workers
Is there anything else you would like to share to help us understand the nature of your practices and how they are not efficient?	▪ Allows portable restrooms to be driven through San Luis. When picking up employees in San Luis, they have to go back to Yuma to pick up portable restrooms, making an extra trip

The results from the questionnaire are summarized below:

Time of Employee Pick-Up:
4:00 AM – 6:00 AM, 11:00 AM

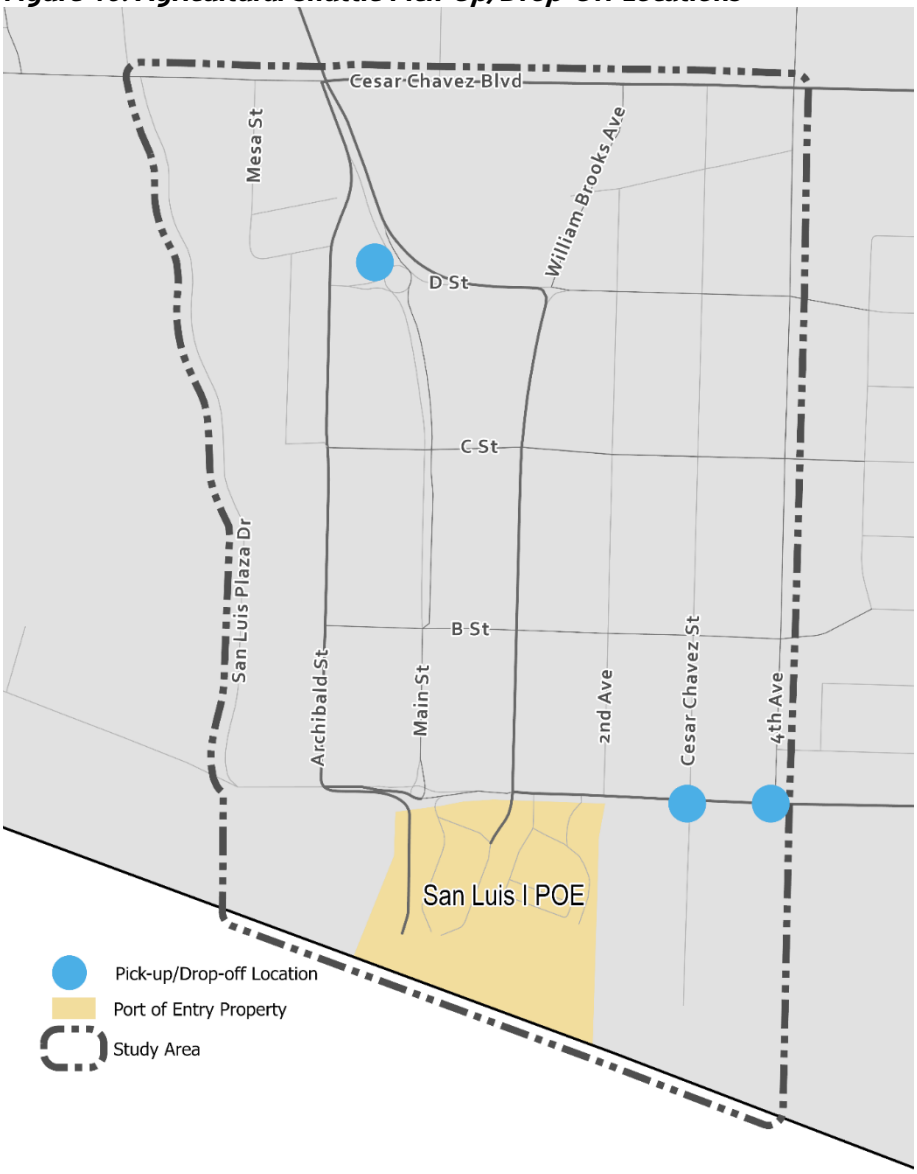
Time of Employee Drop-Off:
1:00 PM – 6:00 PM

Number of Buses per Day: 8 to 12, 40

Number of Employees per Bus: 20 to 50

Bus Drop-Off and Pick-Up Locations are shown in **Figure 16**.

Figure 16. Agricultural Shuttle Pick-Up/Drop-Off Locations



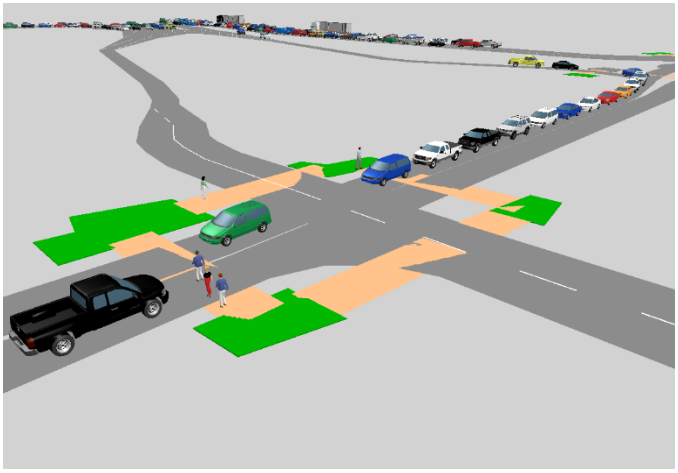






PHASE 2
ANALYZE

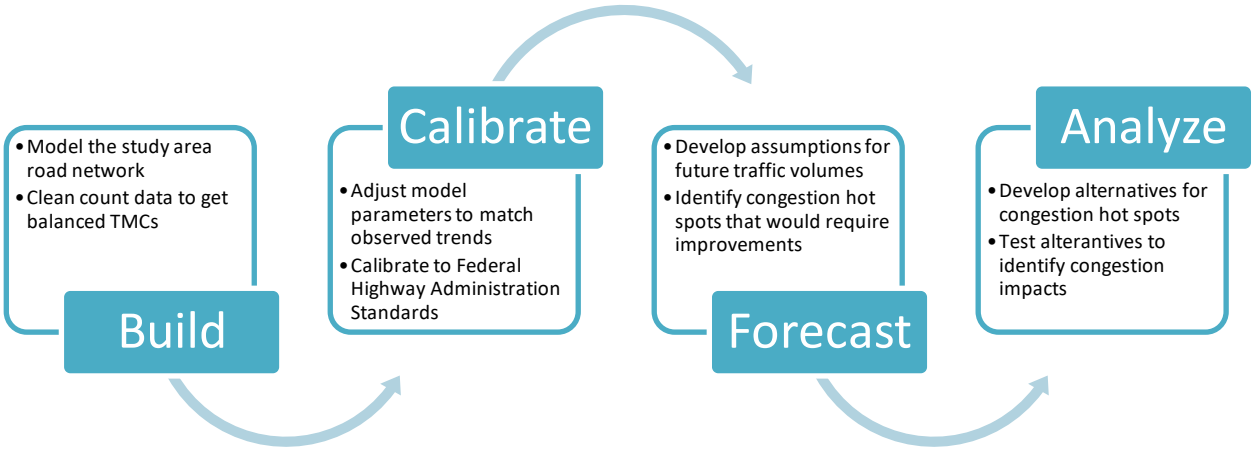
PHASE 2 – ANALYZE



A PTV Vissim traffic simulation model was built to analyze current and anticipated future traffic conditions in the study area as well as perform an alternatives analysis of potential improvements. This model simulates each vehicle and pedestrian counted as part of Phase 1 of the project to quantify congestion and test alternatives. An example screenshot of the model is shown in the image to the right. The simulation modeling is a multi-step process as shown in **Figure 17**. In addition to the current-year model, two horizon years were modeled to evaluate short- and long-term transportation system needs in the study area:

- **Opening Year** simulates the year that the expanded San Luis I POE opens
- **20-Year** simulates 20 years after the Opening Year

Figure 17. Traffic Simulation Modeling Process



To determine traffic performance for existing and future traffic conditions, a traffic operations analysis was conducted using the *Highway Capacity Manual (HCM)*. Level of Service (LOS) quantifies the operating conditions at intersections, ranging from A (very little delay) to F (long delays and congestion). The minimum acceptable LOS for an intersection approach is LOS E for rural areas. **Table 7** shows the threshold for each LOS for signalized and unsignalized intersections.

Table 7. LOS Definitions

LEVEL OF SERVICE	SIGNALIZED INTERSECTION AVERAGE TOTAL DELAY (SEC/VEH)	UNSIGNALIZED INTERSECTION AVERAGE TOTAL DELAY (SEC/VEH)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

CURRENT YEAR MODEL

The current year model showed that intersections operate at LOS D or better in both the morning (AM) and afternoon (PM) peak hours. The resulting AM and PM peak hour LOS for signalized are shown in **Figure 18** and **Figure 19**, respectively. Although all intersections operate with acceptable LOS in existing conditions, there are specific approaches that operate poorly:

- The southbound approach operates at an LOS F during the AM peak hour and LOS E in PM peak hour
- The eastbound approach operates at an LOS E during AM peak hour and LOS F in the PM peak hour
- William Brooks and Urtuzuastegui Street:
  - The eastbound approach operates at an LOS F in both the AM and PM peak hour
  - The westbound approach operates at an LOS E in the PM peak hour

Detailed Current Year Model LOS and queue results are provided in **Appendix E**.

Figure 18. Current Year Model AM LOS

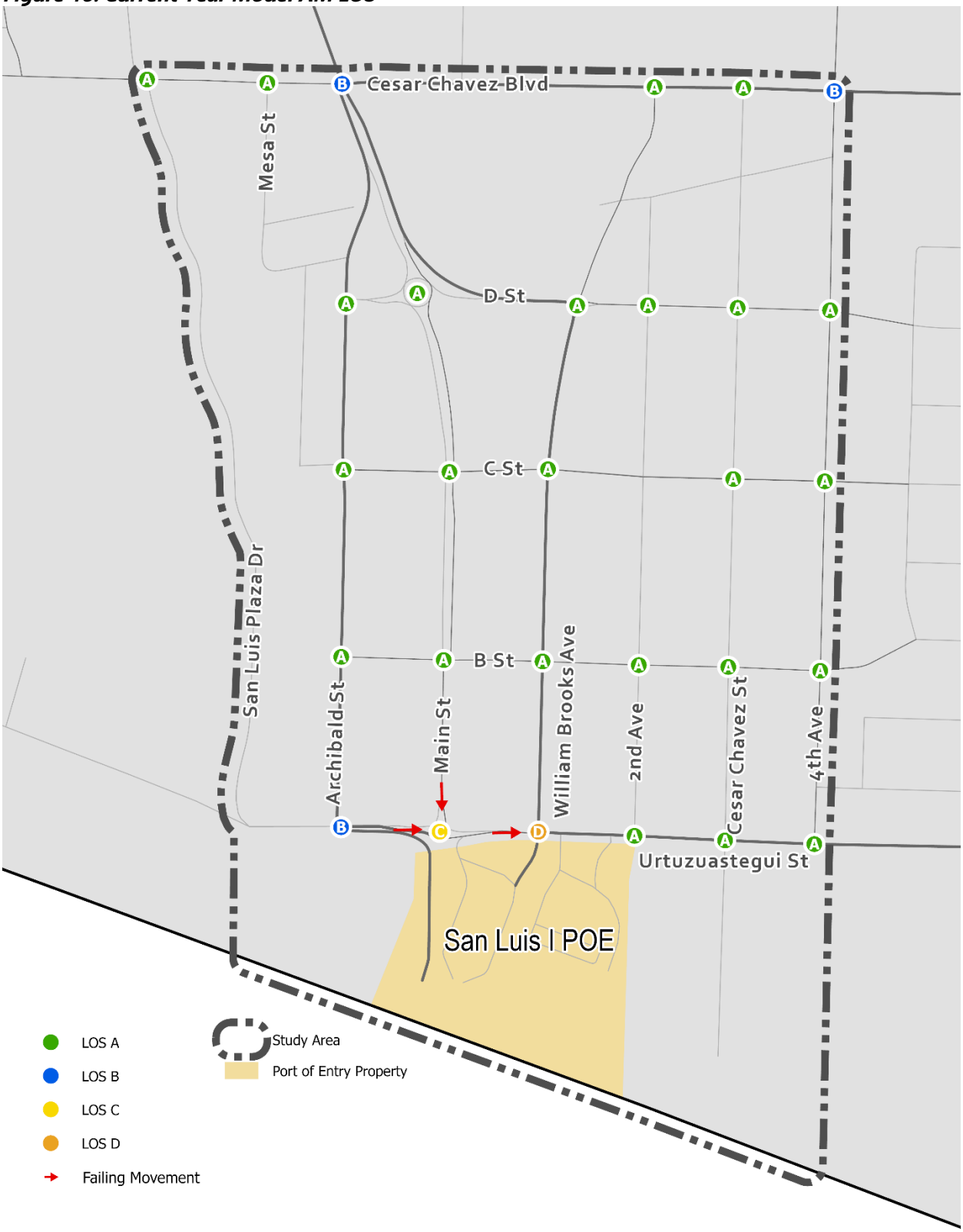
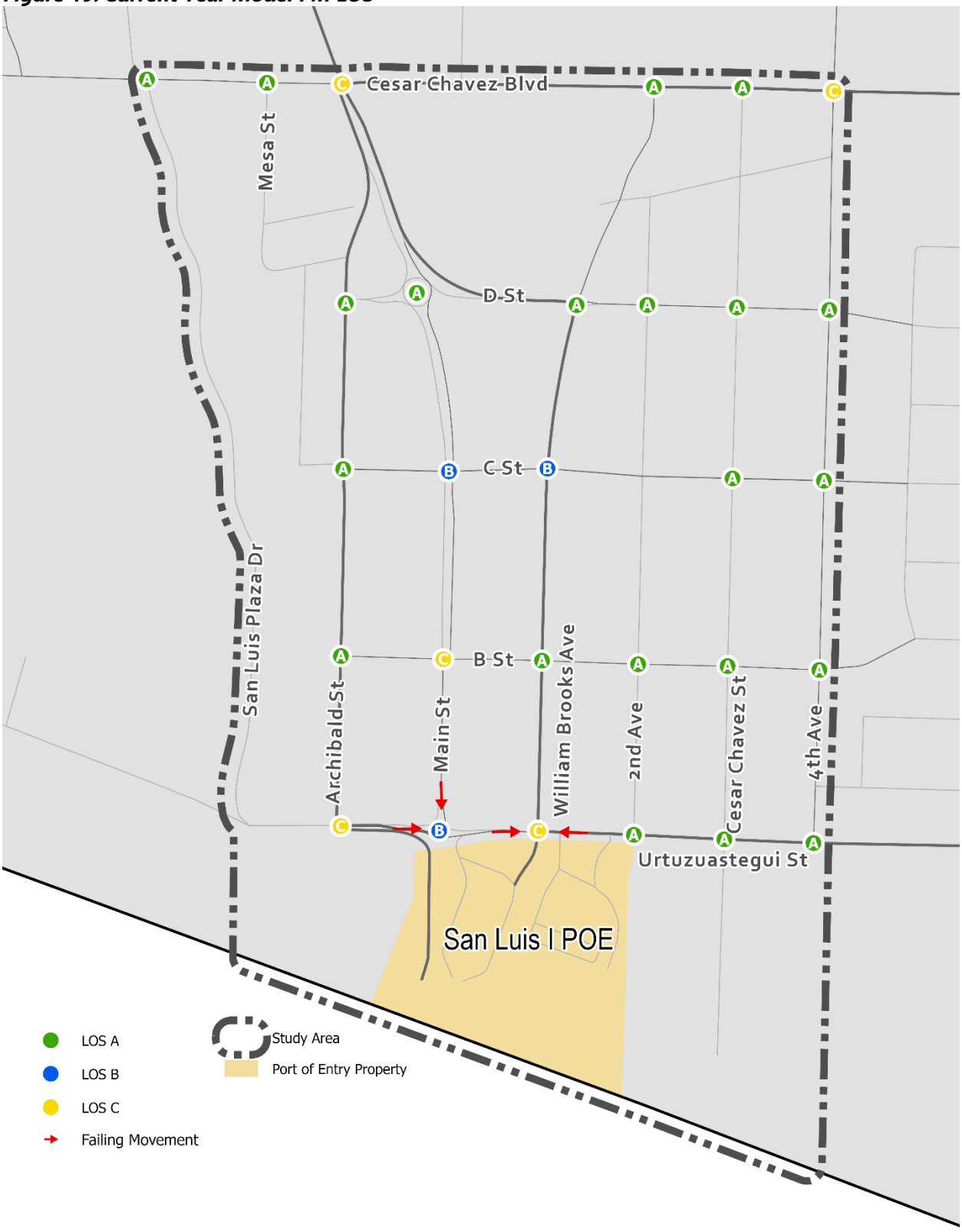


Figure 19. Current Year Model PM LOS



OPENING YEAR MODEL

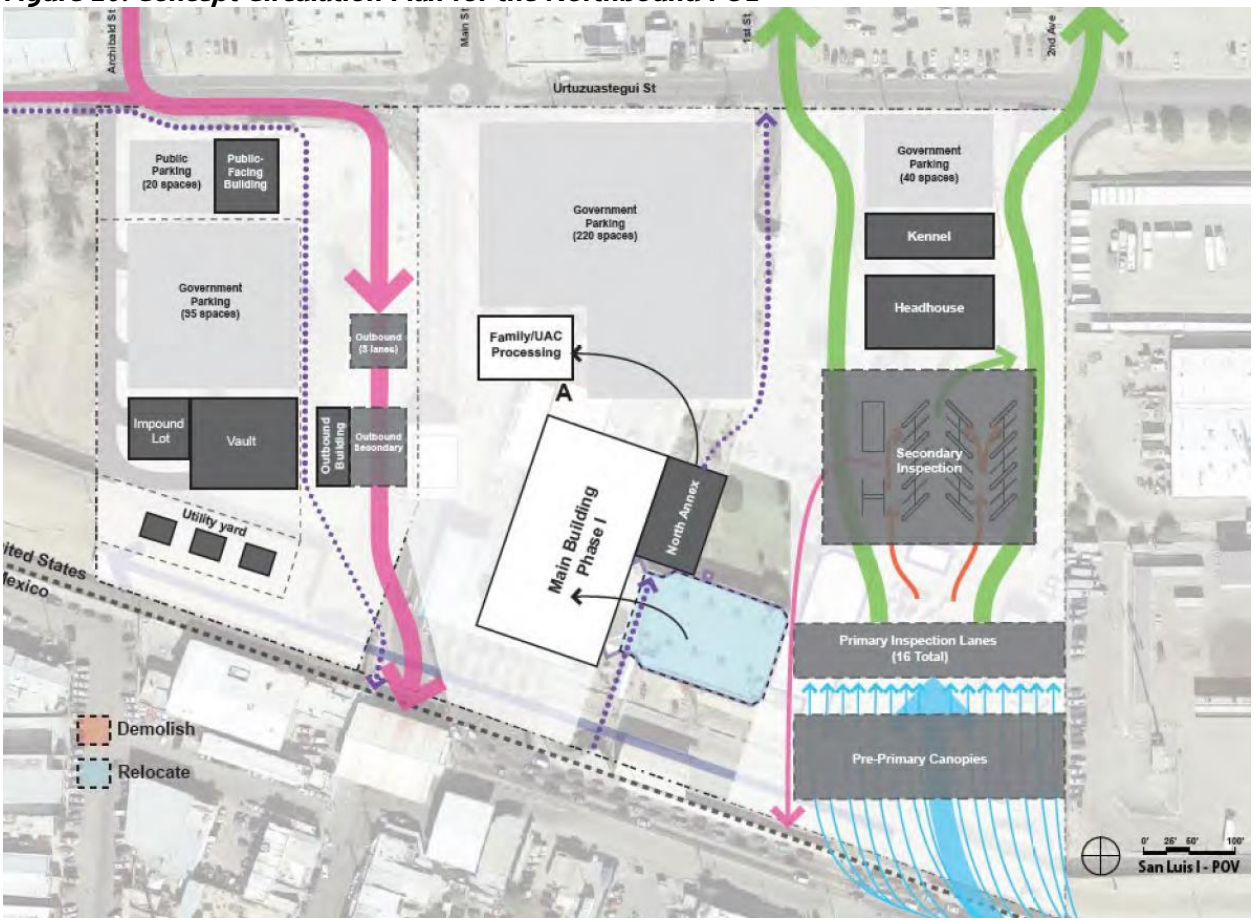
The Opening Year Model simulates Downtown San Luis right after the expanded northbound and southbound POEs are fully operational.

ASSUMED NETWORK CHANGES

Several changes to the downtown transportation network were added to the simulation model to reflect assumed conditions during the POE opening year. These network changes are:

- **Expanded Northbound POE.** Based on preliminary circulation concept provided to the City by GSA, shown in **Figure 20**, the number of inbound check lanes will be doubled from eight to 16 lanes and access into Downtown San Luis will be modified. The current primary exit from the POE located just east of Main Street will be closed, the current secondary exit at William Brooks Avenue will become the primary exit, and a new secondary exit will be constructed at 2nd Avenue. Additionally, pedestrians will now exit the Northbound POE west of William Brooks Avenue to reduce vehicle-pedestrian conflicts.

Figure 20. Concept Circulation Plan for the Northbound POE



Source: Final Environmental Impact Statement for Expansion and Modernization of the San Luis I Land Port of Entry

- **Expanded Southbound POE.** In conjunction with the expansion of the Northbound POE by GSA, the Mexican government is also pursuing reconfiguration and expansion of the Southbound POE. At the conceptual level, the plan is to double the number of southbound check lanes and realign southbound traffic to the Archibald Street alignment and move southbound pedestrian traffic to the east of the southbound travel lanes to reduce vehicle-pedestrian conflicts. A preliminary concept of the Southbound POE is shown in **Figure 21**.

Figure 21. Concept Circulation Plan for the Southbound POE



Source: City of San Luis Rio Colorado

- **Cesar Chavez Boulevard Multimodal Improvements Project.** The City of San Luis received $33 million from the State of Arizona to widen and improve five miles of Cesar Chavez Boulevard between San Luis Plaza Drive and Avenue E. While the final design process may change some elements of the project, the improvements included in a 2014 conceptual design for the project were included in the traffic simulation model, including:
  - One additional travel lane in each direction
  - A roundabout at San Luis Plaza Drive/Escondido Street
  - A center median that prohibits left turns from side street Mesa Street, William Brooks Avenue, and Cesar Chavez Street
  - A traffic signal at 4th Avenue

ASSUMED TRAFFIC VOLUME GROWTH

As both the Northbound and Southbound POEs are expanded, it is anticipated that more people will travel through the San Luis I POE during peak periods as a result of the reduction in wait times from the additional capacity. To account for this increased peak period demand, traffic volumes

to and from the POE were increased by 20% in the Opening Year. All other traffic volumes in the traffic simulation model were left at the same levels as the Current Year Model.

OPENING YEAR TRAFFIC PERFORMANCE

Figure 22 and **Figure 23** provide the LOS for the study area intersections during the AM and PM Monday peak hour conditions, respectively. All movements in the AM peak conditions operate at an acceptable LOS in the Opening Year Model. The following movements are notable results that are approaching or at failing conditions in the PM peak hour for the Opening Year Model:

- **William Brooks Avenue and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - All northbound movements are operating at a **LOS F**
  - The westbound through and right turn movements operate at a **LOS F**
- **2nd Avenue and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - The northbound through movement operates at a **LOS F**
  - The southbound through movement operates at **LOS D**
  - All westbound movements operate at a **LOS F**
- **Cesar Chavez Street and Urtuzuastegui Street**
  - The westbound through and right-turn movements operates at a **LOS F**
  - The westbound left movement operates at a **LOS E**
- **4th Avenue and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - The southbound left-turn movement operates at a **LOS E** and the southbound right-turn movement operates at a **LOS F**
  - The westbound approach operates at a **LOS F** for all movements
- **Main Street and B Street**
  - The westbound left-turn and right-turn movements operate at a **LOS E**
- **US 95 and Cesar Chavez Boulevard**
  - The southbound left-turn movement operates at a **LOS D**
  - The westbound left-turn movement operates at a **LOS F**

Detailed Opening Year Model LOS and queue results are provided in **Appendix E**.

Figure 22. Opening Year Model AM LOS

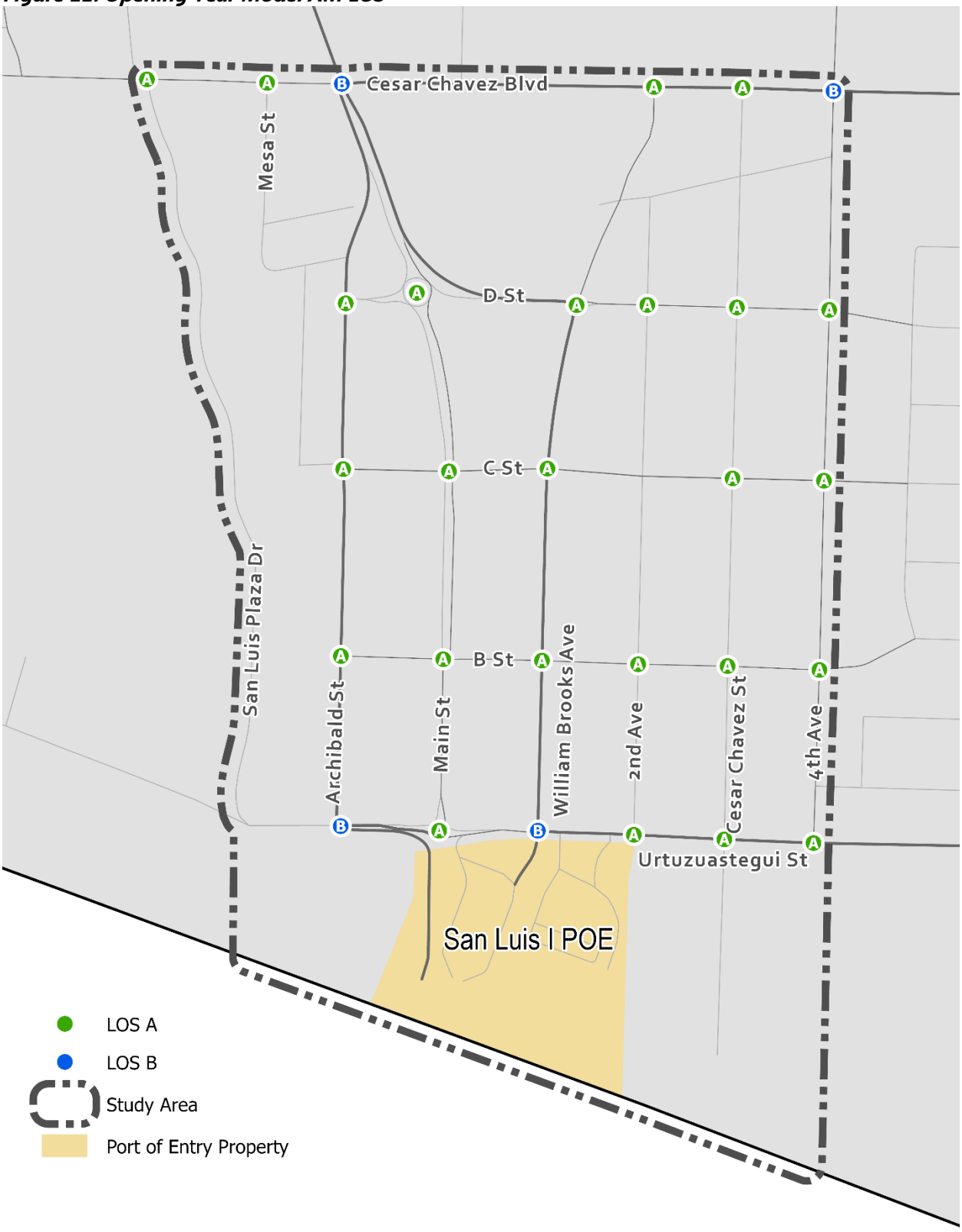
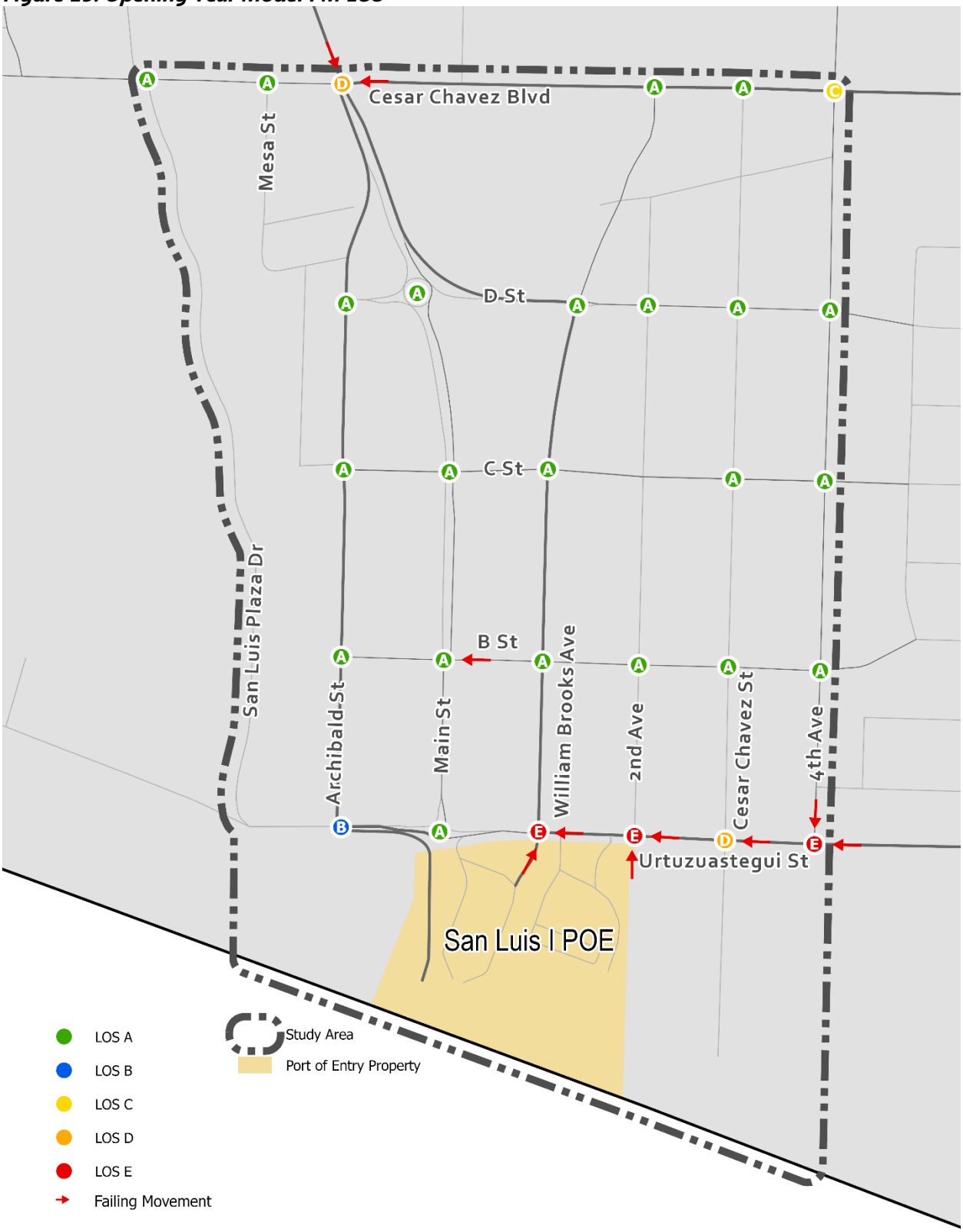


Figure 23. Opening Year Model PM LOS



20-YEAR MODEL

The 20-Year Model simulates Downtown San Luis 20 years after the Opening Year (the year the expanded northbound and southbound POEs are fully operational). All network changes in the Opening Year Model were carried forward to the 20-Year Model.

ASSUMED TRAFFIC VOLUME GROWTH

Based on historical growth in traffic volumes observed in San Luis in recent years, a 2% annual growth rate was assumed to grow traffic volumes from the Opening Year Model to the 20-Year Model. All TMCs in the model were grown by the same 2% annual growth rate.

20-YEAR TRAFFIC PERFORMANCE

Figure 24 and **Figure 25** provide the LOS for the study area intersections during the AM and PM Monday peak hour conditions, respectively. The following movements are notable results that are approaching or at failing conditions in the AM peak hour for the 20-Year Model:

- **William Brooks Avenue and Urtuzuastegui Street**
  - The northbound left movement operates at a **LOS E**
  - The westbound approach operates at a **LOS E** in all movements
- **US 95 and Cesar Chavez Boulevard**
  - The eastbound left movement operates at a **LOS E**
  - The westbound left movement operates at a **LOS D**
- **4th Avenue and Cesar Chavez Boulevard**
  - The northbound approach operates at a **LOS D** for all movements

The following movements are notable results that are approaching or at failing conditions in the PM peak hour for the 20-Year Model:

- **William Brooks and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - The northbound approach operates at a **LOS E** for all movements
  - The eastbound through movement operates at **LOS E**
  - The westbound approach operates at **LOS F** for all movements
- **2nd Avenue and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - The northbound through movement operates at a **LOS E** and the northbound right-turn movement operates at **LOS D**
  - The southbound right movement operates at a **LOS E**
  - The westbound approach operates at a **LOS F** for all movements

- **Cesar Chavez Street and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS E**
  - The northbound approach operates at a **LOS E** for all movements
  - The westbound approach operates at a **LOS F** for all movements
- **4th Avenue and Urtuzuastegui Street**
  - The overall intersection operates at a **LOS F**
  - The southbound approach operates at a **LOS F** for all movements
  - The westbound approach operates at a **LOS F** for all movements
- **Main Street and B Street**
  - The westbound left and through movements operate at a **LOS E**
- **Main Street and C Street**
  - The eastbound left and through movements operate at a **LOS E**
- **San Luis Plaza Drive/Escondido Street and Cesar Chavez Boulevard**
  - The northbound approach operates at a **LOS F** for all movements
  - The southbound approach operates at a **LOS E** for all movements
- **Cesar Chavez Boulevard and Main Street**
  - The southbound left and through movements operate at a **LOS E**
  - The eastbound left-turn movement operates at a **LOS F**
  - The westbound left-turn movement operates at a **LOS F**
- **4th Avenue and Cesar Chavez Boulevard**
  - The northbound left-turn movement operates at a **LOS E**
  - The southbound approach operates at a **LOS E** for all movements
- **Cesar Chavez Boulevard and Mesa Street**
  - The northbound right-turn movement operates at a **LOS F**
  - The eastbound through movement operates at a **LOS E**

Detailed 20-Year Model LOS and queue results are provided in **Appendix E**.

Figure 24. 20-Year Model AM LOS

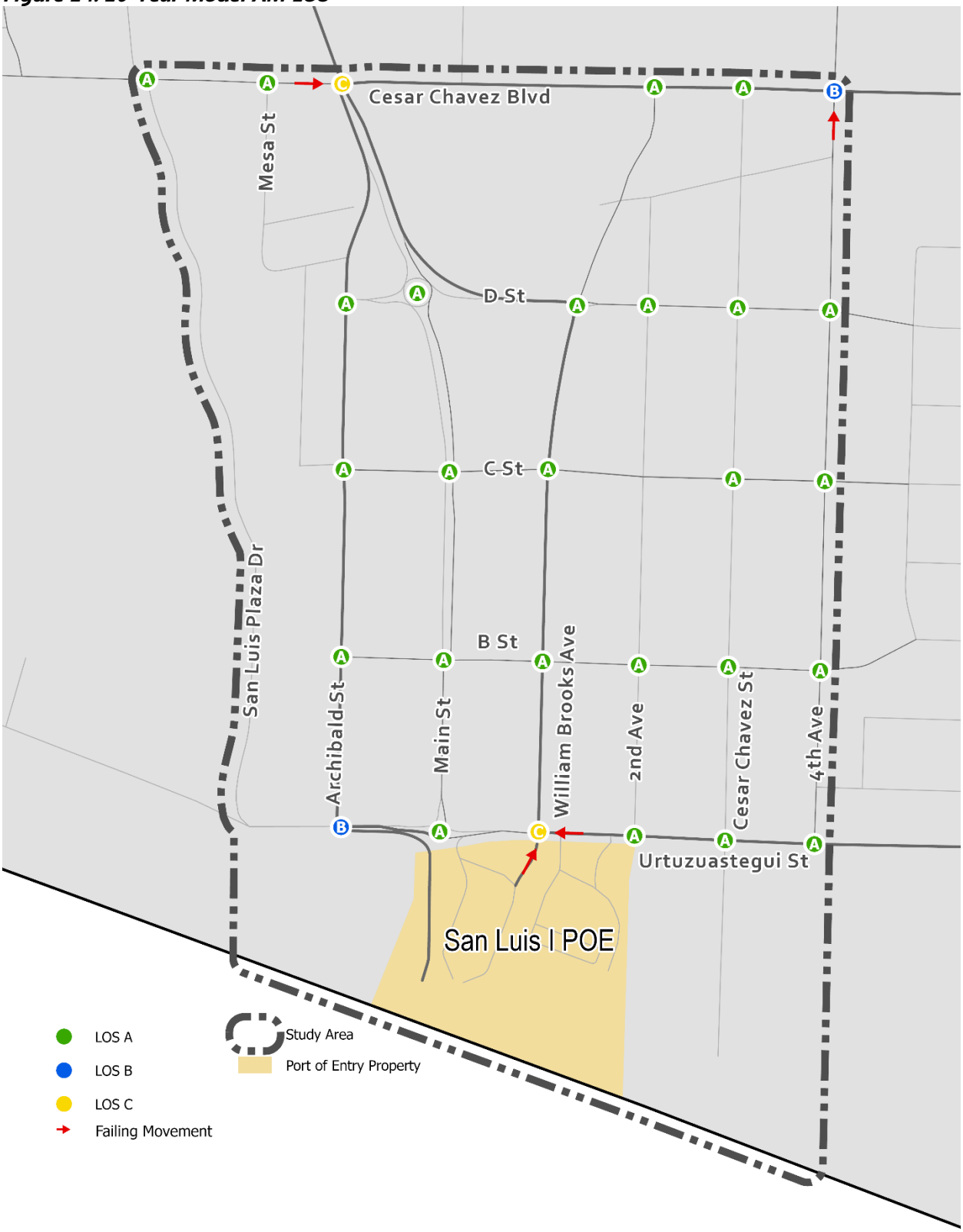
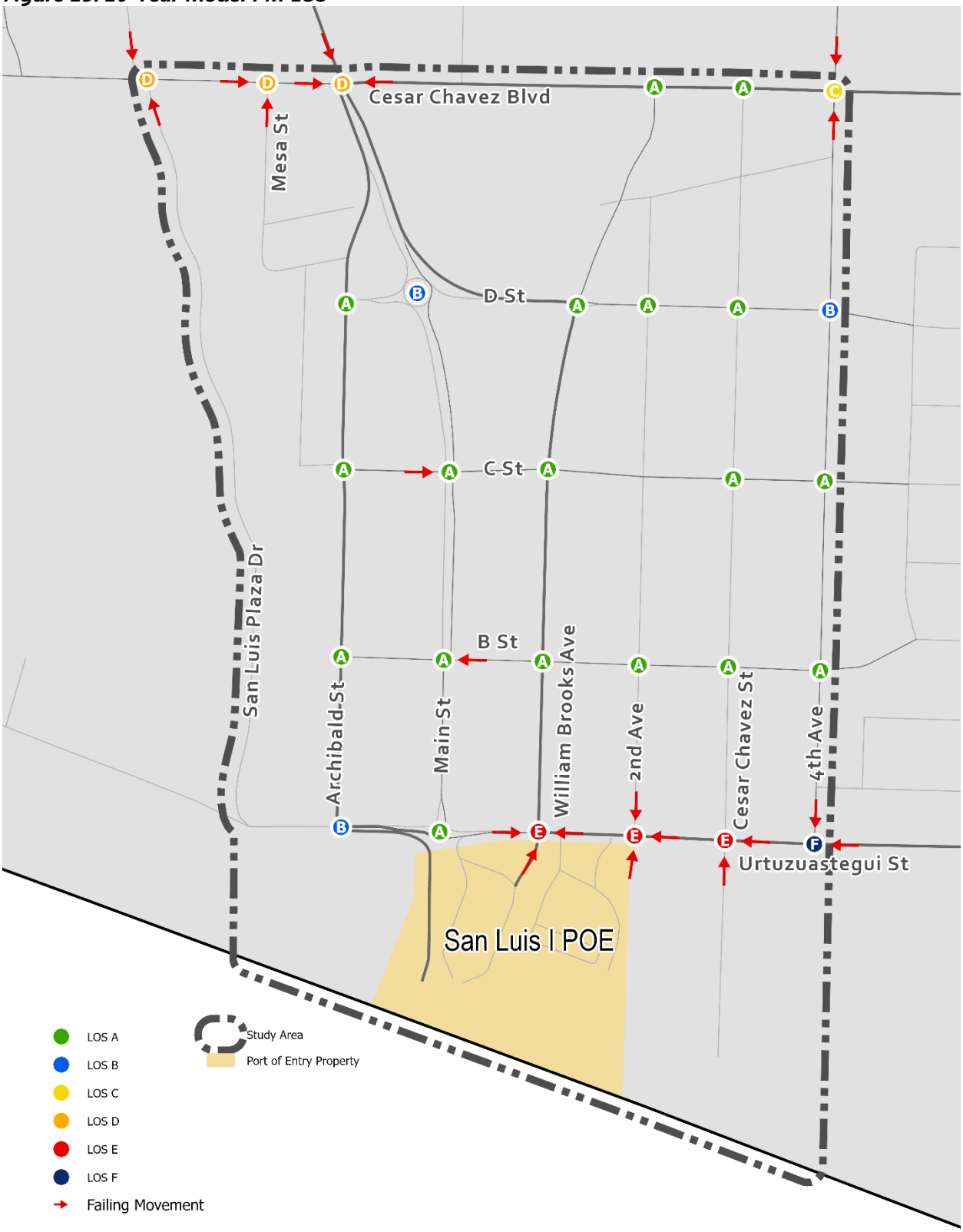


Figure 25. 20-Year Model PM LOS



CIRCULATION ALTERNATIVES

Based on the results from the Opening Year and 20-Year Models, five areas of constraint were identified. While congestion was identified at more than these five locations in the models, solving the congestion issues at these five locations will address the cascading congestion impacts at nearby intersections. The primary areas of constraint are:

- William Brooks Avenue and Urtuzuastegui Street
- Main Street and B Street
- Cesar Chavez Boulevard and Main Street
- Cesar Chavez Boulevard and 4th Avenue
- Cesar Chavez Boulevard and Mesa Street

A series of circulation alternative concepts were developed for each constrained intersection. Each concept was assessed in the Opening Year and 20-Year Models to determine which concepts best solve the anticipated congestion issues while also maintaining multimodal safety and supporting downtown's character and businesses. Detailed circulation alternative LOS and queue results for the Opening Year and 20-Year Models are provided in **Appendix E**.

WILLIAM BROOKS AVENUE AND URTUZUASTEGUI STREET

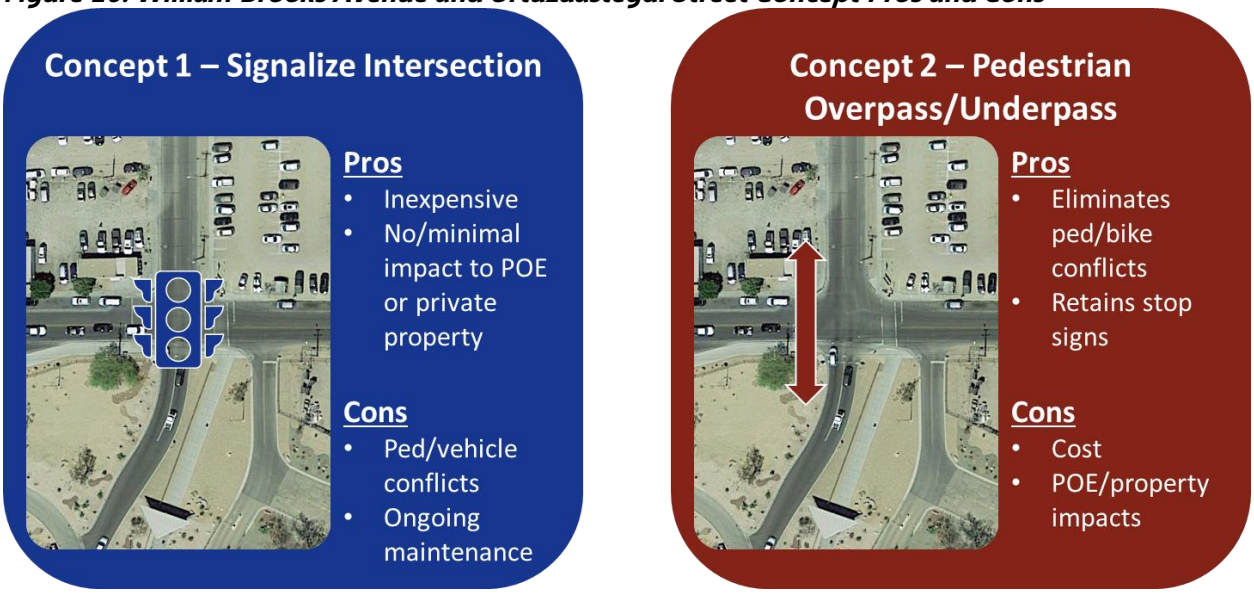
Two concepts were developed for the intersection of William Brooks Avenue and Urtuzuastegui Street to address congestion and pedestrian-vehicle conflict issues:

- **Concept 1 – Signalize Intersection.** The installation of a traffic signal at the main exit for the POE was analyzed as a mitigation measure to improve intersection operations. The intersection would operate with permitted left-turn phasing on all approaches and the existing lane configuration. **PLANNING LEVEL COST: $600,000**
- **Concept 2 – Pedestrian Overpass/Underpass.** Operations at William Brooks Avenue and Urtuzuastegui Street are significantly impacted by the interaction between pedestrian and vehicular traffic. A pedestrian overpass on the west leg of the intersection provides a grade-separated pathway that eliminates this pedestrian and vehicle interaction. This concept improves the safety and accessibility for pedestrians while also improving LOS and delay for vehicles. The intersection would continue to operate with stop-control on all approaches. **PLANNING LEVEL COST: $1,500,000**

Pros and cons for these two concepts are shown in **Figure 26**. Pros for Concept 1 include that it is relatively inexpensive compared to Concept 2 and there is little or no impact to the POE or other private properties adjacent to the intersection. Cons for Concept 1 include that it does not physically protect pedestrians from vehicular traffic and that traffic signals require ongoing monitoring and maintenance.

Pros for Concept 2 include that it eliminates pedestrian and vehicular conflicts and retains the existing stop control at the intersection. Cons for Concept 2 include that it is significantly more expensive than a traffic signal and there could be substantial impacts to adjacent properties through the taking of right-of-way.

Figure 26. William Brooks Avenue and Urtuzuastegui Street Concept Pros and Cons



Using the Opening Year and 20-Year Models, these concepts were modeled to quantify the congestion impacts. The LOS and vehicle delay results for the overall intersection are shown in **Table 8**. Impacts to failing movements in the Opening Year and 20-Year Models were reviewed for each concept and the results are shown in **Table 9**.

Table 8. William Brooks Avenue and Urtuzuastegui Street Overall Intersection Results

MODEL	BASELINE		CONCEPT 1		CONCEPT 2	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Opening Year	B (14.7 sec)	E (70.8 sec)	B (17.8 sec)	B (19.2 sec)	A (7.8 sec)	B (11.3 sec)
20-Year	C (25.0 sec)	E (61.2 sec)	B (15.5 sec)	C (26.5 sec)	A (9.0 sec)	B (11.3 sec)

Table 9. William Brooks Avenue and Urtuzuastegui Street Failing Movements Results

MOVEMENT	BASELINE		CONCEPT 1		CONCEPT 2	
	OPENING YEAR	20-YEAR	OPENING YEAR	20-YEAR	OPENING YEAR	20-YEAR
NBL	F (70.2 sec)	E (49.9 sec)	A (9.9 sec)	B (14.2 sec)	B (11.5 sec)	B (11.5 sec)
NBT	F (60.6 sec)	E (42.3 sec)	B (13.9 sec)	B (16.8 sec)	B (10.1 sec)	B (10.1 sec)
NBR	F (75.1 sec)	F (51.4 sec)	B (15.8 sec)	B (17.5 sec)	B (10.7 sec)	B (10.7 sec)
WBT	F (104.3 sec)	F (118.6 sec)	C (23.2 sec)	D (38.4 sec)	B (13.0 sec)	B (13.0 sec)
WBR	F (104.8 sec)	F (112.7 sec)	C (24.6 sec)	D (37.0 sec)	B (13.4 sec)	B (13.4 sec)

MAIN STREET AND B STREET

Three concepts were developed for the intersection of Main Street and B Street to address congestion and pedestrian-vehicle conflict issues:

- **Concept 1 – Signalize Intersection.** The installation of a traffic signal at Main Street and B street was analyzed as a mitigation measure to improve traffic operations. The intersection would operate with permitted left-turn phasing on all approaches and with the existing lane configurations. **PLANNING LEVEL COST: $600,000**
- **Concept 2 – HAWK Signal.** The installation of a High Intensity Activated Crosswalk (HAWK) signal was considered due to the high amount of pedestrian activity. A HAWK signal would be installed along the south leg of Main Street and provide an allocated amount of 'WALK' time when the push button is activated for pedestrians and indicates a red signal for vehicles. Then, a flashing 'DON'T WALK' notifies pedestrians not to begin crossing while flashing red lights are displayed for drivers warning them to stop for pedestrians. A HAWK signal would allow platoons of pedestrians and vehicles dedicated green time, with little delay to both modes of travel and increased safety to pedestrians. **PLANNING LEVEL COST: $300,000**
- **Concept 3 – Roundabout.** The intersection reconstructed as a roundabout was analyzed to improve the flow of traffic and the LOS/delay for B Street. Intersections with stop control only on the minor approach often experience greater delays since the high volume of traffic on the major approach does not stop thus creating fewer gaps for vehicles to turn. A roundabout reduces the number of conflict points and the speed of vehicles providing an increase in acceptable gaps for all movements at each approach. The high volume of pedestrians may impede operations and traffic flow at this roundabout location. **PLANNING LEVEL COST: $1,500,000**

Pros and cons for these three concepts are shown in **Figure 27**. Pros for Concept 1 include that a traffic signal will improve safety on all four crosswalks and reduce the delay on B Street. Cons include the expense of installing a traffic signal as well as the ongoing monitoring and maintenance.

Pros for Concept 2 include that it has minimal impact on Main Street traffic which is heavier than on B Street as well as added protection for pedestrians crossing Main Street. Cons for Concept 2 include that a HAWK adjacent to an intersection is unconventional and potentially confusing; additionally, installing the HAWK will necessitate removing the crosswalk on the north leg of the intersection, reducing pedestrian connectivity.

Pros for Concept 3 include a reduction of vehicular delay on B Street and that the roundabout provides an opportunity for public art, similar to the other two roundabouts on Main Street. Cons include that it is the most expensive alternative, may require purchasing additional right-of-way from adjacent property owners, and that roundabouts are often not comfortable for pedestrians because there are no signals to stop vehicles.

Figure 27. Main Street and B Street Concept Pros and Cons



Using the Opening Year and 20-Year Models, these concepts were modeled to quantify the congestion impacts. The LOS and vehicle delay results for the overall intersection are shown in **Table 10**. Impacts to failing movements in the Opening Year and 20-Year Models were reviewed for each concept and the results are shown in **Table 11**.

Table 10. Main Street and B Street Overall Intersection Results

MODEL	BASELINE		CONCEPT 1		CONCEPT 2		CONCEPT 3	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Opening Year	A (3.0 sec)	A (8.2 sec)	B (14.6 sec)	C (24 sec)	A (4.8 sec)	B (10.7 sec)	A (4.9 sec)	B (13.2 sec)
20-Year	A (3.3 sec)	A (10.0 sec)	B (13.7 sec)	D (45.4 sec)	A (5.8 sec)	B (14.2 sec)	A (2.2 sec)	B (14.2 sec)

Table 11. Main Street and B Street Failing Movements Results

MOVEMENT	BASELINE		CONCEPT 1		CONCEPT 2		CONCEPT 3	
	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR
WBL	E (37.3 sec)	E (35.7 sec)	C (32.2 sec)	C (33.9 sec)	D (30.6 sec)	E (37.5 sec)	A (9.4 sec)	A (9.4 sec)
WBT	E (42.9 sec)	E (49.0 sec)	C (30.7 sec)	C (29.0 sec)	E (35.1 sec)	E (48.1 sec)	A (9.1 sec)	C (24.0 sec)

CESAR CHAVEZ BOULEVARD AND MAIN STREET

Three concepts were developed for the intersection of Cesar Chavez Boulevard and Main Street to address congestion and pedestrian-vehicle conflict issues:

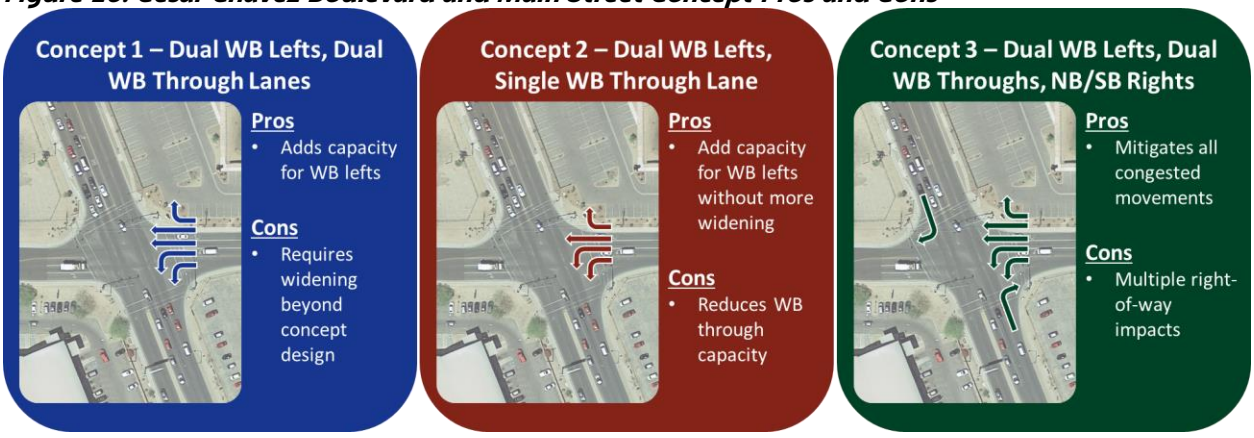
- **Concept 1 – Dual Westbound Lefts and Two Westbound Through Lanes.** To accommodate the increase of vehicles making a westbound left-turn from Cesar Chavez Boulevard onto Main Street, the installation of dual-left turn lanes was considered. Signal operations would need to be adjusted to provide protected only left turn phasing for the eastbound and westbound left turns. The two westbound through lanes in the concept design for the Cesar Chavez Boulevard Multimodal Improvements Project would remain. **PLANNING LEVEL COST: $500,000**
- **Concept 2 – Dual Westbound Lefts and a Single Westbound Through Lane.** Similar to Concept 1, dual westbound left-turn lanes that operate with protected left-turn phasing were considered to improve intersection operations. The intersection was evaluated with a single westbound through lane to analyze operation in case the feasibility of further widening beyond the Cesar Chavez Boulevard Multimodal Improvements Project assumptions is constrained by right-of-way acquisition. **PLANNING LEVEL COST: $50,000**
- **Concept 3 – Dual Westbound Lefts, Two Westbound Through Lanes, and Northbound/Southbound Right-Turn Lanes.** In addition to providing dual-left turn lanes, providing dedicated right-turn lanes for the northbound and southbound approaches to accommodate future traffic conditions and reduce delay for the northbound and southbound approaches. **PLANNING LEVEL COST: $1,500,000**

Pros and cons for these three concepts are shown in **Figure 28**. Pros for Concept 1 include that it adds capacity for westbound left turns, which becomes a failing movement by the 20-Year Model. Cons are that it will require additional widening beyond that found in the concept design for the Cesar Chavez Boulevard Multimodal Improvements Project.

Pros for Concept 2 include that it adds additional westbound left turn capacity without requiring additional widening. Cons include that it will reduce the capacity for the westbound through movement, which could increase delay.

Pros for Concept 3 include that it adds capacity to all the failing movements at the intersection. Cons include that there are likely right-of-way impacts on three of the four corners of the intersection (northwest, northeast, and southeast corners) to add additional lanes.

Figure 28. Cesar Chavez Boulevard and Main Street Concept Pros and Cons



Using the Opening Year and 20-Year Models, these concepts were modeled to quantify the congestion impacts. The LOS and vehicle delay results for the overall intersection are shown in **Table 12**. Impacts to failing movements in the Opening Year and 20-Year Models were reviewed for each concept and the results are shown in **Table 13**.

Table 12. Cesar Chavez Boulevard and Main Street Overall Intersection Results

MODEL	BASELINE		CONCEPT 1		CONCEPT 2		CONCEPT 3	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Opening Year	B (19.0 sec)	D (42.5 sec)	C (23.1 sec)	D (47.2 sec)	C (21.7 sec)	D (43.4 sec)	C (24.2 sec)	C (33.8 sec)
20-Year	C (27.2 sec)	D (49.0 sec)	C (26.1 sec)	E (58.6 sec)	D (37.8 sec)	D (52.9 sec)	C (26.1 sec)	C (33.8 sec)

Table 13. Cesar Chavez Boulevard and Main Street Failing Movements Results

MOVE-MENT	BASELINE		CONCEPT 1		CONCEPT 2		CONCEPT 3	
	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR	OPEN YEAR	20-YEAR
SBL	D (54.2 sec)	E (58.8 sec)	E (66.4 sec)	D (54.3 sec)	E (65.6 sec)	E (69.4 sec)	D (40 sec)	D (40 sec)
SBT	D (48.9 sec)	E (55.7 sec)	E (57.1 sec)	E (68.5 sec)	E (55.8 sec)	E (63.0 sec)	D (36.2 sec)	D (36.2 sec)
EBL	D (45.1 sec)	F (149 sec)	E (64.9 sec)	D (40.5 sec)	E (72.6 sec)	E (68.9 sec)	B (15.9 sec)	F (115 sec)
WBL	F (98.2 sec)	F (92.3 sec)	E (63.6 sec)	F (180 sec)	D (50.5 sec)	E (76.0 sec)	D (45.0 sec)	D (45.0 sec)

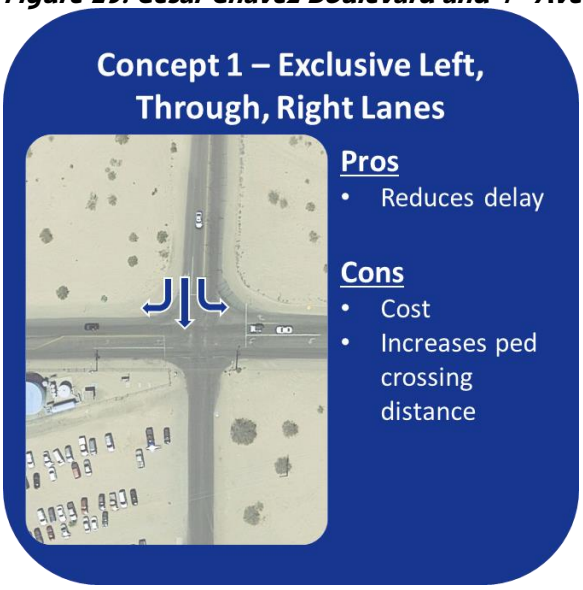
CESAR CHAVEZ BOULEVARD AND 4TH AVENUE

One concept was developed for the intersection of Cesar Chavez Boulevard and 4th Avenue to address congestion on the southbound approach:

- **Concept 1 – Southbound Right-Turn Lane.** To accommodate the 20-Year Model traffic volumes, the addition of a right-turn southbound right-turn lane was evaluated at this intersection. **PLANNING LEVEL COST: $250,000**

Pros and cons for this concept are shown in **Figure 29**. Pros include that adding the southbound right turn lane reduces overall delay. Cons include the cost of construction the lane as well as increasing the pedestrian crossing distance across the north leg of the intersection.

Figure 29. Cesar Chavez Boulevard and 4th Avenue Concept Pros and Cons



Using the Opening Year and 20-Year Models, this concept was modeled to quantify the congestion impacts. The LOS and vehicle delay results for the overall intersection are shown in **Table 14**. Impacts to failing movements in the Opening Year and 20-Year Models were observed for the concept and the results are shown in **Table 15**.

Table 14. Cesar Chavez Boulevard and 4th Avenue Overall Intersection Results

MODEL	BASELINE		CONCEPT 1	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Opening Year	B (15.7 sec)	C (22.2 sec)	B (15.5 sec)	C (32.9 sec)
20-Year	B (19.6 sec)	C (33.2 sec)	B (15.0 sec)	D (37.7 sec)

Table 15. Cesar Chavez Boulevard and 4th Avenue Failing Movements Results

MOVE-MENT	BASELINE		CONCEPT 1	
	OPENING YEAR	20-YEAR	OPENING YEAR	20-YEAR
SBL	C (26.2 sec)	E (61.2 sec)	D (49.4 sec)	D (54.7 sec)

CESAR CHAVEZ BOULEVARD AND MESA STREET

Three concepts were developed for the intersection of Cesar Chavez Boulevard and Mesa Street to address the northbound left-turn movement which will no longer be able to be made after the Cesar Chavez Boulevard Multimodal Improvements Project is constructed:

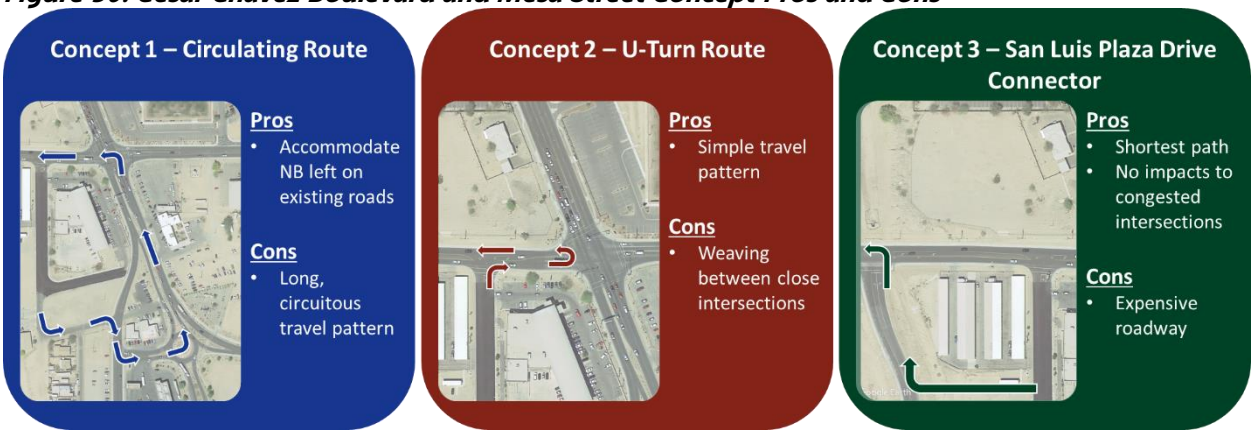
- **Concept 1 – Circulating Route.** The vehicles that currently make northbound left turns in this concept will need to exit the Post Office Archibald Street and D Street, travel to the Main Street and D Street roundabout to turn left (north) and make another left turn at the Main Street Cesar Chavez Boulevard intersection to travel westbound on Cesar Chavez Boulevard. **PLANNING LEVEL COST: $0**
- **Concept 2 – U-Turn Route.** The vehicles that currently make northbound left turns in this concept will need to make a northbound right-turn at Cesar Chavez Boulevard and Mesa Street and make an eastbound U-turn at Main Street and Cesar Chavez Boulevard to travel westbound on Cesar Chavez Boulevard. **PLANNING LEVEL COST: $0**
- **Concept 3 – San Luis Plaza Drive Connector.** This concept includes one-way connector roadway between Mesa Street and the planned roundabout at San Luis Plaza Drive and Cesar Chavez Boulevard. Vehicles that are currently making a northbound left onto Cesar Chavez Boulevard would instead utilize this connector to access the roundabout at San Luis Plaza Drive and Cesar Chavez Boulevard and then turn left (west) onto Cesar Chavez Boulevard. This concept was included in the conceptual design for the Cesar Chavez Boulevard Multimodal Improvements Project. **PLANNING LEVEL COST: $1,000,000**

Pros and cons for these concepts are shown in **Figure 30**. Pros for Concept 1 include that the northbound left movement is accommodated on existing streets, so no additional infrastructure is needed. Cons include that it is a long, circuitous route with several left turns.

Pros for Concept 2 include that it is a simple and intuitive travel pattern. Cons include the short distance between Mesa Street and Main Street, making weaving to the left-turn lane challenging during peak times.

Pros for Concept 3 include that it is the shortest path to replace the northbound left turn and there are not impacts to congested intersections. Cons include the expense of building the new roadway down a large hill between Mesa Street and San Luis Plaza Drive.

Figure 30. Cesar Chavez Boulevard and Mesa Street Concept Pros and Cons



Using the Opening Year and 20-Year Models, these concepts were modeled to quantify the congestion impacts. The LOS and vehicle delay results for the overall intersection are shown in **Table 16**.

Table 16. Cesar Chavez Boulevard and Mesa Street Overall Intersection Results

MODEL	BASELINE		CONCEPT 1		CONCEPT 2		CONCEPT 3	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Opening Year	A (1.0 sec)	A (3.5 sec)	A (1.0 sec)	A (5.0 sec)	A (1.1 sec)	C (28.5 sec)	A (1.6 sec)	C (26.3 sec)
20-Year	A (1.6 sec)	D (39.2 sec)	A (1.7 sec)	B (12.9 sec)	A (1.5 sec)	C (28.5 sec)	A (1.4 sec)	C (27.2 sec)







PHASE 3
IMPLEMENT

PHASE 3 – IMPLEMENT

CIRCULATION RECOMMENDATIONS

A single recommendation has been made for each of the five constrained intersections based on:

- The results of the Opening Year and 20-Year Models
- Impacts to pedestrian safety and walkability in the downtown area
- The planning-level cost and ongoing maintenance needs
- Input from City staff on preferred treatments

WILLIAM BROOKS AVENUE AND URTUZUASTEGUI STREET



Concept 1 – Signalize Intersection is recommended. This concept is the less expensive alternative and adequately accommodates anticipated traffic levels. It also adds signalized pedestrian crossings, which are more comfortable than the current stop-controlled crosswalks

MAIN STREET AND B STREET



Concept 1 – Signalize Intersection is recommended. A traffic signal will mitigate delay issues on the westbound left and through movements while adding signalized crossings for pedestrians on all legs of the intersection. This concept increases the overall delay at the intersection, but still maintains an acceptable LOS while improving east-west travel and safety.

CESAR CHAVEZ BOULEVARD AND MAIN STREET



Concept 3 – Dual Westbound Lefts, Two Westbound Through Lanes, and Northbound/Southbound Right-Turn Lanes is recommended. This intersection becomes the primary pinch point for traffic in the 20-Year Model. Adding additional turn lanes will ensure that congestion at this intersection does not negatively impact surrounding intersections and business access. Additionally, a third southbound through lane from north of Cesar Chavez Boulevard connecting to Archibald Street should be considered beyond the 20-Year Model timeframe to accommodate increasing southbound traffic.

CESAR CHAVEZ BOULEVARD AND 4TH AVENUE



Concept 1 – Southbound Right-Turn Lane is recommended. While this concept slightly increases the crossing distance for pedestrians, it will ensure southbound traffic congestion does not impact the neighborhood north of Cesar Chavez Boulevard and maintains access to adjacent properties.

CESAR CHAVEZ BOULEVARD AND MESA STREET

Concept 3 – San Luis Plaza Drive Connection is recommended. While this concept has the highest cost, it provides the best accessibility from the Post Office, a critical community destination. The other two concepts do not adequately address the circulation needs and negatively impact the intersection of Cesar Chavez Boulevard and Main Street, which is anticipated to become increasingly congested.

PARKING RECOMMENDATIONS

The following parking recommendations are broken into two timeframes: short-term and long-term strategies. The short-term recommendations are anticipated to mitigate existing parking constraints in the downtown area and the long-term strategies should be implemented as conditions change in downtown and the parking system becomes increasingly constrained.

SHORT TERM: IMPLEMENT PARKING TIME LIMITS

In the short-term, it is recommended that parking time limits and 'No Parking' restrictions are implemented in the downtown study area. Due to the high demand of parking near the POE, many commercial and residential streets and alleys are at or beyond their parking capacity. This overparking results in restricted access for emergency vehicles in alleys, limited parking for local businesses and residents, and increased congestion from vehicles circulating to find parking. Recommended short-term strategies are:

- Review and Revise San Luis City Code
- Stakeholder Engagement.
- Remove Existing Parking Meters
- Construct North Lot Improvements
- Implement 'No Parking' and Time Restrictions
- Establish Regular Parking Enforcement
- Perform Ongoing Monitoring

The intended benefits and potential challenges of the short-term recommendations include:

Intended Benefits	Potential Challenges
▪ Reduced parking demand in high-occupancy areas near the POE ▪ Improved safety in alleyways through removal of parked vehicles ▪ Increased parking turnover in high-demand areas through time limits ▪ Increased off-street parking inventory to absorb existing on-street demand	▪ Coordination with the San Luis Police Department to enforce parking limits ▪ Substantial funding is required to implement North Lot Improvements ▪ Some loss of revenue with the removal of parking meters ▪ Resources for an ongoing parking monitoring program

Short-Term Recommendation Implementation Steps

1

Review and Revise City Code

Ensure that the proposed actions (adding parking time limits, restricting parking in alleys, enforcement activities through both the Police Department and Public Works Department) are all statutorily enabled by the City Code. An initial review of the City Code indicates that all necessary elements are enabled, but should be further investigated before implementation

2

Stakeholder Engagement

Meet with downtown residents and business owners to discuss the planned changes to the parking system, including implementing time restrictions on all streets in the downtown area, restricting parking in alleyways, and removing the parking meters from downtown streets. Buy-in will be important to successfully implement these strategies.

3

Remove Existing Parking Meters

Parking meters are present on a handful of block faces, but they are outdated and require frequent maintenance. The City does not have an active contract with the meter vendor and the meters are anticipated to no longer be able to process credit or debit card transactions soon. It is recommended that these meters are removed in lieu of multi-space meters/kiosks and mobile pay technology.

4

Construct North Lot Improvements

To absorb the long-term parking, the City will need to improve the parking facilities at the north end of downtown using the concept in the San Luis Master Plan for Downtown Parks and Parking Lots. This concept includes paving and formalizing the parking facilities, adding bus pick-up/drop-off areas for agricultural shuttles, and adding amenities such as park space, public restrooms, and a police substation. The City will need to work with agricultural companies to establish the designated areas as the only pick-up/drop-off areas for workers.

5

Implement 'No Parking' and Time Restrictions

It is recommended that the City implement ordinances and signage to permit parking in alleyways on one side only to maintain emergency access. Other areas with known safety issues should also be posted with 'No Parking' signage. For blocks where long-term parking is a known problem, shown in **Figure 31**, a six-hour time limit should be implemented through signage between 8:00 AM and 5:00 PM. This restriction will prevent long-term parking by workers while still allowing customers to park on-street for local businesses.

6

Enforcement

Coordinate with the Police and Public Works Departments to enforce the six-hour time restrictions and new 'No Parking' areas. The six-hour time limit allows for simple enforcement with two runs through downtown per day using License Plate Reader (LPR) technology: one to record license plates in the morning and one to identify violations and issue citations in the afternoon. Regular enforcement will ensure the time limits and 'No Parking' restrictions are effective in eliminating long-term parking and safety hazards.

7

Ongoing Monitoring

Regular on-street parking occupancy counts should be conducted by the City to evaluate the effectiveness of the Short-Term Recommendations. If occupancy approaches 80% on unrestricted block faces, the City should consider adding multi-space meters/kiosks or implement a Residential Parking Permit program to further regulate parking occupancy.

Code Changes

Adjustments may be needed to the San Luis City Code, including language related to alleyway parking, implementation of time limits, and parking enforcement by both the Police and Public Works Departments.

Supporting Code:
The following ordinances support the City of San Luis in their authority to implement and enforce 'No Parking' restrictions and time-limit parking restrictions:

- *10.15.100 Parking Zones and Rates*
- *10.15.235 Parking in Alleys*
- *10.15.280 Time Limit and Operation of Parking Meters*
- *10.15.990 Penalty*

Technology Needs

- Initiation of LPR technology to aid enforcement of parking time limit and parking enforcement at the improved North Lot.
- Implementation of multispace meters or kiosks for the North Lot and downtown block faces with paid on-street parking.

A *multi-space meter or kiosk* is comprised of a secure, weather-proof metal cabinet. It typically features a digital display that provides instructions on completing a transaction. These kiosks offer a wide variety of payment options, including Mastercard, Visa, contactless credit/debit cards, Apple Pay, and Google Pay. The kiosks can also accept cash or coins, however it is not recommendated due to significant costs with cash collection and maintenance.

Potential Costs

- LPR Technology - $20,000 - $35,000 (capital) and $4,000 - $4,500 (annual)
- Multi-space Meters/Kiosks - $7,000 - $12,000 per multispace meter/kiosk
- Mobile Payment System - $5,000 - $10,000
- North Lot Improvements - $7.8 million
- 'No Parking' and Time Restriction Signs - $100 per sign
- Enforcement Time – dependent on salary and enforcement frequency

Supporting Strategies

- Remove existing parking meters or move to multispace meters/kiosks and mobile pay options for paid parking.
- Implement signage in Downtown San Luis, implementing a six-hour parking limit for on-street parking in high-demand areas.
- Implement 'No Parking' signs at loocations with safety issues, such as alleyways and near intersections.
- Make improvements to the North Lot to include on- and off-street parking facilities, as well as bus pullouts for agricultural company buses to have a central pick-up and drop-off location.

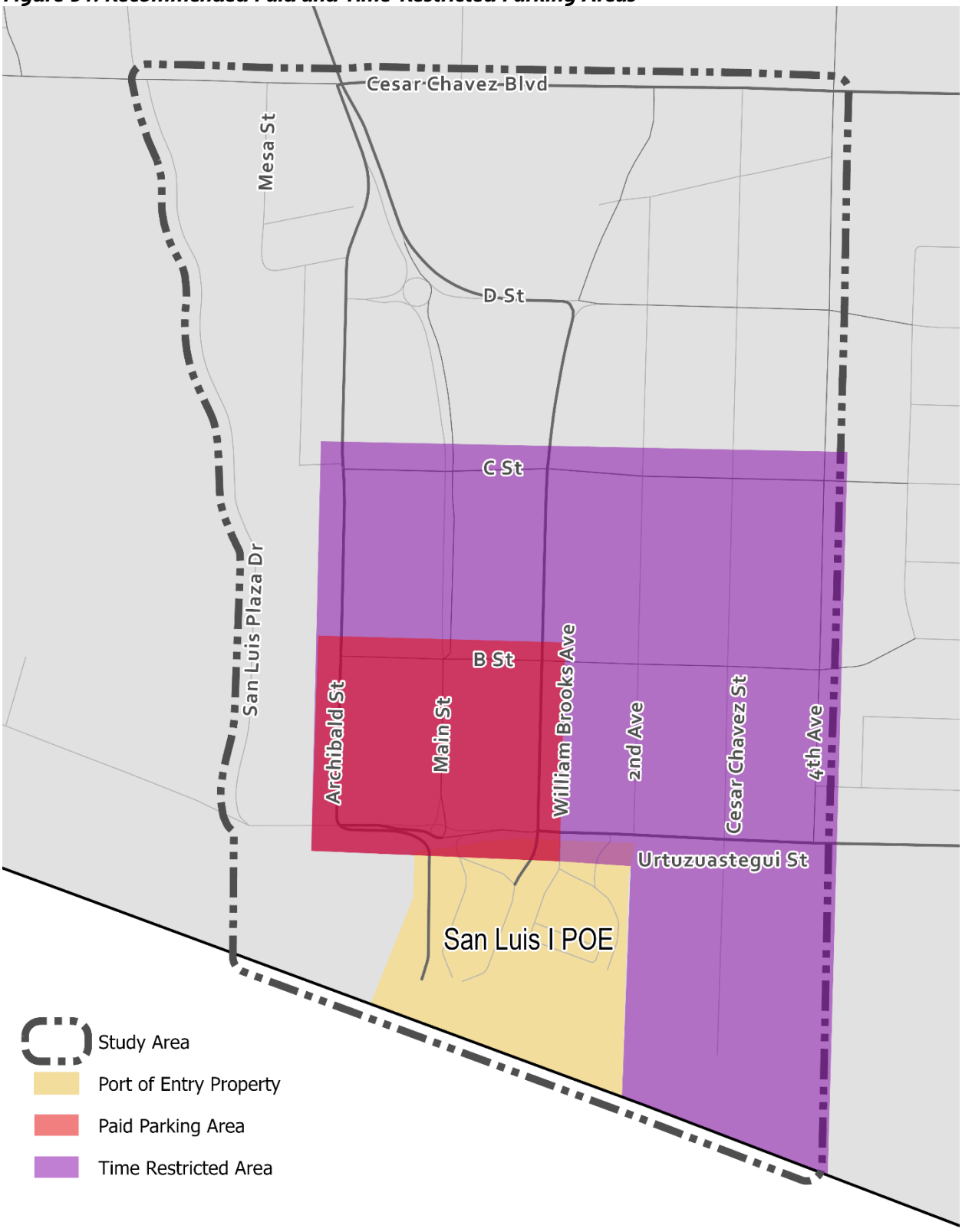
Key Partnerships

Engage with key stakeholders to obtain opinion on the removal of meters and implementation of time limits. Partnership with the Police and Public Works Departments is key for enforcing the parking time limits. Coordinate with agricultural companies to determine a centralized pick-up and drop-off location for employees in Downtown San Luis.

Performance Metrics

Establish ongoing monitoring of time-restricted and paid parking as well as parking occupancy throughout the study area. If on-street occupancy increases to approximately 80%, explore introducing paid parking or implement a Residential Parking Permit Program (discussed in the long-term recommendations).

Figure 31. Recommended Paid and Time-Restricted Parking Areas



LONG TERM: IMPLEMENT A RESIDENTIAL PARKING PERMITS

Following implementation of the short-term parking recommendations, including time restrictions and improvements to the North Lot, if parking conditions are not resolved, it is recommended that the City of San Luis implements a Residential Parking Permit (RPP) program and consider construction of a South Lot, located in the industrial park adjacent to the POE. Recommended long-term strategies are:

- Need identification
- Stakeholder engagement
- Implement the RPP program
- RPP signage and enforcement efforts
- Ongoing monitoring
- Construction of a South Lot located on the south side of Urtuzuastegui Street as close to the POE as possible

What is a Residential Parking Permit (RPP) Program?

An RPP program aims to ensure that residents have reasonable access to on-street parking near their homes by restricting transient (short-term) parking. To accomplish this, on-street parking is restricted to residents and residential visitors. Programs are typically created based on the request of the residents within the given area. Physical or virtual permits are issued to residents at a nominal annual cost and visitor passes can be obtained by contacting the City department responsible for RPP management. Short-term parkers may still be permitted if that is a desire of the City or residents but are subject to time restrictions.

The intended benefits and potential challenges that can arise with the long-term parking recommendations includes:

Intended Benefits	Potential Challenges
▪ Reduced all-day parking occupancy in residential neighborhoods ▪ Increased off-street parking inventory for agricultural workers near the POE	▪ May need to address concerns and manage neighborhood impacts, such as a RPP Program ▪ Coordination with the Police and Public Works Departments to enforce permit compliance ▪ Substantial funding is required to construct a South Lot

Long-Term Recommendation Implementation Steps

1

Review and Revise City Code

Ensure that the proposed actions (including implementation and enforcement of an RPP) are all statutorily enabled by the City Code.

2

Stakeholder Engagement

Meet with downtown residents and business owners to discuss specifics about the rules of an RPP and whether they want to implement the program. Stakeholders will need to be informed about all potential costs and bureaucratic processes behind purchasing and obtaining resident permits, visitor passes, the potential for continued short-term parking if desired, etc. Residents must decide if the benefits of an RPP program outweigh the drawbacks.

3

Implement the RPP Program

Define parking program procedures, such as number of permits issues per household, application/permit fees, physical vs. digital permits, and duration of permits with reissuance procedure. These procedures must all then be communicated back to local residents and business owners.

4

RPP Program Signage and Enforcement

Implement signage within the RPP program area, restricting parking to permit holders from 8:00 AM to 5:00 PM. Enforcement of the RPP rules, especially at the start of the program, is critical to its success. Coordination with the Police and Public Works Departments will be required to develop an enforcement plan.

5

Ongoing Monitoring

Regular on-street parking occupancy counts should be conducted by the City to evaluate the effectiveness of the RPP program. If occupancy of on-street parking approaches 80%, consider constructing a South Lot.

6

Construct South Lot

If parking demand cannot be met through the Short-Term recommendations and an RPP program, the City should investigate constructing a South Lot. This process will involve securing a property in the industrial park that is large enough to accommodate unmet parking demands, serve agricultural shuttle pick-up/drop-off operations, and house amenities similar to those proposed for the North Lot. The South Lot should be constructed on the south side of Urtuzuastegui Street as close to the POE as feasible to minimize walking and driving time for workers. A concept circulation is shown in **Figure 32**.

Long-Term Recommendation Considerations

Required Changes

Adjustments may be needed to the San Luis City Code to include allowance of an RPP program and associated enforcement activities.

Code Modifications to allow for permit parking areas:

The following ordinance language may be implemented to support the City of San Luis in their authority to implement and enforce an RPP program:

Establishment of Permit Parking Zones

"Whenever the City Administrator determines that on-street parking congestion in a particular district is cuch that the restriction or prohibition of parking during certain hours of the day and days of the week is necessary to reduce hazardous traffic conditions and to promote the health, safety, and welfare of the district by providing adequete parking spaces to gain access to residences, businesses, and instititutions, permit parking may be authorized in such districts. The issuance or renewal of a permit under this section shall not be granted until all outstanding parking infractions under the city code are paid in full. The establishment of permit parking shall not conflict with any restricts contained in this traffic code, "

Parking in Permit Parking Area

"No person shall park in a vehicle beyond the posted time limit in a permit parking area authorized by the City Administrator as a permit parking area except those vehicles displaying a valid permit or having a registered license plate associated with a virtual permit."

Technology Needs

- Virtual parking permit system, if needed.
- LPR technology to aid enforcement of the parking permit program.

Potential Costs

Specific costs cannot be determined at this time for the long-term recommendations as they may change substantially by the time the City implements them. Potential costs include the cost administering the RPP program, LPR technology, staff tiem for enforcement, RPP signage, and the South Lot.

Supporting Strategies

To issue the residential permits to residents within the study area, the City will need to define:

1. Number of permits issued per household
2. Associated application and permit fees
3. Utilization of physical or digital permits
4. Duration of permits and associated reissuance procedures

Implementation of RPP signage within the designated zone area.

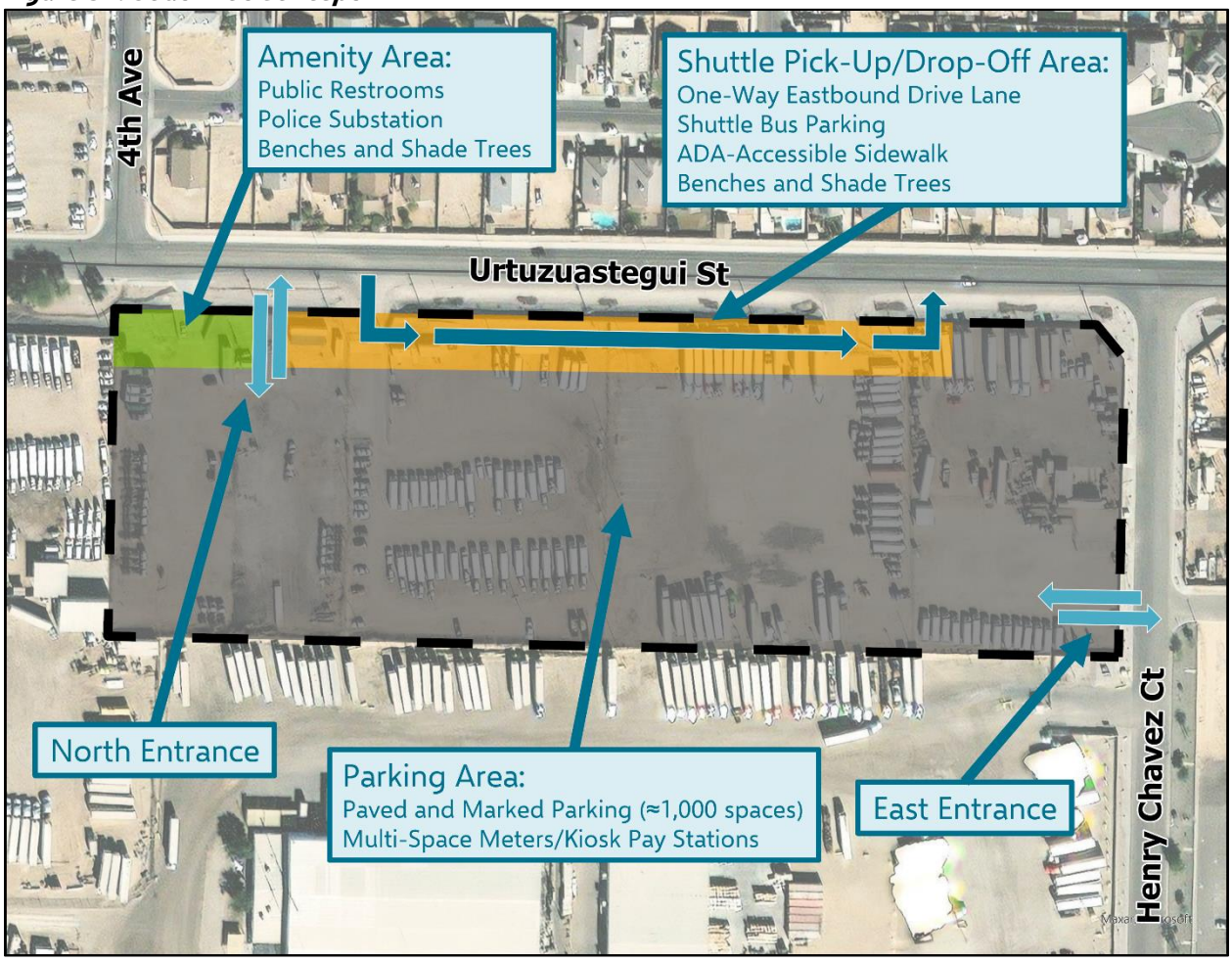
Key Partnerships

Engage with key stakeholders to obtain opinion on the implementation of the RPP program. Partnership with the Police and Public Works Departments is key for enforcing the RPP.

Performance Metrics

Establish ongoing monitoring of the RPP area as well as parking occupancy throughout the study area. If on-street parking occupancy increases to approximately 80%, explore constructing the South Lot.

Figure 32. South Lot Concept









APPENDICES

APPENDICES

APPENDIX A. CLASSIFICATION COUNT SHEETS

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 30
Station ID:
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	2	59	6	1	0	1	0	0	0	0	0	0	0	69
01:00	2	43	4	0	0	0	0	0	0	0	0	0	0	49
02:00	1	42	7	0	0	1	1	0	**1**	0	0	0	0	53
03:00	1	44	7	0	1	0	0	0	0	0	0	0	0	53
04:00	2	43	9	1	0	1	0	0	1	0	0	0	0	57
05:00	2	45	19	1	0	2	2	0	0	0	0	0	0	71
06:00	2	72	21	**3**	1	2	8	**1**	0	0	0	0	0	110
07:00	3	133	32	2	**5**	6	8	0	0	0	0	0	**1**	190
08:00	0	249	56	1	2	**14**	**17**	0	1	**2**	0	0	0	342
09:00	4	370	75	1	1	6	4	0	1	0	0	0	0	462
10:00	4	398	**89**	2	2	10	4	1	0	0	0	0	0	510
11:00	**5**	**403**	87	0	4	8	3	1	1	1	0	0	1	**514**
12 PM	12	434	59	1	**7**	10	4	**2**	**3**	1	0	0	0	533
13:00	3	472	**99**	0	4	13	**7**	1	2	0	0	0	0	601
14:00	10	**610**	87	2	2	**17**	7	1	1	0	0	0	**2**	**739**
15:00	**17**	330	37	3	0	8	2	1	0	1	0	0	0	399
16:00	7	196	6	**7**	2	7	0	0	0	1	0	0	0	226
17:00	5	194	3	1	0	8	0	0	0	0	0	0	0	211
18:00	5	177	3	5	1	1	0	0	0	0	0	0	0	192
19:00	6	251	10	5	2	6	0	0	0	0	0	0	0	280
20:00	8	401	46	2	1	6	5	1	1	1	0	0	0	472
21:00	5	301	27	0	0	8	3	0	1	**3**	0	0	0	348
22:00	4	196	26	1	1	3	4	0	0	0	0	0	0	235
23:00	2	116	22	0	0	1	3	0	1	0	0	0	0	145
Day Total	112	5579	837	39	36	139	82	9	14	10	0	0	4	6861
Percent	1.6%	81.3%	12.2%	0.6%	0.5%	2.0%	1.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak	11:00	11:00	10:00	06:00	07:00	08:00	08:00	06:00	02:00	08:00			07:00	11:00
Vol.	5	403	89	3	5	14	17	1	1	2			1	514
PM Peak	15:00	14:00	13:00	16:00	12:00	14:00	13:00	12:00	12:00	21:00			14:00	14:00
Vol.	17	610	99	7	7	17	7	2	3	3			2	739

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 30
Station ID:
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	4	70	10	0	0	2	2	0	0	0	0	0	0	88
01:00	3	59	5	1	0	2	0	0	0	0	0	0	0	70
02:00	1	48	7	2	0	2	0	0	1	0	0	0	0	61
03:00	0	34	7	0	0	0	1	0	1	0	0	0	0	43
04:00	1	50	9	1	0	0	0	0	1	0	0	0	0	62
05:00	1	55	7	2	0	0	0	0	0	0	0	0	0	65
06:00	1	87	20	2	0	2	0	0	0	0	0	0	0	112
07:00	2	207	45	0	0	1	4	1	0	0	0	0	0	260
08:00	5	450	85	0	2	4	12	0	2	**1**	0	0	0	561
09:00	3	**660**	**105**	1	**3**	**8**	**16**	**2**	**3**	1	0	0	1	**803**
10:00	7	424	47	**6**	1	6	1	0	0	0	0	0	**2**	494
11:00	**11**	357	34	6	2	8	0	0	0	0	0	0	0	418
12 PM	4	518	71	**2**	2	7	2	0	0	0	0	0	0	606
13:00	9	**642**	**120**	0	**3**	6	6	**1**	2	1	**1**	0	**2**	**793**
14:00	15	630	95	0	2	8	8	0	**3**	**5**	0	0	2	768
15:00	15	595	90	0	2	**18**	**11**	1	0	3	0	0	1	736
16:00	**20**	586	81	0	1	13	5	0	0	2	0	0	0	708
17:00	11	533	103	0	2	11	7	1	0	2	0	0	0	670
18:00	9	437	57	0	0	7	7	0	0	0	0	0	0	517
19:00	2	326	52	0	0	7	3	0	2	0	0	0	0	392
20:00	3	233	27	0	0	7	1	0	2	0	0	0	0	273
21:00	1	180	22	0	0	2	2	0	0	1	0	0	0	208
22:00	2	128	19	0	0	3	1	0	0	0	0	0	0	153
23:00	4	82	12	0	0	0	3	0	0	0	0	0	0	101
Day Total	134	7391	1130	23	20	124	92	6	17	16	1	0	8	8962
Percent	1.5%	82.5%	12.6%	0.3%	0.2%	1.4%	1.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	
AM Peak	11:00	09:00	09:00	10:00	09:00	09:00	09:00	09:00	09:00	08:00			10:00	09:00
Vol.	11	660	105	6	3	8	16	2	3	1			2	803
PM Peak	16:00	13:00	13:00	12:00	13:00	15:00	15:00	13:00	14:00	14:00	13:00		13:00	13:00
Vol.	20	642	120	2	3	18	11	1	3	5	1		2	793

All Traffic Data Services, LLC

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Site Code: 30
Station ID:
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	74	9	0	0	0	2	0	0	0	0	0	0	85
01:00	1	44	13	0	0	1	1	0	0	0	0	0	0	60
02:00	1	30	4	0	0	0	4	0	0	0	0	0	0	39
03:00	0	13	6	0	0	0	1	0	0	0	0	0	0	20
04:00	0	13	0	0	0	1	1	0	0	0	0	0	0	15
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
06:00	2	28	11	0	0	1	2	0	0	0	0	0	0	44
07:00	1	104	10	0	0	2	3	0	0	0	0	0	0	120
08:00	2	160	35	0	0	2	8	0	0	0	0	0	**1**	208
09:00	**6**	285	45	0	1	8	**14**	0	0	**2**	0	0	1	362
10:00	5	311	46	0	0	**9**	2	**2**	**1**	2	0	0	0	378
11:00	2	**319**	**56**	0	**2**	8	4	0	0	0	0	0	1	**392**
12 PM	4	**260**	37	0	0	11	**3**	0	0	0	0	0	0	**315**
13:00	**6**	237	**39**	0	0	**13**	1	0	0	0	0	0	0	296
14:00	3	245	34	0	0	7	2	0	0	0	0	0	0	291
15:00	3	241	32	0	0	7	1	0	0	**1**	0	0	0	285
16:00	2	229	28	0	0	9	0	0	0	0	0	0	0	268
17:00	1	189	23	0	0	8	2	0	0	0	0	0	0	223
18:00	2	158	12	**1**	0	1	2	**1**	0	0	0	0	0	177
19:00	2	166	23	0	0	3	1	0	1	1	0	0	0	197
20:00	3	136	17	0	0	2	0	0	0	0	0	0	0	158
21:00	2	114	11	0	0	2	0	0	0	0	0	0	0	129
22:00	1	80	5	0	0	1	0	0	0	0	0	0	0	87
23:00	1	32	3	0	0	0	1	0	**2**	0	0	0	0	39
Day Total	50	3477	501	1	3	96	55	3	4	6	0	0	3	4199
Percent	1.2%	82.8%	11.9%	0.0%	0.1%	2.3%	1.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	
AM Peak	09:00	11:00	11:00		11:00	10:00	09:00	10:00	10:00	09:00			08:00	11:00
Vol.	6	319	56		2	9	14	2	1	2			1	392
PM Peak	13:00	12:00	13:00	18:00		13:00	12:00	18:00	23:00	15:00				12:00
Vol.	6	260	39	1		13	3	1	2	1				315

All Traffic Data Services, LLC

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Site Code: 30
Station ID:
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	1	31	2	0	0	0	0	0	0	0	0	0	0	34
01:00	1	16	4	0	0	0	0	0	0	0	0	0	0	21
02:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	33	7	**3**	0	0	0	0	0	0	0	0	0	43
05:00	1	33	7	1	0	0	0	0	0	0	0	0	0	42
06:00	0	66	15	1	1	1	2	0	0	0	0	0	0	86
07:00	2	128	39	2	3	0	0	0	**1**	0	0	0	0	175
08:00	**9**	249	46	2	2	3	**11**	0	1	0	0	0	**1**	324
09:00	2	277	62	0	4	**4**	5	0	0	0	0	0	0	354
10:00	1	294	**75**	0	0	2	0	**2**	1	0	0	0	0	375
11:00	8	**321**	58	0	**6**	2	2	0	0	0	0	0	0	**397**
12 PM	5	327	55	0	4	5	4	0	2	0	0	0	1	403
13:00	12	350	53	0	2	11	3	0	0	0	0	0	0	431
14:00	24	384	57	**3**	4	14	**8**	**2**	3	0	0	0	**2**	501
15:00	**34**	538	84	1	1	**21**	4	2	**4**	1	0	0	0	690
16:00	12	**653**	**91**	1	3	18	4	0	3	1	0	0	0	**786**
17:00	32	579	82	0	**5**	21	8	0	0	**3**	0	0	2	732
18:00	23	440	73	0	2	12	5	1	1	1	0	0	1	559
19:00	12	301	38	0	1	5	2	0	1	1	0	0	0	361
20:00	5	219	31	0	1	3	0	0	1	0	0	0	0	260
21:00	4	145	19	0	0	6	0	0	0	0	0	0	0	174
22:00	4	80	12	0	0	2	1	0	0	0	0	0	0	99
23:00	7	56	9	0	0	2	0	0	0	0	0	0	0	74
Day Total	199	5553	926	14	39	132	59	7	18	7	0	0	7	6961
Percent	2.9%	79.8%	13.3%	0.2%	0.6%	1.9%	0.8%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	
AM Peak	08:00	11:00	10:00	04:00	11:00	09:00	08:00	10:00	07:00				08:00	11:00
Vol.	9	321	75	3	6	4	11	2	1				1	397
PM Peak	15:00	16:00	16:00	14:00	17:00	15:00	14:00	14:00	15:00	17:00			14:00	16:00
Vol.	34	653	91	3	5	21	8	2	4	3			2	786
Grand Total	495	22000	3394	77	98	491	288	25	53	39	1	0	22	26983
Percent	1.8%	81.5%	12.6%	0.3%	0.4%	1.8%	1.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Services, LLC

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Site Code: 30
Station ID:
ARCHIBALD ST BTW B ST & C ST

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	69	0	88	0	85	0	34	*	*	*	*	*	*	0	69
01:00	0	49	0	70	0	60	0	21	*	*	*	*	*	*	0	50
02:00	0	53	0	61	0	39	0	23	*	*	*	*	*	*	0	44
03:00	0	53	0	43	0	20	0	17	*	*	*	*	*	*	0	33
04:00	0	57	0	62	0	15	0	43	*	*	*	*	*	*	0	44
05:00	0	71	0	65	0	11	0	42	*	*	*	*	*	*	0	47
06:00	0	110	0	112	0	44	0	86	*	*	*	*	*	*	0	88
07:00	0	190	0	260	0	120	0	175	*	*	*	*	*	*	0	186
08:00	0	342	0	561	0	208	0	324	*	*	*	*	*	*	0	359
09:00	0	462	0	**803**	0	362	0	354	*	*	*	*	*	*	0	**495**
10:00	0	510	0	494	0	378	0	375	*	*	*	*	*	*	0	439
11:00	0	**514**	0	418	0	**392**	0	**397**	*	*	*	*	*	*	0	430
12:00 PM	0	533	0	606	0	**315**	0	403	*	*	*	*	*	*	0	464
01:00	0	601	0	**793**	0	296	0	431	*	*	*	*	*	*	0	530
02:00	0	**739**	0	768	0	291	0	501	*	*	*	*	*	*	0	**575**
03:00	0	399	0	736	0	285	0	690	*	*	*	*	*	*	0	528
04:00	0	226	0	708	0	268	0	**786**	*	*	*	*	*	*	0	497
05:00	0	211	0	670	0	223	0	732	*	*	*	*	*	*	0	459
06:00	0	192	0	517	0	177	0	559	*	*	*	*	*	*	0	361
07:00	0	280	0	392	0	197	0	361	*	*	*	*	*	*	0	308
08:00	0	472	0	273	0	158	0	260	*	*	*	*	*	*	0	291
09:00	0	348	0	208	0	129	0	174	*	*	*	*	*	*	0	215
10:00	0	235	0	153	0	87	0	99	*	*	*	*	*	*	0	144
11:00	0	145	0	101	0	39	0	74	*	*	*	*	*	*	0	90
Total	0	6861	0	8962	0	4199	0	6961	0	0	0	0	0	0	0	6746
Day	6861		8962		4199		6961		0		0		0		6746	
AM Peak	-	11:00	-	09:00	-	11:00	-	11:00	-	-	-	-	-	-	-	09:00
Vol.	-	514	-	803	-	392	-	397	-	-	-	-	-	-	-	495
PM Peak	-	14:00	-	13:00	-	12:00	-	16:00	-	-	-	-	-	-	-	14:00
Vol.	-	739	-	793	-	315	-	786	-	-	-	-	-	-	-	575

Comb. Total	6861	8962	4199	6961	0	0	0	6746

ADT ADT 6,746 AADT 6,746

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	46	9	1	0	0	0	0	0	0	0	0	0	56
01:00	4	34	5	0	0	0	0	0	0	0	0	0	0	43
02:00	3	41	10	0	0	0	0	0	0	0	0	0	0	54
03:00	10	55	13	2	2	0	0	0	0	0	0	0	0	82
04:00	7	93	22	2	0	**1**	0	0	0	0	0	0	0	125
05:00	**13**	116	44	1	2	1	0	0	0	0	0	0	0	177
06:00	4	168	49	**7**	2	1	0	**2**	0	0	0	0	0	233
07:00	4	169	47	2	**4**	1	0	0	**1**	0	0	0	0	228
08:00	3	135	35	3	3	0	0	0	0	0	0	0	0	179
09:00	2	198	37	3	1	0	0	0	0	0	0	0	0	241
10:00	4	**243**	55	0	0	0	0	0	0	0	0	0	0	302
11:00	3	240	**64**	0	4	0	0	0	0	0	0	0	0	**311**
12 PM	3	272	54	**1**	4	0	0	**2**	**1**	0	0	0	0	337
13:00	3	276	63	0	3	**1**	**1**	0	1	0	0	0	0	348
14:00	5	304	76	0	**6**	0	0	0	0	0	0	0	0	391
15:00	5	**382**	79	0	3	0	1	0	0	0	0	0	0	**470**
16:00	**8**	337	**84**	0	3	0	1	0	0	0	0	0	0	433
17:00	4	306	70	0	1	0	0	0	0	0	0	0	0	381
18:00	4	316	77	1	3	0	0	0	0	0	0	0	0	401
19:00	3	273	65	1	3	0	0	0	0	0	0	0	0	345
20:00	3	209	33	0	1	0	0	0	0	0	0	0	0	246
21:00	3	148	22	0	0	0	0	0	0	0	0	0	0	173
22:00	1	93	10	1	0	0	0	0	0	0	0	0	0	105
23:00	0	56	11	0	0	0	0	0	0	0	0	0	0	67
Day Total	99	4510	1034	25	45	5	3	4	3	0	0	0	0	5728
Percent	1.7%	78.7%	18.1%	0.4%	0.8%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	11:00	06:00	07:00	04:00		06:00	07:00					11:00
Vol.	13	243	64	7	4	1		2	1					311
PM Peak	16:00	15:00	16:00	12:00	14:00	13:00	13:00	12:00	12:00					15:00
Vol.	8	382	84	1	6	1	1	2	1					470

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	1	41	9	0	0	0	0	0	0	0	0	0	0	51
01:00	1	37	6	0	1	0	0	0	0	0	0	0	0	45
02:00	2	34	10	1	0	0	0	0	0	0	0	0	0	47
03:00	0	37	12	0	0	0	0	0	0	0	0	0	0	49
04:00	2	68	10	1	1	0	0	0	0	0	0	0	0	82
05:00	3	95	45	3	1	0	0	0	0	0	0	0	0	147
06:00	4	103	28	**7**	0	0	0	0	0	0	0	0	0	142
07:00	1	99	30	0	**3**	0	0	0	0	0	0	0	0	133
08:00	2	139	49	3	0	**1**	0	0	0	0	0	0	0	194
09:00	1	240	69	1	1	0	0	0	0	0	0	0	0	312
10:00	**5**	**313**	69	0	1	0	0	0	0	0	0	0	0	**388**
11:00	3	278	**73**	1	0	0	**1**	0	0	0	0	0	0	356
12 PM	2	**328**	60	0	0	0	0	0	0	0	0	0	0	390
13:00	**3**	327	**65**	0	1	0	0	0	0	0	0	0	0	**396**
14:00	3	242	45	0	**2**	0	0	0	0	0	0	0	0	292
15:00	2	259	54	**2**	0	0	0	**1**	0	0	0	0	0	318
16:00	1	247	48	0	2	0	0	0	0	0	0	0	0	298
17:00	2	239	51	0	2	**1**	0	0	0	0	0	0	0	295
18:00	0	203	49	0	1	0	0	0	0	0	0	0	0	253
19:00	1	184	20	0	1	0	0	0	0	0	0	0	0	206
20:00	0	149	26	0	0	0	0	0	0	0	0	0	0	175
21:00	0	102	24	0	0	0	0	0	0	0	0	0	0	126
22:00	0	69	11	0	0	0	0	0	0	0	0	0	0	80
23:00	0	59	10	0	0	0	0	0	0	0	0	0	0	69
Day Total	39	3892	873	19	17	2	1	1	0	0	0	0	0	4844
Percent	0.8%	80.3%	18.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	11:00	06:00	07:00	08:00	11:00							10:00
Vol.	5	313	73	7	3	1	1							388
PM Peak	13:00	12:00	13:00	15:00	14:00	17:00		15:00						13:00
Vol.	3	328	65	2	2	1		1						396

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	29	9	0	0	0	0	0	0	0	0	0	0	39
01:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
02:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
03:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
04:00	0	15	1	0	0	**1**	0	0	0	0	0	0	0	17
05:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
06:00	1	30	10	0	0	0	0	0	0	0	0	0	0	41
07:00	0	64	14	0	0	0	0	0	0	0	0	0	0	78
08:00	1	93	26	0	**3**	0	0	0	**1**	0	0	0	0	124
09:00	1	160	29	0	0	0	0	0	0	0	0	0	0	190
10:00	0	168	31	0	1	0	0	0	1	0	0	0	0	201
11:00	1	**208**	**39**	0	1	0	0	0	0	0	0	0	0	**249**
12 PM	**3**	201	47	0	**3**	0	0	0	0	0	0	0	0	254
13:00	2	197	38	0	1	**1**	0	0	0	0	0	0	0	239
14:00	1	204	43	0	0	0	0	0	0	0	0	0	0	248
15:00	3	**212**	42	0	2	0	0	0	0	0	0	0	0	**259**
16:00	2	199	**48**	0	0	0	0	0	0	0	0	0	0	249
17:00	0	208	36	0	2	0	0	0	0	0	0	0	0	246
18:00	3	199	39	0	0	0	0	0	0	0	0	0	0	241
19:00	3	199	41	0	0	0	0	0	**1**	0	0	0	0	244
20:00	0	148	23	0	1	0	0	0	0	0	0	0	0	172
21:00	1	121	22	0	0	0	0	0	0	0	0	0	0	144
22:00	2	73	14	0	0	0	0	0	0	0	0	0	0	89
23:00	0	48	4	0	0	0	0	0	0	0	0	0	0	52
Day Total	25	2850	574	0	14	2	0	0	3	0	0	0	0	3468
Percent	0.7%	82.2%	16.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00		08:00	04:00			08:00					11:00
Vol.	1	208	39		3	1			1					249
PM Peak	12:00	15:00	16:00		12:00	13:00			19:00					15:00
Vol.	3	212	48		3	1			1					259

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	42	13	0	0	0	0	0	0	0	0	0	0	55
01:00	0	34	1	0	0	0	**1**	0	0	0	0	0	0	36
02:00	3	23	5	0	0	0	0	0	0	0	0	0	0	31
03:00	2	34	7	0	0	0	0	0	0	0	0	0	0	43
04:00	3	50	10	**5**	2	0	0	0	0	0	0	0	0	70
05:00	**6**	91	33	3	1	0	0	0	0	0	0	0	0	134
06:00	3	128	26	4	2	0	0	0	0	0	0	0	0	163
07:00	2	117	36	1	2	**1**	0	0	0	0	0	0	0	159
08:00	0	128	32	2	0	0	0	0	0	0	0	0	0	162
09:00	0	168	41	1	3	1	0	0	0	0	0	0	0	214
10:00	1	176	48	0	3	0	0	0	0	0	0	0	0	228
11:00	4	**225**	**63**	0	**4**	0	0	0	0	0	0	0	0	**296**
12 PM	1	268	48	0	**4**	0	0	**2**	0	0	0	0	0	323
13:00	4	255	49	0	1	**1**	0	0	**1**	0	0	0	0	311
14:00	2	287	52	0	2	0	0	1	0	0	0	0	0	344
15:00	2	252	45	0	2	0	0	0	0	0	0	0	0	301
16:00	**6**	**291**	**57**	**1**	4	0	0	0	0	0	0	0	0	**359**
17:00	5	253	53	0	1	0	0	0	0	0	0	0	0	312
18:00	2	266	53	1	1	0	0	0	0	0	0	0	0	323
19:00	6	210	35	0	0	0	0	0	0	0	0	0	0	251
20:00	0	148	25	0	0	0	0	0	0	0	0	0	0	173
21:00	1	116	11	0	0	0	0	0	0	0	0	0	0	128
22:00	0	57	11	0	0	0	0	0	0	0	0	0	0	68
23:00	1	34	6	0	0	0	0	0	0	0	0	0	0	41
Day Total	54	3653	760	18	32	3	1	3	1	0	0	0	0	4525
Percent	1.2%	80.7%	16.8%	0.4%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	11:00	04:00	11:00	07:00	01:00							11:00
Vol.	6	225	63	5	4	1	1							296
PM Peak	16:00	16:00	16:00	16:00	12:00	13:00		12:00	13:00					16:00
Vol.	6	291	57	1	4	1		2	1					359
Grand Total	217	14905	3241	62	108	12	5	8	7	0	0	0	0	18565
Percent	1.2%	80.3%	17.5%	0.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	27	8	1	0	0	0	0	0	0	0	0	0	36
01:00	0	28	10	0	0	0	0	0	0	0	0	0	0	38
02:00	1	17	6	2	0	0	0	0	0	0	0	0	0	26
03:00	3	45	17	0	1	0	0	0	0	0	0	0	0	66
04:00	2	55	14	1	3	3	0	0	0	0	0	0	0	78
05:00	4	114	38	**4**	2	2	1	0	0	0	0	0	0	165
06:00	0	121	28	2	5	0	**2**	0	0	0	0	0	0	158
07:00	1	154	42	1	**7**	4	1	0	0	0	0	0	0	210
08:00	**6**	150	37	3	3	5	0	0	0	0	0	0	0	204
09:00	2	224	39	1	1	4	0	0	0	0	0	0	0	271
10:00	3	255	**45**	0	1	3	1	0	0	0	0	0	0	308
11:00	5	**272**	44	0	3	**6**	0	0	0	0	0	0	0	**330**
12 PM	0	**294**	**71**	0	3	**11**	1	0	0	0	0	0	0	**380**
13:00	4	282	50	0	3	5	1	0	**1**	0	0	0	0	346
14:00	7	288	57	**2**	**4**	7	**3**	0	0	0	0	0	0	368
15:00	14	274	45	1	2	7	2	0	0	0	0	0	0	345
16:00	**20**	180	38	0	0	6	1	0	0	0	0	0	0	245
17:00	14	194	46	1	2	4	1	0	0	0	0	0	0	262
18:00	12	202	52	1	1	6	1	0	1	0	0	0	0	276
19:00	8	222	46	1	1	4	1	0	0	0	0	0	0	283
20:00	3	200	38	0	0	3	0	0	0	0	0	0	0	244
21:00	0	151	26	0	1	2	0	0	0	0	0	0	0	180
22:00	3	93	14	0	0	0	0	0	0	0	0	0	0	110
23:00	0	63	16	1	0	0	0	0	0	0	0	0	0	80
Day Total	112	3905	827	22	43	82	16	0	2	0	0	0	0	5009
Percent	2.2%	78.0%	16.5%	0.4%	0.9%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	05:00	07:00	11:00	06:00							11:00
Vol.	6	272	45	4	7	6	2							330
PM Peak	16:00	12:00	12:00	14:00	14:00	12:00	14:00		13:00					12:00
Vol.	20	294	71	2	4	11	3		1					380

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	38	6	0	0	0	0	0	0	0	0	0	0	44
01:00	2	25	6	0	0	0	0	0	0	0	0	0	0	33
02:00	1	21	5	0	0	0	0	0	0	0	0	0	0	27
03:00	1	26	10	0	2	2	0	0	0	0	0	0	0	41
04:00	2	54	5	0	0	0	1	0	0	0	0	0	0	62
05:00	0	93	34	**3**	1	0	0	0	0	0	0	0	0	131
06:00	1	88	22	0	0	1	0	0	0	0	0	0	0	112
07:00	3	114	30	0	1	3	1	0	0	0	0	0	0	152
08:00	**8**	169	41	1	2	**6**	**2**	0	0	0	0	0	0	229
09:00	3	262	52	1	1	5	0	0	0	0	0	0	0	324
10:00	3	**285**	49	0	**3**	4	2	0	**1**	0	0	0	0	**347**
11:00	2	252	**54**	0	2	5	0	0	0	0	0	0	0	315
12 PM	3	**303**	52	0	0	7	**2**	0	**1**	0	0	0	0	368
13:00	0	299	**64**	0	**2**	5	1	0	0	0	0	0	0	**371**
14:00	3	283	54	**2**	2	4	1	0	0	0	0	0	0	349
15:00	**8**	279	57	2	1	8	0	0	0	0	0	0	0	355
16:00	5	276	54	1	0	**9**	1	0	0	0	0	0	0	346
17:00	3	255	46	1	1	5	1	0	0	0	0	0	0	312
18:00	1	250	43	1	0	5	0	0	0	0	0	0	0	300
19:00	0	197	33	0	1	4	0	0	0	0	0	0	0	235
20:00	0	150	23	0	0	3	0	0	0	0	0	0	0	176
21:00	2	105	19	0	0	1	0	0	0	0	0	0	0	127
22:00	0	86	13	0	0	0	0	0	0	0	0	0	0	99
23:00	0	69	11	0	0	1	0	0	0	0	0	0	0	81
Day Total	51	3979	783	12	19	78	12	0	2	0	0	0	0	4936
Percent	1.0%	80.6%	15.9%	0.2%	0.4%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00	05:00	10:00	08:00	08:00		10:00					10:00
Vol.	8	285	54	3	3	6	2		1					347
PM Peak	15:00	12:00	13:00	14:00	13:00	16:00	12:00		12:00					13:00
Vol.	8	303	64	2	2	9	2		1					371

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	34	2	0	0	0	0	0	0	0	0	0	0	37
01:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
03:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
04:00	0	9	1	0	0	1	0	0	0	0	0	0	0	11
05:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
06:00	0	27	10	0	1	0	0	0	0	0	0	0	0	38
07:00	0	61	17	0	1	1	0	0	0	0	0	0	0	80
08:00	0	112	21	0	**2**	6	1	0	0	0	0	0	0	142
09:00	1	168	30	0	2	**7**	0	0	0	0	0	0	0	208
10:00	1	195	**35**	0	0	4	1	0	0	0	0	0	0	236
11:00	1	**212**	29	0	1	5	**2**	0	0	0	0	0	0	**250**
12 PM	1	238	28	0	2	5	1	0	0	0	0	0	0	275
13:00	**3**	233	**53**	0	1	6	0	0	0	0	0	0	0	**296**
14:00	1	**243**	42	0	1	5	0	0	0	0	0	0	0	292
15:00	2	229	34	0	**4**	4	**2**	0	0	0	0	0	0	275
16:00	0	226	38	0	1	7	1	0	0	0	0	0	0	273
17:00	3	218	39	0	0	**9**	1	0	0	0	0	0	0	270
18:00	1	235	37	0	1	6	1	0	0	0	0	0	0	281
19:00	2	213	28	0	0	9	0	0	0	0	0	0	0	252
20:00	0	171	28	**1**	0	8	1	0	0	0	0	0	0	209
21:00	2	114	22	0	0	1	0	0	0	0	0	0	0	139
22:00	0	85	11	1	0	1	0	0	0	0	0	0	0	98
23:00	0	42	5	1	0	0	0	0	0	0	0	0	0	48
Day Total	19	3146	523	3	17	85	11	0	0	0	0	0	0	3804
Percent	0.5%	82.7%	13.7%	0.1%	0.4%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	10:00		08:00	09:00	11:00							11:00
Vol.	1	212	35		2	7	2							250
PM Peak	13:00	14:00	13:00	20:00	15:00	17:00	15:00							13:00
Vol.	3	243	53	1	4	9	2							296

All Traffic Data Services, LLC

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	24	10	0	0	0	0	0	0	0	0	0	0	34
01:00	1	19	3	0	0	0	0	0	0	0	0	0	0	23
02:00	0	18	5	1	0	0	0	0	0	0	0	0	0	24
03:00	4	21	9	0	0	1	0	0	0	0	0	0	0	35
04:00	1	46	11	2	0	2	0	0	0	0	0	0	0	62
05:00	2	102	33	**4**	1	1	**2**	0	0	0	0	0	0	145
06:00	**5**	99	23	3	**5**	4	0	0	**1**	0	0	0	0	140
07:00	2	124	37	2	2	5	1	0	0	0	0	0	0	173
08:00	1	147	28	2	2	5	0	0	0	0	0	0	0	185
09:00	3	177	25	2	1	1	0	0	0	0	0	0	0	209
10:00	3	265	**47**	0	1	3	1	0	0	0	0	0	0	320
11:00	5	**283**	45	0	3	**6**	0	0	0	0	0	0	0	**342**
12 PM	0	306	**75**	0	3	**11**	1	0	0	0	0	0	0	**396**
13:00	5	307	57	1	**5**	6	1	0	**1**	0	0	0	0	383
14:00	1	288	58	0	1	8	0	0	0	0	0	0	0	356
15:00	10	**311**	47	**2**	3	4	1	0	0	0	0	0	0	378
16:00	12	184	22	2	2	7	1	0	0	0	0	0	0	230
17:00	**13**	212	36	0	2	5	1	0	0	0	0	0	0	269
18:00	8	226	42	0	1	4	**2**	0	0	0	0	0	0	283
19:00	4	242	51	0	1	3	0	0	0	0	0	0	0	301
20:00	2	167	34	0	1	3	1	0	0	0	0	0	0	208
21:00	1	105	21	0	0	1	1	0	0	0	0	0	0	129
22:00	1	60	11	0	1	0	0	0	0	0	0	0	0	73
23:00	2	42	12	1	0	0	0	0	0	0	0	0	0	57
Day Total	86	3775	742	22	35	80	13	0	2	0	0	0	0	4755
Percent	1.8%	79.4%	15.6%	0.5%	0.7%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	10:00	05:00	06:00	11:00	05:00		06:00					11:00
Vol.	5	283	47	4	5	6	2		1					342
PM Peak	17:00	15:00	12:00	15:00	13:00	12:00	18:00		13:00					12:00
Vol.	13	311	75	2	5	11	2		1					396
Grand Total	268	14805	2875	59	114	325	52	0	6	0	0	0	0	18504
Percent	1.4%	80.0%	15.5%	0.3%	0.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 31
Station ID:
MAIN ST BTW B ST & C ST

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	56	36	51	44	39	37	55	34	*	*	*	*	*	*	50	38
01:00	43	38	45	33	27	31	36	23	*	*	*	*	*	*	38	31
02:00	54	26	47	27	21	16	31	24	*	*	*	*	*	*	38	23
03:00	82	66	49	41	21	16	43	35	*	*	*	*	*	*	49	40
04:00	125	78	82	62	17	11	70	62	*	*	*	*	*	*	74	53
05:00	177	165	147	131	23	31	134	145	*	*	*	*	*	*	120	118
06:00	233	158	142	112	41	38	163	140	*	*	*	*	*	*	145	112
07:00	228	210	133	152	78	80	159	173	*	*	*	*	*	*	150	154
08:00	179	204	194	229	124	142	162	185	*	*	*	*	*	*	165	190
09:00	241	271	312	324	190	208	214	209	*	*	*	*	*	*	239	253
10:00	302	308	**388**	**347**	201	236	228	320	*	*	*	*	*	*	280	303
11:00	**311**	**330**	356	315	**249**	**250**	**296**	**342**	*	*	*	*	*	*	**303**	**309**
12:00 PM	337	**380**	390	368	254	275	323	**396**	*	*	*	*	*	*	326	**355**
01:00	348	346	**396**	**371**	239	**296**	311	383	*	*	*	*	*	*	324	349
02:00	391	368	292	349	248	292	344	356	*	*	*	*	*	*	319	341
03:00	**470**	345	318	355	**259**	275	301	378	*	*	*	*	*	*	**337**	338
04:00	433	245	298	346	249	273	**359**	230	*	*	*	*	*	*	335	274
05:00	381	262	295	312	246	270	312	269	*	*	*	*	*	*	308	278
06:00	401	276	253	300	241	281	323	283	*	*	*	*	*	*	304	285
07:00	345	283	206	235	244	252	251	301	*	*	*	*	*	*	262	268
08:00	246	244	175	176	172	209	173	208	*	*	*	*	*	*	192	209
09:00	173	180	126	127	144	139	128	129	*	*	*	*	*	*	143	144
10:00	105	110	80	99	89	98	68	73	*	*	*	*	*	*	86	95
11:00	67	80	69	81	52	48	41	57	*	*	*	*	*	*	57	66
Total	5728	5009	4844	4936	3468	3804	4525	4755	0	0	0	0	0	0	4644	4626
Day	10737		9780		7272		9280		0		0		0		9270	
AM Peak	11:00	11:00	10:00	10:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	311	330	388	347	249	250	296	342	-	-	-	-	-	-	303	309
PM Peak	15:00	12:00	13:00	13:00	15:00	13:00	16:00	12:00	-	-	-	-	-	-	15:00	12:00
Vol.	470	380	396	371	259	296	359	396	-	-	-	-	-	-	337	355

Comb. Total	10737		9780		7272		9280		0		0		0		9270	
ADT	ADT 9,267		AADT 9,267													

All Traffic Data Services, LLC

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Site Code: 32
Station ID:
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	137	29	0	2	0	0	0	0	0	0	0	0	168
01:00	2	165	37	1	0	0	0	0	0	0	0	0	0	205
02:00	8	161	40	1	2	0	0	0	0	0	0	0	0	212
03:00	16	145	41	1	1	0	1	0	0	0	0	0	0	205
04:00	21	208	49	8	3	1	1	0	0	0	0	0	0	291
05:00	29	289	**89**	18	**5**	1	0	0	0	0	0	0	0	431
06:00	**41**	250	69	**23**	5	1	**3**	**1**	**1**	0	0	0	0	394
07:00	7	322	78	8	5	1	2	1	1	0	0	0	0	425
08:00	7	266	73	9	3	1	1	0	1	0	0	0	0	361
09:00	4	310	87	4	4	**2**	2	0	1	0	0	0	0	414
10:00	6	**356**	86	1	1	2	3	0	1	0	0	0	0	**456**
11:00	6	351	77	2	2	0	0	1	0	0	0	0	0	439
12 PM	5	370	**106**	2	6	1	1	1	1	0	0	0	0	493
13:00	5	397	75	2	3	0	2	0	0	0	0	0	0	484
14:00	6	**439**	73	1	**8**	2	**6**	2	0	0	0	0	0	**537**
15:00	7	418	98	**6**	3	1	1	2	1	0	0	0	0	537
16:00	**11**	366	79	3	4	**4**	4	**3**	2	0	0	0	0	476
17:00	6	381	88	5	2	0	1	2	**3**	0	0	0	0	488
18:00	5	294	82	2	0	1	1	0	0	0	0	0	0	385
19:00	5	293	66	2	2	2	1	0	0	0	0	0	0	371
20:00	1	297	69	0	2	0	0	1	0	0	0	0	0	370
21:00	3	201	54	0	3	0	0	0	1	0	0	0	0	262
22:00	2	175	42	0	2	0	0	0	1	0	0	0	0	222
23:00	2	98	36	0	1	2	0	0	0	0	0	0	0	139
Day Total	205	6689	1623	99	69	22	30	14	14	0	0	0	0	8765
Percent	2.3%	76.3%	18.5%	1.1%	0.8%	0.3%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	10:00	05:00	06:00	05:00	09:00	06:00	06:00	06:00					10:00
Vol.	41	356	89	23	5	2	3	1	1					456
PM Peak	16:00	14:00	12:00	15:00	14:00	16:00	14:00	16:00	17:00					14:00
Vol.	11	439	106	6	8	4	6	3	3					537

All Traffic Data Services, LLC

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Site Code: 32
Station ID:
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	3	110	23	0	1	1	0	0	0	0	0	0	0	138
01:00	6	92	22	2	0	0	0	0	0	0	0	0	0	122
02:00	3	74	19	1	0	0	0	0	0	0	0	0	0	97
03:00	5	134	32	2	2	0	1	0	0	0	0	0	0	176
04:00	13	163	28	10	2	0	2	0	0	0	0	0	0	218
05:00	15	226	75	**12**	2	0	2	**1**	0	0	0	0	**1**	334
06:00	**30**	223	65	11	1	0	0	1	0	0	0	0	0	331
07:00	7	196	53	1	1	0	1	0	**1**	0	0	0	0	260
08:00	1	259	72	5	**6**	**2**	0	0	1	0	0	0	0	346
09:00	1	316	77	1	1	1	0	0	0	0	0	0	0	397
10:00	4	316	71	1	4	1	1	0	1	0	0	0	0	399
11:00	5	**347**	**87**	2	1	1	**3**	0	1	0	0	0	0	**447**
12 PM	4	350	**101**	1	1	0	**4**	2	0	0	0	0	0	463
13:00	3	**440**	100	2	**8**	0	4	1	1	0	0	0	0	**559**
14:00	5	337	85	1	5	0	1	0	0	0	0	0	0	434
15:00	**9**	333	90	**3**	2	1	2	0	2	0	0	0	0	442
16:00	4	367	101	3	1	**3**	2	**3**	0	0	0	0	0	484
17:00	0	364	95	2	2	0	3	0	1	0	0	0	0	467
18:00	3	341	94	2	4	0	2	2	0	0	0	0	0	448
19:00	1	308	71	0	2	0	1	0	0	0	0	0	0	383
20:00	0	282	65	0	1	0	1	0	1	0	0	0	0	350
21:00	1	248	84	0	1	0	1	1	**3**	0	0	0	0	339
22:00	0	211	50	0	1	0	1	1	0	0	0	0	0	264
23:00	0	233	49	0	0	0	2	0	0	0	0	0	0	284
Day Total	123	6270	1609	62	49	10	34	12	12	0	0	0	1	8182
Percent	1.5%	76.6%	19.7%	0.8%	0.6%	0.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	05:00	08:00	08:00	11:00	05:00	07:00				05:00	11:00
Vol.	30	347	87	12	6	2	3	1	1				1	447
PM Peak	15:00	13:00	12:00	15:00	13:00	16:00	12:00	16:00	21:00					13:00
Vol.	9	440	101	3	8	3	4	3	3					559

All Traffic Data Services, LLC

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Site Code: 32
Station ID:
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	1	125	45	0	2	0	1	0	0	0	0	0	0	174
01:00	0	93	23	0	2	0	0	0	0	0	0	0	0	118
02:00	0	75	16	0	0	0	0	0	0	0	0	0	0	91
03:00	1	63	18	0	0	0	0	0	0	0	0	0	0	82
04:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
05:00	1	172	42	0	0	0	0	0	0	0	0	0	0	215
06:00	0	145	39	0	4	0	0	0	0	0	0	0	0	188
07:00	1	162	34	0	1	0	0	0	0	0	0	0	0	198
08:00	2	253	57	0	2	0	0	**2**	0	0	0	0	0	316
09:00	2	287	84	**1**	1	0	0	0	0	0	0	0	0	375
10:00	2	266	74	0	3	0	1	0	0	0	0	0	0	346
11:00	**4**	**313**	**89**	0	**5**	**1**	**2**	2	**1**	0	0	0	0	**417**
12 PM	1	348	77	0	0	**1**	2	0	0	0	0	0	0	429
13:00	3	327	**93**	0	2	0	2	1	0	0	0	0	0	428
14:00	5	333	69	0	3	0	0	**2**	0	0	0	0	0	412
15:00	1	317	80	0	2	0	0	2	0	0	0	0	0	402
16:00	3	334	88	0	**4**	0	1	1	0	0	0	0	0	431
17:00	2	**386**	88	**1**	0	1	**3**	1	1	0	0	0	0	**483**
18:00	**6**	371	88	0	2	0	3	1	0	0	0	0	0	471
19:00	2	319	71	0	2	1	1	0	**2**	0	0	0	0	398
20:00	5	336	83	0	1	1	1	0	0	0	0	0	0	427
21:00	3	305	68	0	2	0	1	0	0	0	0	0	0	379
22:00	2	256	53	0	0	0	1	0	1	0	0	0	0	313
23:00	1	220	37	0	2	0	1	0	0	0	0	0	0	261
Day Total	48	5822	1421	2	40	5	20	12	5	0	0	0	0	7375
Percent	0.7%	78.9%	19.3%	0.0%	0.5%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	09:00	11:00	11:00	11:00	08:00	11:00					11:00
Vol.	4	313	89	1	5	1	2	2	1					417
PM Peak	18:00	17:00	13:00	17:00	16:00	12:00	17:00	14:00	19:00					17:00
Vol.	6	386	93	1	4	1	3	2	2					483

All Traffic Data Services, LLC

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Site Code: 32
Station ID:
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	2	192	51	0	1	0	2	0	1	0	0	0	0	249
01:00	2	174	36	1	2	0	2	0	0	0	0	0	0	217
02:00	8	141	37	0	0	0	0	0	0	0	0	0	0	186
03:00	10	156	37	1	4	0	0	0	0	0	0	0	0	208
04:00	23	236	52	9	2	0	0	0	0	0	0	0	0	322
05:00	18	316	84	14	5	0	**3**	0	0	0	0	0	0	440
06:00	32	308	**103**	**23**	**7**	1	2	**1**	0	0	0	0	0	**477**
07:00	**34**	312	78	8	3	1	1	1	0	0	0	0	0	438
08:00	6	251	73	7	3	0	3	1	0	0	0	0	0	344
09:00	8	274	73	3	4	**3**	1	0	2	0	0	0	0	368
10:00	3	293	82	1	1	2	2	0	**4**	0	0	0	0	388
11:00	9	**371**	74	2	5	2	2	0	1	0	0	0	0	466
12 PM	2	353	68	2	0	2	**2**	0	2	0	0	0	**1**	432
13:00	5	418	84	2	5	1	2	1	1	0	0	0	0	519
14:00	**11**	**452**	75	2	5	2	2	1	0	0	0	0	0	**550**
15:00	8	395	92	1	**6**	2	2	2	1	0	0	0	0	509
16:00	3	372	100	3	2	1	0	1	2	**1**	0	0	0	485
17:00	10	356	103	**7**	6	**3**	2	**3**	0	0	0	0	0	490
18:00	6	349	**106**	4	5	3	0	1	1	0	0	0	0	475
19:00	2	297	65	2	5	1	1	1	**5**	0	0	0	1	380
20:00	2	291	71	1	3	0	1	0	2	0	0	0	0	371
21:00	6	250	55	0	3	0	1	0	0	0	0	0	0	315
22:00	1	159	31	0	3	0	2	0	0	0	0	0	0	196
23:00	2	117	19	1	4	1	0	0	0	0	0	0	0	144
Day Total	213	6833	1649	94	84	25	33	13	22	1	0	0	2	8969
Percent	2.4%	76.2%	18.4%	1.0%	0.9%	0.3%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	06:00	06:00	06:00	09:00	05:00	06:00	10:00					06:00
Vol.	34	371	103	23	7	3	3	1	4					477
PM Peak	14:00	14:00	18:00	17:00	15:00	17:00	12:00	17:00	19:00	16:00			12:00	14:00
Vol.	11	452	106	7	6	3	2	3	5	1			1	550
Grand Total	589	25614	6302	257	242	62	117	51	53	1	0	0	3	33291
Percent	1.8%	76.9%	18.9%	0.8%	0.7%	0.2%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 32
Station ID:
WILLIAM BROOKS AVE BTW B ST & C ST

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	168	0	138	0	174	0	249	0	*	*	*	*	*	*	182	0
01:00	205	0	122	0	118	0	217	0	*	*	*	*	*	*	166	0
02:00	212	0	97	0	91	0	186	0	*	*	*	*	*	*	146	0
03:00	205	0	176	0	82	0	208	0	*	*	*	*	*	*	168	0
04:00	291	0	218	0	21	0	322	0	*	*	*	*	*	*	213	0
05:00	431	0	334	0	215	0	440	0	*	*	*	*	*	*	355	0
06:00	394	0	331	0	188	0	**477**	0	*	*	*	*	*	*	348	0
07:00	425	0	260	0	198	0	438	0	*	*	*	*	*	*	330	0
08:00	361	0	346	0	316	0	344	0	*	*	*	*	*	*	342	0
09:00	414	0	397	0	375	0	368	0	*	*	*	*	*	*	388	0
10:00	**456**	0	399	0	346	0	388	0	*	*	*	*	*	*	397	0
11:00	439	0	**447**	0	**417**	0	466	0	*	*	*	*	*	*	**442**	0
12:00 PM	493	0	463	0	429	0	432	0	*	*	*	*	*	*	454	0
01:00	484	0	**559**	0	428	0	519	0	*	*	*	*	*	*	**498**	0
02:00	**537**	0	434	0	412	0	**550**	0	*	*	*	*	*	*	483	0
03:00	537	0	442	0	402	0	509	0	*	*	*	*	*	*	472	0
04:00	476	0	484	0	431	0	485	0	*	*	*	*	*	*	469	0
05:00	488	0	467	0	**483**	0	490	0	*	*	*	*	*	*	482	0
06:00	385	0	448	0	471	0	475	0	*	*	*	*	*	*	445	0
07:00	371	0	383	0	398	0	380	0	*	*	*	*	*	*	383	0
08:00	370	0	350	0	427	0	371	0	*	*	*	*	*	*	380	0
09:00	262	0	339	0	379	0	315	0	*	*	*	*	*	*	324	0
10:00	222	0	264	0	313	0	196	0	*	*	*	*	*	*	249	0
11:00	139	0	284	0	261	0	144	0	*	*	*	*	*	*	207	0
Total	8765	0	8182	0	7375	0	8969	0	0	0	0	0	0	0	8323	0
Day	8765		8182		7375		8969		0		0		0		8323	
AM Peak	10:00	-	11:00	-	11:00	-	06:00	-	-	-	-	-	-	-	11:00	-
Vol.	456	-	447	-	417	-	477	-	-	-	-	-	-	-	442	-
PM Peak	14:00	-	13:00	-	17:00	-	14:00	-	-	-	-	-	-	-	13:00	-
Vol.	537	-	559	-	483	-	550	-	-	-	-	-	-	-	498	-

Comb. Total	8765	8182	7375	8969	0	0	0	8323

ADT ADT 8,323 AADT 8,323

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	1	2	1	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
03:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
04:00	0	19	12	**6**	0	0	0	0	0	0	0	0	0	37
05:00	**3**	37	**14**	5	0	0	0	0	0	0	0	0	0	**59**
06:00	0	21	4	5	0	0	0	0	0	0	0	0	0	30
07:00	0	35	8	1	**1**	0	0	0	0	0	0	0	0	45
08:00	0	35	4	2	1	0	0	0	0	0	0	0	0	42
09:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
10:00	0	38	6	0	0	**1**	0	0	0	0	0	0	0	45
11:00	0	**43**	9	1	0	0	0	0	0	0	0	0	0	53
12 PM	0	44	8	1	0	**1**	0	0	0	0	0	0	0	54
13:00	**2**	42	12	0	0	1	0	0	0	0	0	0	0	57
14:00	1	49	11	2	0	0	0	0	0	0	0	0	0	63
15:00	1	**88**	**22**	**6**	0	0	0	0	0	0	0	0	0	**117**
16:00	0	74	21	0	**1**	0	0	0	0	0	0	0	0	96
17:00	0	88	9	0	0	0	0	0	**1**	0	0	0	0	98
18:00	0	61	9	0	0	0	0	0	0	0	0	0	0	70
19:00	0	25	9	0	0	0	0	0	0	0	0	0	0	34
20:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
21:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Day Total	7	828	178	31	3	3	0	0	1	0	0	0	0	1051
Percent	0.7%	78.8%	16.9%	2.9%	0.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	05:00	04:00	07:00	10:00								05:00
Vol.	3	43	14	6	1	1								59
PM Peak	13:00	15:00	15:00	15:00	16:00	12:00			17:00					15:00
Vol.	2	88	22	6	1	1			1					117

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	7	2	1	0	0	0	0	0	0	0	0	0	10
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:00	0	11	5	3	0	0	0	0	0	0	0	0	0	19
05:00	1	24	13	4	0	0	0	0	0	0	0	0	0	42
06:00	**2**	35	**19**	**12**	**1**	0	0	0	0	0	0	0	0	**69**
07:00	0	12	8	0	0	**1**	0	0	0	0	0	0	0	21
08:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36
09:00	0	30	8	2	1	0	0	0	0	0	0	0	0	41
10:00	1	**40**	12	0	1	0	0	0	0	0	0	0	0	54
11:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
12 PM	0	**46**	6	2	0	0	0	0	0	0	0	0	0	**54**
13:00	0	39	7	2	0	0	0	0	**1**	0	0	0	0	49
14:00	0	39	**10**	**3**	0	0	0	0	1	0	0	0	0	53
15:00	0	36	6	0	0	**1**	0	0	0	0	0	0	0	43
16:00	0	32	2	1	0	0	0	0	0	0	0	0	0	35
17:00	0	23	4	0	**1**	0	0	0	0	0	0	0	0	28
18:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
19:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
20:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
21:00	0	15	0	0	0	0	0	0	1	0	0	0	0	16
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Day Total	4	529	135	31	5	2	0	0	3	0	0	0	0	709
Percent	0.6%	74.6%	19.0%	4.4%	0.7%	0.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	10:00	06:00	06:00	06:00	07:00								06:00
Vol.	2	40	19	12	1	1								69
PM Peak		12:00	14:00	14:00	17:00	15:00			13:00					12:00
Vol.		46	10	3	1	1			1					54

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	4	2	0	0	**1**	0	0	0	0	0	0	0	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:00	**1**	17	5	0	0	0	0	0	0	0	0	0	0	23
10:00	0	42	5	0	**2**	0	0	0	**1**	0	0	0	0	50
11:00	0	**51**	**8**	0	0	0	0	0	0	0	0	0	0	**59**
12 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	51
13:00	**1**	36	6	0	0	0	0	0	0	0	0	0	0	43
14:00	0	31	6	0	0	0	0	0	**1**	0	0	0	0	38
15:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
16:00	0	31	**8**	0	0	0	0	0	0	0	0	0	0	39
17:00	0	**49**	6	0	0	0	0	0	0	0	0	0	0	**55**
18:00	0	21	6	**1**	0	0	0	0	0	0	0	0	0	28
19:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
20:00	0	12	2	1	0	0	0	0	0	0	0	0	0	15
21:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:00	0	6	1	1	0	0	0	0	0	0	0	0	0	8
Day Total	2	444	82	3	2	1	0	0	2	0	0	0	0	536
Percent	0.4%	82.8%	15.3%	0.6%	0.4%	0.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		10:00	00:00			10:00					11:00
Vol.	1	51	8		2	1			1					59
PM Peak	13:00	17:00	16:00	18:00					14:00					17:00
Vol.	1	49	8	1					1					55

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	24	8	3	0	0	0	0	0	0	0	0	0	35
01:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29
02:00	0	11	0	3	0	0	0	0	0	0	0	0	0	14
03:00	0	11	5	0	0	3	0	0	0	0	0	0	0	19
04:00	0	44	29	18	0	0	0	0	0	0	0	0	0	91
05:00	**8**	86	**43**	30	**3**	0	0	0	0	0	0	0	0	170
06:00	3	**93**	31	**45**	3	**5**	0	0	0	0	0	0	0	**180**
07:00	0	42	8	3	0	0	0	0	0	0	0	0	0	53
08:00	0	34	6	3	0	0	0	0	0	0	0	0	0	43
09:00	0	40	13	0	0	0	0	0	0	0	0	0	0	53
10:00	3	37	3	0	0	0	0	0	**3**	0	0	0	0	46
11:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
12 PM	0	**50**	**10**	0	0	0	0	0	0	0	0	0	0	**60**
13:00	0	24	8	0	0	0	0	0	0	0	0	0	0	32
14:00	**3**	24	5	3	0	0	0	0	0	0	0	0	0	35
15:00	0	31	6	3	0	0	0	0	0	0	0	0	0	40
16:00	3	29	6	0	0	0	0	0	0	0	0	0	0	38
17:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
18:00	0	28	6	3	0	0	0	0	0	0	0	0	0	37
19:00	0	19	3	**6**	0	0	0	0	0	0	0	0	0	28
20:00	3	10	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	23	696	201	120	6	8	0	0	3	0	0	0	0	1057
Percent	2.2%	65.8%	19.0%	11.4%	0.6%	0.8%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	05:00	06:00	05:00	06:00			10:00					06:00
Vol.	8	93	43	45	3	5			3					180
PM Peak	14:00	12:00	12:00	19:00										12:00
Vol.	3	50	10	6										60
Grand Total	36	2497	596	185	16	14	0	0	9	0	0	0	0	3353
Percent	1.1%	74.5%	17.8%	5.5%	0.5%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	6	3	0	0	0	0	0	0	0	0	0	0	9
01:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
02:00	0	9	5	1	0	0	0	0	0	0	0	0	0	15
03:00	0	17	5	0	3	0	0	0	0	0	0	0	0	25
04:00	0	18	11	**3**	2	0	0	0	0	0	0	0	0	34
05:00	0	37	15	1	1	0	0	0	0	0	0	0	0	54
06:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
07:00	0	37	17	0	1	**1**	0	0	0	0	0	0	0	56
08:00	0	33	19	0	**4**	0	0	0	**1**	0	0	0	0	57
09:00	0	52	19	1	4	0	0	0	1	0	0	0	0	**77**
10:00	0	42	**23**	0	4	0	0	0	0	0	0	0	0	69
11:00	0	**55**	17	3	2	0	0	0	0	0	0	0	0	77
12 PM	**1**	51	23	1	2	0	0	0	0	0	0	0	0	78
13:00	0	64	28	4	4	0	0	0	0	0	0	0	0	100
14:00	0	80	40	3	10	0	0	0	0	0	0	0	0	133
15:00	0	**130**	**48**	**13**	**11**	**1**	0	0	0	0	0	0	0	**203**
16:00	0	101	47	8	9	0	0	0	0	0	0	0	0	165
17:00	0	91	44	10	9	0	0	0	0	0	0	0	0	154
18:00	0	59	29	4	8	0	0	0	0	0	0	0	0	100
19:00	0	34	17	0	6	0	0	0	0	0	0	0	0	57
20:00	0	36	14	0	1	0	0	0	0	0	0	0	0	51
21:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
22:00	0	11	5	0	2	0	0	0	0	0	0	0	0	18
23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
Day Total	1	1003	450	52	84	2	0	0	2	0	0	0	0	1594
Percent	0.1%	62.9%	28.2%	3.3%	5.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	04:00	08:00	07:00			08:00					09:00
Vol.		55	23	3	4	1			1					77
PM Peak	12:00	15:00	15:00	15:00	15:00	15:00								15:00
Vol.	1	130	48	13	11	1								203

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	4	2	1	2	0	0	0	0	0	0	0	0	9
04:00	0	16	5	2	0	0	0	0	0	0	0	0	0	23
05:00	0	27	12	**3**	0	0	0	0	0	0	0	0	0	42
06:00	0	19	15	0	1	0	0	0	0	0	0	0	0	35
07:00	0	14	11	0	3	0	0	0	0	0	0	0	0	28
08:00	0	24	12	0	3	0	0	0	0	0	0	0	0	39
09:00	0	32	**23**	0	6	0	0	0	0	0	0	0	0	61
10:00	0	31	19	0	**7**	0	0	0	0	0	0	0	0	57
11:00	0	**41**	20	1	5	0	0	0	0	0	0	0	0	**67**
12 PM	0	**43**	**27**	2	2	0	0	0	0	0	0	0	0	**74**
13:00	0	42	17	6	5	0	0	0	0	0	0	0	0	70
14:00	0	23	18	**9**	1	0	0	0	0	0	0	0	0	51
15:00	0	39	17	2	**9**	1	0	0	0	0	0	0	0	68
16:00	0	27	16	6	7	0	0	0	0	0	0	0	0	56
17:00	0	31	20	1	3	**2**	0	0	0	0	0	0	0	57
18:00	0	29	17	2	5	0	0	0	0	0	0	0	0	53
19:00	0	21	8	0	5	0	0	0	0	0	0	0	0	34
20:00	0	16	11	0	1	0	0	0	0	0	0	0	0	28
21:00	0	7	10	0	2	0	0	0	0	0	0	0	0	19
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
Day Total	0	531	296	35	67	3	0	0	0	0	0	0	0	932
Percent	0.0%	57.0%	31.8%	3.8%	7.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	05:00	10:00									11:00
Vol.		41	23	3	7									67
PM Peak		12:00	12:00	14:00	15:00	17:00								12:00
Vol.		43	27	9	9	2								74

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	1	1	0	3	0	0	0	0	0	0	0	0	5
01:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	9	7	0	3	0	0	0	0	0	0	0	0	19
08:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
09:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
10:00	0	16	**23**	0	2	0	0	0	0	0	0	0	0	41
11:00	0	**33**	15	0	**6**	0	0	0	0	0	0	0	0	**54**
12 PM	0	**37**	13	0	**5**	0	0	0	0	0	0	0	0	**55**
13:00	0	24	12	0	3	0	0	0	0	0	0	0	0	39
14:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
15:00	0	33	**15**	0	2	0	0	0	0	0	0	0	0	50
16:00	0	12	15	0	2	0	0	0	0	0	0	0	0	29
17:00	0	22	11	0	4	0	0	0	0	0	0	0	0	37
18:00	0	18	7	0	1	0	0	0	0	0	0	0	0	26
19:00	0	20	13	0	0	0	0	0	**1**	0	0	0	0	34
20:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
21:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
22:00	0	9	5	0	2	0	0	0	0	0	0	0	0	16
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Day Total	0	315	164	0	37	0	0	0	1	0	0	0	0	517
Percent	0.0%	60.9%	31.7%	0.0%	7.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00		11:00									11:00
Vol.		33	23		6									54
PM Peak		12:00	15:00		12:00				19:00					12:00
Vol.		37	15		5				1					55

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	18	3	0	0	0	0	0	0	0	0	0	0	21
01:00	0	12	6	3	0	0	0	0	0	0	0	0	0	21
02:00	0	6	9	3	0	0	0	0	0	0	0	0	0	18
03:00	0	30	24	0	0	0	0	0	0	0	0	0	0	54
04:00	0	48	21	3	6	0	0	0	0	0	0	0	0	78
05:00	0	**116**	45	**9**	6	0	0	0	0	0	0	0	0	**176**
06:00	0	46	42	0	0	0	0	0	0	0	0	0	0	88
07:00	0	39	**51**	0	**9**	0	0	0	0	0	0	0	0	99
08:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
09:00	0	61	21	0	6	0	0	0	0	0	0	0	0	88
10:00	0	34	3	0	6	0	0	0	0	0	0	0	0	43
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**52**	6	0	0	0	0	0	0	0	0	0	0	58
13:00	0	51	15	3	**6**	0	0	0	0	0	0	0	0	**75**
14:00	0	33	**21**	0	0	0	0	0	0	0	0	0	0	54
15:00	0	24	6	0	3	0	0	0	0	0	0	0	0	33
16:00	**3**	33	21	3	3	0	0	0	0	0	0	0	0	63
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:00	3	6	3	**6**	0	**3**	0	0	0	0	0	0	0	21
19:00	0	3	6	0	0	0	0	0	0	0	0	0	0	9
20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
21:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	6	639	312	30	45	3	0	0	0	0	0	0	0	1035
Percent	0.6%	61.7%	30.1%	2.9%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	07:00	05:00	07:00									05:00
Vol.		116	51	9	9									176
PM Peak	16:00	12:00	14:00	18:00	13:00	18:00								13:00
Vol.	3	52	21	6	6	3								75
Grand Total	7	2488	1222	117	233	8	0	0	3	0	0	0	0	4078
Percent	0.2%	61.0%	30.0%	2.9%	5.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 33
Station ID:
2ND AVE BTW B ST & C ST

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	9	10	10	7	5	35	21	*	*	*	*	*	*	14	11
01:00	2	12	3	11	3	5	29	21	*	*	*	*	*	*	9	12
02:00	7	15	10	11	2	3	14	18	*	*	*	*	*	*	8	12
03:00	16	25	10	9	3	2	19	54	*	*	*	*	*	*	12	22
04:00	37	34	19	23	0	0	91	78	*	*	*	*	*	*	37	34
05:00	**59**	54	42	42	0	0	170	**176**	*	*	*	*	*	*	68	**68**
06:00	30	11	**69**	35	6	5	**180**	88	*	*	*	*	*	*	**71**	35
07:00	45	56	21	28	9	19	53	99	*	*	*	*	*	*	32	50
08:00	42	57	36	39	6	8	43	12	*	*	*	*	*	*	32	29
09:00	37	**77**	41	61	23	10	53	88	*	*	*	*	*	*	38	59
10:00	45	69	54	57	50	41	46	43	*	*	*	*	*	*	49	52
11:00	53	77	30	**67**	**59**	**54**	12	0	*	*	*	*	*	*	38	50
12:00 PM	54	78	**54**	**74**	51	**55**	**60**	58	*	*	*	*	*	*	55	66
01:00	57	100	49	70	43	39	32	**75**	*	*	*	*	*	*	45	71
02:00	63	133	53	51	38	37	35	54	*	*	*	*	*	*	47	69
03:00	**117**	**203**	43	68	34	50	40	33	*	*	*	*	*	*	**58**	**88**
04:00	96	165	35	56	39	29	38	63	*	*	*	*	*	*	52	78
05:00	98	154	28	57	**55**	37	21	3	*	*	*	*	*	*	50	63
06:00	70	100	22	53	28	26	37	21	*	*	*	*	*	*	39	50
07:00	34	57	31	34	38	34	28	9	*	*	*	*	*	*	33	34
08:00	41	51	15	28	15	16	13	12	*	*	*	*	*	*	21	27
09:00	21	23	16	19	13	16	8	6	*	*	*	*	*	*	14	16
10:00	14	18	8	11	6	16	0	3	*	*	*	*	*	*	7	12
11:00	9	16	10	18	8	10	0	0	*	*	*	*	*	*	7	11
Total	1051	1594	709	932	536	517	1057	1035	0	0	0	0	0	0	836	1019
Day	2645		1641		1053		2092		0		0		0		1855	
AM Peak	05:00	09:00	06:00	11:00	11:00	11:00	06:00	05:00	-	-	-	-	-	-	06:00	05:00
Vol.	59	77	69	67	59	54	180	176	-	-	-	-	-	-	71	68
PM Peak	15:00	15:00	12:00	12:00	17:00	12:00	12:00	13:00	-	-	-	-	-	-	15:00	15:00
Vol.	117	203	54	74	55	55	60	75	-	-	-	-	-	-	58	88

Comb. Total	2645	1641	1053	2092	0	0	0	1855

ADT ADT 1,858 AADT 1,858

All Traffic Data Services, LLC

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Site Code: 34
Station ID:
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	**3**	4	1	1	0	0	0	0	0	0	0	0	0	9
04:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
05:00	0	12	**5**	2	0	0	0	0	0	0	0	0	0	19
06:00	0	**20**	1	2	0	0	0	0	0	0	0	0	0	**23**
07:00	0	10	3	**4**	0	0	0	0	0	0	0	0	0	17
08:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
09:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9
10:00	0	6	2	1	0	0	0	0	0	0	0	0	0	9
11:00	3	13	5	1	0	0	0	0	0	0	0	0	0	22
12 PM	1	16	2	**1**	0	0	0	0	0	0	0	0	0	20
13:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
14:00	1	18	3	1	0	0	0	0	0	0	0	0	0	23
15:00	**6**	**33**	4	0	0	0	0	0	0	0	0	0	0	**43**
16:00	6	20	**7**	0	0	0	0	0	0	0	0	0	0	33
17:00	1	23	4	0	**1**	**1**	0	0	0	0	0	0	0	30
18:00	0	26	6	1	1	0	0	0	0	0	0	0	0	34
19:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
20:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	22	279	67	15	2	1	0	0	0	0	0	0	0	386
Percent	5.7%	72.3%	17.4%	3.9%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	06:00	05:00	07:00										06:00
Vol.	3	20	5	4										23
PM Peak	15:00	15:00	16:00	12:00	17:00	17:00								15:00
Vol.	6	33	7	1	1	1								43

All Traffic Data Services, LLC

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Site Code: 34
Station ID:
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	**1**	6	4	**1**	0	0	0	0	0	0	0	0	0	12
05:00	0	7	3	1	0	0	0	0	0	0	0	0	0	11
06:00	0	3	**5**	1	1	0	0	0	0	0	0	0	0	10
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
09:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:00	0	**10**	2	0	**3**	0	0	0	**1**	0	0	0	0	**16**
11:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
12 PM	0	**21**	3	0	0	0	0	0	0	0	0	0	0	**24**
13:00	0	12	2	0	0	**1**	0	0	0	0	0	0	0	15
14:00	0	17	5	0	0	0	**1**	0	0	0	0	0	0	23
15:00	**1**	16	2	0	**2**	0	0	0	0	0	0	0	0	21
16:00	1	13	**6**	0	1	0	0	0	0	0	0	0	0	21
17:00	1	13	3	**1**	0	0	0	0	0	0	0	0	0	18
18:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
19:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:00	1	4	3	0	0	0	0	0	0	0	0	0	0	8
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	1	1	0	0	0	0	0	**1**	0	0	0	0	3
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	5	192	52	5	7	1	1	0	2	0	0	0	0	265
Percent	1.9%	72.5%	19.6%	1.9%	2.6%	0.4%	0.4%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	10:00	06:00	04:00	10:00				10:00					10:00
Vol.	1	10	5	1	3				1					16
PM Peak	15:00	12:00	16:00	17:00	15:00	13:00	14:00		22:00					12:00
Vol.	1	21	6	1	2	1	1		1					24

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Site Code: 34
Station ID:
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	8	1	0	0	0	0	0	**1**	0	0	0	0	10
09:00	0	**9**	2	0	**1**	0	0	0	0	0	0	0	0	12
10:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
11:00	0	7	**5**	0	0	**1**	0	0	0	0	0	0	0	**13**
12 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
13:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
14:00	0	13	**6**	0	0	0	0	0	0	0	0	0	0	19
15:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
16:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
17:00	0	11	3	0	**1**	0	0	0	0	0	0	0	0	15
18:00	0	8	0	0	0	0	0	0	**1**	0	0	0	0	9
19:00	0	**14**	6	0	0	0	0	0	0	0	0	0	0	**20**
20:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
21:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	**2**	3	2	0	0	0	0	0	0	0	0	0	0	7
Day Total	2	153	45	1	3	1	0	0	2	0	0	0	0	207
Percent	1.0%	73.9%	21.7%	0.5%	1.4%	0.5%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	11:00		09:00	11:00			08:00					11:00
Vol.		9	5		1	1			1					13
PM Peak	23:00	19:00	14:00	21:00	17:00				18:00					19:00
Vol.	2	14	6	1	1				1					20

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Site Code: 34
Station ID:
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	**2**	9	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	8	3	1	0	0	0	0	0	0	0	0	0	12
05:00	0	21	3	**3**	0	0	0	0	0	0	0	0	0	27
06:00	0	**23**	**8**	1	0	0	0	0	0	0	0	0	0	**32**
07:00	0	6	3	1	0	0	0	0	0	0	0	0	0	10
08:00	0	9	2	1	0	0	0	0	0	0	0	0	0	12
09:00	0	14	4	1	0	0	0	0	0	0	0	0	0	19
10:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:00	0	11	3	1	0	0	0	0	0	0	0	0	0	15
12 PM	**1**	14	5	0	**1**	0	0	0	0	0	0	0	0	21
13:00	0	17	5	0	0	**1**	0	0	0	0	0	0	0	23
14:00	1	15	6	0	0	0	0	0	0	0	0	0	0	22
15:00	1	13	**7**	0	0	0	0	0	0	0	0	0	0	21
16:00	0	20	5	0	1	0	0	0	0	0	0	0	0	26
17:00	1	20	4	0	1	0	0	0	0	0	0	0	0	26
18:00	0	**35**	7	0	0	0	0	0	0	0	0	0	0	**42**
19:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
20:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	6	283	76	9	4	1	0	0	0	0	0	0	0	379
Percent	1.6%	74.7%	20.1%	2.4%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	06:00	06:00	05:00										06:00
Vol.	2	23	8	3										32
PM Peak	12:00	18:00	15:00		12:00	13:00								18:00
Vol.	1	35	7		1	1								42
Grand Total	35	907	240	30	16	4	1	0	4	0	0	0	0	1237
Percent	2.8%	73.3%	19.4%	2.4%	1.3%	0.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 34
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CESAR CHAVEZ ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	**4**	13	3	0	0	0	0	0	0	0	0	0	0	20
04:00	1	13	1	0	0	0	0	0	0	0	0	0	0	15
05:00	1	**26**	**7**	**2**	**1**	0	0	0	0	0	0	0	0	**37**
06:00	0	24	6	1	0	0	0	0	0	0	0	0	0	31
07:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
08:00	0	14	1	0	0	**1**	0	0	**1**	0	0	0	0	17
09:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
10:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
11:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12 PM	0	16	1	1	0	0	0	0	0	0	0	0	0	18
13:00	0	23	5	**2**	0	0	0	0	**1**	0	0	0	0	31
14:00	**3**	22	**7**	0	0	0	0	0	0	0	0	0	0	32
15:00	1	24	6	1	1	0	0	0	0	0	0	0	0	33
16:00	0	46	7	1	**2**	**1**	0	0	1	0	0	0	0	**58**
17:00	0	**50**	6	0	0	0	0	0	0	0	0	0	0	56
18:00	0	40	4	0	0	0	0	0	0	0	0	0	0	44
19:00	0	28	6	1	0	0	0	0	1	0	0	0	0	36
20:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	10	436	74	10	4	2	0	0	4	0	0	0	0	540
Percent	1.9%	80.7%	13.7%	1.9%	0.7%	0.4%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	05:00	05:00	05:00	05:00	08:00			08:00					05:00
Vol.	4	26	7	2	1	1			1					37
PM Peak	14:00	17:00	14:00	13:00	16:00	16:00			13:00					16:00
Vol.	3	50	7	2	2	1			1					58

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Site Code: 34
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
04:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	11	1	**1**	0	0	0	0	0	0	0	0	0	13
06:00	0	12	**7**	0	0	0	0	0	0	0	0	0	0	19
07:00	0	6	0	0	0	**1**	0	0	0	0	0	0	0	7
08:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
09:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
10:00	0	**26**	5	0	0	0	0	0	0	0	0	0	0	**31**
11:00	**3**	17	5	0	0	1	0	0	0	0	0	0	0	26
12 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
13:00	0	13	5	0	0	0	0	0	**1**	0	0	0	0	19
14:00	0	21	2	**1**	0	0	0	0	1	0	0	0	0	25
15:00	0	**27**	3	0	0	0	0	0	1	0	0	0	0	**31**
16:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
17:00	0	16	**6**	0	0	0	0	0	0	0	0	0	0	22
18:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
19:00	0	18	2	0	0	0	0	0	1	0	0	0	0	21
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	5	303	49	2	0	2	0	0	4	0	0	0	0	365
Percent	1.4%	83.0%	13.4%	0.5%	0.0%	0.5%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	06:00	05:00		07:00								10:00
Vol.	3	26	7	1		1								31
PM Peak		15:00	17:00	14:00					13:00					15:00
Vol.		27	6	1					1					31

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
10:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
11:00	0	**16**	**5**	0	0	0	0	0	0	0	0	0	0	**21**
12 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
13:00	0	10	2	0	0	0	0	0	**1**	0	0	0	0	13
14:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
15:00	0	8	**5**	0	0	**1**	0	0	1	0	0	0	0	15
16:00	0	**16**	1	0	0	0	0	0	0	0	0	0	0	17
17:00	**1**	13	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
19:00	0	16	2	0	0	1	0	0	0	0	0	0	0	**19**
20:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	1	160	31	0	0	2	0	0	2	0	0	0	0	196
Percent	0.5%	81.6%	15.8%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00											11:00
Vol.		16	5											21
PM Peak	17:00	16:00	15:00			15:00			13:00					19:00
Vol.	1	16	5			1			1					19

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
03:00	**2**	8	3	0	0	0	0	0	0	0	0	0	0	13
04:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
05:00	1	19	0	**3**	0	0	0	0	0	0	0	0	0	23
06:00	1	**28**	5	0	0	0	0	0	0	0	0	0	0	**34**
07:00	1	13	0	0	0	0	0	0	0	0	0	0	0	14
08:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
09:00	0	17	**6**	0	0	**1**	0	0	**1**	0	0	0	0	25
10:00	0	18	3	0	0	0	0	0	1	0	0	0	0	22
11:00	0	21	1	1	0	0	0	0	1	0	0	0	0	24
12 PM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
13:00	0	21	5	0	**1**	0	0	0	0	0	0	0	0	27
14:00	**2**	24	7	0	0	0	0	0	0	0	0	0	0	33
15:00	0	24	**12**	**1**	0	**1**	0	0	0	0	0	0	0	**38**
16:00	0	**27**	2	0	0	0	0	0	0	0	0	0	0	29
17:00	0	25	2	1	0	1	0	0	0	0	0	0	0	29
18:00	0	18	4	0	1	0	0	0	0	0	0	0	0	23
19:00	0	16	2	1	0	0	0	0	0	0	0	0	0	19
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Day Total	9	352	66	7	2	3	0	0	3	0	0	0	0	442
Percent	2.0%	79.6%	14.9%	1.6%	0.5%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	06:00	09:00	05:00		09:00			09:00					06:00
Vol.	2	28	6	3		1			1					34
PM Peak	14:00	16:00	15:00	15:00	13:00	15:00								15:00
Vol.	2	27	12	1	1	1								38
Grand Total	25	1251	220	19	6	9	0	0	13	0	0	0	0	1543
Percent	1.6%	81.1%	14.3%	1.2%	0.4%	0.6%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 34
Station ID:
CESAR CHAVEZ ST BTW B ST & C ST

Start Time	21-Jan-22 NB	21-Jan-22 SB	22-Jan-22 NB	22-Jan-22 SB	23-Jan-22 NB	23-Jan-22 SB	24-Jan-22 NB	24-Jan-22 SB	25-Jan-22 NB	25-Jan-22 SB	26-Jan-22 NB	26-Jan-22 SB	27-Jan-22 NB	27-Jan-22 SB	Week Average NB	Week Average SB
12:00 AM	3	4	3	5	2	3	2	1	*	*	*	*	*	*	2	3
01:00	1	7	5	4	1	0	4	4	*	*	*	*	*	*	3	4
02:00	5	11	3	3	1	1	4	6	*	*	*	*	*	*	3	5
03:00	9	20	4	7	1	1	12	13	*	*	*	*	*	*	6	10
04:00	14	15	12	7	1	2	12	11	*	*	*	*	*	*	10	9
05:00	19	**37**	11	13	7	2	27	23	*	*	*	*	*	*	16	19
06:00	**23**	31	10	19	2	2	**32**	**34**	*	*	*	*	*	*	**17**	**22**
07:00	17	13	3	7	2	7	10	14	*	*	*	*	*	*	8	10
08:00	17	17	10	18	10	3	12	24	*	*	*	*	*	*	12	16
09:00	9	11	8	20	12	11	19	25	*	*	*	*	*	*	12	17
10:00	9	8	**16**	**31**	12	9	13	22	*	*	*	*	*	*	12	18
11:00	22	16	15	26	**13**	**21**	15	24	*	*	*	*	*	*	16	22
12:00 PM	20	18	**24**	26	9	17	21	22	*	*	*	*	*	*	18	21
01:00	15	31	15	19	14	13	23	27	*	*	*	*	*	*	17	22
02:00	23	32	23	25	19	11	22	33	*	*	*	*	*	*	22	25
03:00	**43**	33	21	**31**	10	15	21	**38**	*	*	*	*	*	*	**24**	29
04:00	33	**58**	21	20	14	17	26	29	*	*	*	*	*	*	24	**31**
05:00	30	56	18	22	15	14	26	29	*	*	*	*	*	*	22	30
06:00	34	44	11	21	9	12	**42**	23	*	*	*	*	*	*	24	25
07:00	13	36	9	21	**20**	**19**	16	19	*	*	*	*	*	*	14	24
08:00	14	20	8	7	17	11	6	11	*	*	*	*	*	*	11	12
09:00	5	12	7	4	3	1	9	5	*	*	*	*	*	*	6	6
10:00	6	9	3	5	6	2	4	2	*	*	*	*	*	*	5	4
11:00	2	1	5	4	7	2	1	3	*	*	*	*	*	*	4	2
Total	386	540	265	365	207	196	379	442	0	0	0	0	0	0	308	386
Day	926		630		403		821		0		0		0		694	
AM Peak	06:00	05:00	10:00	10:00	11:00	11:00	06:00	06:00	-	-	-	-	-	-	06:00	06:00
Vol.	23	37	16	31	13	21	32	34	-	-	-	-	-	-	17	22
PM Peak	15:00	16:00	12:00	15:00	19:00	19:00	18:00	15:00	-	-	-	-	-	-	15:00	16:00
Vol.	43	58	24	31	20	19	42	38	-	-	-	-	-	-	24	31

Comb. Total	926		630		403		821		0		0		0		694	
ADT	ADT 695		AADT 695											

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
04:00	0	4	3	1	0	0	0	0	0	0	0	0	0	8
05:00	0	17	**11**	1	0	0	0	0	0	0	0	0	0	29
06:00	0	29	5	**18**	0	0	0	0	0	0	0	0	0	**52**
07:00	0	**38**	9	3	1	0	**1**	0	0	0	0	0	0	52
08:00	0	19	10	2	0	0	0	0	0	0	0	0	0	31
09:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26
10:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17
11:00	0	12	6	1	**2**	**1**	1	0	0	0	0	0	0	23
12 PM	1	28	7	2	0	0	0	0	0	0	0	0	0	38
13:00	0	30	9	0	1	**2**	0	0	0	0	0	0	0	42
14:00	0	52	18	**4**	3	0	0	0	0	0	0	0	0	**77**
15:00	0	45	**24**	1	3	0	0	0	0	0	0	0	0	73
16:00	0	39	16	0	2	0	**1**	0	0	0	0	0	0	58
17:00	**2**	**54**	14	0	**4**	0	1	0	0	0	0	0	0	75
18:00	0	45	14	0	1	0	0	0	**1**	0	0	0	0	61
19:00	1	32	9	0	0	1	0	0	0	0	0	0	0	43
20:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
21:00	0	17	4	0	2	0	0	0	0	0	0	0	0	23
22:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	4	528	190	33	20	4	4	0	1	0	0	0	0	784
Percent	0.5%	67.3%	24.2%	4.2%	2.6%	0.5%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	05:00	06:00	11:00	11:00	07:00							06:00
Vol.		38	11	18	2	1	1							52
PM Peak	17:00	17:00	15:00	14:00	17:00	13:00	16:00		18:00					14:00
Vol.	2	54	24	4	4	2	1		1					77

All Traffic Data Services, LLC

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
05:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11
06:00	0	10	0	**2**	0	0	0	0	0	0	0	0	0	12
07:00	0	9	3	2	**1**	0	0	0	0	0	0	0	0	15
08:00	0	10	3	0	0	0	**1**	0	0	0	0	0	0	14
09:00	0	17	**7**	0	0	0	0	0	0	0	0	0	0	24
10:00	0	16	6	1	0	0	0	0	0	0	0	0	0	23
11:00	0	**23**	4	0	1	0	0	0	0	0	0	0	0	**28**
12 PM	0	19	10	0	1	0	0	0	0	0	0	0	0	30
13:00	0	19	**14**	**1**	1	0	0	0	0	0	0	0	0	35
14:00	0	26	13	0	0	0	0	0	0	0	0	0	0	39
15:00	0	30	12	0	1	0	0	0	0	0	0	0	**1**	44
16:00	0	**36**	14	0	1	0	0	0	**1**	0	0	0	0	**52**
17:00	0	23	11	0	**2**	0	0	0	0	0	0	0	0	36
18:00	0	21	9	1	1	0	0	0	0	0	0	0	0	32
19:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
20:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
21:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
22:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
23:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Day Total	0	343	136	9	12	0	1	0	1	0	0	0	1	503
Percent	0.0%	68.2%	27.0%	1.8%	2.4%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak		11:00	09:00	06:00	07:00		08:00							11:00
Vol.		23	7	2	1		1							28
PM Peak		16:00	13:00	13:00	17:00				16:00				15:00	16:00
Vol.		36	14	1	2				1				1	52

All Traffic Data Services, LLC

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	2	2	**1**	**1**	0	0	0	0	0	0	0	0	6
08:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
09:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
10:00	0	12	4	0	1	0	0	0	**1**	0	0	0	0	18
11:00	0	**25**	**8**	0	0	0	0	0	0	0	0	0	0	**33**
12 PM	0	24	13	0	0	0	0	0	0	0	0	0	0	37
13:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
14:00	0	28	10	0	**3**	0	0	0	0	0	0	0	0	41
15:00	**1**	22	13	0	0	0	0	0	0	0	0	0	0	36
16:00	1	31	**14**	0	0	0	0	0	0	0	0	0	0	**46**
17:00	0	23	8	0	2	**1**	0	0	0	0	0	0	0	34
18:00	0	**32**	7	0	1	0	**1**	0	0	0	0	0	0	41
19:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25
20:00	0	16	6	0	0	1	0	0	0	0	0	0	0	23
21:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Day Total	2	323	122	1	9	2	1	0	1	0	0	0	0	461
Percent	0.4%	70.1%	26.5%	0.2%	2.0%	0.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	07:00	07:00				10:00					11:00
Vol.		25	8	1	1				1					33
PM Peak	15:00	18:00	16:00		14:00	17:00	18:00							16:00
Vol.	1	32	14		3	1	1							46

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	2	1	1	0	0	0	0	0	0	0	0	7
04:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
05:00	0	11	9	3	1	0	0	0	0	0	0	0	0	24
06:00	0	26	8	**15**	1	0	0	0	0	0	0	0	0	50
07:00	0	**35**	**14**	4	**2**	0	**1**	0	0	0	0	0	0	**56**
08:00	0	24	7	3	1	0	1	0	0	0	0	0	0	36
09:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
10:00	0	14	14	0	0	0	0	0	0	0	0	0	0	28
11:00	0	25	6	0	2	0	0	0	0	0	0	0	0	33
12 PM	0	29	15	**2**	2	0	0	0	0	0	0	0	0	48
13:00	0	27	14	0	0	**1**	0	0	0	0	0	0	0	42
14:00	1	40	14	1	2	0	0	0	0	0	0	0	0	58
15:00	0	26	17	1	2	1	0	0	0	0	0	0	**1**	48
16:00	1	44	15	0	3	0	0	0	0	0	0	0	0	63
17:00	**2**	**59**	17	1	1	0	0	0	0	0	0	0	0	**80**
18:00	1	46	**27**	0	**4**	0	0	0	0	0	0	0	0	78
19:00	0	16	13	0	2	0	0	0	0	0	0	0	0	31
20:00	0	26	12	0	0	0	0	0	0	0	0	0	0	38
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	5	493	225	31	24	2	2	0	0	0	0	0	1	783
Percent	0.6%	63.0%	28.7%	4.0%	3.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak		07:00	07:00	06:00	07:00		07:00							07:00
Vol.		35	14	15	2		1							56
PM Peak	17:00	17:00	18:00	12:00	18:00	13:00							15:00	17:00
Vol.	2	59	27	2	4	1							1	80
Grand Total	11	1687	673	74	65	8	8	0	3	0	0	0	2	2531
Percent	0.4%	66.7%	26.6%	2.9%	2.6%	0.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

All Traffic Data Services, LLC

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	9	0	0	0	0	0	0	1	0	0	0	0	10
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	12	1	0	0	0	0	0	1	0	0	0	0	14
03:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
04:00	2	23	9	0	0	0	0	0	0	0	0	0	0	34
05:00	**5**	63	17	2	0	0	0	0	0	0	0	0	0	87
06:00	0	69	**18**	**3**	0	1	0	0	0	0	0	0	0	**91**
07:00	0	**75**	12	2	0	0	0	0	0	0	0	0	0	89
08:00	0	49	17	3	0	2	0	0	0	0	0	0	0	71
09:00	0	51	7	1	0	1	0	0	**3**	0	0	0	0	63
10:00	0	63	13	1	0	0	0	0	0	0	0	0	0	77
11:00	1	64	10	1	**1**	**3**	0	0	0	0	0	0	0	80
12 PM	**1**	70	9	2	0	**2**	0	0	0	0	0	0	0	84
13:00	0	70	16	2	1	1	0	0	0	0	0	0	0	90
14:00	1	103	20	15	0	1	0	0	1	0	0	0	0	141
15:00	0	154	27	**21**	1	0	0	0	1	0	0	0	0	204
16:00	1	**207**	37	16	**4**	0	0	0	0	0	0	0	0	**265**
17:00	1	182	**39**	12	2	1	0	0	0	0	0	0	0	237
18:00	0	195	39	6	4	0	0	0	1	0	0	0	0	245
19:00	1	116	18	2	0	0	0	0	**3**	0	0	0	0	140
20:00	0	71	7	0	0	1	0	0	0	0	0	0	0	79
21:00	0	29	9	0	0	0	0	0	0	0	0	0	0	38
22:00	0	28	1	0	0	2	0	0	0	0	0	0	0	31
23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Day Total	13	1750	332	89	13	15	0	0	11	0	0	0	0	2223
Percent	0.6%	78.7%	14.9%	4.0%	0.6%	0.7%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	06:00	06:00	11:00	11:00			09:00					06:00
Vol.	5	75	18	3	1	3			3					91
PM Peak	12:00	16:00	17:00	15:00	16:00	12:00			19:00					16:00
Vol.	1	207	39	21	4	2			3					265

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	9	2	0	0	0	0	0	1	0	0	0	0	12
01:00	**1**	7	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
05:00	1	43	8	0	0	0	0	0	0	0	0	0	0	52
06:00	0	37	3	0	0	0	0	0	0	0	0	0	0	40
07:00	0	30	9	0	0	0	0	0	0	0	0	0	0	39
08:00	0	24	7	1	**1**	**1**	0	0	1	0	0	0	0	35
09:00	0	51	**17**	1	0	0	0	0	0	0	0	0	0	69
10:00	0	61	9	1	1	0	0	0	**2**	0	0	0	0	74
11:00	0	**75**	9	**3**	1	0	0	0	0	0	0	0	0	**88**
12 PM	0	61	7	2	0	0	0	0	0	0	0	0	0	70
13:00	0	55	14	8	1	0	0	0	**1**	0	0	0	0	79
14:00	0	63	18	8	**2**	0	0	0	1	0	0	0	0	92
15:00	0	76	**24**	**10**	0	0	0	0	1	0	0	0	0	**111**
16:00	0	**83**	18	7	2	0	0	0	0	0	0	0	0	110
17:00	0	62	16	3	0	**1**	0	0	0	0	0	0	0	82
18:00	0	67	10	2	0	0	0	0	0	0	0	0	0	79
19:00	**1**	46	8	0	0	0	0	0	0	0	0	0	0	55
20:00	1	33	6	0	0	1	0	0	0	0	0	0	0	41
21:00	1	22	3	0	1	1	0	0	0	0	0	0	0	28
22:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Day Total	5	966	200	47	9	4	0	0	7	0	0	0	0	1238
Percent	0.4%	78.0%	16.2%	3.8%	0.7%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	11:00	09:00	11:00	08:00	08:00			10:00					11:00
Vol.	1	75	17	3	1	1			2					88
PM Peak	19:00	16:00	15:00	15:00	14:00	17:00			13:00					15:00
Vol.	1	83	24	10	2	1			1					111

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	7	2	0	0	0	0	0	0	0	0	0	0	10
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	7	0	0	0	0	0	0	**1**	0	0	0	0	8
07:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
08:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
09:00	0	32	1	0	**1**	0	0	0	0	0	0	0	0	34
10:00	0	**41**	**9**	0	0	0	0	0	0	0	0	0	0	**50**
11:00	0	35	9	0	0	**1**	0	0	0	0	0	0	0	45
12 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50
13:00	0	48	10	0	0	**1**	0	0	0	0	0	0	0	59
14:00	**1**	63	**17**	0	0	0	0	0	0	0	0	0	0	**81**
15:00	0	60	10	0	0	0	0	0	0	0	0	0	0	70
16:00	0	68	7	0	**1**	0	0	0	0	0	0	0	0	76
17:00	0	**70**	9	0	0	1	0	0	0	0	0	0	0	80
18:00	0	42	8	0	0	0	0	0	1	0	0	0	0	51
19:00	0	57	11	**1**	0	0	0	0	0	0	0	0	0	69
20:00	0	53	4	0	0	0	0	0	2	0	0	0	0	59
21:00	0	24	4	0	0	1	0	0	0	0	0	0	0	29
22:00	0	20	4	0	0	0	0	0	1	0	0	0	0	25
23:00	0	4	2	0	0	0	0	0	**3**	0	0	0	0	9
Day Total	2	734	121	1	2	4	0	0	8	0	0	0	0	872
Percent	0.2%	84.2%	13.9%	0.1%	0.2%	0.5%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	10:00	10:00		09:00	11:00			06:00					10:00
Vol.	1	41	9		1	1			1					50
PM Peak	14:00	17:00	14:00	19:00	16:00	13:00			23:00					14:00
Vol.	1	70	17	1	1	1			3					81

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	10	1	1	0	0	0	0	0	0	0	0	0	12
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
04:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
05:00	0	64	10	1	0	0	0	0	0	0	0	0	0	75
06:00	**3**	71	14	**3**	0	0	0	0	1	0	0	0	0	**92**
07:00	1	**76**	12	1	0	0	0	0	1	0	0	0	0	91
08:00	0	56	6	3	0	1	0	0	**5**	0	0	0	0	71
09:00	2	38	**16**	3	**1**	**4**	0	0	1	0	0	0	0	65
10:00	0	51	6	1	0	0	0	0	0	0	0	0	0	58
11:00	0	71	11	1	1	3	0	0	1	0	0	0	0	88
12 PM	**1**	71	20	2	0	**1**	0	0	**1**	0	0	0	0	96
13:00	0	78	19	5	0	0	0	0	0	0	0	0	0	102
14:00	1	77	21	7	1	0	0	0	1	0	0	0	0	108
15:00	1	85	21	13	**4**	0	0	0	0	0	0	0	0	124
16:00	1	111	27	10	4	0	0	0	0	0	0	0	0	153
17:00	0	**119**	**29**	11	1	0	0	0	1	0	0	0	0	**161**
18:00	0	94	18	**26**	0	0	0	0	0	0	0	0	0	138
19:00	0	54	11	1	0	1	0	0	0	0	0	0	0	67
20:00	0	52	10	0	0	0	0	0	0	0	0	0	0	62
21:00	0	24	5	0	0	1	0	0	0	0	0	0	0	30
22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
23:00	1	7	2	0	0	1	0	0	1	0	0	0	0	12
Day Total	11	1273	270	89	12	12	0	0	13	0	0	0	0	1680
Percent	0.7%	75.8%	16.1%	5.3%	0.7%	0.7%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00	06:00	09:00	09:00			08:00					06:00
Vol.	3	76	16	3	1	4			5					92
PM Peak	12:00	17:00	17:00	18:00	15:00	12:00			12:00					17:00
Vol.	1	119	29	26	4	1			1					161
Grand Total	31	4723	923	226	36	35	0	0	39	0	0	0	0	6013
Percent	0.5%	78.5%	15.4%	3.8%	0.6%	0.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 35
Station ID:
4TH AVE BTW B ST & C ST

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	2	10	1	12	6	10	6	6	*	*	*	*	*	*	4	10
01:00	1	9	3	9	7	7	5	12	*	*	*	*	*	*	4	9
02:00	3	14	2	11	6	8	1	10	*	*	*	*	*	*	3	11
03:00	8	21	2	8	3	4	7	22	*	*	*	*	*	*	5	14
04:00	8	34	7	18	1	1	12	25	*	*	*	*	*	*	7	20
05:00	29	87	11	52	3	7	24	75	*	*	*	*	*	*	17	55
06:00	**52**	**91**	12	40	7	8	50	**92**	*	*	*	*	*	*	30	58
07:00	52	89	15	39	6	20	**56**	91	*	*	*	*	*	*	**32**	60
08:00	31	71	14	35	10	20	36	71	*	*	*	*	*	*	23	49
09:00	26	63	24	69	12	34	18	65	*	*	*	*	*	*	20	58
10:00	17	77	23	74	18	**50**	28	58	*	*	*	*	*	*	22	65
11:00	23	80	**28**	**88**	**33**	45	33	88	*	*	*	*	*	*	29	**75**
12:00 PM	38	84	30	70	37	50	48	96	*	*	*	*	*	*	38	75
01:00	42	90	35	79	31	59	42	102	*	*	*	*	*	*	38	82
02:00	**77**	141	39	92	41	**81**	58	108	*	*	*	*	*	*	54	106
03:00	73	204	44	**111**	36	70	48	124	*	*	*	*	*	*	50	127
04:00	58	**265**	**52**	110	**46**	76	63	153	*	*	*	*	*	*	55	**151**
05:00	75	237	36	82	34	80	**80**	**161**	*	*	*	*	*	*	**56**	140
06:00	61	245	32	79	41	51	78	138	*	*	*	*	*	*	53	128
07:00	43	140	25	55	25	69	31	67	*	*	*	*	*	*	31	83
08:00	25	79	27	41	23	59	38	62	*	*	*	*	*	*	28	60
09:00	23	38	16	28	17	29	15	30	*	*	*	*	*	*	18	31
10:00	14	31	19	18	12	25	5	12	*	*	*	*	*	*	12	22
11:00	3	23	6	18	6	9	1	12	*	*	*	*	*	*	4	16
Total	784	2223	503	1238	461	872	783	1680	0	0	0	0	0	0	633	1505
Day	3007		1741		1333		2463		0		0		0		2138	
AM Peak	06:00	06:00	11:00	11:00	11:00	10:00	07:00	06:00	-	-	-	-	-	-	07:00	11:00
Vol.	52	91	28	88	33	50	56	92	-	-	-	-	-	-	32	75
PM Peak	14:00	16:00	16:00	15:00	16:00	14:00	17:00	17:00	-	-	-	-	-	-	17:00	16:00
Vol.	77	265	52	111	46	81	80	161	-	-	-	-	-	-	56	151

Comb. Total	3007	1741	1333	2463	0	0	0	2138

ADT ADT 2,136 AADT 2,136

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	29	4	2	0	0	0	0	2	0	0	0	0	37
01:00	1	27	3	1	0	0	0	0	0	0	0	0	0	32
02:00	0	14	3	2	0	0	0	0	1	0	0	0	0	20
03:00	0	34	8	0	0	0	0	0	1	0	0	0	0	43
04:00	0	81	9	2	1	0	0	0	0	0	0	0	0	93
05:00	0	136	32	**11**	4	0	0	0	1	0	0	0	0	184
06:00	**2**	169	36	4	4	1	0	0	2	0	0	0	0	218
07:00	1	270	37	3	0	0	0	0	1	**1**	0	0	0	313
08:00	0	207	35	1	0	1	0	0	1	0	0	0	0	245
09:00	2	217	31	3	2	**3**	0	0	**3**	0	0	0	0	261
10:00	0	229	**52**	2	1	0	0	0	3	0	0	0	0	287
11:00	2	**290**	51	2	**5**	2	0	0	3	0	0	0	0	**355**
12 PM	2	312	44	1	3	**2**	0	0	0	0	0	0	0	364
13:00	2	352	54	2	2	0	0	0	1	0	0	0	**2**	415
14:00	3	357	57	**3**	**5**	0	0	0	0	0	0	0	0	425
15:00	4	**459**	**71**	2	3	1	0	0	2	0	0	0	0	**542**
16:00	0	336	44	1	3	0	0	0	0	0	0	0	0	384
17:00	3	357	38	2	1	0	**1**	0	0	0	0	0	0	402
18:00	**6**	344	44	3	1	0	0	0	3	0	0	0	0	401
19:00	2	341	48	0	5	1	0	0	3	0	0	0	0	400
20:00	1	212	30	0	0	0	0	0	1	**1**	0	0	0	245
21:00	0	174	19	2	0	0	0	0	1	0	**1**	0	0	197
22:00	0	96	10	0	0	2	0	0	2	0	0	0	0	110
23:00	0	71	10	2	0	0	0	0	**4**	0	0	0	0	87
Day Total	31	5114	770	51	40	13	1	0	35	2	1	0	2	6060
Percent	0.5%	84.4%	12.7%	0.8%	0.7%	0.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	10:00	05:00	11:00	09:00			09:00	07:00				11:00
Vol.	2	290	52	11	5	3			3	1				355
PM Peak	18:00	15:00	15:00	14:00	14:00	12:00	17:00		23:00	20:00	21:00		13:00	15:00
Vol.	6	459	71	3	5	2	1		4	1	1		2	542

All Traffic Data Services, LLC

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	43	10	1	0	0	0	0	2	0	0	0	0	56
01:00	0	25	3	2	0	0	0	0	0	0	0	0	0	30
02:00	0	12	3	1	0	0	0	0	1	0	0	0	0	17
03:00	0	22	5	1	1	0	0	0	0	0	0	0	0	29
04:00	**1**	44	7	3	1	1	0	0	0	0	0	0	0	57
05:00	0	75	18	**6**	0	0	0	0	1	0	0	0	0	100
06:00	1	67	17	2	0	0	0	0	0	0	0	0	0	87
07:00	0	85	29	1	0	**3**	**1**	0	2	0	0	0	0	121
08:00	0	123	35	6	**4**	1	0	0	**8**	0	0	0	0	177
09:00	1	187	25	0	1	1	0	0	1	0	0	0	**1**	217
10:00	1	214	37	1	3	0	0	0	5	0	0	0	0	261
11:00	1	**265**	**39**	2	1	1	0	0	3	0	0	0	0	**312**
12 PM	**3**	244	40	**5**	1	1	0	0	**3**	0	0	0	**1**	298
13:00	1	**265**	42	4	2	0	0	0	1	0	0	0	0	**315**
14:00	2	241	37	3	0	1	0	0	2	0	0	0	0	286
15:00	1	236	48	0	**3**	**3**	**1**	0	1	0	0	0	0	293
16:00	0	220	**57**	2	1	0	0	0	0	0	0	0	0	280
17:00	1	237	54	2	1	1	0	0	0	0	0	0	0	296
18:00	0	256	34	0	0	0	0	0	3	0	0	0	0	293
19:00	2	216	20	0	0	2	0	0	1	0	0	0	1	242
20:00	1	171	19	0	1	0	0	0	2	0	0	0	0	194
21:00	0	110	14	0	0	0	0	0	0	0	0	0	0	124
22:00	0	100	12	0	0	0	0	0	0	0	0	0	0	112
23:00	0	68	8	0	0	0	0	0	1	0	0	0	0	77
Day Total	16	3526	613	42	20	15	2	0	37	0	0	0	3	4274
Percent	0.4%	82.5%	14.3%	1.0%	0.5%	0.4%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.1%	
AM Peak	04:00	11:00	11:00	05:00	08:00	07:00	07:00		08:00				09:00	11:00
Vol.	1	265	39	6	4	3	1		8				1	312
PM Peak	12:00	13:00	16:00	12:00	15:00	15:00	15:00		12:00				12:00	13:00
Vol.	3	265	57	5	3	3	1		3				1	315

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	39	8	0	0	0	0	0	**1**	0	0	0	0	48
01:00	0	28	5	0	0	0	0	0	1	0	0	0	0	34
02:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	2	0	0	**1**	0	0	0	0	0	0	0	16
05:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
06:00	0	33	5	0	0	0	0	0	1	0	0	0	0	39
07:00	0	46	7	0	0	0	0	0	0	0	0	0	0	53
08:00	**1**	71	11	0	2	0	0	0	0	0	0	0	0	85
09:00	0	134	17	**2**	1	0	0	0	1	0	0	0	0	155
10:00	0	158	28	0	**3**	0	0	0	0	0	0	0	0	189
11:00	0	**177**	**44**	0	0	1	**1**	0	1	0	0	0	0	**224**
12 PM	1	245	35	1	1	1	0	0	0	0	0	0	0	284
13:00	2	228	35	0	0	0	0	0	2	0	0	0	0	267
14:00	2	248	38	0	1	1	0	0	0	0	0	0	0	290
15:00	2	238	36	0	**2**	1	0	0	1	0	0	0	0	280
16:00	1	257	36	0	1	0	0	0	1	0	0	0	0	296
17:00	0	243	**47**	**3**	1	0	0	0	0	**1**	0	0	0	295
18:00	**4**	**265**	34	0	0	1	0	0	1	0	0	0	0	**305**
19:00	1	234	40	2	0	**2**	0	0	0	0	0	0	0	279
20:00	0	221	32	0	1	1	0	0	0	0	0	0	0	255
21:00	0	142	18	0	1	0	0	0	0	0	0	0	0	161
22:00	0	93	8	0	0	1	0	0	**3**	0	0	0	0	105
23:00	1	44	10	1	0	1	0	0	3	0	0	0	0	60
Day Total	15	3215	507	9	14	11	1	0	16	1	0	0	0	3789
Percent	0.4%	84.9%	13.4%	0.2%	0.4%	0.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	10:00	04:00	11:00		00:00					11:00
Vol.	1	177	44	2	3	1	1		1					224
PM Peak	18:00	18:00	17:00	17:00	15:00	19:00			22:00	17:00				18:00
Vol.	4	265	47	3	2	2			3	1				305

All Traffic Data Services, LLC

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	28	8	0	0	0	0	0	1	0	0	0	0	37
01:00	0	26	5	1	0	0	0	0	1	0	0	0	0	33
02:00	1	19	3	0	0	1	0	0	0	0	0	0	0	24
03:00	0	31	7	1	0	0	0	0	1	0	0	0	0	40
04:00	1	85	8	1	0	0	0	0	0	0	0	0	0	95
05:00	1	121	21	**10**	2	0	0	0	0	0	0	0	0	155
06:00	1	186	43	4	4	3	0	0	3	0	0	0	0	244
07:00	0	282	44	2	1	2	0	0	2	0	0	0	0	333
08:00	0	244	30	3	1	1	0	0	**10**	**1**	0	0	0	290
09:00	0	234	49	1	1	2	0	**1**	6	0	0	0	0	294
10:00	2	259	**55**	3	1	**4**	0	0	5	1	0	0	0	330
11:00	**3**	**323**	51	2	**5**	4	0	0	3	0	0	0	0	**391**
12 PM	1	390	50	4	**2**	0	**2**	0	2	0	0	0	0	451
13:00	2	384	37	**7**	1	**3**	0	0	1	0	0	0	0	435
14:00	0	340	53	6	2	0	0	0	1	**1**	0	0	0	403
15:00	**3**	385	56	6	2	1	0	0	1	0	0	0	0	454
16:00	1	**419**	50	1	1	1	1	0	0	0	0	0	0	**474**
17:00	0	364	**58**	7	0	2	1	0	2	0	0	0	0	434
18:00	0	352	58	4	0	1	0	0	0	0	0	0	0	415
19:00	1	272	43	0	1	0	0	0	1	1	0	0	0	319
20:00	2	199	35	0	1	1	0	0	**3**	0	0	0	0	241
21:00	0	138	24	0	0	0	0	0	0	0	0	0	0	162
22:00	0	61	11	0	0	1	0	0	0	0	0	0	0	73
23:00	0	41	5	2	0	0	0	0	0	0	0	0	0	48
Day Total	19	5183	804	65	25	27	4	1	43	4	0	0	0	6175
Percent	0.3%	83.9%	13.0%	1.1%	0.4%	0.4%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	05:00	11:00	10:00		09:00	08:00	08:00				11:00
Vol.	3	323	55	10	5	4		1	10	1				391
PM Peak	15:00	16:00	17:00	13:00	12:00	13:00	12:00		20:00	14:00				16:00
Vol.	3	419	58	7	2	3	2		3	1				474
Grand Total	81	17038	2694	167	99	66	8	1	131	7	1	0	5	20298
Percent	0.4%	83.9%	13.3%	0.8%	0.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	40	10	2	1	0	0	0	1	0	0	0	0	54
01:00	1	39	7	0	0	0	0	0	0	0	0	0	0	47
02:00	0	26	7	0	1	0	0	0	0	0	0	0	0	34
03:00	0	37	6	1	2	0	0	0	0	0	0	0	0	46
04:00	0	46	15	2	7	0	0	0	**2**	0	0	0	0	72
05:00	1	81	19	1	6	1	0	0	1	0	0	0	**1**	111
06:00	3	133	40	**13**	6	0	0	0	0	0	0	0	0	195
07:00	2	309	62	3	5	0	0	0	1	0	0	0	0	382
08:00	0	244	60	3	7	1	0	0	2	0	0	0	0	317
09:00	1	250	71	3	8	**2**	0	0	1	0	0	0	0	336
10:00	1	279	70	2	6	1	0	0	1	0	0	0	0	360
11:00	**4**	**315**	**79**	0	**9**	0	0	0	0	0	0	0	0	**407**
12 PM	3	342	**90**	0	**8**	0	0	0	1	0	0	0	0	444
13:00	1	315	73	3	3	1	0	0	0	0	0	0	0	396
14:00	3	389	74	1	6	2	0	0	0	0	0	0	0	475
15:00	**7**	**399**	74	**4**	8	**3**	**4**	0	1	**1**	0	0	0	**501**
16:00	5	358	53	0	4	0	0	0	0	0	0	0	0	420
17:00	4	331	55	1	4	1	3	0	0	0	0	0	0	399
18:00	4	291	55	0	3	1	0	0	**2**	0	0	0	0	356
19:00	1	314	43	0	6	1	1	**1**	1	0	0	0	0	368
20:00	2	266	56	1	2	1	1	0	0	0	0	0	**1**	330
21:00	1	190	37	1	1	2	0	0	1	0	0	0	0	233
22:00	1	128	26	0	1	0	0	0	2	0	0	0	0	158
23:00	0	68	11	2	1	0	0	0	1	0	0	0	0	83
Day Total	45	5190	1093	43	105	17	9	1	18	1	0	0	2	6524
Percent	0.7%	79.6%	16.8%	0.7%	1.6%	0.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	06:00	11:00	09:00			04:00				05:00	11:00
Vol.	4	315	79	13	9	2			2				1	407
PM Peak	15:00	15:00	12:00	15:00	12:00	15:00	15:00	19:00	18:00	15:00			20:00	15:00
Vol.	7	399	90	4	8	3	4	1	2	1			1	501

All Traffic Data Services, LLC

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	54	14	1	1	0	0	0	0	0	0	0	0	70
01:00	1	42	6	1	1	0	0	0	0	0	0	0	0	51
02:00	0	33	7	1	1	0	0	0	1	0	0	0	0	43
03:00	0	27	5	0	4	0	0	0	**2**	0	0	0	0	38
04:00	0	33	11	2	1	0	0	0	0	0	0	0	0	47
05:00	0	56	12	2	8	0	0	0	1	0	0	0	0	79
06:00	1	62	20	**6**	5	0	0	0	0	0	0	0	0	94
07:00	0	104	35	0	6	0	0	0	2	0	0	0	0	147
08:00	0	199	68	1	9	0	0	0	1	0	0	0	0	278
09:00	2	306	79	1	6	**2**	0	0	0	0	0	0	0	396
10:00	**5**	320	74	1	5	0	**1**	0	0	0	0	0	0	406
11:00	1	**341**	**80**	0	**12**	1	1	0	1	0	0	0	0	**437**
12 PM	1	334	85	**2**	5	**2**	0	0	0	0	0	0	0	**429**
13:00	**4**	302	**86**	1	6	1	1	0	0	0	0	0	0	401
14:00	4	**351**	64	1	6	1	0	0	2	0	0	0	0	429
15:00	3	298	68	0	**8**	0	0	0	1	0	0	0	0	378
16:00	2	317	69	0	7	0	**2**	0	**3**	0	0	0	0	400
17:00	2	291	71	0	5	1	1	0	2	0	0	0	0	373
18:00	4	262	42	0	2	1	0	**1**	2	0	0	0	**1**	315
19:00	0	200	42	0	0	0	0	0	1	0	0	0	0	243
20:00	1	163	31	0	1	0	0	0	1	**1**	0	0	0	198
21:00	0	146	24	0	1	0	0	0	1	0	0	0	0	172
22:00	0	102	31	0	1	0	0	0	1	0	0	0	0	135
23:00	0	74	14	0	0	0	0	0	0	0	0	0	0	88
Day Total	31	4417	1038	20	101	9	6	1	22	1	0	0	1	5647
Percent	0.5%	78.2%	18.4%	0.4%	1.8%	0.2%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	11:00	09:00	10:00		03:00					11:00
Vol.	5	341	80	6	12	2	1		2					437
PM Peak	13:00	14:00	13:00	12:00	15:00	12:00	16:00	18:00	16:00	20:00			18:00	12:00
Vol.	4	351	86	2	8	2	2	1	3	1			1	429

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	47	13	1	2	0	0	0	1	0	0	0	0	65
01:00	1	19	9	0	0	0	0	0	**3**	0	0	0	0	32
02:00	0	23	12	0	0	0	0	0	0	0	0	0	0	35
03:00	0	21	6	0	0	0	0	0	0	0	0	0	0	27
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
06:00	1	23	13	1	2	0	0	0	0	0	0	0	0	40
07:00	0	56	15	0	1	0	0	0	0	0	0	0	0	72
08:00	0	88	31	2	4	0	0	0	0	0	0	0	0	125
09:00	1	140	46	**3**	**9**	0	0	0	0	0	0	0	0	199
10:00	0	224	59	0	4	0	0	0	2	0	0	0	0	289
11:00	0	**234**	**70**	1	4	0	0	0	2	0	0	0	0	**311**
12 PM	0	**265**	53	0	**4**	0	0	0	0	0	0	0	0	**322**
13:00	1	234	55	0	1	0	0	0	1	0	0	0	**1**	293
14:00	1	239	47	0	4	0	0	0	1	0	0	0	0	292
15:00	**6**	228	50	0	1	0	0	0	0	0	0	0	0	285
16:00	1	247	**61**	0	2	0	0	0	0	0	0	0	0	311
17:00	1	227	60	0	1	0	0	0	0	0	0	0	0	289
18:00	0	257	60	**1**	2	0	0	0	**2**	0	0	0	0	322
19:00	0	230	49	1	3	**1**	0	0	0	0	0	0	0	284
20:00	1	193	37	0	2	0	0	0	1	0	0	0	0	234
21:00	0	117	19	0	0	0	0	0	0	0	0	0	0	136
22:00	2	80	12	0	1	0	0	0	1	0	0	0	0	96
23:00	0	40	9	0	0	0	0	0	2	0	0	0	0	51
Day Total	17	3250	791	10	47	1	0	0	16	0	0	0	1	4133
Percent	0.4%	78.6%	19.1%	0.2%	1.1%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00	09:00	09:00				01:00					11:00
Vol.	1	234	70	3	9				3					311
PM Peak	15:00	12:00	16:00	18:00	12:00	19:00			18:00				13:00	12:00
Vol.	6	265	61	1	4	1			2				1	322

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	20	5	0	0	0	0	0	1	0	0	0	0	26
01:00	0	16	1	1	1	0	0	0	0	0	0	0	0	19
02:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
03:00	0	28	7	0	2	0	0	0	0	0	0	0	0	37
04:00	0	36	11	1	1	1	0	0	0	0	0	0	0	50
05:00	0	84	27	4	4	0	0	0	1	0	0	0	0	120
06:00	**2**	131	39	**13**	6	2	**1**	0	0	0	0	0	0	194
07:00	1	310	46	5	5	1	0	0	0	0	0	0	0	368
08:00	2	312	68	6	3	2	1	0	**2**	0	0	0	0	396
09:00	1	224	72	5	**11**	0	0	0	1	0	0	0	0	314
10:00	2	311	83	0	8	**4**	0	0	0	0	0	0	0	408
11:00	2	**322**	**84**	0	5	0	0	0	1	0	0	0	0	**414**
12 PM	1	373	69	3	7	2	0	0	1	0	0	0	0	456
13:00	2	375	70	1	7	1	0	0	0	0	0	0	0	456
14:00	2	355	67	2	**9**	0	0	0	1	0	0	0	0	436
15:00	**6**	**411**	90	3	5	0	0	**1**	**2**	0	0	0	0	518
16:00	5	404	**101**	**4**	7	0	0	0	0	0	0	0	0	**521**
17:00	3	376	84	1	4	1	0	0	2	0	0	0	0	471
18:00	5	347	80	0	0	**4**	0	0	1	0	0	0	0	437
19:00	1	248	55	0	3	0	0	0	2	0	0	0	0	309
20:00	2	199	39	1	3	0	0	0	0	0	0	0	0	244
21:00	0	136	24	0	2	0	0	0	0	0	0	0	0	162
22:00	3	97	10	0	0	0	0	0	1	0	0	0	0	111
23:00	1	39	5	0	0	0	0	0	1	0	0	0	0	46
Day Total	41	5173	1142	50	94	18	2	1	17	0	0	0	0	6538
Percent	0.6%	79.1%	17.5%	0.8%	1.4%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	06:00	09:00	10:00	06:00		08:00					11:00
Vol.	2	322	84	13	11	4	1		2					414
PM Peak	15:00	15:00	16:00	16:00	14:00	18:00		15:00	15:00					16:00
Vol.	6	411	101	4	9	4		1	2					521
Grand Total	134	18030	4064	123	347	45	17	3	73	2	0	0	4	22842
Percent	0.6%	78.9%	17.8%	0.5%	1.5%	0.2%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 36
Station ID:
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	37	54	56	70	48	65	37	26	*	*	*	*	*	*	44	54
01:00	32	47	30	51	34	32	33	19	*	*	*	*	*	*	32	37
02:00	20	34	17	43	19	35	24	25	*	*	*	*	*	*	20	34
03:00	43	46	29	38	16	27	40	37	*	*	*	*	*	*	32	37
04:00	93	72	57	47	16	10	95	50	*	*	*	*	*	*	65	45
05:00	184	111	100	79	34	13	155	120	*	*	*	*	*	*	118	81
06:00	218	195	87	94	39	40	244	194	*	*	*	*	*	*	147	131
07:00	313	382	121	147	53	72	333	368	*	*	*	*	*	*	205	242
08:00	245	317	177	278	85	125	290	396	*	*	*	*	*	*	199	279
09:00	261	336	217	396	155	199	294	314	*	*	*	*	*	*	232	311
10:00	287	360	261	406	189	289	330	408	*	*	*	*	*	*	267	366
11:00	**355**	**407**	**312**	**437**	**224**	**311**	**391**	**414**	*	*	*	*	*	*	**320**	**392**
12:00 PM	364	444	298	**429**	284	**322**	451	456	*	*	*	*	*	*	349	413
01:00	415	396	**315**	401	267	293	435	456	*	*	*	*	*	*	358	386
02:00	425	475	286	429	290	292	403	436	*	*	*	*	*	*	351	408
03:00	**542**	**501**	293	378	280	285	454	518	*	*	*	*	*	*	**392**	**420**
04:00	384	420	280	400	296	311	**474**	**521**	*	*	*	*	*	*	358	413
05:00	402	399	296	373	295	289	434	471	*	*	*	*	*	*	357	383
06:00	401	356	293	315	**305**	322	415	437	*	*	*	*	*	*	354	358
07:00	400	368	242	243	279	284	319	309	*	*	*	*	*	*	310	301
08:00	245	330	194	198	255	234	241	244	*	*	*	*	*	*	234	252
09:00	197	233	124	172	161	136	162	162	*	*	*	*	*	*	161	176
10:00	110	158	112	135	105	96	73	111	*	*	*	*	*	*	100	125
11:00	87	83	77	88	60	51	48	46	*	*	*	*	*	*	68	67
Total	6060	6524	4274	5647	3789	4133	6175	6538	0	0	0	0	0	0	5073	5711
Day	12584		9921		7922		12713		0		0		0		10784	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	355	407	312	437	224	311	391	414	-	-	-	-	-	-	320	392
PM Peak	15:00	15:00	13:00	12:00	18:00	12:00	16:00	16:00	-	-	-	-	-	-	15:00	15:00
Vol.	542	501	315	429	305	322	474	521	-	-	-	-	-	-	392	420

Comb. Total	12584	9921	7922	12713	0	0	0	10784

ADT ADT 10,785 AADT 10,785

All Traffic Data Services, LLC

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Site Code: 37
Station ID:
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	72	10	0	3	0	0	1	1	1	0	0	0	88
01:00	0	73	10	0	4	0	0	2	1	0	0	0	0	90
02:00	0	75	12	0	4	0	0	2	2	0	0	0	0	95
03:00	0	136	19	0	8	0	0	2	4	0	0	0	0	169
04:00	0	119	16	0	7	0	0	3	4	0	1	0	0	150
05:00	0	134	18	0	7	0	0	3	4	0	0	0	0	166
06:00	0	171	23	0	9	0	0	3	4	1	**2**	0	0	213
07:00	0	**203**	**28**	0	**10**	0	0	**5**	**5**	1	0	0	0	**252**
08:00	0	195	27	0	10	0	0	3	4	1	0	0	0	240
09:00	0	149	20	0	8	0	0	3	4	2	0	0	0	186
10:00	0	178	24	0	9	0	0	4	4	0	0	0	0	219
11:00	0	184	25	0	9	0	0	4	4	**4**	0	0	0	230
12 PM	0	236	33	0	12	0	0	**6**	5	0	0	0	0	292
13:00	0	245	34	0	13	0	0	2	6	0	0	0	0	300
14:00	1	257	34	0	13	1	0	4	6	1	0	0	0	317
15:00	0	247	34	0	12	0	0	6	6	1	0	0	0	306
16:00	**2**	**292**	**41**	0	**14**	**2**	0	2	**7**	0	0	0	0	**360**
17:00	0	236	31	0	12	0	0	6	6	**2**	0	0	0	293
18:00	0	200	28	0	10	0	0	3	6	0	0	0	0	247
19:00	0	194	26	0	9	0	0	3	4	0	0	0	0	236
20:00	0	225	31	0	12	0	0	4	5	2	0	0	0	279
21:00	0	154	23	0	8	0	0	4	4	0	0	0	0	193
22:00	0	114	17	0	6	0	0	3	3	1	0	0	0	144
23:00	0	54	7	0	3	0	0	1	0	0	0	0	0	65
Day Total	3	4143	571	0	212	3	0	79	99	17	3	0	0	5130
Percent	0.1%	80.8%	11.1%	0.0%	4.1%	0.1%	0.0%	1.5%	1.9%	0.3%	0.1%	0.0%	0.0%	
AM Peak		07:00	07:00		07:00			07:00	07:00	11:00	06:00			07:00
Vol.		203	28		10			5	5	4	2			252
PM Peak	16:00	16:00	16:00		16:00	16:00		12:00	16:00	17:00				16:00
Vol.	2	292	41		14	2		6	7	2				360

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Site Code: 37
Station ID:
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	30	4	0	1	0	0	1	0	0	0	0	0	36
01:00	0	24	4	0	0	0	**1**	1	0	0	0	0	0	30
02:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
03:00	0	19	3	0	0	0	0	1	0	0	0	0	0	23
04:00	0	70	9	0	3	0	0	2	2	2	0	0	0	88
05:00	0	97	14	0	5	0	0	2	3	**3**	**1**	0	0	125
06:00	0	86	13	0	4	0	0	**3**	3	1	0	0	0	110
07:00	0	79	11	0	4	0	0	2	2	2	1	0	0	101
08:00	0	134	18	0	7	0	0	3	**4**	2	1	0	0	169
09:00	0	123	16	0	6	0	0	2	4	0	0	0	0	151
10:00	0	80	11	0	4	0	0	1	3	0	0	0	0	99
11:00	0	**165**	**23**	0	**8**	0	0	2	4	3	0	0	0	**205**
12 PM	0	164	23	0	8	0	0	1	4	0	0	0	0	200
13:00	0	192	26	0	9	0	0	4	5	1	0	0	0	237
14:00	0	211	29	0	11	0	0	4	4	**2**	0	0	0	261
15:00	0	239	33	0	12	0	0	2	6	0	0	0	0	292
16:00	0	192	26	0	11	0	0	4	5	1	**1**	0	0	240
17:00	0	215	29	0	11	0	0	**7**	6	0	0	0	0	268
18:00	0	183	25	0	10	0	0	3	5	0	0	0	0	226
19:00	**1**	**272**	**38**	0	**14**	**1**	0	6	**7**	0	0	0	0	**339**
20:00	1	264	37	0	13	1	0	6	6	1	0	0	0	329
21:00	0	148	21	0	7	0	0	2	4	2	0	0	0	184
22:00	0	91	13	0	4	0	0	2	3	0	0	0	0	113
23:00	0	43	7	0	3	0	0	0	0	2	0	0	0	55
Day Total	2	3145	437	0	155	2	1	61	80	22	4	0	0	3909
Percent	0.1%	80.5%	11.2%	0.0%	4.0%	0.1%	0.0%	1.6%	2.0%	0.6%	0.1%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00		01:00	06:00	08:00	05:00	05:00			11:00
Vol.		165	23		8		1	3	4	3	1			205
PM Peak	19:00	19:00	19:00		19:00	19:00		17:00	19:00	14:00	16:00			19:00
Vol.	1	272	38		14	1		7	7	2	1			339

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	24	3	0	0	0	0	0	0	0	0	0	0	27
01:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
02:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
03:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
04:00	0	56	8	0	3	0	**1**	2	0	0	0	0	0	70
05:00	0	78	11	0	3	0	0	1	3	0	0	0	0	96
06:00	0	69	9	0	4	0	0	1	1	0	0	0	0	84
07:00	0	64	9	0	4	0	0	3	1	0	0	0	0	81
08:00	0	120	17	0	6	0	0	2	4	0	0	0	0	149
09:00	0	160	22	0	8	0	0	**4**	4	0	0	0	0	198
10:00	0	133	19	0	7	0	0	2	4	0	0	0	0	165
11:00	0	**206**	**28**	0	**10**	0	0	4	**5**	0	0	0	0	**253**
12 PM	0	205	28	0	**11**	0	0	**7**	4	0	0	0	0	255
13:00	0	188	26	0	10	0	**1**	4	4	0	0	0	0	233
14:00	0	**217**	**29**	0	11	0	0	5	**6**	0	0	0	0	**268**
15:00	0	177	24	0	9	0	0	2	5	0	0	0	0	217
16:00	0	200	27	0	9	0	0	4	6	0	0	0	0	246
17:00	0	187	25	0	10	0	0	5	4	0	0	0	0	231
18:00	0	121	17	0	6	0	0	2	4	0	0	0	0	150
19:00	0	125	18	0	6	0	0	3	3	0	0	0	0	155
20:00	0	74	9	0	4	0	0	2	2	0	0	0	0	91
21:00	0	63	9	0	4	0	0	2	0	0	0	0	0	78
22:00	0	63	9	0	4	0	0	2	0	0	0	0	0	78
23:00	0	35	5	0	1	0	1	0	0	0	0	0	0	42
Day Total	0	2621	363	0	130	0	3	57	60	0	0	0	0	3234
Percent	0.0%	81.0%	11.2%	0.0%	4.0%	0.0%	0.1%	1.8%	1.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00		04:00	09:00	11:00					11:00
Vol.		206	28		10		1	4	5					253
PM Peak		14:00	14:00		12:00		13:00	12:00	14:00					14:00
Vol.		217	29		11		1	7	6					268

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	36	4	0	1	0	0	2	0	0	0	0	0	43
01:00	0	51	8	0	4	0	0	0	0	0	0	0	0	63
02:00	0	53	8	0	3	0	0	1	0	0	0	0	0	65
03:00	0	95	12	0	4	0	0	**4**	**4**	0	0	0	0	119
04:00	0	83	11	0	4	0	0	3	3	0	0	0	0	104
05:00	0	74	10	0	3	0	0	2	3	0	0	0	0	92
06:00	0	76	11	0	5	0	0	2	1	0	0	0	0	95
07:00	0	119	18	0	6	0	**1**	3	4	0	0	0	0	151
08:00	0	**161**	**23**	0	**8**	0	0	4	4	0	0	0	0	**200**
09:00	0	135	18	0	7	0	0	3	4	0	0	0	0	167
10:00	0	148	20	0	7	0	0	4	4	0	0	0	0	183
11:00	0	110	15	0	6	0	0	3	3	0	0	0	0	137
12 PM	0	158	21	0	8	0	0	2	4	0	0	0	0	193
13:00	0	202	28	0	10	0	**1**	3	5	0	0	0	0	249
14:00	0	188	26	0	9	0	0	3	5	0	0	0	0	231
15:00	0	248	34	0	12	0	0	**6**	**7**	0	0	0	0	307
16:00	**1**	265	36	0	**13**	**1**	0	6	6	0	0	0	0	328
17:00	0	249	33	0	12	0	0	4	7	0	0	0	0	305
18:00	0	261	37	0	13	0	0	4	6	0	0	0	0	321
19:00	0	243	33	0	0	0	0	4	0	**1**	0	0	0	281
20:00	1	**281**	**40**	0	0	1	0	6	0	0	0	0	0	**329**
21:00	0	192	27	0	1	0	1	4	0	0	0	0	0	225
22:00	0	143	20	0	5	0	0	3	0	0	0	0	0	171
23:00	0	68	10	0	3	0	0	2	1	0	**1**	0	0	85
Day Total	2	3639	503	0	144	2	3	78	71	1	1	0	0	4444
Percent	0.0%	81.9%	11.3%	0.0%	3.2%	0.0%	0.1%	1.8%	1.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00		08:00		07:00	03:00	03:00					08:00
Vol.		161	23		8		1	4	4					200
PM Peak	16:00	20:00	20:00		16:00	16:00	13:00	15:00	15:00	19:00	23:00			20:00
Vol.	1	281	40		13	1	1	6	7	1	1			329
Grand Total	7	13548	1874	0	641	7	7	275	310	40	8	0	0	16717
Percent	0.0%	81.0%	11.2%	0.0%	3.8%	0.0%	0.0%	1.6%	1.9%	0.2%	0.0%	0.0%	0.0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	19	3	0	3	0	0	0	1	0	0	0	0	26
01:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
02:00	0	21	5	0	0	0	0	0	4	0	0	0	0	30
03:00	0	27	6	0	2	0	0	0	0	0	0	0	0	35
04:00	0	67	14	0	2	0	0	3	0	0	0	0	0	86
05:00	0	109	23	0	6	0	0	4	3	0	0	0	0	145
06:00	0	128	27	0	13	0	0	5	2	0	0	0	0	175
07:00	0	**196**	**40**	0	7	0	0	**6**	5	**1**	0	0	0	**255**
08:00	0	128	27	0	**16**	0	0	4	2	1	0	0	0	178
09:00	0	143	29	0	16	0	0	4	6	0	0	0	0	198
10:00	0	150	31	0	7	0	0	4	2	1	0	0	0	195
11:00	0	158	32	0	12	0	0	5	**7**	1	**2**	0	0	217
12 PM	0	160	34	0	14	0	0	4	14	0	0	0	0	226
13:00	0	181	38	0	5	0	0	5	8	0	0	0	0	237
14:00	0	239	50	0	11	0	0	8	**20**	1	0	0	0	329
15:00	**3**	**329**	**68**	0	13	**3**	0	**11**	13	0	**1**	0	0	**441**
16:00	1	293	61	0	14	1	0	9	18	**2**	0	0	0	399
17:00	2	307	63	0	10	2	0	10	16	2	1	0	0	413
18:00	2	287	59	0	**16**	2	0	10	11	1	0	0	0	388
19:00	0	259	54	0	7	0	0	8	9	1	0	0	0	338
20:00	0	226	47	0	5	0	0	8	4	0	0	0	0	290
21:00	0	120	26	0	5	0	0	5	7	1	0	0	0	164
22:00	0	49	12	0	2	0	0	1	2	0	0	0	0	66
23:00	0	54	11	0	0	0	0	2	0	0	0	0	0	67
Day Total	8	3661	762	0	187	8	0	116	154	12	4	0	0	4912
Percent	0.2%	74.5%	15.5%	0.0%	3.8%	0.2%	0.0%	2.4%	3.1%	0.2%	0.1%	0.0%	0.0%	
AM Peak		07:00	07:00		08:00			07:00	11:00	07:00	11:00			07:00
Vol.		196	40		16			6	7	1	2			255
PM Peak	15:00	15:00	15:00		18:00	15:00		15:00	14:00	16:00	15:00			15:00
Vol.	3	329	68		16	3		11	20	2	1			441

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	23	4	0	2	0	0	0	0	0	0	0	0	29
01:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
02:00	0	17	4	0	0	0	0	0	1	0	0	0	0	22
03:00	0	23	5	0	2	0	0	0	2	0	0	0	0	32
04:00	0	58	13	0	2	0	0	3	1	0	0	0	0	77
05:00	0	96	20	0	3	0	0	4	0	0	0	0	0	123
06:00	0	53	12	0	10	0	0	2	1	0	0	0	0	78
07:00	0	85	18	0	**18**	0	0	2	9	0	0	0	0	132
08:00	0	130	28	0	10	0	0	4	9	0	0	0	0	181
09:00	0	181	38	0	15	0	0	**6**	3	0	0	0	0	243
10:00	0	164	34	0	7	0	0	4	8	**2**	**1**	0	0	220
11:00	0	**190**	**40**	0	16	0	0	6	**10**	2	1	0	0	**265**
12 PM	0	172	36	0	11	0	0	6	7	0	0	0	0	232
13:00	0	210	44	0	7	0	0	6	15	1	**1**	0	0	284
14:00	0	182	38	0	15	0	0	6	19	**2**	1	0	0	263
15:00	0	200	41	0	7	0	0	7	13	2	0	0	0	270
16:00	0	238	49	0	14	0	0	**8**	**22**	1	0	0	0	**332**
17:00	0	233	49	0	**16**	0	0	8	13	0	1	0	0	320
18:00	0	210	44	0	3	0	0	8	14	2	1	0	0	282
19:00	0	**239**	**50**	0	3	0	0	8	13	2	1	0	0	316
20:00	0	202	42	0	7	0	0	7	10	0	0	0	0	268
21:00	0	176	37	0	2	0	0	5	6	0	0	0	0	226
22:00	0	80	16	0	3	0	0	4	2	0	0	0	0	105
23:00	0	117	25	0	1	0	0	4	3	0	0	0	0	150
Day Total	0	3302	692	0	175	0	0	108	181	14	7	0	0	4479
Percent	0.0%	73.7%	15.4%	0.0%	3.9%	0.0%	0.0%	2.4%	4.0%	0.3%	0.2%	0.0%	0.0%	
AM Peak		11:00	11:00		07:00			09:00	11:00	10:00	10:00			11:00
Vol.		190	40		18			6	10	2	1			265
PM Peak		19:00	19:00		17:00			16:00	16:00	14:00	13:00			16:00
Vol.		239	50		16			8	22	2	1			332

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Station ID:
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	0	85	18	0	3	0	0	4	3	0	0	0	0	113
01:00	0	51	11	0	0	0	0	2	0	0	0	0	0	64
02:00	0	43	8	0	0	0	0	0	0	0	0	0	0	51
03:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
04:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
05:00	0	51	12	0	0	0	0	1	0	0	0	0	0	64
06:00	0	48	10	0	0	0	0	1	0	0	0	0	0	59
07:00	0	90	19	0	2	0	0	3	2	0	0	0	0	116
08:00	0	**122**	**25**	0	**4**	0	0	**5**	**4**	0	0	0	0	**160**
09:00	0	96	19	0	4	0	0	4	4	0	0	0	0	127
10:00	0	107	21	0	4	0	0	4	4	0	0	0	0	140
11:00	0	114	24	0	4	0	0	4	4	0	0	0	0	150
12 PM	0	133	27	0	4	0	0	4	4	0	0	0	0	172
13:00	0	133	28	0	4	0	0	4	4	0	0	0	0	173
14:00	0	184	38	0	4	0	0	6	4	0	0	0	0	236
15:00	0	**237**	**49**	0	**7**	0	0	**8**	**7**	0	0	0	0	**308**
16:00	0	226	47	0	6	0	0	8	6	0	0	0	0	293
17:00	0	169	35	0	4	0	0	5	4	0	0	0	0	217
18:00	0	167	35	0	4	0	0	5	4	0	0	0	0	215
19:00	0	168	34	0	4	0	0	4	4	0	0	0	0	214
20:00	0	120	25	0	4	0	0	4	4	0	0	0	0	157
21:00	0	116	24	0	4	0	0	4	4	0	0	0	0	152
22:00	0	99	20	0	4	0	0	4	4	0	0	0	0	131
23:00	0	85	18	0	4	0	0	4	4	0	0	0	0	115
Day Total	0	2698	559	0	74	0	0	88	74	0	0	0	0	3493
Percent	0.0%	77.2%	16.0%	0.0%	2.1%	0.0%	0.0%	2.5%	2.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00		08:00			08:00	08:00					08:00
Vol.		122	25		4			5	4					160
PM Peak		15:00	15:00		15:00			15:00	15:00					15:00
Vol.		237	49		7			8	7					308

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 37
Station ID:
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	61	13	0	0	0	0	2	0	0	0	0	0	76
01:00	0	60	13	0	1	0	0	2	1	0	0	0	0	77
02:00	0	60	12	0	0	0	0	2	0	0	0	0	0	74
03:00	0	100	20	0	3	0	0	4	3	0	0	0	0	130
04:00	0	109	22	0	4	0	0	4	4	0	0	0	0	143
05:00	0	205	42	0	5	0	0	7	5	0	0	0	0	264
06:00	0	228	48	0	6	0	0	7	6	0	0	0	0	295
07:00	**2**	**316**	**66**	0	**8**	**2**	0	**10**	**8**	0	0	0	0	**412**
08:00	1	260	54	0	7	1	0	9	7	0	0	0	0	339
09:00	0	238	49	0	6	0	0	8	6	0	0	0	0	307
10:00	0	212	44	0	5	0	0	8	5	0	0	0	0	274
11:00	0	245	50	0	7	0	0	8	7	0	0	0	0	317
12 PM	0	259	54	0	7	0	0	8	7	0	0	0	0	335
13:00	**3**	342	71	0	9	**3**	0	11	9	0	0	0	0	448
14:00	1	297	62	0	8	1	0	9	8	0	0	0	0	386
15:00	3	**383**	**80**	0	**11**	3	0	**12**	**11**	0	0	0	0	**503**
16:00	3	361	75	0	10	3	0	11	10	0	0	0	0	473
17:00	3	340	70	0	8	3	0	11	8	0	0	0	0	443
18:00	3	332	68	0	8	3	0	11	8	0	0	0	0	433
19:00	0	161	33	0	5	0	0	5	5	0	0	0	0	209
20:00	0	98	20	0	3	0	0	4	3	0	0	0	0	128
21:00	0	61	13	0	1	0	0	2	1	0	0	0	0	78
22:00	0	32	7	0	0	0	0	0	0	0	0	0	0	39
23:00	0	44	9	0	0	0	0	0	0	0	0	0	0	53
Day Total	19	4804	995	0	122	19	0	155	122	0	0	0	0	6236
Percent	0.3%	77.0%	16.0%	0.0%	2.0%	0.3%	0.0%	2.5%	2.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00		07:00	07:00		07:00	07:00					07:00
Vol.	2	316	66		8	2		10	8					412
PM Peak	13:00	15:00	15:00		15:00	13:00		15:00	15:00					15:00
Vol.	3	383	80		11	3		12	11					503
Grand Total	27	14465	3008	0	558	27	0	467	531	26	11	0	0	19120
Percent	0.1%	75.7%	15.7%	0.0%	2.9%	0.1%	0.0%	2.4%	2.8%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 37
Station ID:
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	88	26	36	29	27	113	43	76	*	*	*	*	*	*	48	61
01:00	90	14	30	29	24	64	63	77	*	*	*	*	*	*	52	46
02:00	95	30	28	22	24	51	65	74	*	*	*	*	*	*	53	44
03:00	169	35	23	32	19	48	119	130	*	*	*	*	*	*	82	61
04:00	150	86	88	77	70	18	104	143	*	*	*	*	*	*	103	81
05:00	166	145	125	123	96	64	92	264	*	*	*	*	*	*	120	149
06:00	213	175	110	78	84	59	95	295	*	*	*	*	*	*	126	152
07:00	**252**	**255**	101	132	81	116	151	**412**	*	*	*	*	*	*	146	229
08:00	240	178	169	181	149	**160**	**200**	339	*	*	*	*	*	*	190	214
09:00	186	198	151	243	198	127	167	307	*	*	*	*	*	*	176	219
10:00	219	195	99	220	165	140	183	274	*	*	*	*	*	*	166	207
11:00	230	217	**205**	**265**	**253**	150	137	317	*	*	*	*	*	*	**206**	**237**
12:00 PM	292	226	200	232	255	172	193	335	*	*	*	*	*	*	235	241
01:00	300	237	237	284	233	173	249	448	*	*	*	*	*	*	255	286
02:00	317	329	261	263	**268**	236	231	386	*	*	*	*	*	*	269	304
03:00	306	**441**	292	270	217	**308**	307	**503**	*	*	*	*	*	*	280	**380**
04:00	**360**	399	240	**332**	246	293	328	473	*	*	*	*	*	*	**294**	374
05:00	293	413	268	320	231	217	305	443	*	*	*	*	*	*	274	348
06:00	247	388	226	282	150	215	321	433	*	*	*	*	*	*	236	330
07:00	236	338	**339**	316	155	214	281	209	*	*	*	*	*	*	253	269
08:00	279	290	329	268	91	157	**329**	128	*	*	*	*	*	*	257	211
09:00	193	164	184	226	78	152	225	78	*	*	*	*	*	*	170	155
10:00	144	66	113	105	78	131	171	39	*	*	*	*	*	*	126	85
11:00	65	67	55	150	42	115	85	53	*	*	*	*	*	*	62	96
Total	5130	4912	3909	4479	3234	3493	4444	6236	0	0	0	0	0	0	4179	4779
Day	10042		8388		6727		10680		0		0		0		8958	
AM Peak	07:00	07:00	11:00	11:00	11:00	08:00	08:00	07:00	-	-	-	-	-	-	11:00	11:00
Vol.	252	255	205	265	253	160	200	412	-	-	-	-	-	-	206	237
PM Peak	16:00	15:00	19:00	16:00	14:00	15:00	20:00	15:00	-	-	-	-	-	-	16:00	15:00
Vol.	360	441	339	332	268	308	329	503	-	-	-	-	-	-	294	380

Comb. Total	10042	8388	6727	10680	0	0	0	8958

ADT ADT 8,959 AADT 8,959

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 38
Station ID:
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	3	97	25	1	2	1	**1**	0	0	0	0	0	0	130
01:00	0	97	21	0	1	0	0	0	0	0	0	0	0	119
02:00	2	112	21	0	3	0	0	0	0	0	0	0	0	138
03:00	7	98	31	2	0	0	0	0	0	0	0	0	0	138
04:00	13	169	46	8	5	0	1	**1**	0	0	0	0	0	243
05:00	15	263	**106**	26	7	2	1	1	0	0	0	0	0	421
06:00	**19**	308	76	**52**	**11**	0	1	0	1	0	0	0	0	468
07:00	6	301	81	19	9	3	1	1	**2**	0	0	0	0	423
08:00	2	284	80	11	3	0	0	0	0	0	0	0	0	380
09:00	2	330	76	4	2	1	0	0	2	0	0	0	0	417
10:00	5	384	100	0	4	3	0	0	2	0	0	0	0	498
11:00	5	**413**	91	3	5	**4**	1	1	2	0	0	0	0	**525**
12 PM	6	439	108	4	3	3	0	0	1	0	0	0	0	564
13:00	5	477	91	4	8	2	3	0	0	0	0	0	0	590
14:00	13	524	105	8	**13**	4	2	0	0	0	0	0	0	669
15:00	**30**	**575**	**126**	8	6	**6**	2	**4**	0	0	0	0	0	**757**
16:00	22	526	114	7	5	6	1	2	**3**	0	0	0	0	686
17:00	17	535	126	**14**	5	0	**6**	2	3	0	0	0	0	708
18:00	16	487	122	10	4	1	0	2	0	0	0	0	0	642
19:00	2	437	100	1	4	1	1	1	0	0	0	0	0	547
20:00	4	308	77	0	4	1	1	0	0	0	0	0	0	395
21:00	6	244	51	0	3	0	1	0	2	0	0	0	0	307
22:00	3	160	44	0	3	0	0	0	1	0	0	0	0	211
23:00	3	110	35	1	2	3	0	0	1	0	0	0	0	155
Day Total	206	7678	1853	183	112	41	23	15	20	0	0	0	0	10131
Percent	2.0%	75.8%	18.3%	1.8%	1.1%	0.4%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	05:00	06:00	06:00	11:00	00:00	04:00	07:00					11:00
Vol.	19	413	106	52	11	4	1	1	2					525
PM Peak	15:00	15:00	15:00	17:00	14:00	15:00	17:00	15:00	16:00					15:00
Vol.	30	575	126	14	13	6	6	4	3					757

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 38
Station ID:
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	4	100	20	1	2	1	0	0	1	0	0	0	0	129
01:00	1	77	14	1	1	0	0	0	0	0	0	0	0	94
02:00	1	66	13	0	0	0	0	0	0	0	0	0	0	80
03:00	2	98	28	2	1	0	0	0	0	0	0	0	0	131
04:00	8	133	25	10	2	0	0	0	0	0	0	0	0	178
05:00	8	197	72	19	**7**	0	0	**1**	0	0	0	0	0	304
06:00	**12**	236	77	**31**	6	0	0	0	0	0	0	0	0	362
07:00	4	219	61	8	3	0	0	1	1	0	0	0	0	297
08:00	7	332	84	7	6	**3**	0	0	**2**	0	0	0	0	441
09:00	4	381	79	1	3	0	1	0	0	0	0	0	0	469
10:00	6	**429**	**101**	1	7	1	**2**	0	2	0	0	0	0	**549**
11:00	6	421	100	2	2	2	2	0	0	0	0	0	0	535
12 PM	9	422	93	6	6	**5**	0	0	1	0	0	0	0	542
13:00	6	**478**	111	4	**11**	0	0	**3**	1	0	0	0	0	**614**
14:00	**23**	399	103	3	6	0	1	1	0	0	0	0	0	536
15:00	21	355	92	**7**	7	1	**3**	2	2	**1**	0	0	0	491
16:00	9	391	**122**	5	1	2	3	0	**3**	0	0	0	0	536
17:00	10	376	112	5	7	1	1	3	1	0	0	0	0	516
18:00	4	346	89	3	3	0	1	2	0	0	0	0	0	448
19:00	4	311	78	0	4	3	0	0	0	0	0	0	0	400
20:00	1	266	46	0	1	1	0	0	2	0	0	0	0	317
21:00	0	220	56	0	2	0	0	0	2	0	0	0	0	280
22:00	1	184	44	0	1	0	0	0	1	0	0	0	0	231
23:00	0	183	36	0	0	0	0	1	1	0	0	0	0	221
Day Total	151	6620	1656	116	89	20	14	14	20	1	0	0	0	8701
Percent	1.7%	76.1%	19.0%	1.3%	1.0%	0.2%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	10:00	10:00	06:00	05:00	08:00	10:00	05:00	08:00					10:00
Vol.	12	429	101	31	7	3	2	1	2					549
PM Peak	14:00	13:00	16:00	15:00	13:00	12:00	15:00	13:00	16:00	15:00				13:00
Vol.	23	478	122	7	11	5	3	3	3	1				614

All Traffic Data Services, LLC

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Site Code: 38
Station ID:
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	1	119	32	0	1	0	0	0	0	0	0	0	0	153
01:00	0	91	18	0	1	0	0	0	**1**	0	0	0	0	111
02:00	0	65	10	0	0	0	0	0	0	0	0	0	0	75
03:00	0	56	14	0	0	0	0	0	0	0	0	0	0	70
04:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
05:00	1	115	20	0	1	0	0	0	0	0	0	0	0	137
06:00	1	120	27	0	1	0	0	0	0	0	0	0	0	149
07:00	1	157	28	0	3	0	0	0	0	0	0	0	0	189
08:00	2	252	55	0	**4**	0	1	0	0	0	0	0	0	314
09:00	**4**	294	68	0	4	0	1	0	0	0	0	0	0	371
10:00	3	301	68	0	3	0	**2**	0	0	0	0	0	0	377
11:00	4	**343**	**88**	0	4	0	0	0	1	0	0	0	0	**440**
12 PM	6	**367**	77	0	1	**3**	2	1	0	0	0	0	0	**457**
13:00	1	356	**85**	1	2	1	0	0	1	0	0	0	0	447
14:00	6	332	71	1	3	0	2	**2**	1	0	0	0	0	418
15:00	3	324	79	1	2	0	0	0	0	0	0	0	0	409
16:00	5	319	66	0	3	0	0	1	0	0	0	0	0	394
17:00	2	341	77	0	1	2	**3**	0	0	0	0	0	0	426
18:00	**7**	359	72	1	2	0	0	2	0	0	0	0	0	443
19:00	2	303	54	1	1	0	1	0	1	0	0	0	0	363
20:00	5	299	68	1	2	1	0	0	0	0	0	0	0	376
21:00	2	256	47	0	**4**	0	1	0	0	0	0	0	0	310
22:00	1	225	43	1	1	1	1	0	0	0	0	0	0	273
23:00	2	176	32	**2**	1	1	0	1	**2**	0	0	0	0	217
Day Total	59	5594	1203	9	45	9	14	7	7	0	0	0	0	6947
Percent	0.8%	80.5%	17.3%	0.1%	0.6%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		08:00		10:00		01:00					11:00
Vol.	4	343	88		4		2		1					440
PM Peak	18:00	12:00	13:00	23:00	21:00	12:00	17:00	14:00	23:00					12:00
Vol.	7	367	85	2	4	3	3	2	2					457

All Traffic Data Services, LLC

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Site Code: 38
Station ID:
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	3	143	32	0	2	2	0	0	0	0	0	0	0	182
01:00	1	111	21	0	2	1	0	0	0	0	0	0	0	136
02:00	2	89	20	0	1	0	1	0	0	0	0	0	0	113
03:00	6	109	25	2	2	0	0	0	0	0	0	0	0	144
04:00	18	184	33	10	4	1	1	0	0	0	0	0	0	251
05:00	12	277	91	22	9	0	1	0	0	0	0	0	0	412
06:00	16	347	**97**	**59**	**16**	1	1	0	1	0	0	0	0	**538**
07:00	**27**	313	79	17	4	3	1	**1**	0	0	0	0	0	445
08:00	7	252	75	10	5	0	**2**	1	2	0	0	0	0	354
09:00	5	272	71	3	6	**9**	1	0	**4**	0	0	0	0	371
10:00	8	333	78	1	9	3	0	0	3	0	0	0	0	435
11:00	6	**382**	81	4	7	2	0	0	3	0	0	0	0	485
12 PM	10	391	72	3	4	**2**	2	0	3	0	0	0	0	487
13:00	9	452	82	5	6	1	2	0	2	0	0	0	0	559
14:00	21	435	89	6	2	0	0	1	1	0	0	0	0	555
15:00	17	**468**	108	6	1	2	3	1	1	0	0	0	0	**607**
16:00	6	428	**111**	10	3	1	2	0	3	0	0	0	0	564
17:00	**22**	442	110	**17**	**7**	2	**4**	0	0	0	0	0	0	604
18:00	10	398	104	7	2	2	2	**3**	2	0	0	0	0	530
19:00	5	326	73	2	5	1	1	0	**8**	**1**	0	0	0	422
20:00	5	275	59	1	4	0	1	0	2	0	0	0	0	347
21:00	5	209	41	1	1	0	0	0	0	0	0	0	0	257
22:00	0	147	21	0	3	1	0	0	0	0	0	0	0	172
23:00	1	111	18	0	3	0	0	0	0	0	0	0	0	133
Day Total	222	6894	1591	186	108	34	25	7	35	1	0	0	0	9103
Percent	2.4%	75.7%	17.5%	2.0%	1.2%	0.4%	0.3%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	06:00	06:00	06:00	09:00	08:00	07:00	09:00					06:00
Vol.	27	382	97	59	16	9	2	1	4					538
PM Peak	17:00	15:00	16:00	17:00	17:00	12:00	17:00	18:00	19:00	19:00				15:00
Vol.	22	468	111	17	7	2	4	3	8	1				607
Grand Total	638	26786	6303	494	354	104	76	43	82	2	0	0	0	34882
Percent	1.8%	76.8%	18.1%	1.4%	1.0%	0.3%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 38
Station ID:
D ST W.O WILLIAM BROOKS AVE

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	130	0	129	0	153	0	182	*	*	*	*	*	*	0	148
01:00	0	119	0	94	0	111	0	136	*	*	*	*	*	*	0	115
02:00	0	138	0	80	0	75	0	113	*	*	*	*	*	*	0	102
03:00	0	138	0	131	0	70	0	144	*	*	*	*	*	*	0	121
04:00	0	243	0	178	0	28	0	251	*	*	*	*	*	*	0	175
05:00	0	421	0	304	0	137	0	412	*	*	*	*	*	*	0	318
06:00	0	468	0	362	0	149	0	**538**	*	*	*	*	*	*	0	379
07:00	0	423	0	297	0	189	0	445	*	*	*	*	*	*	0	338
08:00	0	380	0	441	0	314	0	354	*	*	*	*	*	*	0	372
09:00	0	417	0	469	0	371	0	371	*	*	*	*	*	*	0	407
10:00	0	498	0	**549**	0	377	0	435	*	*	*	*	*	*	0	465
11:00	0	**525**	0	535	0	**440**	0	485	*	*	*	*	*	*	0	**496**
12:00 PM	0	564	0	542	0	**457**	0	487	*	*	*	*	*	*	0	512
01:00	0	590	0	**614**	0	447	0	559	*	*	*	*	*	*	0	552
02:00	0	669	0	536	0	418	0	555	*	*	*	*	*	*	0	544
03:00	0	**757**	0	491	0	409	0	**607**	*	*	*	*	*	*	0	**566**
04:00	0	686	0	536	0	394	0	564	*	*	*	*	*	*	0	545
05:00	0	708	0	516	0	426	0	604	*	*	*	*	*	*	0	564
06:00	0	642	0	448	0	443	0	530	*	*	*	*	*	*	0	516
07:00	0	547	0	400	0	363	0	422	*	*	*	*	*	*	0	433
08:00	0	395	0	317	0	376	0	347	*	*	*	*	*	*	0	359
09:00	0	307	0	280	0	310	0	257	*	*	*	*	*	*	0	288
10:00	0	211	0	231	0	273	0	172	*	*	*	*	*	*	0	222
11:00	0	155	0	221	0	217	0	133	*	*	*	*	*	*	0	182
Total	0	10131	0	8701	0	6947	0	9103	0	0	0	0	0	0	0	8719
Day	10131		8701		6947		9103		0		0		0		8719	
AM Peak	-	11:00	-	10:00	-	11:00	-	06:00	-	-	-	-	-	-	-	11:00
Vol.	-	525	-	549	-	440	-	538	-	-	-	-	-	-	-	496
PM Peak	-	15:00	-	13:00	-	12:00	-	15:00	-	-	-	-	-	-	-	15:00
Vol.	-	757	-	614	-	457	-	607	-	-	-	-	-	-	-	566

Comb. Total	10131	8701	6947	9103	0	0	0	8719

ADT ADT 8,720 AADT 8,720

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	83	21	1	0	2	0	0	2	0	0	0	0	109
01:00	0	56	10	2	0	0	0	0	1	0	0	0	0	69
02:00	0	87	22	0	0	1	0	0	1	**1**	0	0	0	112
03:00	0	91	18	0	1	0	0	**1**	3	0	0	0	0	114
04:00	1	262	48	4	6	3	0	0	2	0	0	0	0	326
05:00	1	507	101	8	4	1	0	0	2	0	0	0	0	624
06:00	2	544	**175**	**15**	**15**	**6**	**1**	0	2	0	0	0	0	760
07:00	**5**	**603**	158	12	8	4	0	0	1	0	0	0	0	**791**
08:00	0	450	105	12	3	4	0	0	10	1	0	0	0	585
09:00	0	306	76	3	3	1	0	0	10	1	0	0	**2**	402
10:00	1	342	81	1	4	5	0	0	7	1	0	0	0	442
11:00	1	315	70	5	8	3	0	0	**11**	1	0	0	0	414
12 PM	3	370	97	2	5	1	0	0	14	0	0	0	0	492
13:00	3	397	100	4	5	1	0	0	**15**	**2**	0	0	**2**	529
14:00	3	451	78	8	5	1	0	0	8	0	0	0	0	554
15:00	**6**	580	97	**10**	**6**	0	0	0	6	2	**1**	0	2	710
16:00	1	**609**	100	3	4	1	0	0	4	2	0	0	1	**725**
17:00	2	581	**109**	3	4	**6**	0	0	5	2	0	0	1	713
18:00	2	460	89	1	4	0	**1**	0	2	0	0	0	0	559
19:00	2	404	79	0	2	1	0	0	1	1	0	0	0	490
20:00	1	289	58	0	2	1	0	0	0	0	0	0	0	351
21:00	0	269	50	0	0	2	0	0	0	0	0	0	1	322
22:00	0	196	34	0	0	0	0	0	2	0	0	0	0	232
23:00	0	111	35	0	1	0	0	0	2	0	0	0	0	149
Day Total	34	8363	1811	94	90	44	2	1	111	14	1	0	9	10574
Percent	0.3%	79.1%	17.1%	0.9%	0.9%	0.4%	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.1%	
AM Peak	07:00	07:00	06:00	06:00	06:00	06:00	06:00	03:00	11:00	02:00			09:00	07:00
Vol.	5	603	175	15	15	6	1	1	11	1			2	791
PM Peak	15:00	16:00	17:00	15:00	15:00	17:00	18:00		13:00	13:00	15:00		13:00	16:00
Vol.	6	609	109	10	6	6	1		15	2	1		2	725

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CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	88	25	1	0	0	0	0	3	0	0	0	0	117
01:00	1	63	12	1	0	1	0	0	1	0	0	0	0	79
02:00	1	70	12	1	1	1	**1**	0	0	0	0	0	0	87
03:00	1	94	26	2	0	0	0	0	1	0	0	0	0	124
04:00	0	190	28	5	4	2	0	0	1	0	0	0	0	230
05:00	1	270	59	4	1	2	0	0	1	0	0	0	0	338
06:00	**2**	255	69	2	3	1	0	0	4	0	0	0	0	336
07:00	1	226	68	0	2	2	0	0	1	**1**	0	0	0	301
08:00	1	240	76	**13**	3	4	1	0	**10**	0	0	0	1	349
09:00	1	255	61	1	3	2	0	0	6	0	0	0	1	330
10:00	1	277	60	1	**5**	3	0	0	6	0	0	0	**2**	355
11:00	2	**286**	**82**	2	2	**7**	0	**1**	3	1	0	0	0	**386**
12 PM	2	347	81	1	1	2	0	0	6	0	0	0	0	440
13:00	2	**417**	85	**3**	2	**4**	0	0	**10**	**1**	0	0	0	**524**
14:00	0	388	**91**	2	2	0	0	0	4	0	0	0	0	487
15:00	2	389	70	0	**3**	1	0	0	3	0	0	0	**1**	469
16:00	**3**	405	87	0	2	1	0	0	3	0	0	0	0	501
17:00	0	416	60	1	1	0	0	0	0	0	0	0	0	478
18:00	0	333	77	0	2	1	0	0	1	0	0	0	0	414
19:00	0	315	77	0	2	0	0	0	0	0	0	0	0	394
20:00	1	226	55	0	2	0	0	0	1	0	0	0	0	285
21:00	0	229	45	0	0	1	0	0	0	0	0	0	0	275
22:00	0	194	44	0	0	0	0	0	0	0	0	0	0	238
23:00	0	173	40	0	0	0	0	0	1	0	0	0	0	214
Day Total	22	6146	1390	40	41	35	2	1	66	3	0	0	5	7751
Percent	0.3%	79.3%	17.9%	0.5%	0.5%	0.5%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.1%	
AM Peak	06:00	11:00	11:00	08:00	10:00	11:00	02:00	11:00	08:00	07:00			10:00	11:00
Vol.	2	286	82	13	5	7	1	1	10	1			2	386
PM Peak	16:00	13:00	14:00	13:00	15:00	13:00			13:00	13:00			15:00	13:00
Vol.	3	417	91	3	3	4			10	1			1	524

All Traffic Data Services, LLC

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Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	130	25	0	**2**	0	0	0	**2**	0	0	0	0	160
01:00	0	63	18	0	1	0	0	0	1	0	0	0	0	83
02:00	0	45	8	0	0	0	0	0	2	0	0	0	0	55
03:00	0	58	14	0	0	0	0	0	0	0	0	0	0	72
04:00	0	37	4	0	1	0	0	0	2	0	0	0	0	44
05:00	0	150	33	0	0	1	0	0	1	0	0	0	0	185
06:00	0	104	22	0	1	**2**	0	0	1	**1**	0	0	0	131
07:00	0	117	39	0	0	0	0	0	0	0	0	0	0	156
08:00	0	160	51	0	2	1	0	0	1	0	0	0	0	215
09:00	0	217	55	**3**	1	0	0	0	0	0	0	0	0	276
10:00	0	275	64	0	0	0	0	0	0	0	0	0	0	339
11:00	1	**327**	**82**	1	1	1	0	0	2	0	0	0	0	**415**
12 PM	1	359	92	**1**	1	1	**1**	0	1	0	0	0	0	457
13:00	1	376	83	0	1	1	0	0	**3**	0	0	0	0	465
14:00	1	355	93	0	1	1	0	0	2	0	0	0	0	453
15:00	2	380	77	0	1	0	0	0	1	0	0	0	0	461
16:00	0	372	**106**	1	**2**	**2**	0	0	3	0	0	0	0	486
17:00	**3**	**412**	99	0	2	1	0	0	1	0	0	0	0	**518**
18:00	1	375	83	0	1	0	0	0	2	0	0	0	0	462
19:00	0	352	62	1	1	2	0	0	2	**1**	0	0	0	421
20:00	0	325	66	0	1	1	0	0	1	0	0	0	0	394
21:00	0	294	55	0	1	1	0	0	0	0	0	0	0	351
22:00	1	167	33	0	0	0	0	0	0	0	0	0	0	201
23:00	0	112	29	0	0	0	0	0	2	0	0	0	0	143
Day Total	12	5562	1293	7	21	15	1	0	30	2	0	0	0	6943
Percent	0.2%	80.1%	18.6%	0.1%	0.3%	0.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00	09:00	00:00	06:00			00:00	06:00				11:00
Vol.	1	327	82	3	2	2			2	1				415
PM Peak	17:00	17:00	16:00	12:00	16:00	16:00	12:00		13:00	19:00				17:00
Vol.	3	412	106	1	2	2	1		3	1				518

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	1	84	26	0	2	0	0	0	2	0	0	0	0	115
01:00	0	69	15	1	0	1	0	0	0	0	0	0	0	86
02:00	1	68	19	0	1	0	0	0	0	1	0	0	0	90
03:00	1	99	32	1	1	3	0	0	1	0	0	0	0	138
04:00	2	255	42	4	6	0	0	0	1	0	0	0	0	310
05:00	2	495	107	7	5	1	0	0	1	0	0	0	0	618
06:00	1	555	**168**	**21**	**17**	6	**1**	0	4	0	0	0	0	773
07:00	**5**	**687**	147	14	5	2	0	0	4	1	0	0	0	**865**
08:00	2	522	114	12	2	4	0	0	11	**2**	0	0	1	670
09:00	5	373	84	1	5	4	0	**2**	**33**	2	0	0	**2**	511
10:00	4	341	78	1	2	**11**	0	0	18	1	0	0	1	457
11:00	0	336	98	0	9	3	0	0	17	1	0	0	2	466
12 PM	1	363	76	7	**5**	3	**1**	0	**13**	1	0	0	3	473
13:00	**5**	541	100	**18**	3	4	0	0	6	1	0	0	1	679
14:00	2	489	102	7	5	2	0	0	10	1	0	**1**	1	620
15:00	5	**591**	90	6	2	**7**	0	0	6	0	0	0	1	**708**
16:00	0	570	**109**	2	5	2	0	0	9	1	0	0	0	698
17:00	4	577	96	4	2	3	0	0	10	1	0	0	**4**	701
18:00	1	476	99	1	1	3	1	0	9	**2**	0	0	1	594
19:00	0	359	69	1	3	0	0	0	4	0	0	0	0	436
20:00	0	285	67	2	4	0	0	0	4	1	0	0	0	363
21:00	0	248	53	0	1	1	0	0	2	0	0	0	0	305
22:00	0	132	28	0	0	0	0	0	1	0	0	0	0	161
23:00	0	84	13	0	0	0	0	0	0	0	0	0	0	97
Day Total	42	8599	1832	110	86	60	3	2	166	16	0	1	17	10934
Percent	0.4%	78.6%	16.8%	1.0%	0.8%	0.5%	0.0%	0.0%	1.5%	0.1%	0.0%	0.0%	0.2%	
AM Peak	07:00	07:00	06:00	06:00	06:00	10:00	06:00	09:00	09:00	08:00			09:00	07:00
Vol.	5	687	168	21	17	11	1	2	33	2			2	865
PM Peak	13:00	15:00	16:00	13:00	12:00	15:00	12:00		12:00	18:00		14:00	17:00	15:00
Vol.	5	591	109	18	5	7	1		13	2		1	4	708
Grand Total	110	28670	6326	251	238	154	8	4	373	35	1	1	31	36202
Percent	0.3%	79.2%	17.5%	0.7%	0.7%	0.4%	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.1%	

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Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/21/22	0	107	32	1	4	0	0	0	1	0	0	0	0	145
01:00	0	83	14	0	0	0	0	0	1	0	0	0	0	98
02:00	0	66	21	1	0	1	0	0	3	**1**	0	0	0	93
03:00	0	63	17	1	2	0	0	0	2	0	0	0	0	85
04:00	1	80	23	0	5	0	0	0	3	0	0	0	0	112
05:00	0	160	51	0	11	1	0	0	3	0	0	0	0	226
06:00	0	261	92	**8**	3	1	0	0	3	0	0	0	**1**	369
07:00	0	**454**	98	3	15	0	0	**1**	0	0	0	0	0	**571**
08:00	0	314	102	1	**17**	0	0	0	5	0	0	0	1	440
09:00	**2**	256	87	8	8	2	0	0	7	0	0	0	0	370
10:00	1	249	97	8	17	**3**	0	0	**11**	1	0	0	1	388
11:00	0	314	**123**	2	16	1	0	0	9	1	0	0	0	466
12 PM	3	330	126	3	12	4	0	0	6	0	0	0	0	484
13:00	3	379	126	6	20	**6**	0	0	4	**1**	0	0	1	546
14:00	3	576	184	4	20	3	0	0	7	1	0	0	1	799
15:00	**9**	750	193	**16**	19	2	0	0	8	0	0	0	0	997
16:00	5	672	207	10	25	6	**1**	0	**17**	0	0	0	0	943
17:00	3	**805**	**215**	13	21	3	0	0	3	0	0	0	0	**1063**
18:00	6	587	195	5	**27**	0	0	0	7	1	0	0	**2**	830
19:00	1	496	142	1	16	3	0	0	7	0	0	0	0	666
20:00	1	420	115	2	6	1	0	0	2	0	0	0	0	547
21:00	0	302	90	0	7	0	1	0	14	0	0	0	1	415
22:00	2	233	62	1	4	0	0	0	4	0	0	0	0	306
23:00	0	140	49	0	1	0	0	0	4	0	0	0	0	194
Day Total	40	8097	2461	94	276	37	2	1	131	6	0	0	8	11153
Percent	0.4%	72.6%	22.1%	0.8%	2.5%	0.3%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak	09:00	07:00	11:00	06:00	08:00	10:00		07:00	10:00	02:00			06:00	07:00
Vol.	2	454	123	8	17	3		1	11	1			1	571
PM Peak	15:00	17:00	17:00	15:00	18:00	13:00	16:00		16:00	13:00			18:00	17:00
Vol.	9	805	215	16	27	6	1		17	1			2	1063

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/22/22	0	116	35	2	4	0	0	0	1	0	0	0	0	158
01:00	0	98	17	0	0	0	0	0	1	0	0	0	0	116
02:00	0	77	16	0	0	0	0	0	3	0	0	0	0	96
03:00	0	50	22	1	5	0	0	0	3	0	0	0	0	81
04:00	0	74	30	1	2	0	0	0	0	0	0	0	0	107
05:00	0	117	31	0	4	0	0	**2**	3	0	0	0	0	157
06:00	**1**	121	55	0	6	1	0	1	0	0	0	0	**1**	186
07:00	1	157	77	0	11	0	0	1	5	0	0	0	0	252
08:00	1	224	90	0	6	**3**	0	0	0	0	0	0	1	325
09:00	0	**317**	**141**	**3**	12	1	0	2	5	0	0	0	0	**481**
10:00	0	313	121	1	13	2	0	0	5	0	0	0	0	455
11:00	1	314	112	1	**14**	1	0	0	**8**	0	0	0	0	451
12 PM	0	374	120	2	12	3	0	0	11	**1**	0	0	1	524
13:00	1	374	134	2	12	0	0	0	8	0	0	0	1	532
14:00	**4**	467	**150**	**12**	10	**5**	0	0	**18**	0	0	0	2	**668**
15:00	1	**483**	133	6	12	0	0	0	6	0	0	0	0	641
16:00	2	457	138	1	11	2	0	0	4	1	0	0	**3**	619
17:00	0	460	126	1	11	3	0	0	6	0	0	0	0	607
18:00	2	432	131	2	**14**	2	0	**1**	7	0	0	0	1	592
19:00	0	325	91	0	4	2	0	0	4	0	0	0	0	426
20:00	0	230	74	1	4	1	0	0	5	1	0	0	0	316
21:00	0	227	67	2	5	0	0	0	5	0	0	0	0	306
22:00	0	180	52	1	0	0	0	0	3	0	0	0	0	236
23:00	0	152	42	0	2	0	0	0	3	0	0	0	0	199
Day Total	14	6139	2005	39	174	26	0	7	114	3	0	0	10	8531
Percent	0.2%	72.0%	23.5%	0.5%	2.0%	0.3%	0.0%	0.1%	1.3%	0.0%	0.0%	0.0%	0.1%	
AM Peak	06:00	09:00	09:00	09:00	11:00	08:00		05:00	11:00				06:00	09:00
Vol.	1	317	141	3	14	3		2	8				1	481
PM Peak	14:00	15:00	14:00	14:00	18:00	14:00		18:00	14:00	12:00			16:00	14:00
Vol.	4	483	150	12	14	5		1	18	1			3	668

All Traffic Data Services, LLC

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Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/23/22	**1**	108	30	**1**	1	**1**	0	0	3	0	0	0	0	145
01:00	0	75	28	0	0	0	0	0	3	0	0	0	0	106
02:00	0	59	17	0	2	0	0	0	0	0	0	0	0	78
03:00	0	27	6	0	0	0	0	0	1	0	0	0	0	34
04:00	0	30	8	0	1	0	**1**	0	3	0	0	0	0	43
05:00	0	29	8	0	1	0	0	0	1	0	0	0	0	39
06:00	0	42	23	0	3	1	0	0	0	0	0	0	0	69
07:00	0	84	30	0	1	0	0	0	1	0	0	0	0	116
08:00	1	113	41	1	3	0	0	0	1	0	0	0	0	160
09:00	0	149	60	0	6	0	0	0	3	0	0	0	0	218
10:00	0	**247**	73	0	**7**	0	0	0	**5**	0	0	0	0	**332**
11:00	0	216	**88**	1	6	0	0	0	1	0	0	0	0	312
12 PM	1	233	98	0	**10**	0	0	0	0	0	0	0	0	342
13:00	0	248	100	**2**	4	**1**	0	0	3	0	0	0	0	358
14:00	2	296	94	0	6	0	0	0	2	0	0	0	0	400
15:00	**4**	340	95	0	3	0	0	0	**7**	0	0	0	0	449
16:00	1	**365**	113	1	6	0	0	0	1	0	0	0	0	487
17:00	1	351	101	2	5	0	0	0	4	0	0	0	**2**	466
18:00	1	355	**133**	0	5	0	0	0	2	0	0	0	0	**496**
19:00	0	319	96	0	2	1	0	0	1	0	0	0	0	419
20:00	1	274	77	1	4	0	0	0	7	0	0	0	0	364
21:00	0	197	56	1	2	0	0	0	3	0	0	0	0	259
22:00	1	126	41	1	5	0	0	0	2	0	0	0	0	176
23:00	0	95	24	0	2	0	0	0	5	0	0	0	0	126
Day Total	14	4378	1440	11	85	4	1	0	59	0	0	0	2	5994
Percent	0.2%	73.0%	24.0%	0.2%	1.4%	0.1%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	10:00	11:00	00:00	10:00	00:00	04:00		10:00					10:00
Vol.	1	247	88	1	7	1	1		5					332
PM Peak	15:00	16:00	18:00	13:00	12:00	13:00			15:00				17:00	18:00
Vol.	4	365	133	2	10	1			7				2	496

All Traffic Data Services, LLC

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Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/24/22	0	49	10	0	2	0	0	0	3	0	0	0	0	64
01:00	1	25	13	0	2	0	0	0	2	0	0	0	0	43
02:00	0	14	12	1	0	0	0	0	1	0	0	0	0	28
03:00	0	46	17	0	1	0	0	0	2	0	0	0	0	66
04:00	0	52	17	0	3	1	0	0	1	0	0	0	0	74
05:00	0	141	37	2	7	0	0	0	3	0	0	0	0	190
06:00	**2**	240	68	**11**	8	0	0	0	0	0	0	0	0	329
07:00	0	**488**	**126**	2	10	1	0	0	2	**1**	0	0	0	**630**
08:00	0	373	117	4	17	6	0	0	7	0	0	0	0	524
09:00	0	251	95	9	12	4	0	0	7	0	0	0	0	378
10:00	2	289	91	2	**18**	4	0	0	9	1	0	0	**3**	419
11:00	0	265	114	5	13	**7**	0	0	**12**	1	0	**1**	1	419
12 PM	2	394	119	6	12	1	0	**1**	4	2	0	0	**2**	543
13:00	4	379	104	6	13	2	0	0	7	0	0	0	0	515
14:00	1	412	126	10	14	3	0	0	5	0	0	0	0	571
15:00	3	646	192	**21**	15	2	0	0	**13**	1	0	0	0	893
16:00	5	745	**233**	10	**24**	0	0	1	8	1	0	0	0	1027
17:00	3	**813**	197	6	20	**4**	0	0	12	0	0	0	1	**1056**
18:00	**7**	558	171	3	17	1	0	0	12	**3**	0	0	1	773
19:00	3	385	112	0	10	3	0	0	8	0	0	0	0	521
20:00	1	279	79	0	5	0	0	0	2	1	0	0	0	367
21:00	0	175	43	2	6	1	0	0	2	0	0	0	0	229
22:00	3	166	36	0	1	1	0	0	3	0	0	0	0	210
23:00	2	96	19	0	5	0	0	0	3	0	0	0	0	125
Day Total	39	7281	2148	100	235	41	0	2	128	11	0	1	8	9994
Percent	0.4%	72.9%	21.5%	1.0%	2.4%	0.4%	0.0%	0.0%	1.3%	0.1%	0.0%	0.0%	0.1%	
AM Peak	06:00	07:00	07:00	06:00	10:00	11:00			11:00	07:00		11:00	10:00	07:00
Vol.	2	488	126	11	18	7			12	1		1	3	630
PM Peak	18:00	17:00	16:00	15:00	16:00	17:00		12:00	15:00	18:00			12:00	17:00
Vol.	7	813	233	21	24	4		1	13	3			2	1056
Grand Total	107	25895	8054	244	770	108	3	10	432	20	0	1	28	35672
Percent	0.3%	72.6%	22.6%	0.7%	2.2%	0.3%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	0.1%	

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Site Code: 39
Station ID:
CESAR CHAVEZ BLVD E.O 10TH AVE

Start	21-Jan-22		22-Jan-22		23-Jan-22		24-Jan-22		25-Jan-22		26-Jan-22		27-Jan-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	109	145	117	158	160	145	115	64	*	*	*	*	*	*	125	128
01:00	69	98	79	116	83	106	86	43	*	*	*	*	*	*	79	91
02:00	112	93	87	96	55	78	90	28	*	*	*	*	*	*	86	74
03:00	114	85	124	81	72	34	138	66	*	*	*	*	*	*	112	66
04:00	326	112	230	107	44	43	310	74	*	*	*	*	*	*	228	84
05:00	624	226	338	157	185	39	618	190	*	*	*	*	*	*	441	153
06:00	760	369	336	186	131	69	773	329	*	*	*	*	*	*	500	238
07:00	**791**	**571**	301	252	156	116	**865**	**630**	*	*	*	*	*	*	**528**	392
08:00	585	440	349	325	215	160	670	524	*	*	*	*	*	*	455	362
09:00	402	370	330	**481**	276	218	511	378	*	*	*	*	*	*	380	362
10:00	442	388	355	455	339	**332**	457	419	*	*	*	*	*	*	398	398
11:00	414	466	**386**	451	**415**	312	466	419	*	*	*	*	*	*	420	**412**
12:00 PM	492	484	440	524	457	342	473	543	*	*	*	*	*	*	466	473
01:00	529	546	**524**	532	465	358	679	515	*	*	*	*	*	*	549	488
02:00	554	799	487	**668**	453	400	620	571	*	*	*	*	*	*	528	610
03:00	710	997	469	641	461	449	**708**	893	*	*	*	*	*	*	587	745
04:00	**725**	943	501	619	486	487	698	1027	*	*	*	*	*	*	**602**	769
05:00	713	**1063**	478	607	**518**	466	701	**1056**	*	*	*	*	*	*	602	**798**
06:00	559	830	414	592	462	**496**	594	773	*	*	*	*	*	*	507	673
07:00	490	666	394	426	421	419	436	521	*	*	*	*	*	*	435	508
08:00	351	547	285	316	394	364	363	367	*	*	*	*	*	*	348	398
09:00	322	415	275	306	351	259	305	229	*	*	*	*	*	*	313	302
10:00	232	306	238	236	201	176	161	210	*	*	*	*	*	*	208	232
11:00	149	194	214	199	143	126	97	125	*	*	*	*	*	*	151	161
Total	10574	11153	7751	8531	6943	5994	10934	9994	0	0	0	0	0	0	9048	8917
Day	21727		16282		12937		20928		0		0		0		17965	
AM Peak	07:00	07:00	11:00	09:00	11:00	10:00	07:00	07:00	-	-	-	-	-	-	07:00	11:00
Vol.	791	571	386	481	415	332	865	630	-	-	-	-	-	-	528	412
PM Peak	16:00	17:00	13:00	14:00	17:00	18:00	15:00	17:00	-	-	-	-	-	-	16:00	17:00
Vol.	725	1063	524	668	518	496	708	1056	-	-	-	-	-	-	602	798

Comb. Total	21727	16282	12937	20928	0	0	0	17965

ADT ADT 17,968 AADT 17,968

All Traffic Data Services, LLC

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Site Code: 30
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	1	55	7	0	0	0	0	0	0	0	0	0	0	63
01:00	**3**	61	7	0	0	0	0	0	0	0	0	0	0	71
02:00	0	39	7	0	0	0	0	0	0	0	0	0	0	46
03:00	0	48	8	0	0	0	0	0	0	0	0	0	0	56
04:00	2	33	6	0	1	0	0	0	0	0	0	0	0	42
05:00	0	47	23	0	0	0	0	**1**	1	0	0	0	0	72
06:00	2	78	27	1	**3**	0	0	0	0	0	0	0	0	111
07:00	2	146	46	**3**	1	1	0	1	1	0	0	0	0	201
08:00	1	273	72	1	1	0	0	0	0	0	0	0	0	348
09:00	1	358	103	1	1	0	**4**	1	1	0	0	0	0	470
10:00	3	**399**	**106**	0	1	**2**	3	1	**2**	0	0	0	0	**517**
11:00	3	387	96	1	2	0	1	1	0	**1**	0	0	0	492
12 PM	1	428	85	3	2	1	2	1	**1**	0	0	0	0	524
13:00	15	438	93	0	2	3	1	2	1	0	0	0	0	555
14:00	14	**587**	**122**	1	1	0	**3**	2	1	**1**	0	0	0	**732**
15:00	**18**	555	74	1	**4**	5	1	**3**	1	0	0	0	0	662
16:00	4	173	2	2	1	5	0	0	0	0	0	0	0	187
17:00	12	138	3	1	0	3	0	0	0	1	0	0	0	158
18:00	6	134	2	5	0	2	1	0	0	0	0	0	0	150
19:00	7	168	4	2	1	2	0	0	0	0	0	0	0	184
20:00	8	226	25	**6**	0	**7**	0	0	0	0	0	0	0	272
21:00	6	328	66	0	1	1	2	2	1	0	0	0	0	407
22:00	8	212	29	0	1	1	0	0	1	0	0	0	0	252
23:00	0	138	28	0	0	0	1	0	0	0	0	0	0	167
Total	117	5449	1041	28	23	33	19	15	11	3	0	0	0	6739
Percent	1.7%	80.9%	15.4%	0.4%	0.3%	0.5%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	10:00	10:00	07:00	06:00	10:00	09:00	05:00	10:00	11:00				10:00
Vol.	3	399	106	3	3	2	4	1	2	1				517
PM Peak	15:00	14:00	14:00	20:00	15:00	20:00	14:00	15:00	12:00	14:00				14:00
Vol.	18	587	122	6	4	7	3	3	1	1				732

All Traffic Data Services, LLC

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Site Code: 30
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	58	24	0	0	0	1	1	0	**1**	0	0	0	85
01:00	1	68	10	0	0	1	0	0	0	0	0	0	0	80
02:00	1	47	10	0	0	0	0	0	0	0	0	0	0	58
03:00	1	53	5	0	0	0	0	0	**1**	0	0	0	0	60
04:00	1	52	5	0	1	0	0	0	0	0	0	0	0	59
05:00	2	56	14	0	0	1	0	0	0	0	0	0	0	73
06:00	1	93	23	1	0	0	0	0	0	0	0	0	0	118
07:00	1	190	58	2	0	1	1	0	0	0	0	0	0	253
08:00	2	**508**	**115**	1	**2**	1	1	**5**	0	0	0	0	0	**635**
09:00	9	362	49	2	2	**7**	**2**	0	0	0	0	0	0	433
10:00	10	248	13	**6**	2	5	1	0	0	0	0	0	0	285
11:00	**12**	270	4	3	0	6	1	0	0	0	0	0	0	296
12 PM	7	269	12	**9**	**4**	5	1	0	0	0	0	0	0	307
13:00	9	231	6	8	0	6	0	0	**1**	0	0	0	0	261
14:00	6	245	9	6	0	9	0	0	0	0	0	0	0	275
15:00	7	213	6	9	0	6	**2**	0	1	0	0	0	0	244
16:00	8	189	7	5	0	4	1	0	0	0	0	0	**1**	215
17:00	**13**	197	11	3	0	**10**	1	0	0	0	0	0	0	235
18:00	6	**383**	49	5	0	6	2	0	0	0	0	0	0	451
19:00	7	377	**67**	0	0	4	2	**1**	0	**1**	0	0	0	**459**
20:00	5	272	54	0	0	0	1	1	0	0	0	0	0	333
21:00	2	215	36	0	0	1	1	0	0	0	0	0	0	255
22:00	3	167	26	0	0	0	2	0	0	0	0	0	0	198
23:00	1	105	20	0	1	0	0	0	0	0	0	0	0	127
Total	115	4868	633	60	12	73	20	8	3	2	0	0	1	5795
Percent	2.0%	84.0%	10.9%	1.0%	0.2%	1.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	10:00	08:00	09:00	09:00	08:00	03:00	00:00				08:00
Vol.	12	508	115	6	2	7	2	5	1	1				635
PM Peak	17:00	18:00	19:00	12:00	12:00	17:00	15:00	19:00	13:00	19:00			16:00	19:00
Vol.	13	383	67	9	4	10	2	1	1	1			1	459

All Traffic Data Services, LLC

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Site Code: 30
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	81	7	0	1	0	0	0	0	0	0	0	0	89
01:00	0	38	3	0	0	0	0	0	0	0	0	0	0	41
02:00	0	38	4	**1**	1	0	0	0	0	0	0	0	0	44
03:00	1	24	2	0	0	0	0	0	**1**	0	0	0	0	28
04:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18
05:00	0	17	7	0	0	1	0	0	0	0	0	0	0	25
06:00	1	47	9	0	0	0	0	0	0	0	0	0	0	57
07:00	0	86	22	0	1	0	1	0	0	0	0	0	0	110
08:00	2	174	63	0	0	0	1	0	0	0	0	0	0	240
09:00	3	297	79	1	0	1	**2**	**2**	0	0	0	0	0	385
10:00	**5**	**335**	**92**	0	**2**	**2**	2	0	0	0	0	0	0	**438**
11:00	4	292	61	0	1	0	0	1	0	0	0	0	0	359
12 PM	3	257	**79**	0	1	**1**	0	0	**1**	0	0	0	0	**342**
13:00	**8**	**268**	53	0	0	0	0	0	0	0	0	0	0	329
14:00	4	238	56	0	0	0	0	**1**	0	0	0	0	0	299
15:00	5	246	41	0	0	1	1	0	0	0	0	0	0	294
16:00	2	231	37	0	**2**	1	**2**	0	0	0	0	0	0	275
17:00	3	200	30	0	0	1	1	1	0	0	0	0	0	236
18:00	2	167	30	0	0	0	0	1	0	0	0	0	0	200
19:00	3	178	25	0	0	1	1	0	0	0	0	0	0	208
20:00	2	138	22	0	0	0	0	0	0	0	0	0	0	162
21:00	0	104	10	0	0	0	0	0	0	0	0	0	0	114
22:00	3	72	8	0	0	0	0	0	1	0	0	0	0	84
23:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
Total	51	3580	753	2	10	9	11	6	3	0	0	0	0	4425
Percent	1.2%	80.9%	17.0%	0.0%	0.2%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	02:00	10:00	10:00	09:00	09:00	03:00					10:00
Vol.	5	335	92	1	2	2	2	2	1					438
PM Peak	13:00	13:00	12:00		16:00	12:00	16:00	14:00	12:00					12:00
Vol.	8	268	79		2	1	2	1	1					342

All Traffic Data Services, LLC

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Site Code: 30
ARCHIBALD ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	1	27	7	0	0	0	0	0	0	0	0	0	0	35
01:00	0	14	2	1	0	0	0	0	0	0	0	0	0	17
02:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
03:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
04:00	1	16	4	0	0	0	0	0	0	0	0	0	0	21
05:00	0	30	15	0	0	0	0	0	0	0	0	0	0	45
06:00	1	59	17	2	0	1	0	0	**1**	0	0	0	0	81
07:00	6	111	32	**3**	2	2	0	0	1	0	0	0	0	157
08:00	7	207	35	0	1	**3**	**1**	**1**	1	0	0	0	0	256
09:00	**10**	278	54	1	**3**	2	1	1	0	0	0	0	0	350
10:00	5	**286**	**60**	2	1	2	1	0	1	0	0	0	0	**358**
11:00	3	265	43	0	3	1	1	1	0	0	0	0	**1**	318
12 PM	8	260	53	0	0	**2**	1	0	1	0	0	0	0	325
13:00	9	367	70	0	**2**	0	2	0	**2**	0	0	0	0	452
14:00	14	399	74	**3**	2	0	2	0	2	0	0	0	0	496
15:00	29	597	102	0	0	2	6	3	1	**1**	0	0	0	741
16:00	**48**	**657**	**109**	0	1	0	3	**4**	0	0	0	0	0	**822**
17:00	22	628	102	1	2	1	3	4	0	0	0	0	0	763
18:00	20	486	83	1	0	0	**7**	1	1	0	0	0	0	599
19:00	11	334	55	0	1	0	2	4	0	0	0	0	0	407
20:00	5	216	39	0	1	0	1	1	0	0	0	0	0	263
21:00	5	166	24	0	1	0	0	0	1	0	0	0	0	197
22:00	5	106	14	0	2	0	0	0	0	0	0	0	0	127
23:00	3	71	6	0	1	0	0	0	0	0	0	0	0	81
Total	213	5613	1005	14	23	16	31	20	12	1	0	0	1	6949
Percent	3.1%	80.8%	14.5%	0.2%	0.3%	0.2%	0.4%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00	07:00	09:00	08:00	08:00	08:00	06:00				11:00	10:00
Vol.	10	286	60	3	3	3	1	1	1				1	358
PM Peak	16:00	16:00	16:00	14:00	13:00	12:00	18:00	16:00	13:00	15:00				16:00
Vol.	48	657	109	3	2	2	7	4	2	1				822
Grand Total	496	19510	3432	104	68	131	81	49	29	6	0	0	2	23908
Percent	2.1%	81.6%	14.4%	0.4%	0.3%	0.5%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 30
ARCHIBALD ST BTW B ST & C ST

Start Time	04-Feb-22 NB	04-Feb-22 SB	05-Feb-22 NB	05-Feb-22 SB	06-Feb-22 NB	06-Feb-22 SB	07-Feb-22 NB	07-Feb-22 SB	08-Feb-22 NB	08-Feb-22 SB	09-Feb-22 NB	09-Feb-22 SB	10-Feb-22 NB	10-Feb-22 SB	Week Average NB	Week Average SB
12:00 AM	0	63	0	85	0	89	0	35	*	*	*	*	*	*	0	68
01:00	0	71	0	80	0	41	0	17	*	*	*	*	*	*	0	52
02:00	0	46	0	58	0	44	0	22	*	*	*	*	*	*	0	42
03:00	0	56	0	60	0	28	0	16	*	*	*	*	*	*	0	40
04:00	0	42	0	59	0	18	0	21	*	*	*	*	*	*	0	35
05:00	0	72	0	73	0	25	0	45	*	*	*	*	*	*	0	54
06:00	0	111	0	118	0	57	0	81	*	*	*	*	*	*	0	92
07:00	0	201	0	253	0	110	0	157	*	*	*	*	*	*	0	180
08:00	0	348	0	**635**	0	240	0	256	*	*	*	*	*	*	0	370
09:00	0	470	0	433	0	385	0	350	*	*	*	*	*	*	0	**410**
10:00	0	**517**	0	285	0	**438**	0	**358**	*	*	*	*	*	*	0	400
11:00	0	492	0	296	0	359	0	318	*	*	*	*	*	*	0	366
12:00 PM	0	524	0	307	0	**342**	0	325	*	*	*	*	*	*	0	374
01:00	0	555	0	261	0	329	0	452	*	*	*	*	*	*	0	399
02:00	0	**732**	0	275	0	299	0	496	*	*	*	*	*	*	0	450
03:00	0	662	0	244	0	294	0	741	*	*	*	*	*	*	0	**485**
04:00	0	187	0	215	0	275	0	**822**	*	*	*	*	*	*	0	375
05:00	0	158	0	235	0	236	0	763	*	*	*	*	*	*	0	348
06:00	0	150	0	451	0	200	0	599	*	*	*	*	*	*	0	350
07:00	0	184	0	**459**	0	208	0	407	*	*	*	*	*	*	0	314
08:00	0	272	0	333	0	162	0	263	*	*	*	*	*	*	0	258
09:00	0	407	0	255	0	114	0	197	*	*	*	*	*	*	0	243
10:00	0	252	0	198	0	84	0	127	*	*	*	*	*	*	0	165
11:00	0	167	0	127	0	48	0	81	*	*	*	*	*	*	0	106
Total	0	6739	0	5795	0	4425	0	6949	0	0	0	0	0	0	0	5976
Day	6739		5795		4425		6949		0		0		0		5976	
AM Peak	-	10:00	-	08:00	-	10:00	-	10:00	-	-	-	-	-	-	-	09:00
Vol.	-	517	-	635	-	438	-	358	-	-	-	-	-	-	-	410
PM Peak	-	14:00	-	19:00	-	12:00	-	16:00	-	-	-	-	-	-	-	15:00
Vol.	-	732	-	459	-	342	-	822	-	-	-	-	-	-	-	485

Comb. Total	6739	5795	4425	6949	0	0	0	5976

ADT ADT 5,977 AADT 5,977

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Site Code: 31
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	30	8	0	0	0	0	0	0	0	0	0	0	38
01:00	1	58	6	0	1	0	0	0	0	0	0	0	0	66
02:00	2	28	10	0	0	**1**	0	0	0	0	0	0	0	41
03:00	**8**	65	13	0	1	0	0	0	0	0	0	0	0	87
04:00	2	77	14	1	0	0	0	0	0	0	0	0	0	94
05:00	1	146	28	0	**4**	0	0	0	0	0	0	0	0	179
06:00	6	191	51	**3**	4	1	0	0	0	0	0	0	0	256
07:00	6	175	41	2	1	0	0	0	**1**	0	0	0	0	226
08:00	3	206	45	1	2	0	0	0	0	0	0	0	0	257
09:00	0	247	35	1	0	1	0	0	0	0	0	0	0	284
10:00	0	244	50	0	1	1	0	**1**	0	0	0	0	0	297
11:00	4	**317**	**60**	2	1	1	0	0	0	0	0	0	0	**385**
12 PM	3	311	49	0	4	0	0	0	0	0	0	0	0	367
13:00	5	302	49	1	1	0	0	0	0	0	0	0	0	358
14:00	2	318	61	0	3	0	0	0	0	0	0	0	0	384
15:00	9	**370**	**72**	0	0	0	0	0	0	0	0	0	0	**451**
16:00	5	336	72	0	**5**	0	0	0	0	0	0	0	0	418
17:00	6	335	43	**3**	0	0	0	0	0	0	0	0	0	387
18:00	**10**	341	68	0	2	0	0	0	**1**	0	0	0	0	422
19:00	1	280	37	0	2	**1**	0	0	0	0	0	0	0	321
20:00	0	225	32	0	2	0	0	0	0	0	0	0	0	259
21:00	2	171	22	0	0	0	0	0	0	0	0	0	0	195
22:00	2	124	9	0	0	0	0	0	0	0	0	0	0	135
23:00	1	60	5	0	0	0	0	0	0	0	0	0	0	66
Total	79	4957	880	14	34	6	0	1	2	0	0	0	0	5973
Percent	1.3%	83.0%	14.7%	0.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	11:00	11:00	06:00	05:00	02:00		10:00	07:00					11:00
Vol.	8	317	60	3	4	1		1	1					385
PM Peak	18:00	15:00	15:00	17:00	16:00	19:00			18:00					15:00
Vol.	10	370	72	3	5	1			1					451

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	2	45	2	0	0	0	0	0	0	0	0	0	0	49
01:00	1	27	4	1	0	0	0	0	0	0	0	0	0	33
02:00	0	42	7	0	0	**1**	0	0	0	0	0	0	0	50
03:00	0	48	9	0	0	0	0	0	0	0	0	0	0	57
04:00	**6**	77	11	0	**2**	0	0	0	0	0	0	0	0	96
05:00	1	92	20	1	1	0	0	0	0	0	0	0	0	115
06:00	6	112	30	**3**	2	0	0	0	0	0	0	0	0	153
07:00	1	139	26	2	1	0	0	0	0	0	0	0	0	169
08:00	0	179	36	2	0	0	0	0	0	0	0	0	0	217
09:00	1	301	**57**	0	0	1	0	0	0	0	0	0	0	360
10:00	2	302	50	0	1	0	0	0	0	0	0	0	0	355
11:00	3	**325**	55	1	0	0	0	0	0	0	0	0	0	**384**
12 PM	2	**334**	**56**	0	1	0	0	0	0	0	0	0	0	**393**
13:00	3	297	46	**1**	1	0	0	0	0	0	0	0	0	348
14:00	**7**	310	51	0	1	0	0	0	0	0	0	0	0	369
15:00	4	266	41	0	0	0	0	0	0	0	0	0	0	311
16:00	2	275	38	1	0	0	0	0	0	0	0	0	0	316
17:00	2	254	38	0	0	0	0	0	0	0	0	0	0	294
18:00	1	250	38	0	**2**	0	0	0	0	0	0	0	0	291
19:00	0	204	28	0	0	0	0	0	0	0	0	0	0	232
20:00	3	170	37	0	0	0	0	0	0	0	0	0	0	210
21:00	0	149	13	0	0	0	0	0	0	0	0	0	0	162
22:00	2	87	13	0	0	0	0	0	0	0	0	0	0	102
23:00	0	49	10	0	1	0	0	0	0	0	0	0	0	60
Total	49	4334	716	12	13	2	0	0	0	0	0	0	0	5126
Percent	1.0%	84.5%	14.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	11:00	09:00	06:00	04:00	02:00								11:00
Vol.	6	325	57	3	2	1								384
PM Peak	14:00	12:00	12:00	13:00	18:00									12:00
Vol.	7	334	56	1	2									393

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Site Code: 31
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	44	5	0	0	0	0	0	0	0	0	0	0	49
01:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
02:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
03:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
04:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	32	7	0	0	**1**	0	0	0	0	0	0	0	40
06:00	1	34	5	0	0	0	0	0	0	0	0	0	0	40
07:00	0	57	5	0	**1**	0	0	0	0	0	0	0	0	63
08:00	0	90	15	0	0	0	0	0	0	0	0	0	0	105
09:00	1	129	21	0	0	0	0	0	0	0	0	0	0	151
10:00	0	187	39	0	0	0	0	0	0	0	0	0	0	226
11:00	**2**	**210**	**40**	0	1	0	0	0	0	0	0	0	0	**253**
12 PM	0	191	35	0	0	0	0	0	0	0	0	0	0	226
13:00	**6**	210	30	0	**1**	0	0	0	0	0	0	0	0	247
14:00	1	218	38	0	1	**1**	0	0	0	0	0	0	0	259
15:00	1	**250**	**40**	0	0	0	0	0	0	0	0	0	0	291
16:00	1	223	35	0	0	0	0	0	0	0	0	0	0	259
17:00	0	250	40	0	1	1	0	0	0	0	0	0	0	**292**
18:00	4	218	35	0	0	0	0	0	0	0	0	0	0	257
19:00	1	217	31	0	0	0	0	0	0	0	0	0	0	249
20:00	2	168	28	0	0	0	0	0	0	0	0	0	0	198
21:00	2	136	16	0	0	0	0	0	0	0	0	0	0	154
22:00	0	79	16	0	0	0	0	0	0	0	0	0	0	95
23:00	0	51	5	0	0	0	0	0	0	0	0	0	0	56
Total	22	3079	496	0	5	3	0	0	0	0	0	0	0	3605
Percent	0.6%	85.4%	13.8%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00		07:00	05:00								11:00
Vol.	2	210	40		1	1								253
PM Peak	13:00	15:00	15:00		13:00	14:00								17:00
Vol.	6	250	40		1	1								292

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	31	1	0	0	0	0	0	0	0	0	0	0	32
01:00	0	39	9	1	0	0	0	0	0	0	0	0	0	49
02:00	5	37	4	0	0	0	0	0	0	0	0	0	0	46
03:00	1	38	8	0	0	0	0	0	0	0	0	0	0	47
04:00	4	62	8	4	**2**	0	0	0	0	0	0	0	0	80
05:00	2	106	25	0	1	0	0	0	0	0	0	0	0	134
06:00	6	110	34	**5**	0	0	0	0	0	0	0	0	0	155
07:00	**7**	140	31	2	1	0	0	0	0	0	0	0	0	181
08:00	0	155	26	1	0	0	0	0	**1**	0	0	0	0	183
09:00	1	153	34	1	2	0	0	0	0	0	0	0	0	191
10:00	5	207	**40**	0	2	0	0	0	0	0	0	0	0	254
11:00	1	**239**	34	0	1	**1**	0	0	0	0	0	0	0	**276**
12 PM	1	294	37	0	**2**	0	0	0	0	0	0	0	0	334
13:00	3	**319**	36	1	1	**1**	0	0	**2**	0	0	0	0	363
14:00	0	299	47	0	0	0	0	0	2	0	0	0	0	348
15:00	3	292	**54**	0	2	0	0	0	0	0	0	0	0	351
16:00	**4**	309	51	0	0	0	0	0	0	0	0	0	0	**364**
17:00	3	288	42	**2**	2	0	0	0	0	0	0	0	0	337
18:00	1	270	39	1	1	0	0	0	0	0	0	0	0	312
19:00	1	223	22	0	1	0	0	0	0	0	0	0	0	247
20:00	0	184	26	0	0	0	0	0	0	0	0	0	0	210
21:00	1	129	12	0	0	0	0	0	0	0	0	0	0	142
22:00	0	60	8	0	0	0	0	0	0	0	0	0	0	68
23:00	2	44	5	0	0	0	0	0	0	0	0	0	0	51
Total	51	4028	633	18	18	2	0	0	5	0	0	0	0	4755
Percent	1.1%	84.7%	13.3%	0.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	10:00	06:00	04:00	11:00			08:00					11:00
Vol.	7	239	40	5	2	1			1					276
PM Peak	16:00	13:00	15:00	17:00	12:00	13:00			13:00					16:00
Vol.	4	319	54	2	2	1			2					364
Grand Total	201	16398	2725	44	70	13	0	1	7	0	0	0	0	19459
Percent	1.0%	84.3%	14.0%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	2	29	4	1	0	0	0	0	0	0	0	0	0	36
01:00	1	37	7	3	0	0	0	0	0	0	0	0	0	48
02:00	0	29	13	0	0	0	0	0	0	0	0	0	0	42
03:00	1	47	7	0	2	3	0	0	0	0	0	0	0	60
04:00	2	45	18	1	2	1	0	0	0	0	0	0	0	69
05:00	5	107	46	1	3	2	1	0	0	0	0	0	0	165
06:00	**7**	149	43	**5**	1	3	0	0	**1**	0	0	0	0	209
07:00	1	172	33	2	**5**	0	0	0	0	0	0	0	0	213
08:00	2	200	40	2	1	2	1	0	0	0	0	0	0	248
09:00	3	240	47	0	5	3	**3**	0	0	0	0	0	0	301
10:00	0	269	**64**	2	1	**4**	1	0	0	0	0	0	0	341
11:00	2	**322**	56	0	2	4	1	0	0	0	0	0	0	**387**
12 PM	6	289	58	0	3	3	1	0	**1**	0	0	0	0	361
13:00	2	263	42	**2**	**4**	3	1	0	0	0	0	0	0	317
14:00	8	**295**	**66**	0	2	3	0	0	0	0	0	0	0	**374**
15:00	11	290	58	1	3	4	0	0	0	0	0	0	0	367
16:00	7	197	39	0	3	6	0	0	0	0	0	0	0	252
17:00	**20**	197	49	0	1	5	2	0	0	0	0	0	0	274
18:00	16	209	39	1	0	6	**4**	0	0	0	0	0	0	275
19:00	8	207	28	0	2	**8**	0	0	0	0	0	0	0	253
20:00	7	224	46	0	2	4	0	0	0	0	0	0	0	283
21:00	0	157	33	1	0	0	1	0	0	0	0	0	0	192
22:00	1	125	18	0	2	0	0	0	0	0	0	0	0	146
23:00	2	74	9	1	1	0	0	0	0	0	0	0	0	87
Total	114	4173	863	23	45	64	16	0	2	0	0	0	0	5300
Percent	2.2%	78.7%	16.3%	0.4%	0.8%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	10:00	06:00	07:00	10:00	09:00		06:00					11:00
Vol.	7	322	64	5	5	4	3		1					387
PM Peak	17:00	14:00	14:00	13:00	13:00	19:00	18:00		12:00					14:00
Vol.	20	295	66	2	4	8	4		1					374

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	40	5	0	0	0	0	0	0	0	0	0	0	45
01:00	1	33	3	**3**	1	0	0	0	0	0	0	0	0	41
02:00	0	26	7	1	0	0	0	0	0	0	0	0	0	34
03:00	2	44	7	0	0	1	0	0	0	0	0	0	0	54
04:00	4	41	17	0	**2**	0	0	0	0	0	0	0	0	64
05:00	1	67	34	1	1	3	**3**	0	0	0	0	0	0	110
06:00	**5**	112	29	2	0	2	0	0	0	0	0	0	0	150
07:00	3	127	43	1	2	3	0	0	0	0	0	0	0	179
08:00	0	188	41	2	2	4	1	0	0	0	0	0	0	238
09:00	4	**260**	**48**	1	1	3	1	0	0	0	0	0	0	**318**
10:00	5	195	39	0	2	**11**	1	0	0	0	0	0	0	253
11:00	5	206	33	0	1	4	0	0	0	0	0	0	0	249
12 PM	4	213	32	0	0	6	**2**	0	0	0	0	0	0	257
13:00	10	180	35	0	1	6	0	0	0	0	0	0	0	232
14:00	**11**	177	44	0	2	5	0	0	0	0	0	0	0	239
15:00	8	184	30	0	1	7	0	0	0	0	0	0	0	230
16:00	7	175	27	0	0	**9**	0	0	0	0	0	0	0	218
17:00	4	202	37	0	1	3	1	0	0	0	0	0	0	248
18:00	2	**242**	40	0	0	5	0	0	0	0	0	0	0	**289**
19:00	2	214	38	0	1	3	1	0	0	0	0	0	0	259
20:00	0	163	**49**	0	**3**	2	0	0	0	0	0	0	0	217
21:00	0	153	22	0	0	0	0	0	0	0	0	0	0	175
22:00	0	78	21	0	0	0	0	0	**1**	0	0	0	0	100
23:00	0	54	11	0	0	0	0	0	0	0	0	0	0	65
Total	78	3374	692	11	21	77	10	0	1	0	0	0	0	4264
Percent	1.8%	79.1%	16.2%	0.3%	0.5%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	09:00	09:00	01:00	04:00	10:00	05:00							09:00
Vol.	5	260	48	3	2	11	3							318
PM Peak	14:00	18:00	20:00		20:00	16:00	12:00		22:00					18:00
Vol.	11	242	49		3	9	2		1					289

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	42	5	0	0	0	0	0	0	0	0	0	0	47
01:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
02:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
03:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
04:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
06:00	0	30	4	0	**1**	1	0	0	0	0	0	0	0	36
07:00	0	60	10	0	1	3	0	0	0	0	0	0	0	74
08:00	0	103	31	0	1	3	1	0	0	0	0	0	0	139
09:00	0	168	31	0	1	4	2	0	0	0	0	0	0	206
10:00	0	**229**	**38**	0	1	**6**	**4**	0	0	0	0	0	0	**278**
11:00	**1**	209	28	0	1	4	0	0	0	0	0	0	0	243
12 PM	1	221	**52**	0	**2**	8	1	0	0	0	0	0	0	285
13:00	**5**	220	40	0	1	**9**	1	0	0	0	0	0	0	276
14:00	3	**253**	43	0	0	6	0	0	0	0	0	0	0	**305**
15:00	0	237	47	0	1	4	**2**	0	0	0	0	0	0	291
16:00	1	232	31	0	2	2	1	0	0	0	0	0	0	269
17:00	0	230	40	0	0	8	0	**1**	0	0	0	0	0	279
18:00	3	244	34	0	0	3	1	0	0	0	0	0	0	285
19:00	2	216	27	0	1	3	1	0	0	0	0	0	0	250
20:00	0	183	35	0	1	3	0	0	**1**	0	0	0	0	223
21:00	0	112	16	0	0	0	0	0	0	0	0	0	0	128
22:00	1	91	13	0	0	0	0	0	0	0	0	0	0	105
23:00	1	53	14	0	0	0	0	0	0	0	0	0	0	68
Total	18	3227	556	0	14	67	14	1	1	0	0	0	0	3898
Percent	0.5%	82.8%	14.3%	0.0%	0.4%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00		06:00	10:00	10:00							10:00
Vol.	1	229	38		1	6	4							278
PM Peak	13:00	14:00	12:00		12:00	13:00	15:00	17:00	20:00					14:00
Vol.	5	253	52		2	9	2	1	1					305

All Traffic Data Services, LLC

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Site Code: 31
MAIN ST BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	18	6	1	1	0	0	0	0	0	0	0	0	26
01:00	0	23	5	1	0	0	0	0	0	0	0	0	0	29
02:00	0	33	5	2	0	0	0	0	0	0	0	0	0	40
03:00	3	27	6	0	1	1	0	0	0	0	0	0	0	38
04:00	2	58	14	2	3	1	0	0	0	0	0	0	0	80
05:00	**5**	86	40	3	2	3	0	0	0	0	0	0	0	139
06:00	5	98	34	**5**	**5**	1	0	0	0	0	0	0	0	148
07:00	0	120	24	1	1	0	0	0	0	0	0	0	0	146
08:00	5	148	38	3	3	1	0	0	0	0	0	0	0	198
09:00	0	208	45	2	3	1	**1**	0	0	0	0	0	0	260
10:00	2	213	**47**	0	4	**5**	1	0	0	0	0	0	0	272
11:00	2	**226**	44	0	2	5	1	0	0	0	0	0	0	**280**
12 PM	2	291	46	1	1	5	1	0	0	0	0	0	0	347
13:00	1	296	38	1	2	5	1	0	0	0	0	0	0	344
14:00	0	299	48	1	1	2	1	**1**	0	0	0	0	0	353
15:00	4	**314**	48	2	2	4	1	0	0	0	0	0	0	**375**
16:00	**8**	298	**56**	**5**	**3**	3	0	0	0	0	0	0	0	373
17:00	5	258	49	0	3	5	**2**	0	0	0	0	0	0	322
18:00	6	239	52	2	0	**6**	0	0	0	0	0	0	0	305
19:00	2	225	45	2	1	6	0	0	0	0	0	0	0	281
20:00	1	186	34	0	1	5	0	0	0	0	0	0	0	227
21:00	0	108	16	0	0	1	0	0	0	0	0	0	0	125
22:00	1	65	9	0	0	0	0	0	0	0	0	0	0	75
23:00	1	40	7	1	0	0	0	0	0	0	0	0	0	49
Total	55	3877	756	35	39	60	9	1	0	0	0	0	0	4832
Percent	1.1%	80.2%	15.6%	0.7%	0.8%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	10:00	06:00	06:00	10:00	09:00							11:00
Vol.	5	226	47	5	5	5	1							280
PM Peak	16:00	15:00	16:00	16:00	16:00	18:00	17:00	14:00						15:00
Vol.	8	314	56	5	3	6	2	1						375
Grand Total	265	14651	2867	69	119	268	49	2	4	0	0	0	0	18294
Percent	1.4%	80.1%	15.7%	0.4%	0.7%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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MAIN ST BTW B ST & C ST

Start	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	38	36	49	45	49	47	32	26	*	*	*	*	*	*	42	38
01:00	66	48	33	41	34	22	49	29	*	*	*	*	*	*	46	35
02:00	41	42	50	34	24	23	46	40	*	*	*	*	*	*	40	35
03:00	87	60	57	54	22	22	47	38	*	*	*	*	*	*	53	44
04:00	94	69	96	64	15	12	80	80	*	*	*	*	*	*	71	56
05:00	179	165	115	110	40	32	134	139	*	*	*	*	*	*	117	112
06:00	256	209	153	150	40	36	155	148	*	*	*	*	*	*	151	136
07:00	226	213	169	179	63	74	181	146	*	*	*	*	*	*	160	153
08:00	257	248	217	238	105	139	183	198	*	*	*	*	*	*	190	206
09:00	284	301	360	**318**	151	206	191	260	*	*	*	*	*	*	246	271
10:00	297	341	355	253	226	**278**	254	272	*	*	*	*	*	*	283	286
11:00	**385**	**387**	**384**	249	**253**	243	**276**	**280**	*	*	*	*	*	*	**324**	**290**
12:00 PM	367	361	**393**	257	226	285	334	347	*	*	*	*	*	*	330	312
01:00	358	317	348	232	247	276	363	344	*	*	*	*	*	*	329	292
02:00	384	**374**	369	239	259	**305**	348	353	*	*	*	*	*	*	340	**318**
03:00	**451**	367	311	230	291	291	351	**375**	*	*	*	*	*	*	**351**	316
04:00	418	252	316	218	259	269	**364**	373	*	*	*	*	*	*	339	278
05:00	387	274	294	248	**292**	279	337	322	*	*	*	*	*	*	328	281
06:00	422	275	291	**289**	257	285	312	305	*	*	*	*	*	*	320	288
07:00	321	253	232	259	249	250	247	281	*	*	*	*	*	*	262	261
08:00	259	283	210	217	198	223	210	227	*	*	*	*	*	*	219	238
09:00	195	192	162	175	154	128	142	125	*	*	*	*	*	*	163	155
10:00	135	146	102	100	95	105	68	75	*	*	*	*	*	*	100	106
11:00	66	87	60	65	56	68	51	49	*	*	*	*	*	*	58	67
Total	5973	5300	5126	4264	3605	3898	4755	4832	0	0	0	0	0	0	4862	4574
Day	11273		9390		7503		9587		0		0		0		9436	
AM Peak	11:00	11:00	11:00	09:00	11:00	10:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	385	387	384	318	253	278	276	280	-	-	-	-	-	-	324	290
PM Peak	15:00	14:00	12:00	18:00	17:00	14:00	16:00	15:00	-	-	-	-	-	-	15:00	14:00
Vol.	451	374	393	289	292	305	364	375	-	-	-	-	-	-	351	318

Comb. Total	11273	9390	7503	9587	0	0	0	9436

ADT ADT 9,438 AADT 9,438

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Site Code: 32
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	1	130	36	1	3	0	0	0	0	0	0	0	0	171
01:00	2	129	34	0	1	1	0	0	0	0	0	0	0	167
02:00	5	162	46	0	1	1	0	0	0	0	0	0	0	215
03:00	16	177	42	1	1	0	1	0	0	0	0	0	0	238
04:00	13	253	42	7	1	3	0	0	0	0	0	0	0	319
05:00	17	298	81	6	4	2	0	0	0	0	0	0	0	408
06:00	28	311	**88**	**24**	5	1	**2**	**1**	1	0	0	0	0	461
07:00	**33**	320	80	15	**6**	3	2	1	**2**	0	0	0	0	462
08:00	17	274	72	18	4	0	0	0	0	0	0	0	0	385
09:00	1	263	87	3	2	2	1	0	1	0	0	0	0	360
10:00	0	307	73	1	4	**4**	1	0	1	0	0	0	0	391
11:00	4	**385**	86	0	2	0	0	1	0	0	0	0	0	**478**
12 PM	3	372	87	3	3	0	0	0	1	0	0	0	0	469
13:00	5	405	84	2	5	0	1	2	2	0	0	0	0	506
14:00	6	**438**	91	3	2	1	3	1	1	0	0	0	**1**	**547**
15:00	**10**	404	97	4	**10**	**3**	1	2	0	0	**1**	0	0	532
16:00	5	364	**103**	7	7	1	2	0	0	0	0	0	0	489
17:00	6	358	97	**8**	4	0	1	**3**	**3**	0	0	0	0	480
18:00	3	359	87	5	5	0	**4**	0	1	0	0	0	0	464
19:00	3	337	85	3	3	0	1	1	0	0	0	0	0	433
20:00	2	310	59	0	4	2	1	0	1	0	0	0	0	379
21:00	3	258	53	0	2	0	0	0	0	0	0	0	0	316
22:00	1	209	39	0	4	0	2	0	0	0	0	0	0	255
23:00	0	135	30	0	0	0	0	0	1	0	0	0	0	166
Total	184	6958	1679	111	83	24	23	12	15	0	1	0	1	9091
Percent	2.0%	76.5%	18.5%	1.2%	0.9%	0.3%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	06:00	06:00	07:00	10:00	06:00	06:00	07:00					11:00
Vol.	33	385	88	24	6	4	2	1	2					478
PM Peak	15:00	14:00	16:00	17:00	15:00	15:00	18:00	17:00	17:00		15:00		14:00	14:00
Vol.	10	438	103	8	10	3	4	3	3		1		1	547

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WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	116	31	1	0	0	0	1	1	0	0	0	0	150
01:00	0	79	18	2	1	0	0	0	1	0	0	0	0	101
02:00	1	95	24	0	0	0	0	0	0	0	0	0	0	120
03:00	4	124	32	0	0	0	0	0	0	0	0	0	0	160
04:00	12	169	46	6	2	0	0	0	0	0	0	0	0	235
05:00	11	199	71	6	1	0	1	0	0	0	0	0	0	289
06:00	**26**	229	72	14	1	0	2	0	0	0	0	0	0	344
07:00	14	234	85	**15**	**3**	0	0	0	1	0	0	0	0	352
08:00	3	286	70	2	1	0	0	0	0	0	0	0	0	362
09:00	1	328	91	0	2	2	2	1	1	0	0	0	0	428
10:00	0	361	83	1	2	**5**	**5**	**4**	**2**	0	0	0	0	463
11:00	6	**401**	**95**	3	2	2	3	1	1	0	0	0	0	**514**
12 PM	6	**404**	93	2	1	**2**	0	0	0	0	0	0	0	**508**
13:00	4	356	88	1	2	0	1	0	1	0	0	0	0	453
14:00	7	397	90	**5**	5	0	1	1	0	0	0	0	0	506
15:00	**8**	367	77	3	2	1	2	**2**	1	0	0	0	0	463
16:00	5	396	86	3	0	0	1	2	1	0	0	0	0	494
17:00	6	376	**100**	4	3	0	2	0	0	0	0	0	**1**	492
18:00	1	398	93	2	7	0	**3**	2	0	0	0	0	0	506
19:00	4	333	74	0	**9**	0	0	1	**2**	0	0	0	0	423
20:00	0	283	77	0	6	1	0	0	0	0	0	0	0	367
21:00	0	298	73	0	1	0	1	1	0	0	0	0	0	374
22:00	1	231	77	0	3	1	0	0	0	0	0	0	1	314
23:00	0	229	47	0	2	0	1	0	0	0	0	0	0	279
Total	120	6689	1693	70	56	14	25	16	12	0	0	0	2	8697
Percent	1.4%	76.9%	19.5%	0.8%	0.6%	0.2%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	07:00	07:00	10:00	10:00	10:00	10:00					11:00
Vol.	26	401	95	15	3	5	5	4	2					514
PM Peak	15:00	12:00	17:00	14:00	19:00	12:00	18:00	15:00	19:00				17:00	12:00
Vol.	8	404	100	5	9	2	3	2	2				1	508

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Site Code: 32
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	219	37	0	1	0	1	0	0	0	0	0	0	258
01:00	1	187	45	0	1	0	0	0	**1**	0	0	0	0	235
02:00	0	174	38	0	1	0	0	1	0	0	0	0	0	214
03:00	0	63	13	0	1	0	0	0	0	0	0	0	0	77
04:00	2	113	37	0	1	0	**2**	0	0	0	0	0	0	155
05:00	2	168	47	0	1	**1**	0	0	0	0	0	0	0	219
06:00	0	159	48	0	2	0	0	0	0	0	0	0	0	209
07:00	2	243	48	0	3	0	0	0	0	0	0	0	0	296
08:00	**5**	259	62	0	3	0	1	1	0	0	0	0	0	331
09:00	2	316	93	**1**	1	0	0	0	0	0	0	0	0	413
10:00	2	293	81	0	3	0	1	0	0	0	0	0	0	380
11:00	4	**345**	**99**	0	**5**	1	2	**2**	1	0	0	0	0	**459**
12 PM	1	382	86	0	0	1	2	0	0	0	0	0	0	472
13:00	3	360	**103**	0	2	0	2	1	0	0	0	0	0	471
14:00	5	367	76	0	3	0	0	**2**	0	0	0	0	0	453
15:00	1	348	88	0	2	0	0	2	0	0	0	0	0	441
16:00	3	367	97	0	**4**	0	1	1	0	0	0	0	0	473
17:00	2	**425**	96	**1**	0	1	3	1	1	0	0	0	0	**530**
18:00	**6**	408	96	0	2	0	3	1	0	0	0	0	0	516
19:00	2	351	79	0	2	1	1	0	**2**	0	0	0	0	438
20:00	5	370	92	0	1	1	0	0	0	0	0	0	0	469
21:00	3	336	75	0	2	1	1	1	0	0	0	0	0	419
22:00	2	281	58	0	0	1	**4**	0	2	0	0	0	0	348
23:00	1	243	41	0	2	**2**	1	1	1	0	0	0	0	292
Total	54	6777	1635	2	43	10	25	14	8	0	0	0	0	8568
Percent	0.6%	79.1%	19.1%	0.0%	0.5%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	11:00	05:00	04:00	11:00	01:00					11:00
Vol.	5	345	99	1	5	1	2	2	1					459
PM Peak	18:00	17:00	13:00	17:00	16:00	23:00	22:00	14:00	19:00					17:00
Vol.	6	425	103	1	4	2	4	2	2					530

All Traffic Data Services, LLC

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Site Code: 32
WILLIAM BROOKS AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	2	195	53	0	1	1	0	0	1	0	0	0	0	253
01:00	2	176	37	1	2	1	**4**	0	0	0	0	0	0	223
02:00	9	144	37	0	0	2	1	1	1	0	0	0	0	195
03:00	9	159	38	1	4	1	0	1	0	0	0	0	0	213
04:00	26	241	52	8	2	0	2	0	1	0	0	0	0	332
05:00	20	321	85	14	5	2	4	1	0	0	0	0	0	452
06:00	**35**	314	**106**	**25**	**7**	1	3	1	1	0	0	0	0	**493**
07:00	35	319	79	9	3	1	1	3	0	0	0	0	0	450
08:00	6	255	75	6	3	**3**	4	**4**	**3**	0	0	0	0	359
09:00	8	278	76	3	4	0	1	0	2	0	0	0	0	372
10:00	3	299	84	1	1	2	0	0	0	0	0	0	0	390
11:00	10	**376**	77	2	5	1	1	1	0	0	0	0	0	473
12 PM	2	359	69	2	0	0	0	0	1	0	0	0	0	433
13:00	5	424	87	2	5	0	0	0	1	0	0	0	0	524
14:00	**10**	**458**	75	2	**6**	**2**	0	0	0	0	0	0	0	**553**
15:00	8	403	93	1	5	1	0	0	0	0	0	0	0	511
16:00	3	379	102	3	2	0	0	0	0	0	0	0	0	489
17:00	9	362	105	**7**	6	0	0	0	0	0	0	0	0	489
18:00	6	355	**107**	4	5	0	0	0	0	0	0	0	0	477
19:00	2	302	66	2	4	0	**2**	0	0	0	0	0	0	378
20:00	2	296	74	1	3	0	2	0	0	0	0	0	**1**	379
21:00	6	254	57	0	3	0	1	**2**	0	0	0	0	0	323
22:00	1	163	32	0	3	0	1	0	0	0	0	0	0	200
23:00	2	120	22	1	4	1	0	0	**2**	0	0	0	0	152
Total	221	6952	1688	95	83	19	27	14	13	0	0	0	1	9113
Percent	2.4%	76.3%	18.5%	1.0%	0.9%	0.2%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	06:00	06:00	06:00	08:00	01:00	08:00	08:00					06:00
Vol.	35	376	106	25	7	3	4	4	3					493
PM Peak	14:00	14:00	18:00	17:00	14:00	14:00	19:00	21:00	23:00				20:00	14:00
Vol.	10	458	107	7	6	2	2	2	2				1	553
Grand Total	579	27376	6695	278	265	67	100	56	48	0	1	0	4	35469
Percent	1.6%	77.2%	18.9%	0.8%	0.7%	0.2%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 32
WILLIAM BROOKS AVE BTW B ST & C ST

Start Time	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	171	0	150	0	258	0	253	0	*	*	*	*	*	*	208	0
01:00	167	0	101	0	235	0	223	0	*	*	*	*	*	*	182	0
02:00	215	0	120	0	214	0	195	0	*	*	*	*	*	*	186	0
03:00	238	0	160	0	77	0	213	0	*	*	*	*	*	*	172	0
04:00	319	0	235	0	155	0	332	0	*	*	*	*	*	*	260	0
05:00	408	0	289	0	219	0	452	0	*	*	*	*	*	*	342	0
06:00	461	0	344	0	209	0	**493**	0	*	*	*	*	*	*	377	0
07:00	462	0	352	0	296	0	450	0	*	*	*	*	*	*	390	0
08:00	385	0	362	0	331	0	359	0	*	*	*	*	*	*	359	0
09:00	360	0	428	0	413	0	372	0	*	*	*	*	*	*	393	0
10:00	391	0	463	0	380	0	390	0	*	*	*	*	*	*	406	0
11:00	**478**	0	**514**	0	**459**	0	473	0	*	*	*	*	*	*	**481**	0
12:00 PM	469	0	**508**	0	472	0	433	0	*	*	*	*	*	*	470	0
01:00	506	0	453	0	471	0	524	0	*	*	*	*	*	*	488	0
02:00	**547**	0	506	0	453	0	**553**	0	*	*	*	*	*	*	**515**	0
03:00	532	0	463	0	441	0	511	0	*	*	*	*	*	*	487	0
04:00	489	0	494	0	473	0	489	0	*	*	*	*	*	*	486	0
05:00	480	0	492	0	**530**	0	489	0	*	*	*	*	*	*	498	0
06:00	464	0	506	0	516	0	477	0	*	*	*	*	*	*	491	0
07:00	433	0	423	0	438	0	378	0	*	*	*	*	*	*	418	0
08:00	379	0	367	0	469	0	379	0	*	*	*	*	*	*	398	0
09:00	316	0	374	0	419	0	323	0	*	*	*	*	*	*	358	0
10:00	255	0	314	0	348	0	200	0	*	*	*	*	*	*	279	0
11:00	166	0	279	0	292	0	152	0	*	*	*	*	*	*	222	0
Total	9091	0	8697	0	8568	0	9113	0	0	0	0	0	0	0	8866	0
Day	9091		8697		8568		9113		0		0		0		8866	
AM Peak	11:00	-	11:00	-	11:00	-	06:00	-	-	-	-	-	-	-	11:00	-
Vol.	478	-	514	-	459	-	493	-	-	-	-	-	-	-	481	-
PM Peak	14:00	-	12:00	-	17:00	-	14:00	-	-	-	-	-	-	-	14:00	-
Vol.	547	-	508	-	530	-	553	-	-	-	-	-	-	-	515	-

Comb. Total	9091	8697	8568	9113	0	0	0	8866

ADT ADT 8,867 AADT 8,867

All Traffic Data Services, LLC

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Site Code: 33
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	11	1	1	0	0	0	0	0	0	0	0	0	13
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	2	11	3	0	0	**1**	0	0	0	0	0	0	0	17
04:00	0	14	4	1	0	0	0	0	0	0	0	0	0	19
05:00	4	42	17	1	**3**	1	0	0	0	0	0	0	0	68
06:00	6	**43**	**18**	**9**	2	0	0	0	0	0	0	0	0	**78**
07:00	**12**	38	14	5	0	1	0	0	0	0	0	0	0	70
08:00	2	31	11	0	0	1	0	0	0	0	0	0	0	45
09:00	3	35	10	0	1	0	**1**	0	0	0	0	0	0	50
10:00	1	40	11	0	2	1	0	0	0	0	0	0	0	55
11:00	0	42	11	0	1	0	0	0	0	0	0	0	0	54
12 PM	0	35	9	1	1	**2**	0	0	0	0	0	0	0	48
13:00	2	47	7	1	**2**	0	0	0	0	0	0	0	0	59
14:00	2	43	11	**2**	1	1	0	0	0	0	0	0	0	60
15:00	2	49	12	1	0	0	0	0	0	0	0	0	0	64
16:00	1	58	**18**	1	0	1	0	0	0	0	0	0	0	79
17:00	**4**	**79**	15	2	1	0	0	0	0	0	0	0	0	**101**
18:00	1	62	10	2	2	1	0	0	0	0	0	0	0	78
19:00	2	47	14	0	0	1	0	0	0	0	0	0	0	64
20:00	0	31	5	0	1	0	**1**	0	0	0	0	0	0	38
21:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Total	44	811	213	27	17	11	2	0	0	0	0	0	0	1125
Percent	3.9%	72.1%	18.9%	2.4%	1.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	06:00	05:00	03:00	09:00							06:00
Vol.	12	43	18	9	3	1	1							78
PM Peak	17:00	17:00	16:00	14:00	13:00	12:00	20:00							17:00
Vol.	4	79	18	2	2	2	1							101

All Traffic Data Services, LLC

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Site Code: 33
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	4	1	1	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
04:00	1	9	4	0	0	0	0	0	0	0	0	0	0	14
05:00	3	34	11	4	0	0	0	0	0	0	0	0	0	52
06:00	**12**	36	9	**7**	1	0	0	0	0	0	0	0	0	**65**
07:00	0	27	10	1	1	0	0	0	0	0	0	0	0	39
08:00	2	29	6	1	1	0	0	0	0	0	0	0	0	39
09:00	1	24	**14**	0	**2**	0	**1**	0	0	0	0	0	0	42
10:00	0	35	9	0	1	0	0	0	0	0	0	0	0	45
11:00	1	**45**	11	1	0	0	0	0	0	0	0	0	0	58
12 PM	**5**	**55**	**14**	0	0	0	0	0	0	0	0	0	0	**74**
13:00	1	45	13	0	0	0	0	0	0	0	0	0	0	59
14:00	1	33	9	0	**2**	0	0	0	0	0	0	0	0	45
15:00	1	46	10	**1**	0	0	0	0	0	0	0	0	0	58
16:00	0	40	5	0	1	0	0	0	0	0	0	0	0	46
17:00	4	44	3	1	0	0	0	0	0	0	0	0	0	52
18:00	1	27	2	0	1	0	0	0	0	0	0	0	0	31
19:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
20:00	1	17	3	0	0	**2**	0	0	0	0	0	0	0	23
21:00	0	24	3	0	1	0	0	0	0	0	0	0	0	28
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Total	34	635	151	17	11	2	1	0	0	0	0	0	0	851
Percent	4.0%	74.6%	17.7%	2.0%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	09:00	06:00	09:00		09:00							06:00
Vol.	12	45	14	7	2		1							65
PM Peak	12:00	12:00	12:00	15:00	14:00	20:00								12:00
Vol.	5	55	14	1	2	2								74

All Traffic Data Services, LLC

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Site Code: 33
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:00	**2**	5	2	0	0	0	0	0	0	0	0	0	0	9
07:00	0	2	6	0	0	0	0	0	0	0	0	0	0	8
08:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
09:00	2	39	8	0	0	0	**1**	0	0	0	0	0	0	50
10:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
11:00	1	**48**	**10**	0	0	0	0	0	0	0	0	0	0	**59**
12 PM	1	**48**	7	0	0	0	0	0	0	0	0	0	0	**56**
13:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
14:00	0	32	**8**	0	**1**	0	0	0	0	0	0	0	0	41
15:00	1	22	4	0	0	0	0	0	0	0	0	0	0	27
16:00	1	25	7	**1**	0	0	0	0	0	0	0	0	0	34
17:00	**2**	30	7	0	0	0	0	0	0	0	0	0	0	39
18:00	0	38	7	0	0	0	0	0	0	0	0	0	0	45
19:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
20:00	1	23	3	0	0	0	0	0	0	0	0	0	0	27
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	11	453	98	1	1	0	1	0	0	0	0	0	0	565
Percent	1.9%	80.2%	17.3%	0.2%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00				09:00							11:00
Vol.	2	48	10				1							59
PM Peak	17:00	12:00	14:00	16:00	14:00									12:00
Vol.	2	48	8	1	1									56

All Traffic Data Services, LLC

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Site Code: 33
2ND AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	8	1	1	0	0	0	0	0	0	0	0	0	10
01:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
04:00	1	15	8	4	0	0	0	0	0	0	0	0	0	28
05:00	4	39	12	2	0	1	0	0	0	0	0	0	0	58
06:00	**17**	**42**	17	**10**	**1**	0	0	0	0	0	0	0	0	**87**
07:00	3	20	2	1	0	0	0	0	0	0	0	0	0	26
08:00	1	33	**18**	0	0	0	0	0	0	0	0	0	0	52
09:00	0	28	9	0	1	**2**	0	0	0	0	0	0	0	40
10:00	1	34	9	0	1	0	0	0	**1**	0	0	0	0	46
11:00	0	23	15	0	0	0	0	0	0	0	0	0	0	38
12 PM	1	39	6	3	0	0	0	0	0	0	0	0	0	49
13:00	1	46	8	1	0	0	0	0	0	0	0	0	0	56
14:00	0	60	13	2	**1**	**2**	0	0	0	0	0	0	0	78
15:00	4	40	7	3	1	0	0	0	0	0	0	0	0	55
16:00	0	**70**	**21**	3	0	1	0	0	0	0	0	0	0	**95**
17:00	**5**	53	12	**5**	1	1	0	0	**1**	0	0	0	0	78
18:00	0	52	11	1	0	1	0	0	0	0	0	0	0	65
19:00	0	42	6	0	0	0	0	0	0	0	0	0	0	48
20:00	1	27	5	0	0	0	0	0	0	0	0	0	0	33
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	39	720	186	37	6	8	0	0	2	0	0	0	0	998
Percent	3.9%	72.1%	18.6%	3.7%	0.6%	0.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	08:00	06:00	06:00	09:00			10:00					06:00
Vol.	17	42	18	10	1	2			1					87
PM Peak	17:00	16:00	16:00	17:00	14:00	14:00			17:00					16:00
Vol.	5	70	21	5	1	2			1					95
Grand Total	128	2619	648	82	35	21	4	0	2	0	0	0	0	3539
Percent	3.6%	74.0%	18.3%	2.3%	1.0%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 33
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
02:00	0	12	3	1	0	0	0	0	0	0	0	0	0	16
03:00	1	20	2	0	0	0	0	0	**1**	0	0	0	0	24
04:00	0	21	4	1	0	0	0	0	0	0	0	0	0	26
05:00	0	43	17	0	0	0	0	0	0	0	0	0	0	60
06:00	1	45	20	**2**	**1**	0	0	0	0	0	0	0	0	69
07:00	0	64	15	0	0	0	0	0	0	0	0	0	0	79
08:00	0	54	9	2	1	0	0	0	0	0	0	0	0	66
09:00	0	66	18	0	0	**1**	0	0	0	0	0	0	0	85
10:00	1	**97**	19	0	0	0	0	0	0	0	0	0	0	**117**
11:00	**2**	80	**28**	2	1	1	0	0	0	0	0	0	0	114
12 PM	1	83	16	1	1	0	0	0	0	0	0	0	0	102
13:00	0	74	11	1	4	0	0	0	0	0	0	0	0	90
14:00	1	80	24	2	**5**	0	0	0	0	0	0	0	0	112
15:00	**5**	91	34	5	0	**1**	0	0	0	0	0	0	0	136
16:00	1	103	**43**	7	5	0	0	0	0	0	0	0	0	159
17:00	3	**124**	31	**17**	1	1	0	0	**1**	0	0	0	0	**178**
18:00	1	77	13	11	5	0	0	0	0	0	0	0	0	107
19:00	0	69	19	1	1	0	0	0	0	0	0	0	0	90
20:00	0	51	15	0	0	1	0	0	0	0	0	0	0	67
21:00	0	23	5	1	0	0	0	0	0	0	0	0	0	29
22:00	1	17	4	0	2	0	0	0	0	0	0	0	0	24
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Total	18	1327	359	54	27	5	0	0	2	0	0	0	0	1792
Percent	1.0%	74.1%	20.0%	3.0%	1.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	06:00	06:00	09:00			03:00					10:00
Vol.	2	97	28	2	1	1			1					117
PM Peak	15:00	17:00	16:00	17:00	14:00	15:00			17:00					17:00
Vol.	5	124	43	17	5	1			1					178

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Site Code: 33
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	9	3	0	0	0	0	0	0	0	0	0	0	12
01:00	0	8	4	0	**1**	0	0	0	0	0	0	0	0	13
02:00	**1**	6	2	0	0	0	0	0	0	0	0	0	0	9
03:00	1	9	2	**1**	0	0	0	0	0	0	0	0	0	13
04:00	0	14	3	1	0	0	0	0	0	0	0	0	0	18
05:00	1	36	8	0	0	0	0	0	0	0	0	0	0	45
06:00	0	42	14	1	1	0	0	0	0	0	0	0	0	58
07:00	0	25	9	0	1	0	0	0	0	0	0	0	0	35
08:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32
09:00	0	64	19	0	0	0	0	0	0	0	0	0	0	83
10:00	0	**99**	18	0	0	**1**	0	0	0	0	0	0	0	**118**
11:00	0	82	**23**	1	1	1	0	0	0	0	0	0	0	108
12 PM	1	**94**	**29**	1	**4**	0	0	0	0	0	0	0	0	**129**
13:00	0	82	14	3	0	0	0	0	0	0	0	0	0	99
14:00	1	79	16	**6**	3	0	0	0	0	0	0	0	0	105
15:00	0	81	16	5	3	0	0	0	0	0	0	0	0	105
16:00	1	62	19	3	2	0	0	0	0	0	0	0	0	87
17:00	**3**	61	14	6	1	0	0	0	0	0	0	0	0	85
18:00	0	38	15	2	0	0	0	0	0	0	0	0	0	55
19:00	0	34	8	1	1	0	0	0	0	0	0	0	0	44
20:00	0	34	8	0	0	0	0	0	0	0	0	0	0	42
21:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
22:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
23:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Total	9	1039	261	31	19	2	0	0	0	0	0	0	0	1361
Percent	0.7%	76.3%	19.2%	2.3%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	10:00	11:00	03:00	01:00	10:00								10:00
Vol.	1	99	23	1	1	1								118
PM Peak	17:00	12:00	12:00	14:00	12:00									12:00
Vol.	3	94	29	6	4									129

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Site Code: 33
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	3	**1**	0	0	0	0	0	0	0	0	0	10
06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
07:00	0	12	4	0	**1**	0	0	0	0	0	0	0	0	17
08:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
09:00	0	25	8	0	1	0	0	0	0	0	0	0	0	34
10:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
11:00	0	**46**	**14**	0	0	0	0	0	0	0	0	0	0	**60**
12 PM	0	32	**15**	0	0	0	0	0	0	0	0	0	0	47
13:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
14:00	**1**	31	10	0	**1**	0	0	0	0	0	0	0	0	43
15:00	0	**45**	9	0	0	0	0	0	0	0	0	0	0	**54**
16:00	0	43	5	**1**	0	0	0	0	0	0	0	0	0	49
17:00	0	37	5	0	0	**1**	0	0	0	0	0	0	0	43
18:00	0	26	5	0	0	0	0	0	0	0	0	0	0	31
19:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
20:00	1	15	3	0	0	0	0	0	0	0	0	0	0	19
21:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Total	2	465	111	2	4	1	0	0	0	0	0	0	0	585
Percent	0.3%	79.5%	19.0%	0.3%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	05:00	07:00									11:00
Vol.		46	14	1	1									60
PM Peak	14:00	15:00	12:00	16:00	14:00	17:00								15:00
Vol.	1	45	15	1	1	1								54

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Site Code: 33
2ND AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	8	2	0	1	0	0	0	0	0	0	0	0	11
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	1	1	0	0	0	0	0	0	0	0	0	6
03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
04:00	**3**	16	7	0	2	0	0	0	0	0	0	0	0	28
05:00	1	36	12	2	1	0	0	0	0	0	0	0	0	52
06:00	0	44	7	**4**	**4**	0	0	0	0	0	0	0	0	59
07:00	0	42	14	1	0	0	0	0	0	0	0	0	0	57
08:00	0	40	10	0	2	0	0	0	0	0	0	0	0	52
09:00	1	**60**	18	1	0	0	0	0	0	0	0	0	0	80
10:00	0	60	**22**	0	1	0	0	0	0	0	0	0	0	**83**
11:00	0	55	17	0	0	0	0	0	0	0	0	0	0	72
12 PM	0	66	16	1	**3**	0	0	0	0	0	0	0	0	86
13:00	1	77	17	2	1	0	0	0	0	0	0	0	0	98
14:00	0	75	21	3	3	0	0	0	0	0	0	0	0	102
15:00	1	**87**	20	8	1	0	0	0	0	0	0	0	0	**117**
16:00	**3**	80	15	**11**	1	**1**	0	0	0	0	0	0	0	111
17:00	1	70	**24**	11	3	0	**1**	0	**1**	0	0	0	0	111
18:00	0	52	17	11	1	0	0	0	0	0	0	0	0	81
19:00	0	43	8	0	1	0	0	0	0	0	0	0	0	52
20:00	0	25	9	1	1	0	0	0	0	0	0	0	0	36
21:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
22:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
23:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Total	11	988	268	57	29	1	1	0	1	0	0	0	0	1356
Percent	0.8%	72.9%	19.8%	4.2%	2.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	09:00	10:00	06:00	06:00									10:00
Vol.	3	60	22	4	4									83
PM Peak	16:00	15:00	17:00	16:00	12:00	16:00	17:00		17:00					15:00
Vol.	3	87	24	11	3	1	1		1					117
Grand Total	40	3819	999	144	79	9	1	0	3	0	0	0	0	5094
Percent	0.8%	75.0%	19.6%	2.8%	1.6%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 33
2ND AVE BTW B ST & C ST

Start Time	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	13	11	6	12	6	6	10	11	*	*	*	*	*	*	9	10
01:00	3	15	3	13	5	4	6	7	*	*	*	*	*	*	4	10
02:00	10	16	3	9	4	3	9	6	*	*	*	*	*	*	6	8
03:00	17	24	18	13	5	6	17	13	*	*	*	*	*	*	14	14
04:00	19	26	14	18	2	3	28	28	*	*	*	*	*	*	16	19
05:00	68	60	52	45	7	10	58	52	*	*	*	*	*	*	46	42
06:00	**78**	69	**65**	58	9	9	**87**	59	*	*	*	*	*	*	**60**	49
07:00	70	79	39	35	8	17	26	57	*	*	*	*	*	*	36	47
08:00	45	66	39	32	24	18	52	52	*	*	*	*	*	*	40	42
09:00	50	85	42	83	50	34	40	80	*	*	*	*	*	*	46	70
10:00	55	**117**	45	**118**	21	24	46	**83**	*	*	*	*	*	*	42	86
11:00	54	114	58	108	**59**	**60**	38	72	*	*	*	*	*	*	52	**88**
12:00 PM	48	102	**74**	**129**	**56**	47	49	86	*	*	*	*	*	*	57	91
01:00	59	90	59	99	29	31	56	98	*	*	*	*	*	*	51	80
02:00	60	112	45	105	41	43	78	102	*	*	*	*	*	*	56	90
03:00	64	136	58	105	27	**54**	55	**117**	*	*	*	*	*	*	51	103
04:00	79	159	46	87	34	49	**95**	111	*	*	*	*	*	*	64	102
05:00	**101**	**178**	52	85	39	43	78	111	*	*	*	*	*	*	**68**	**104**
06:00	78	107	31	55	45	31	65	81	*	*	*	*	*	*	55	68
07:00	64	90	29	44	29	29	48	52	*	*	*	*	*	*	42	54
08:00	38	67	23	42	27	19	33	36	*	*	*	*	*	*	30	41
09:00	26	29	28	21	20	18	14	22	*	*	*	*	*	*	22	22
10:00	19	24	9	23	9	9	4	9	*	*	*	*	*	*	10	16
11:00	7	16	13	22	9	18	6	11	*	*	*	*	*	*	9	17
Total	1125	1792	851	1361	565	585	998	1356	0	0	0	0	0	0	886	1273
Day	2917		2212		1150		2354		0		0		0		2159	
AM Peak	06:00	10:00	06:00	10:00	11:00	11:00	06:00	10:00	-	-	-	-	-	-	06:00	11:00
Vol.	78	117	65	118	59	60	87	83	-	-	-	-	-	-	60	88
PM Peak	17:00	17:00	12:00	12:00	12:00	15:00	16:00	15:00	-	-	-	-	-	-	17:00	17:00
Vol.	101	178	74	129	56	54	95	117	-	-	-	-	-	-	68	104

Comb. Total	2917	2212	1150	2354	0	0	0	2159

ADT ADT 2,158 AADT 2,158

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Site Code: 34
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	**1**	4	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
05:00	0	17	**6**	0	0	0	0	0	0	0	0	0	0	23
06:00	0	19	3	**2**	**1**	0	0	0	0	0	0	0	0	25
07:00	1	11	5	1	0	0	0	0	0	0	0	0	0	18
08:00	1	**20**	4	2	1	**1**	0	0	**1**	0	0	0	0	**30**
09:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
10:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
13:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21
14:00	0	16	9	0	**2**	0	0	0	0	0	0	0	0	27
15:00	**3**	15	7	0	0	0	0	0	0	0	0	0	0	25
16:00	1	17	5	0	0	0	0	0	0	0	0	0	0	23
17:00	0	**23**	**15**	**1**	0	0	0	0	0	0	0	0	0	**39**
18:00	3	19	9	0	2	0	0	0	0	0	0	0	0	33
19:00	1	21	5	0	0	0	0	0	0	0	0	0	0	27
20:00	1	15	8	0	0	0	0	0	0	0	0	0	0	24
21:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
22:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	267	103	7	9	1	0	0	1	0	0	0	0	400
Percent	3.0%	66.8%	25.8%	1.8%	2.3%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	08:00	05:00	06:00	06:00	08:00			08:00					08:00
Vol.	1	20	6	2	1	1			1					30
PM Peak	15:00	17:00	17:00	17:00	14:00									17:00
Vol.	3	23	15	1	2									39

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Site Code: 34
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
06:00	0	**13**	3	2	**1**	0	0	0	0	0	0	0	0	19
07:00	**1**	5	2	**3**	1	0	0	0	0	0	0	0	0	12
08:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
09:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
10:00	0	12	6	1	1	**1**	0	0	0	0	0	0	0	**21**
11:00	0	9	**7**	0	0	0	0	0	0	0	0	0	0	16
12 PM	0	**24**	3	0	0	0	0	0	**1**	0	0	0	0	**28**
13:00	0	16	**10**	0	0	0	0	0	0	0	0	0	0	26
14:00	0	12	4	0	**2**	0	0	0	0	0	0	0	0	18
15:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
16:00	0	12	9	0	0	0	0	0	0	0	0	0	0	21
17:00	0	12	3	**1**	1	0	0	0	0	0	0	0	0	17
18:00	0	12	6	0	2	0	0	0	0	0	0	0	0	20
19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	178	70	8	9	1	0	0	1	0	0	0	0	268
Percent	0.4%	66.4%	26.1%	3.0%	3.4%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	11:00	07:00	06:00	10:00								10:00
Vol.	1	13	7	3	1	1								21
PM Peak		12:00	13:00	17:00	14:00				12:00					12:00
Vol.		24	10	1	2				1					28

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Site Code: 34
CESAR CHAVEZ ST BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:00	0	**14**	1	0	0	0	0	0	0	0	0	0	0	**15**
11:00	0	7	**4**	0	0	0	0	0	0	0	0	0	0	11
12 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
13:00	0	10	3	0	**1**	0	0	0	0	0	0	0	0	14
14:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
15:00	**2**	9	2	0	0	0	0	0	0	0	0	0	0	13
16:00	0	**18**	1	0	0	0	0	0	0	0	0	0	0	**19**
17:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
18:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
19:00	0	7	**6**	0	1	0	0	0	0	0	0	0	0	14
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	142	35	0	2	0	0	0	0	0	0	0	0	181
Percent	1.1%	78.5%	19.3%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00											10:00
Vol.		14	4											15
PM Peak	15:00	16:00	19:00		13:00									16:00
Vol.	2	18	6		1									19

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	**4**	2	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
05:00	0	**18**	1	1	**2**	0	0	0	0	0	0	0	0	22
06:00	1	17	5	**3**	2	0	0	0	0	0	0	0	0	**28**
07:00	0	6	2	2	0	0	0	0	0	0	0	0	0	10
08:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
09:00	0	7	**6**	1	1	0	0	0	0	0	0	0	0	15
10:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
11:00	0	9	6	0	2	0	0	0	0	0	0	0	0	17
12 PM	1	11	8	0	0	0	0	0	0	0	0	0	0	20
13:00	**2**	10	3	0	0	**1**	0	0	**1**	0	0	0	0	17
14:00	1	14	7	0	0	0	0	0	0	0	0	0	0	22
15:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
16:00	1	**29**	**11**	0	**2**	0	0	0	0	0	0	0	0	**43**
17:00	1	27	5	**1**	1	0	0	0	0	0	0	0	0	35
18:00	0	24	8	0	0	0	0	0	0	0	0	0	0	32
19:00	0	13	5	1	0	0	0	0	0	0	0	0	0	19
20:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	11	251	92	9	13	1	0	0	1	0	0	0	0	378
Percent	2.9%	66.4%	24.3%	2.4%	3.4%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	05:00	09:00	06:00	05:00									06:00
Vol.	4	18	6	3	2									28
PM Peak	13:00	16:00	16:00	17:00	16:00	13:00			13:00					16:00
Vol.	2	29	11	1	2	1			1					43
Grand Total	26	838	300	24	33	3	0	0	3	0	0	0	0	1227
Percent	2.1%	68.3%	24.4%	2.0%	2.7%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	4	0	0	0	0	0	0	1	0	0	0	0	5
01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
03:00	**4**	12	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	1	21	5	**1**	0	0	0	0	0	0	0	0	0	28
06:00	1	16	6	0	0	0	0	0	1	0	0	0	0	24
07:00	1	22	4	1	**1**	0	0	0	**2**	0	0	0	0	31
08:00	1	**24**	**8**	0	0	**1**	0	0	1	0	0	0	0	**35**
09:00	1	21	6	0	0	1	0	0	0	0	0	0	0	29
10:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	16	1	0	0	0	0	0	**1**	0	0	0	0	18
13:00	**1**	20	3	0	0	**1**	0	0	0	0	0	0	0	25
14:00	0	29	**12**	**1**	1	0	0	0	0	0	0	0	0	43
15:00	1	32	5	0	0	0	0	0	0	0	0	0	0	38
16:00	0	**56**	11	0	**3**	0	0	0	1	0	0	0	0	**71**
17:00	0	52	12	1	0	0	0	0	0	0	0	0	0	65
18:00	0	40	8	0	1	0	0	0	0	0	0	0	0	49
19:00	0	33	11	0	1	1	0	0	0	0	0	0	0	46
20:00	0	15	4	0	0	0	0	0	1	0	0	0	0	20
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
Total	12	457	103	4	7	4	0	0	9	0	0	0	0	596
Percent	2.0%	76.7%	17.3%	0.7%	1.2%	0.7%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	08:00	08:00	05:00	07:00	08:00			07:00					08:00
Vol.	4	24	8	1	1	1			2					35
PM Peak	13:00	16:00	14:00	14:00	16:00	13:00			12:00					16:00
Vol.	1	56	12	1	3	1			1					71

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	**2**	6	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
06:00	1	14	2	0	0	0	0	0	0	0	0	0	0	17
07:00	1	7	3	0	0	0	0	0	0	0	0	0	0	11
08:00	1	19	3	**1**	0	0	0	0	1	0	0	0	0	25
09:00	0	12	3	0	0	0	0	0	**2**	0	0	0	0	17
10:00	1	**39**	3	0	0	0	0	0	0	0	0	0	0	**43**
11:00	1	30	**5**	0	0	**1**	0	0	1	0	0	0	0	38
12 PM	0	**52**	7	0	0	0	0	0	**1**	0	0	0	0	**60**
13:00	0	27	**9**	0	0	0	0	0	0	0	0	0	0	36
14:00	0	38	6	0	**1**	0	0	0	0	0	0	0	0	45
15:00	0	32	6	**1**	0	0	0	0	1	0	0	0	0	40
16:00	0	33	4	0	1	**1**	0	0	0	0	0	0	0	39
17:00	0	20	8	0	0	1	0	0	0	0	0	0	0	29
18:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
19:00	0	7	5	1	0	0	0	0	0	0	0	0	0	13
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	376	67	3	2	3	0	0	6	0	0	0	0	464
Percent	1.5%	81.0%	14.4%	0.6%	0.4%	0.6%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	10:00	11:00	08:00		11:00			09:00					10:00
Vol.	2	39	5	1		1			2					43
PM Peak		12:00	13:00	15:00	14:00	16:00			12:00					12:00
Vol.		52	9	1	1	1			1					60

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
11:00	0	**13**	**6**	0	0	0	0	0	0	0	0	0	0	**19**
12 PM	0	**16**	5	0	0	0	0	0	0	0	0	0	0	**21**
13:00	0	15	3	0	**1**	0	0	0	0	0	0	0	0	19
14:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
15:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
16:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
17:00	0	11	**7**	0	0	**1**	0	0	0	0	0	0	0	19
18:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
19:00	0	16	3	**1**	0	0	0	0	0	0	0	0	0	20
20:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	186	52	1	1	1	0	0	0	0	0	0	0	241
Percent	0.0%	77.2%	21.6%	0.4%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00											11:00
Vol.		13	6											19
PM Peak		12:00	17:00	19:00	13:00	17:00								12:00
Vol.		16	7	1	1	1								21

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	**1**	3	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
04:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	13	3	**2**	0	0	0	0	0	0	0	0	0	18
06:00	1	**23**	**5**	1	0	0	0	0	0	0	0	0	0	**30**
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
08:00	0	12	2	0	0	**2**	0	0	1	0	0	0	0	17
09:00	0	11	2	0	**1**	0	0	0	**2**	0	0	0	0	16
10:00	0	15	4	0	0	0	0	0	2	0	0	0	0	21
11:00	0	19	2	1	1	0	0	0	0	0	0	0	0	23
12 PM	0	19	4	**2**	0	0	0	0	0	0	0	0	0	25
13:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
14:00	0	32	2	1	0	0	0	0	0	0	0	0	0	35
15:00	0	18	**12**	0	0	0	0	0	**1**	0	0	0	0	31
16:00	0	**35**	8	0	0	0	0	0	0	0	0	0	0	**43**
17:00	0	28	11	1	0	0	0	0	0	0	0	0	0	40
18:00	0	27	8	1	0	0	0	0	0	0	0	0	0	36
19:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
20:00	0	16	3	0	0	**1**	0	0	0	0	0	0	0	20
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	**1**	2	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Total	5	341	76	9	2	3	0	0	6	0	0	0	0	442
Percent	1.1%	77.1%	17.2%	2.0%	0.5%	0.7%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	06:00	06:00	05:00	09:00	08:00			09:00					06:00
Vol.	1	23	5	2	1	2			2					30
PM Peak	22:00	16:00	15:00	12:00		20:00			15:00					16:00
Vol.	1	35	12	2		1			1					43
Grand Total	24	1360	298	17	12	11	0	0	21	0	0	0	0	1743
Percent	1.4%	78.0%	17.1%	1.0%	0.7%	0.6%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	

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Start Time	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	3	5	2	2	3	5	4	4	*	*	*	*	*	*	3	4
01:00	2	4	4	2	1	2	0	1	*	*	*	*	*	*	2	2
02:00	2	10	1	1	0	2	4	4	*	*	*	*	*	*	2	4
03:00	6	16	1	2	1	1	8	5	*	*	*	*	*	*	4	6
04:00	16	4	3	8	3	2	8	8	*	*	*	*	*	*	8	6
05:00	23	28	9	15	3	3	22	18	*	*	*	*	*	*	14	16
06:00	25	24	19	17	1	2	**28**	**30**	*	*	*	*	*	*	**18**	18
07:00	18	31	12	11	4	6	10	9	*	*	*	*	*	*	11	14
08:00	**30**	**35**	9	25	3	4	7	17	*	*	*	*	*	*	12	20
09:00	14	29	12	17	8	14	15	16	*	*	*	*	*	*	12	19
10:00	10	16	**21**	**43**	**15**	16	12	21	*	*	*	*	*	*	14	**24**
11:00	0	0	16	38	11	**19**	17	23	*	*	*	*	*	*	11	20
12:00 PM	11	18	**28**	**60**	12	**21**	20	25	*	*	*	*	*	*	18	31
01:00	21	25	26	36	14	19	17	24	*	*	*	*	*	*	20	26
02:00	27	43	18	45	13	13	22	35	*	*	*	*	*	*	20	34
03:00	25	38	19	40	13	14	27	31	*	*	*	*	*	*	21	31
04:00	23	**71**	21	39	**19**	16	**43**	**43**	*	*	*	*	*	*	**26**	**42**
05:00	**39**	65	17	29	11	19	35	40	*	*	*	*	*	*	26	38
06:00	33	49	20	19	10	13	32	36	*	*	*	*	*	*	24	29
07:00	27	46	10	13	14	20	19	16	*	*	*	*	*	*	18	24
08:00	24	20	0	0	6	10	15	20	*	*	*	*	*	*	11	12
09:00	13	8	0	0	10	8	5	10	*	*	*	*	*	*	7	6
10:00	5	6	0	0	4	7	3	3	*	*	*	*	*	*	3	4
11:00	3	5	0	2	2	5	5	3	*	*	*	*	*	*	2	4
Total	400	596	268	464	181	241	378	442	0	0	0	0	0	0	307	434
Day	996		732		422		820		0		0		0		741	
AM Peak	08:00	08:00	10:00	10:00	10:00	11:00	06:00	06:00	-	-	-	-	-	-	06:00	10:00
Vol.	30	35	21	43	15	19	28	30	-	-	-	-	-	-	18	24
PM Peak	17:00	16:00	12:00	12:00	16:00	12:00	16:00	16:00	-	-	-	-	-	-	16:00	16:00
Vol.	39	71	28	60	19	21	43	43	-	-	-	-	-	-	26	42

Comb. Total	996	732	422	820	0	0	0	741

ADT ADT 742 AADT 742

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Site Code: 35
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	5	1	0	0	0	0	0	0	0	0	0	12
05:00	**1**	20	5	0	0	0	0	0	0	0	0	0	0	26
06:00	0	33	5	3	0	0	0	0	0	0	0	0	0	41
07:00	1	**56**	**10**	4	0	2	**1**	0	0	0	0	0	0	**74**
08:00	0	25	4	**7**	0	1	0	0	0	0	0	0	0	37
09:00	0	23	10	7	**1**	**4**	0	0	0	0	0	0	0	45
10:00	0	17	5	1	0	0	0	0	0	0	0	0	0	23
11:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
12 PM	0	33	7	**4**	0	1	0	0	0	0	0	0	0	45
13:00	0	26	8	1	0	**2**	0	0	0	0	0	0	0	37
14:00	0	45	7	1	0	0	0	0	**1**	0	0	0	0	54
15:00	1	32	8	2	1	1	**1**	0	0	0	0	0	0	46
16:00	0	55	11	1	**2**	0	0	0	1	0	0	0	0	70
17:00	0	**65**	**16**	1	1	0	0	0	0	0	0	0	0	**83**
18:00	**2**	51	9	0	1	0	1	0	0	0	0	0	0	64
19:00	0	45	9	0	0	0	0	0	0	0	0	0	0	54
20:00	1	34	6	0	1	1	0	0	0	0	0	0	0	43
21:00	1	24	3	0	0	1	0	0	0	0	0	0	0	29
22:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	7	641	146	33	7	13	3	0	2	0	0	0	0	852
Percent	0.8%	75.2%	17.1%	3.9%	0.8%	1.5%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	08:00	09:00	09:00	07:00							07:00
Vol.	1	56	10	7	1	4	1							74
PM Peak	18:00	17:00	17:00	12:00	16:00	13:00	15:00		14:00					17:00
Vol.	2	65	16	4	2	2	1		1					83

All Traffic Data Services, LLC

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Site Code: 35
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11
06:00	**1**	14	3	1	0	0	0	0	0	0	0	0	0	19
07:00	0	7	1	**12**	0	0	0	0	0	0	0	0	0	20
08:00	0	20	**7**	1	0	0	0	0	0	0	0	0	0	**28**
09:00	0	12	6	1	0	0	0	0	0	0	0	0	0	19
10:00	0	12	2	1	**2**	0	0	0	0	0	0	0	0	17
11:00	0	**22**	3	1	1	0	0	0	0	0	0	0	0	27
12 PM	0	42	5	0	0	0	0	0	0	0	0	0	**1**	48
13:00	0	38	10	**1**	0	**1**	0	0	0	0	0	0	0	50
14:00	0	**46**	6	0	0	0	0	0	0	0	0	0	0	52
15:00	**1**	36	**17**	0	0	0	0	0	0	0	0	0	0	**54**
16:00	1	29	7	0	0	0	0	0	0	0	0	0	0	37
17:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
18:00	0	37	7	0	**2**	0	0	0	0	0	0	0	0	46
19:00	0	26	3	0	0	0	0	0	**1**	0	0	0	0	30
20:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
21:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	1	6	3	0	0	0	0	0	0	0	0	0	0	10
Total	4	469	100	19	5	1	0	0	1	0	0	0	1	600
Percent	0.7%	78.2%	16.7%	3.2%	0.8%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak	06:00	11:00	08:00	07:00	10:00									08:00
Vol.	1	22	7	12	2									28
PM Peak	15:00	14:00	15:00	13:00	18:00	13:00			19:00				12:00	15:00
Vol.	1	46	17	1	2	1			1				1	54

All Traffic Data Services, LLC

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Site Code: 35
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	**1**	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
07:00	0	6	1	0	0	0	0	0	0	0	0	0	**1**	8
08:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
09:00	0	13	4	1	0	0	**1**	0	0	0	0	0	0	19
10:00	0	20	**6**	0	0	0	0	0	0	0	0	0	0	26
11:00	0	**23**	6	0	0	**1**	0	0	0	0	0	0	0	**30**
12 PM	0	27	**7**	0	0	0	0	0	0	0	0	0	0	34
13:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
16:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
17:00	0	**37**	7	0	0	**1**	0	0	0	0	0	0	0	**45**
18:00	0	34	6	0	0	0	**1**	0	0	0	0	0	0	41
19:00	**1**	25	4	0	0	0	1	0	**1**	0	0	0	0	32
20:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
22:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	1	346	78	2	0	2	3	0	1	0	0	0	1	434
Percent	0.2%	79.7%	18.0%	0.5%	0.0%	0.5%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak		11:00	10:00	02:00		11:00	09:00						07:00	11:00
Vol.		23	6	1		1	1						1	30
PM Peak	19:00	17:00	12:00			17:00	18:00		19:00					17:00
Vol.	1	37	7			1	1		1					45

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Site Code: 35
4TH AVE BTW B ST & C ST

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
04:00	0	7	0	2	**1**	0	0	0	0	0	0	0	0	10
05:00	**1**	21	3	5	0	0	0	0	0	0	0	0	0	30
06:00	0	17	9	**11**	0	0	0	0	0	0	0	0	0	37
07:00	0	**40**	**10**	7	0	0	**1**	0	0	0	0	0	0	**58**
08:00	0	30	8	2	1	0	0	0	**1**	0	0	0	0	42
09:00	0	17	4	1	0	0	0	0	0	0	0	0	0	22
10:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
11:00	0	24	7	2	0	0	0	0	0	0	0	0	0	33
12 PM	**1**	39	**11**	0	0	0	0	0	0	0	0	0	0	51
13:00	0	38	11	0	0	0	0	0	0	0	0	0	0	49
14:00	0	**52**	7	0	1	0	0	0	0	0	0	0	0	**60**
15:00	0	41	9	0	**2**	0	0	0	0	0	0	0	0	52
16:00	0	46	9	**2**	0	1	**2**	0	0	0	0	0	0	60
17:00	0	38	10	0	0	0	1	0	0	0	0	0	0	49
18:00	1	43	10	0	1	**2**	0	0	**1**	0	0	0	0	58
19:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
20:00	0	22	5	0	0	0	1	0	0	0	0	0	0	28
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	2	0	0	0	1	0	0	0	0	0	0	5
Total	3	571	130	33	7	3	6	0	2	0	0	0	0	755
Percent	0.4%	75.6%	17.2%	4.4%	0.9%	0.4%	0.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	06:00	04:00		07:00		08:00					07:00
Vol.	1	40	10	11	1		1		1					58
PM Peak	12:00	14:00	12:00	16:00	15:00	18:00	16:00		18:00					14:00
Vol.	1	52	11	2	2	2	2		1					60
Grand Total	15	2027	454	87	19	19	12	0	6	0	0	0	2	2641
Percent	0.6%	76.8%	17.2%	3.3%	0.7%	0.7%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	

All Traffic Data Services, LLC

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Site Code: 35
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	1	6	2	0	1	**1**	0	0	0	0	0	0	0	11
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	13	7	0	0	1	0	0	0	0	0	0	0	21
05:00	1	40	16	2	0	0	0	0	0	0	0	0	0	59
06:00	**3**	59	17	3	1	0	0	0	**2**	0	0	0	0	85
07:00	0	**105**	20	2	0	0	**1**	0	1	0	0	0	0	**129**
08:00	0	57	13	**4**	1	0	0	0	1	0	0	0	0	76
09:00	0	52	18	3	0	1	0	0	1	0	0	0	0	75
10:00	0	65	18	2	1	1	0	0	1	0	0	0	0	88
11:00	0	62	**23**	2	**3**	0	0	0	1	0	0	0	0	91
12 PM	0	66	16	0	0	0	0	0	1	0	0	0	0	83
13:00	0	68	19	5	2	0	0	0	**2**	0	0	0	0	96
14:00	0	105	28	2	1	1	0	0	0	0	0	0	0	137
15:00	1	118	20	8	6	1	0	0	0	0	0	0	0	154
16:00	0	140	**44**	11	**8**	**3**	0	0	1	0	0	0	0	207
17:00	1	186	43	**21**	4	2	0	0	0	0	0	0	0	257
18:00	**4**	**202**	37	14	5	1	0	0	1	0	0	0	0	**264**
19:00	0	154	37	13	3	0	**1**	0	1	0	0	0	0	209
20:00	0	97	20	1	1	0	0	0	0	0	0	0	0	119
21:00	0	39	8	0	0	0	0	0	0	0	0	0	0	47
22:00	0	32	10	0	2	0	0	0	0	0	0	0	0	44
23:00	0	12	1	0	1	0	0	0	1	0	0	0	0	15
Total	11	1707	418	93	40	12	2	0	14	0	0	0	0	2297
Percent	0.5%	74.3%	18.2%	4.0%	1.7%	0.5%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	11:00	08:00	11:00	00:00	07:00		06:00					07:00
Vol.	3	105	23	4	3	1	1		2					129
PM Peak	18:00	18:00	16:00	17:00	16:00	16:00	19:00		13:00					18:00
Vol.	4	202	44	21	8	3	1		2					264

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Site Code: 35
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	**1**	5	2	0	0	0	0	0	**1**	0	0	0	0	9
01:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
04:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
05:00	0	23	10	0	0	0	0	0	0	0	0	0	0	33
06:00	0	42	14	0	0	0	0	0	0	0	0	0	0	56
07:00	0	42	4	2	1	0	0	0	0	0	0	0	0	49
08:00	0	35	11	1	0	1	0	0	1	0	0	0	0	49
09:00	0	56	21	2	1	0	0	0	0	0	0	0	0	80
10:00	0	83	**22**	2	**4**	0	0	0	1	0	0	0	0	112
11:00	0	**92**	21	**7**	3	**2**	0	0	1	0	0	0	0	**126**
12 PM	0	109	30	**11**	4	**1**	0	0	0	0	0	0	0	155
13:00	0	**132**	22	8	1	0	0	0	0	0	0	0	0	163
14:00	0	119	30	5	1	1	0	0	0	0	0	0	0	156
15:00	**1**	130	**36**	9	4	0	0	0	0	0	0	0	0	**180**
16:00	0	115	17	8	**7**	0	0	0	**1**	0	0	0	0	148
17:00	1	97	20	5	3	0	0	0	0	0	0	0	0	126
18:00	0	74	21	7	4	0	0	0	0	0	0	0	0	106
19:00	0	40	16	2	2	0	0	0	0	0	0	0	0	60
20:00	0	47	12	0	1	0	0	0	0	0	0	0	0	60
21:00	0	26	8	0	0	0	0	0	0	0	0	0	0	34
22:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Total	3	1343	335	69	36	5	0	0	6	0	0	0	0	1797
Percent	0.2%	74.7%	18.6%	3.8%	2.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	10:00	11:00	10:00	11:00			00:00					11:00
Vol.	1	92	22	7	4	2			1					126
PM Peak	15:00	13:00	15:00	12:00	16:00	12:00			16:00					15:00
Vol.	1	132	36	11	7	1			1					180

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Site Code: 35
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	14	2	0	1	0	0	0	0	0	0	0	0	17
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	11	5	0	0	0	0	0	1	0	0	0	0	17
08:00	0	17	6	0	0	0	0	0	**2**	0	0	0	0	25
09:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
10:00	0	**45**	**10**	**1**	**2**	0	0	0	0	0	0	0	0	**58**
11:00	0	45	9	0	0	0	0	0	0	0	0	0	0	54
12 PM	0	43	11	**1**	0	0	0	0	1	0	0	0	0	56
13:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	48	13	0	1	**1**	0	0	1	0	0	0	0	64
16:00	0	**58**	14	0	**3**	0	0	0	0	0	0	0	0	**75**
17:00	0	56	**16**	0	0	1	0	0	0	0	0	0	0	73
18:00	0	56	16	0	0	0	0	0	**2**	0	0	0	0	74
19:00	0	54	13	0	0	0	0	0	0	0	0	0	0	67
20:00	0	49	11	0	2	0	0	0	0	0	0	0	0	62
21:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
22:00	**2**	19	1	0	0	1	0	0	0	0	0	0	0	23
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Total	2	648	143	2	10	3	0	0	7	0	0	0	0	815
Percent	0.2%	79.5%	17.5%	0.2%	1.2%	0.4%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	10:00	10:00	10:00				08:00					10:00
Vol.		45	10	1	2				2					58
PM Peak	22:00	16:00	17:00	12:00	16:00	15:00			18:00					16:00
Vol.	2	58	16	1	3	1			2					75

All Traffic Data Services, LLC

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Site Code: 35
4TH AVE BTW B ST & C ST

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	5	0	0	0	0	0	1	0	0	0	0	12
04:00	0	30	10	0	1	0	0	0	0	0	0	0	0	41
05:00	1	43	13	**3**	1	0	0	0	0	0	0	0	0	61
06:00	**2**	**73**	16	3	1	**2**	0	0	0	0	0	0	0	**97**
07:00	0	66	16	2	0	0	0	0	0	0	0	0	0	84
08:00	0	56	14	2	0	1	0	0	0	0	0	0	0	73
09:00	0	45	**18**	0	0	1	0	0	**2**	0	0	0	0	66
10:00	0	37	15	3	**2**	0	0	0	1	0	0	0	0	58
11:00	0	64	16	1	2	0	0	0	2	0	0	0	0	85
12 PM	**1**	69	23	1	2	**1**	0	0	0	0	0	0	0	97
13:00	1	83	23	5	1	0	0	0	0	0	0	0	0	113
14:00	0	100	20	14	5	1	**1**	0	1	0	0	0	0	142
15:00	1	101	**39**	9	3	0	1	0	1	0	0	0	0	155
16:00	1	**122**	38	**17**	6	0	0	0	1	0	0	0	0	**185**
17:00	1	99	29	10	**7**	0	0	0	0	0	0	0	0	146
18:00	1	84	24	13	3	0	0	0	**3**	0	0	0	0	128
19:00	0	66	13	2	2	1	0	0	1	0	0	0	0	85
20:00	1	57	12	0	1	0	0	0	1	0	0	0	0	72
21:00	0	30	8	0	0	0	0	0	1	0	0	0	0	39
22:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	10	1279	360	85	37	7	2	0	15	0	0	0	0	1795
Percent	0.6%	71.3%	20.1%	4.7%	2.1%	0.4%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	09:00	05:00	10:00	06:00			09:00					06:00
Vol.	2	73	18	3	2	2			2					97
PM Peak	12:00	16:00	15:00	16:00	17:00	12:00	14:00		18:00					16:00
Vol.	1	122	39	17	7	1	1		3					185
Grand Total	26	4977	1256	249	123	27	4	0	42	0	0	0	0	6704
Percent	0.4%	74.2%	18.7%	3.7%	1.8%	0.4%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, LLC

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Site Code: 35
4TH AVE BTW B ST & C ST

Start Time	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	11	4	9	10	17	5	8	*	*	*	*	*	*	6	11
01:00	1	8	5	8	6	14	4	11	*	*	*	*	*	*	4	10
02:00	4	11	2	11	4	4	2	7	*	*	*	*	*	*	3	8
03:00	5	11	5	15	5	3	8	12	*	*	*	*	*	*	6	10
04:00	12	21	9	20	5	2	10	41	*	*	*	*	*	*	9	21
05:00	26	59	11	33	3	7	30	61	*	*	*	*	*	*	18	40
06:00	41	85	19	56	5	3	37	**97**	*	*	*	*	*	*	26	60
07:00	**74**	**129**	20	49	8	17	**58**	84	*	*	*	*	*	*	**40**	70
08:00	37	76	**28**	49	11	25	42	73	*	*	*	*	*	*	30	56
09:00	45	75	19	80	19	38	22	66	*	*	*	*	*	*	26	65
10:00	23	88	17	112	26	**58**	28	58	*	*	*	*	*	*	24	79
11:00	31	91	27	**126**	**30**	54	33	85	*	*	*	*	*	*	30	**89**
12:00 PM	45	83	48	155	34	56	51	97	*	*	*	*	*	*	44	98
01:00	37	96	50	163	8	20	49	113	*	*	*	*	*	*	36	98
02:00	54	137	52	156	0	1	**60**	142	*	*	*	*	*	*	42	109
03:00	46	154	**54**	**180**	35	64	52	155	*	*	*	*	*	*	47	138
04:00	70	207	37	148	34	**75**	60	**185**	*	*	*	*	*	*	50	**154**
05:00	**83**	257	37	126	**45**	73	49	146	*	*	*	*	*	*	**54**	150
06:00	64	**264**	46	106	41	74	58	128	*	*	*	*	*	*	52	143
07:00	54	209	30	60	32	67	42	85	*	*	*	*	*	*	40	105
08:00	43	119	33	60	28	62	28	72	*	*	*	*	*	*	33	78
09:00	29	47	25	34	19	37	14	39	*	*	*	*	*	*	22	39
10:00	19	44	12	25	16	23	8	25	*	*	*	*	*	*	14	29
11:00	5	15	10	16	10	21	5	5	*	*	*	*	*	*	8	14
Total	852	2297	600	1797	434	815	755	1795	0	0	0	0	0	0	664	1674
Day	3149		2397		1249		2550		0		0		0		2338	
AM Peak	07:00	07:00	08:00	11:00	11:00	10:00	07:00	06:00	-	-	-	-	-	-	07:00	11:00
Vol.	74	129	28	126	30	58	58	97	-	-	-	-	-	-	40	89
PM Peak	17:00	18:00	15:00	15:00	17:00	16:00	14:00	16:00	-	-	-	-	-	-	17:00	16:00
Vol.	83	264	54	180	45	75	60	185	-	-	-	-	-	-	54	154

Comb. Total	3149	2397	1249	2550	0	0	0	2338

ADT ADT 2,336 AADT 2,336

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	63	17	1	1	0	0	0	2	**1**	0	0	0	85
01:00	0	55	16	0	0	1	0	0	1	0	0	0	0	73
02:00	0	63	21	0	0	0	0	0	1	0	0	0	0	85
03:00	0	89	24	0	3	0	0	0	2	0	0	0	0	118
04:00	3	251	49	3	9	1	0	0	1	0	0	0	0	317
05:00	1	474	123	9	17	0	0	0	0	0	0	0	0	624
06:00	1	577	202	**24**	**29**	3	0	0	4	1	0	0	0	841
07:00	0	**635**	**207**	24	22	1	0	0	6	1	0	0	0	**896**
08:00	**5**	476	132	6	21	4	0	0	**13**	0	0	0	0	657
09:00	4	280	94	5	11	3	0	0	5	0	0	0	0	402
10:00	2	282	63	3	11	3	0	0	9	0	0	0	**1**	374
11:00	1	304	113	5	9	**7**	0	0	8	0	0	0	1	448
12 PM	1	363	90	2	9	4	0	0	**13**	**2**	0	0	0	484
13:00	2	403	102	8	7	4	0	0	11	2	0	0	0	539
14:00	2	430	110	7	8	**5**	0	0	9	0	0	0	0	571
15:00	6	**595**	**127**	**10**	14	1	0	0	6	0	0	0	1	**760**
16:00	3	561	109	4	**18**	0	0	**1**	10	1	0	**1**	3	711
17:00	**7**	562	99	2	7	2	0	0	3	0	0	0	**4**	686
18:00	1	503	111	1	10	2	0	0	7	0	0	1	3	639
19:00	0	399	107	2	4	0	0	0	5	0	0	0	0	517
20:00	1	342	65	0	12	1	0	0	1	1	0	0	1	424
21:00	1	280	71	0	1	0	0	0	2	0	0	0	0	355
22:00	0	185	50	0	2	0	0	0	0	0	0	0	0	237
23:00	0	110	38	0	2	0	0	0	3	0	0	0	0	153
Total	41	8282	2140	116	227	42	0	1	122	9	0	2	14	10996
Percent	0.4%	75.3%	19.5%	1.1%	2.1%	0.4%	0.0%	0.0%	1.1%	0.1%	0.0%	0.0%	0.1%	
AM Peak	08:00	07:00	07:00	06:00	06:00	11:00			08:00	00:00			10:00	07:00
Vol.	5	635	207	24	29	7			13	1			1	896
PM Peak	17:00	15:00	15:00	15:00	16:00	14:00		16:00	12:00	12:00		16:00	17:00	15:00
Vol.	7	595	127	10	18	5		1	13	2		1	4	760

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	103	29	1	1	0	0	0	3	0	0	0	0	137
01:00	0	60	13	1	0	0	0	0	1	0	0	0	0	75
02:00	0	70	19	0	0	0	0	0	1	0	0	0	0	90
03:00	0	61	18	0	1	0	0	0	1	0	0	0	0	81
04:00	0	166	37	2	3	0	0	0	0	0	0	0	0	208
05:00	0	271	62	**13**	6	1	0	0	1	0	0	0	0	354
06:00	0	255	101	5	**18**	0	**1**	0	1	0	0	0	0	381
07:00	2	251	**104**	6	8	**2**	0	0	4	0	0	0	0	377
08:00	1	235	84	6	12	0	0	0	6	0	0	0	0	344
09:00	2	218	95	1	7	2	0	0	8	2	0	0	**1**	336
10:00	**3**	283	84	1	5	1	0	0	**11**	0	0	0	0	388
11:00	1	**332**	94	0	8	2	0	0	6	**3**	0	0	0	**446**
12 PM	**3**	361	82	**2**	8	**8**	0	0	**7**	0	0	0	**3**	474
13:00	1	432	86	0	8	4	0	0	7	0	0	0	0	**538**
14:00	2	364	94	0	8	2	0	0	3	0	0	0	1	474
15:00	1	400	91	0	7	0	0	0	6	0	0	0	0	505
16:00	0	387	**102**	1	4	2	0	0	3	0	0	0	0	499
17:00	3	**433**	86	2	**10**	0	0	0	2	0	0	0	0	536
18:00	0	366	88	2	8	1	0	0	2	0	0	0	1	468
19:00	0	288	72	0	2	0	0	0	1	0	0	0	0	363
20:00	0	229	61	0	2	0	0	0	1	0	0	0	0	293
21:00	1	139	18	0	0	0	0	0	0	0	0	0	0	158
22:00	0	110	12	0	0	0	0	0	0	0	0	0	0	122
23:00	0	76	8	0	0	0	0	0	1	0	0	0	0	85
Total	20	5890	1540	43	126	25	1	0	76	5	0	0	6	7732
Percent	0.3%	76.2%	19.9%	0.6%	1.6%	0.3%	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.1%	
AM Peak	10:00	11:00	07:00	05:00	06:00	07:00	06:00		10:00	11:00			09:00	11:00
Vol.	3	332	104	13	18	2	1		11	3			1	446
PM Peak	12:00	17:00	16:00	12:00	17:00	12:00			12:00				12:00	13:00
Vol.	3	433	102	2	10	8			7				3	538

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	49	8	0	0	0	0	0	**1**	0	0	0	0	58
01:00	0	34	5	0	0	0	0	0	1	0	0	0	0	40
02:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
03:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
04:00	0	15	2	0	0	**1**	0	0	0	0	0	0	0	18
05:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42
06:00	0	41	5	0	0	0	0	0	1	0	0	0	0	47
07:00	0	56	7	0	0	0	0	0	0	0	0	0	0	63
08:00	**1**	87	11	0	2	0	0	0	0	0	0	0	0	101
09:00	0	162	19	**2**	1	0	0	0	1	0	0	0	0	185
10:00	0	192	36	0	**3**	0	0	0	0	0	0	0	0	231
11:00	0	**215**	**53**	0	0	1	**1**	0	1	0	0	0	0	**271**
12 PM	1	297	43	1	1	1	0	0	0	0	0	0	0	344
13:00	2	276	41	0	0	0	0	0	2	0	0	0	0	321
14:00	2	300	47	0	1	1	0	0	0	0	0	0	0	351
15:00	2	288	44	0	**2**	1	0	0	1	0	0	0	0	338
16:00	1	312	42	0	1	0	0	0	1	0	0	0	0	357
17:00	0	294	**59**	**3**	1	0	0	0	0	**1**	0	0	0	358
18:00	**4**	**321**	42	0	0	1	0	0	1	0	0	0	0	**369**
19:00	1	283	48	2	0	**2**	0	0	0	0	0	0	0	336
20:00	0	268	40	0	1	1	0	0	0	0	0	0	0	310
21:00	0	172	24	0	1	0	0	0	0	0	0	0	0	197
22:00	0	112	8	0	0	1	0	0	**3**	0	0	0	0	124
23:00	1	54	12	1	0	1	0	0	3	0	0	0	0	72
Total	15	3900	607	9	14	11	1	0	16	1	0	0	0	4574
Percent	0.3%	85.3%	13.3%	0.2%	0.3%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	10:00	04:00	11:00		00:00					11:00
Vol.	1	215	53	2	3	1	1		1					271
PM Peak	18:00	18:00	17:00	17:00	15:00	19:00			22:00	17:00				18:00
Vol.	4	321	59	3	2	2			3	1				369

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	34	8	0	0	0	0	0	1	0	0	0	0	43
01:00	0	32	5	1	0	0	0	0	1	0	0	0	0	39
02:00	1	22	3	0	0	1	0	0	0	0	0	0	0	27
03:00	0	39	7	1	0	0	0	0	1	0	0	0	0	48
04:00	1	101	8	1	0	0	0	0	0	0	0	0	0	111
05:00	1	145	25	**10**	2	0	0	0	0	0	0	0	0	183
06:00	1	221	53	4	4	3	0	0	3	0	0	0	0	289
07:00	0	334	52	2	1	2	0	0	2	0	0	0	0	393
08:00	0	289	37	3	1	1	0	0	**10**	**1**	0	0	0	342
09:00	0	279	59	1	1	2	0	**1**	6	0	0	0	0	349
10:00	2	307	**67**	3	1	**4**	0	0	5	1	0	0	0	390
11:00	**3**	**385**	60	2	**5**	4	0	0	3	0	0	0	0	**462**
12 PM	1	464	60	4	**2**	0	**2**	0	2	0	0	0	0	535
13:00	2	455	45	**7**	1	**3**	0	0	1	0	0	0	0	514
14:00	0	404	62	6	2	0	0	0	1	**1**	0	0	0	476
15:00	**3**	456	66	6	2	1	0	0	1	0	0	0	0	535
16:00	1	**498**	59	1	1	1	1	0	0	0	0	0	0	**562**
17:00	0	432	**68**	7	0	2	1	0	2	0	0	0	0	512
18:00	0	419	68	4	0	1	0	0	0	0	0	0	0	492
19:00	1	452	58	0	0	0	0	**1**	**3**	1	0	0	**1**	517
20:00	0	378	39	0	0	0	0	0	2	0	0	0	0	419
21:00	2	283	33	0	0	0	0	0	3	0	0	0	0	321
22:00	0	180	35	1	0	0	0	0	1	0	0	0	0	217
23:00	0	94	21	0	0	0	0	0	1	0	0	0	0	116
Total	19	6703	998	64	23	25	4	2	49	4	0	0	1	7892
Percent	0.2%	84.9%	12.6%	0.8%	0.3%	0.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	05:00	11:00	10:00		09:00	08:00	08:00				11:00
Vol.	3	385	67	10	5	4		1	10	1				462
PM Peak	15:00	16:00	17:00	13:00	12:00	13:00	12:00	19:00	19:00	14:00			19:00	16:00
Vol.	3	498	68	7	2	3	2	1	3	1			1	562
Grand Total	95	24775	5285	232	390	103	6	3	263	19	0	2	21	31194
Percent	0.3%	79.4%	16.9%	0.7%	1.3%	0.3%	0.0%	0.0%	0.8%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	103	30	1	1	0	0	0	1	0	0	0	0	136
01:00	0	99	21	0	2	0	0	0	3	0	0	0	0	125
02:00	0	61	14	0	5	1	0	0	3	0	0	0	0	84
03:00	0	72	22	0	3	1	0	0	1	0	0	0	0	99
04:00	0	58	21	0	4	1	0	0	3	0	0	0	0	87
05:00	0	142	50	1	7	0	0	0	2	0	0	0	0	202
06:00	**2**	239	88	**12**	10	0	0	0	1	0	0	0	0	352
07:00	1	**511**	127	1	13	0	0	0	4	0	0	0	0	**657**
08:00	1	381	**130**	8	**24**	3	0	0	6	0	0	0	0	553
09:00	0	263	111	8	13	**4**	0	0	7	0	0	0	0	406
10:00	0	252	121	3	11	3	0	0	6	0	0	0	0	396
11:00	2	276	118	1	17	4	0	0	**15**	0	0	0	0	433
12 PM	4	324	123	2	12	3	0	0	10	0	0	0	0	478
13:00	0	345	151	7	20	5	0	0	10	0	0	0	**2**	540
14:00	3	539	188	8	24	4	0	0	**11**	**1**	0	0	1	779
15:00	**10**	752	198	8	**29**	4	5	0	7	1	0	0	1	1015
16:00	6	717	**233**	18	19	7	1	**1**	7	1	0	0	1	1011
17:00	5	**813**	232	**19**	23	**10**	**8**	0	10	1	0	0	0	**1121**
18:00	4	618	226	15	26	4	0	0	6	0	0	0	1	900
19:00	2	614	151	3	14	2	0	0	6	1	0	0	0	793
20:00	3	424	143	4	12	0	0	0	5	0	0	0	1	592
21:00	2	325	93	1	8	0	0	0	5	1	0	0	0	435
22:00	1	249	84	0	6	0	0	0	6	0	0	0	0	346
23:00	0	139	50	0	2	0	0	0	5	0	0	0	0	196
Total	46	8316	2725	120	305	56	14	1	140	6	0	0	7	11736
Percent	0.4%	70.9%	23.2%	1.0%	2.6%	0.5%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak	06:00	07:00	08:00	06:00	08:00	09:00			11:00					07:00
Vol.	2	511	130	12	24	4			15					657
PM Peak	15:00	17:00	16:00	17:00	15:00	17:00	17:00	16:00	14:00	14:00			13:00	17:00
Vol.	10	813	233	19	29	10	8	1	11	1			2	1121

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	0	102	28	1	2	1	0	0	2	0	0	0	0	136
01:00	1	109	33	1	1	1	0	0	2	0	0	0	0	148
02:00	0	69	18	0	2	0	0	0	1	0	0	0	0	90
03:00	0	65	23	0	1	0	0	0	1	0	0	0	0	90
04:00	1	66	20	0	4	0	0	0	4	0	0	0	0	95
05:00	0	107	38	0	4	0	0	0	1	0	0	0	0	150
06:00	0	137	51	2	3	0	0	0	0	0	0	0	0	193
07:00	0	169	76	2	10	0	0	**1**	2	0	0	0	0	260
08:00	1	273	116	0	10	**2**	0	0	0	0	0	0	0	402
09:00	**2**	337	127	1	15	0	0	0	3	0	0	0	0	485
10:00	1	358	119	**5**	15	0	0	0	6	0	0	0	0	504
11:00	2	**361**	**144**	1	**19**	2	0	0	**11**	0	0	0	**1**	**541**
12 PM	1	352	130	0	17	2	0	0	7	**2**	0	0	0	511
13:00	**4**	380	138	3	**19**	0	0	0	**10**	1	0	0	**2**	557
14:00	4	464	**162**	3	14	**3**	0	0	6	0	0	0	1	657
15:00	3	425	149	5	11	1	0	**1**	9	0	0	0	2	606
16:00	1	**508**	143	**6**	13	1	0	0	9	1	0	0	2	**684**
17:00	2	467	142	5	5	0	0	0	4	0	0	0	0	625
18:00	1	419	140	1	15	1	**1**	0	7	1	0	0	0	586
19:00	0	346	125	1	11	1	0	0	6	1	0	0	1	492
20:00	1	301	91	1	7	0	0	0	7	0	0	0	0	408
21:00	0	147	35	0	3	0	0	0	1	0	0	0	0	186
22:00	0	102	31	0	1	0	0	0	1	0	0	0	0	135
23:00	0	74	14	0	0	0	0	0	0	0	0	0	0	88
Total	25	6138	2093	38	202	15	1	2	100	6	0	0	9	8629
Percent	0.3%	71.1%	24.3%	0.4%	2.3%	0.2%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	0.1%	
AM Peak	09:00	11:00	11:00	10:00	11:00	08:00		07:00	11:00				11:00	11:00
Vol.	2	361	144	5	19	2		1	11				1	541
PM Peak	13:00	16:00	14:00	16:00	13:00	14:00	18:00	15:00	13:00	12:00			13:00	16:00
Vol.	4	508	162	6	19	3	1	1	10	2			2	684

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	**1**	56	16	1	2	0	0	0	1	0	0	0	0	77
01:00	1	23	11	0	0	0	0	0	**3**	0	0	0	0	38
02:00	0	28	15	0	0	0	0	0	0	0	0	0	0	43
03:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
04:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
06:00	1	28	16	1	2	0	0	0	0	0	0	0	0	48
07:00	0	67	18	0	1	0	0	0	0	0	0	0	0	86
08:00	0	105	37	2	4	0	0	0	0	0	0	0	0	148
09:00	1	167	55	**3**	**10**	0	0	0	0	0	0	0	0	236
10:00	0	269	71	0	4	0	0	0	2	0	0	0	0	346
11:00	0	**281**	**84**	1	4	0	0	0	2	0	0	0	0	**372**
12 PM	0	**318**	64	0	**4**	0	0	0	0	0	0	0	0	**386**
13:00	1	281	66	0	1	0	0	0	1	0	0	0	**1**	351
14:00	1	287	57	0	4	0	0	0	1	0	0	0	0	350
15:00	**7**	273	60	0	1	0	0	0	0	0	0	0	0	341
16:00	1	297	**74**	0	2	0	0	0	0	0	0	0	0	374
17:00	1	272	72	0	1	0	0	0	0	0	0	0	0	346
18:00	0	308	72	**1**	2	0	0	0	**2**	0	0	0	0	385
19:00	0	276	58	1	3	**1**	0	0	0	0	0	0	0	339
20:00	1	231	45	0	2	0	0	0	1	0	0	0	0	280
21:00	0	147	24	0	0	0	0	0	0	0	0	0	0	171
22:00	2	104	16	0	1	0	0	0	1	0	0	0	0	124
23:00	0	51	10	0	0	0	0	0	2	0	0	0	0	63
Total	18	3916	952	10	48	1	0	0	16	0	0	0	1	4962
Percent	0.4%	78.9%	19.2%	0.2%	1.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00	09:00	09:00				01:00					11:00
Vol.	1	281	84	3	10				3					372
PM Peak	15:00	12:00	16:00	18:00	12:00	19:00			18:00				13:00	12:00
Vol.	7	318	74	1	4	1			2				1	386

All Traffic Data Services, LLC

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Site Code: 36
CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	23	5	0	0	0	0	0	1	0	0	0	0	29
01:00	0	18	1	1	1	0	0	0	0	0	0	0	0	21
02:00	0	22	5	0	1	0	0	0	0	0	0	0	0	28
03:00	0	34	7	0	2	0	0	0	0	0	0	0	0	43
04:00	0	43	11	1	1	1	0	0	0	0	0	0	0	57
05:00	0	101	32	4	4	0	0	0	1	0	0	0	0	142
06:00	**2**	157	48	**14**	6	2	**1**	0	0	0	0	0	0	230
07:00	1	374	55	5	5	1	0	0	0	0	0	0	0	441
08:00	2	378	82	6	3	2	1	0	**2**	0	0	0	0	476
09:00	1	273	86	5	**11**	0	0	0	1	0	0	0	0	377
10:00	2	376	101	0	8	**4**	0	0	0	0	0	0	0	491
11:00	2	**389**	**104**	0	5	0	0	0	1	0	0	0	0	**501**
12 PM	1	452	85	3	7	2	0	0	1	0	0	0	0	551
13:00	2	453	84	1	7	1	0	0	0	0	0	0	0	548
14:00	2	429	81	2	9	0	0	0	1	0	0	0	0	524
15:00	**6**	**497**	110	3	5	0	0	**1**	2	0	0	0	0	624
16:00	5	489	**124**	**4**	7	0	0	0	0	0	0	0	0	**629**
17:00	3	455	102	1	4	1	0	0	2	0	0	0	0	568
18:00	5	420	98	0	0	**4**	0	0	1	0	0	0	0	528
19:00	0	416	100	4	**77**	1	**1**	0	3	0	0	0	0	602
20:00	0	358	45	3	74	2	0	0	3	0	0	0	**1**	486
21:00	2	224	33	2	49	0	0	0	**4**	0	0	0	0	314
22:00	2	184	20	1	41	1	0	0	0	0	0	0	0	249
23:00	3	125	8	4	23	0	0	0	0	0	0	0	0	163
Total	41	6690	1427	64	350	22	3	1	23	0	0	0	1	8622
Percent	0.5%	77.6%	16.6%	0.7%	4.1%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	06:00	09:00	10:00	06:00		08:00					11:00
Vol.	2	389	104	14	11	4	1		2					501
PM Peak	15:00	15:00	16:00	16:00	19:00	18:00	19:00	15:00	21:00				20:00	16:00
Vol.	6	497	124	4	77	4	1	1	4				1	629
Grand Total	130	25060	7197	232	905	94	18	4	279	12	0	0	18	33949
Percent	0.4%	73.8%	21.2%	0.7%	2.7%	0.3%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.1%	

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CESAR CHAVEZ BLVD BTW US 95 & WILLIAM BR

Start	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	85	136	137	136	58	77	43	29	*	*	*	*	*	*	81	94
01:00	73	125	75	148	40	38	39	21	*	*	*	*	*	*	57	83
02:00	85	84	90	90	23	43	27	28	*	*	*	*	*	*	56	61
03:00	118	99	81	90	18	32	48	43	*	*	*	*	*	*	66	66
04:00	317	87	208	95	18	11	111	57	*	*	*	*	*	*	164	62
05:00	624	202	354	150	42	15	183	142	*	*	*	*	*	*	301	127
06:00	841	352	381	193	47	48	289	230	*	*	*	*	*	*	390	206
07:00	**896**	**657**	377	260	63	86	393	441	*	*	*	*	*	*	**432**	361
08:00	657	553	344	402	101	148	342	476	*	*	*	*	*	*	361	395
09:00	402	406	336	485	185	236	349	377	*	*	*	*	*	*	318	376
10:00	374	396	388	504	231	346	390	491	*	*	*	*	*	*	346	434
11:00	448	433	**446**	**541**	**271**	**372**	**462**	**501**	*	*	*	*	*	*	407	**462**
12:00 PM	484	478	474	511	344	**386**	535	551	*	*	*	*	*	*	459	482
01:00	539	540	**538**	557	321	351	514	548	*	*	*	*	*	*	478	499
02:00	571	779	474	657	351	350	476	524	*	*	*	*	*	*	468	578
03:00	**760**	1015	505	606	338	341	535	624	*	*	*	*	*	*	**534**	646
04:00	711	1011	499	**684**	357	374	**562**	**629**	*	*	*	*	*	*	532	**674**
05:00	686	**1121**	536	625	358	346	512	568	*	*	*	*	*	*	523	665
06:00	639	900	468	586	**369**	385	492	528	*	*	*	*	*	*	492	600
07:00	517	793	363	492	336	339	517	602	*	*	*	*	*	*	433	556
08:00	424	592	293	408	310	280	419	486	*	*	*	*	*	*	362	442
09:00	355	435	158	186	197	171	321	314	*	*	*	*	*	*	258	276
10:00	237	346	122	135	124	124	217	249	*	*	*	*	*	*	175	214
11:00	153	196	85	88	72	63	116	163	*	*	*	*	*	*	106	128
Total	10996	11736	7732	8629	4574	4962	7892	8622	0	0	0	0	0	0	7799	8487
Day	22732		16361		9536		16514		0		0		0		16286	
AM Peak	07:00	07:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	896	657	446	541	271	372	462	501	-	-	-	-	-	-	432	462
PM Peak	15:00	17:00	13:00	16:00	18:00	12:00	16:00	16:00	-	-	-	-	-	-	15:00	16:00
Vol.	760	1121	538	684	369	386	562	629	-	-	-	-	-	-	534	674

Comb. Total	22732	16361	9536	16514	0	0	0	16286

ADT ADT 16,286 AADT 16,286

All Traffic Data Services, LLC

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	1	48	16	0	0	0	0	0	0	0	0	0	0	65
01:00	1	45	7	0	0	0	0	0	0	0	0	0	0	53
02:00	12	46	6	0	0	0	0	0	0	0	0	0	0	64
03:00	**27**	44	5	0	1	0	0	0	**1**	0	0	0	0	78
04:00	15	44	10	0	1	0	**1**	0	0	0	0	0	0	71
05:00	16	61	21	2	0	0	0	0	0	0	0	0	0	100
06:00	23	104	18	0	1	0	0	0	1	0	0	0	0	147
07:00	12	**167**	25	**3**	**2**	0	0	0	0	0	0	0	0	**209**
08:00	12	125	22	2	0	0	0	0	0	0	0	0	0	161
09:00	9	95	26	0	1	1	0	0	0	0	0	0	0	132
10:00	3	98	28	0	0	0	0	0	0	0	0	0	0	129
11:00	3	127	**35**	1	2	**3**	0	0	0	0	0	0	0	171
12 PM	3	145	36	1	1	0	0	0	0	0	0	0	0	186
13:00	1	146	31	0	1	1	0	0	0	0	0	0	0	180
14:00	**5**	173	36	1	1	0	0	0	0	0	0	0	0	216
15:00	3	164	43	**3**	2	0	0	0	0	0	0	0	0	215
16:00	1	**174**	35	2	**6**	**2**	0	0	0	0	0	0	0	**220**
17:00	4	159	**46**	2	1	0	0	0	0	0	0	0	0	212
18:00	0	170	35	2	1	0	0	0	0	0	0	0	0	208
19:00	1	142	23	0	0	0	0	0	0	0	0	0	0	166
20:00	2	145	36	0	1	0	0	0	0	0	0	0	0	184
21:00	1	139	25	2	0	1	0	0	0	0	0	0	0	168
22:00	1	123	29	0	0	0	0	0	0	0	0	0	0	153
23:00	2	87	22	0	2	0	0	0	0	0	0	0	0	113
Total	158	2771	616	21	24	8	1	0	2	0	0	0	0	3601
Percent	4.4%	77.0%	17.1%	0.6%	0.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	07:00	11:00	07:00	07:00	11:00	04:00		03:00					07:00
Vol.	27	167	35	3	2	3	1		1					209
PM Peak	14:00	16:00	17:00	15:00	16:00	16:00								16:00
Vol.	5	174	46	3	6	2								220

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	1	57	18	0	0	0	0	0	0	0	0	0	0	76
01:00	1	33	8	0	0	0	0	0	0	0	0	0	0	42
02:00	3	41	3	0	0	0	0	0	0	0	0	0	0	47
03:00	8	43	3	0	0	0	0	0	**1**	0	0	0	0	55
04:00	**18**	36	9	0	0	0	0	0	0	0	0	0	0	63
05:00	15	52	10	0	0	0	0	0	0	0	0	0	0	77
06:00	5	77	9	**1**	0	0	0	0	0	0	0	0	0	92
07:00	3	60	20	1	0	0	0	0	0	0	0	0	0	84
08:00	3	86	**27**	0	0	0	0	0	0	0	0	0	0	116
09:00	1	61	19	1	0	0	0	0	0	0	0	0	0	82
10:00	1	**106**	26	0	0	1	0	0	0	0	0	0	0	134
11:00	1	106	23	0	**2**	**3**	0	0	0	0	0	0	0	**135**
12 PM	0	132	26	0	1	0	0	0	0	0	0	0	0	159
13:00	1	125	30	1	0	0	0	0	0	0	0	0	0	157
14:00	1	171	30	1	0	0	0	0	0	0	0	0	0	203
15:00	**3**	139	28	0	**2**	0	0	0	0	0	0	0	0	172
16:00	2	153	33	**2**	1	0	0	0	0	0	0	0	0	191
17:00	1	137	20	1	2	0	0	0	0	0	0	0	0	161
18:00	0	138	40	0	1	0	0	0	0	0	0	0	0	179
19:00	1	160	31	0	2	0	0	0	0	0	0	0	0	194
20:00	0	129	**46**	0	0	0	0	0	0	0	0	0	0	175
21:00	3	**178**	32	0	0	0	0	0	0	0	0	0	0	**213**
22:00	1	160	38	0	0	0	0	0	0	0	0	0	0	199
23:00	0	118	29	0	0	0	0	0	0	0	0	0	0	147
Total	73	2498	558	8	11	4	0	0	1	0	0	0	0	3153
Percent	2.3%	79.2%	17.7%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	10:00	08:00	06:00	11:00	11:00			03:00					11:00
Vol.	18	106	27	1	2	3			1					135
PM Peak	15:00	21:00	20:00	16:00	15:00									21:00
Vol.	3	178	46	2	2									213

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	1	**123**	26	0	0	0	0	0	0	0	0	0	0	**150**
01:00	1	91	20	0	0	0	0	0	0	0	0	0	0	112
02:00	0	91	19	**1**	0	0	0	0	0	0	0	0	0	111
03:00	0	41	9	0	0	**1**	0	0	0	0	0	0	0	51
04:00	0	46	13	0	0	0	0	0	0	0	0	0	0	59
05:00	1	50	7	0	0	0	0	0	0	0	0	0	0	58
06:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
07:00	0	42	16	1	0	0	0	0	0	0	0	0	0	59
08:00	0	78	13	0	0	0	0	0	0	0	0	0	0	91
09:00	0	91	24	0	0	0	0	0	0	0	0	0	0	115
10:00	1	101	**31**	0	**2**	0	0	0	0	0	0	0	0	135
11:00	**2**	104	27	0	0	0	0	0	0	0	0	0	0	133
12 PM	1	150	37	0	0	0	0	0	0	0	0	0	0	188
13:00	1	144	33	0	**2**	**1**	0	0	0	0	0	0	0	181
14:00	1	133	27	0	1	0	0	0	**1**	0	0	0	0	163
15:00	2	148	35	0	0	0	0	0	0	0	0	0	0	185
16:00	1	166	**45**	0	2	0	0	0	0	0	0	0	0	**214**
17:00	2	162	37	0	1	1	0	0	0	0	0	0	0	203
18:00	0	**170**	38	0	0	0	0	0	0	0	0	0	0	208
19:00	3	162	34	0	0	0	0	0	0	0	0	0	0	199
20:00	**5**	154	31	0	0	0	0	0	1	0	0	0	0	191
21:00	1	161	39	0	0	1	0	0	0	0	0	0	0	202
22:00	4	117	35	0	0	1	0	0	0	0	0	0	0	157
23:00	0	92	22	0	0	1	0	0	0	0	0	0	0	115
Total	27	2644	622	2	8	6	0	0	2	0	0	0	0	3311
Percent	0.8%	79.9%	18.8%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	00:00	10:00	02:00	10:00	03:00								00:00
Vol.	2	123	31	1	2	1								150
PM Peak	20:00	18:00	16:00		13:00	13:00			14:00					16:00
Vol.	5	170	45		2	1			1					214

All Traffic Data Services, LLC

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	1	70	20	0	0	0	0	0	0	0	0	0	0	91
01:00	4	46	12	0	0	0	0	0	0	0	0	0	0	62
02:00	13	52	6	0	0	0	0	0	0	0	0	0	0	71
03:00	39	47	8	0	2	0	0	0	0	0	0	0	0	96
04:00	**42**	75	10	**2**	0	0	0	0	0	0	0	0	0	129
05:00	18	83	21	2	0	0	0	0	0	0	0	0	0	124
06:00	9	89	25	1	3	0	0	0	**1**	0	0	0	0	128
07:00	6	**147**	21	0	1	0	0	0	0	0	0	0	0	175
08:00	6	142	**33**	2	**4**	0	0	0	0	0	0	0	0	**187**
09:00	8	92	18	1	0	**1**	0	0	0	0	0	0	0	120
10:00	1	100	27	0	1	1	0	0	1	0	0	0	0	131
11:00	0	85	18	1	0	0	0	0	1	0	0	0	0	105
12 PM	2	126	28	0	3	**2**	0	0	0	0	0	0	0	161
13:00	1	187	**45**	1	2	1	0	0	0	0	0	0	0	**237**
14:00	2	121	29	1	2	0	0	0	0	0	0	0	0	155
15:00	2	170	31	3	**4**	1	0	0	0	0	0	0	0	211
16:00	2	173	45	**5**	0	0	0	0	0	0	0	0	0	225
17:00	**3**	188	38	1	2	0	0	0	**1**	0	0	0	0	233
18:00	1	165	36	1	1	0	0	0	0	0	0	0	0	204
19:00	1	**189**	41	0	2	0	0	0	0	0	0	0	0	233
20:00	0	160	43	0	0	0	0	0	0	0	0	0	0	203
21:00	3	117	24	0	0	0	0	0	1	0	0	0	0	145
22:00	0	106	15	0	0	0	0	0	0	0	0	0	0	121
23:00	1	48	17	0	0	0	0	0	0	0	0	0	0	66
Total	165	2778	611	21	27	6	0	0	5	0	0	0	0	3613
Percent	4.6%	76.9%	16.9%	0.6%	0.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	08:00	04:00	08:00	09:00			06:00					08:00
Vol.	42	147	33	2	4	1			1					187
PM Peak	17:00	19:00	13:00	16:00	15:00	12:00			17:00					13:00
Vol.	3	189	45	5	4	2			1					237
Grand Total	423	10691	2407	52	70	24	1	0	10	0	0	0	0	13678
Percent	3.1%	78.2%	17.6%	0.4%	0.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/04/22	0	10	5	2	3	0	0	0	0	0	0	0	0	20
01:00	1	9	8	0	1	0	0	0	0	0	0	0	0	19
02:00	1	23	7	1	6	2	2	0	0	0	0	0	0	42
03:00	0	13	9	0	3	0	0	0	0	0	0	0	0	25
04:00	2	30	9	3	7	2	0	0	0	0	0	0	0	53
05:00	0	34	44	2	8	1	0	0	0	0	0	0	0	89
06:00	0	71	60	6	17	1	1	0	0	0	0	0	0	156
07:00	1	**121**	**110**	6	**28**	**4**	**8**	0	**2**	0	0	0	0	**280**
08:00	2	89	84	**12**	16	2	1	0	0	0	0	0	0	206
09:00	2	78	80	3	25	2	0	0	1	0	0	0	0	191
10:00	3	81	71	1	22	2	1	0	0	0	0	0	0	181
11:00	**4**	94	104	1	17	1	1	0	0	0	0	0	0	222
12 PM	1	81	78	2	17	1	0	0	**1**	0	0	0	0	181
13:00	5	91	79	1	17	1	2	0	0	0	0	0	0	196
14:00	9	152	138	2	20	2	1	0	1	0	0	0	0	325
15:00	20	186	130	**4**	36	1	3	0	0	0	0	0	0	380
16:00	17	160	111	3	25	1	0	0	0	0	0	0	0	317
17:00	18	**199**	**152**	3	28	3	1	0	1	0	0	0	0	**405**
18:00	**21**	168	132	2	**37**	3	2	**1**	0	0	0	0	0	366
19:00	13	141	85	1	26	1	0	0	0	0	0	0	0	267
20:00	7	95	61	0	14	**4**	0	0	1	0	0	0	0	182
21:00	0	55	50	0	18	2	0	0	0	0	0	0	0	125
22:00	4	42	37	1	3	0	1	0	0	0	0	0	0	88
23:00	0	35	20	0	2	0	**8**	0	0	0	0	0	0	65
Total	131	2058	1664	56	396	36	32	1	7	0	0	0	0	4381
Percent	3.0%	47.0%	38.0%	1.3%	9.0%	0.8%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	07:00	07:00		07:00					07:00
Vol.	4	121	110	12	28	4	8		2					280
PM Peak	18:00	17:00	17:00	15:00	18:00	20:00	23:00	18:00	12:00					17:00
Vol.	21	199	152	4	37	4	8	1	1					405

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/05/22	1	19	13	0	0	1	0	0	**1**	0	0	0	0	35
01:00	1	5	10	1	1	1	1	0	0	0	0	0	0	20
02:00	0	11	7	0	2	1	0	0	0	0	0	0	0	21
03:00	0	11	12	0	3	2	0	0	0	0	0	0	0	28
04:00	0	21	13	4	4	1	0	0	0	0	0	0	0	43
05:00	1	39	31	4	15	0	0	0	0	0	0	0	0	90
06:00	0	37	44	5	15	0	1	0	0	0	0	0	0	102
07:00	1	59	41	**6**	15	1	**6**	0	1	0	0	0	0	130
08:00	2	80	66	2	19	1	0	0	0	0	0	0	0	170
09:00	**4**	91	65	3	**31**	2	0	0	0	0	0	0	0	196
10:00	0	**108**	**95**	2	21	**5**	0	0	1	0	0	0	0	**232**
11:00	1	102	80	3	21	3	2	0	1	0	0	0	0	213
12 PM	7	109	108	**2**	**36**	2	0	0	0	0	0	0	0	264
13:00	**12**	113	88	1	24	2	1	0	0	0	0	0	0	241
14:00	12	134	104	0	21	1	2	0	0	0	0	0	0	274
15:00	9	**150**	**111**	2	27	2	6	0	0	0	0	0	0	**307**
16:00	7	118	103	2	28	0	1	0	0	0	0	0	0	259
17:00	1	120	96	1	22	0	1	0	**1**	0	0	0	0	242
18:00	3	79	68	1	16	1	1	0	0	0	0	0	0	169
19:00	1	92	75	1	19	0	0	0	0	0	0	0	**1**	189
20:00	1	57	55	0	20	**3**	0	0	0	0	0	0	0	136
21:00	1	46	39	0	9	0	0	0	0	0	0	0	0	95
22:00	1	37	27	0	4	0	0	0	0	0	0	0	0	69
23:00	0	39	17	0	3	2	**8**	0	0	0	0	0	0	69
Total	66	1677	1368	40	376	31	30	0	5	0	0	0	1	3594
Percent	1.8%	46.7%	38.1%	1.1%	10.5%	0.9%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00	07:00	09:00	10:00	07:00		00:00					10:00
Vol.	4	108	95	6	31	5	6		1					232
PM Peak	13:00	15:00	15:00	12:00	12:00	20:00	23:00		17:00				19:00	15:00
Vol.	12	150	111	2	36	3	8		1				1	307

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/22	0	16	19	0	6	0	0	0	0	0	0	0	0	41
01:00	0	9	3	0	2	0	0	0	**1**	0	0	0	0	15
02:00	0	5	10	0	3	0	0	0	0	0	0	0	0	18
03:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20
04:00	0	8	3	0	1	**1**	0	0	0	0	0	0	0	13
05:00	0	9	11	0	1	0	0	0	0	0	0	0	0	21
06:00	0	15	15	0	2	0	2	0	0	0	0	0	0	34
07:00	0	34	27	0	8	1	**10**	0	0	0	0	0	0	80
08:00	1	55	33	0	12	0	0	0	1	0	0	0	0	102
09:00	3	66	58	0	**22**	0	0	0	0	0	0	0	0	149
10:00	1	**88**	**74**	0	16	1	0	0	0	0	0	0	0	180
11:00	**4**	88	73	0	15	1	0	0	0	0	0	0	0	**181**
12 PM	0	75	64	0	17	0	0	0	0	0	0	0	0	156
13:00	**5**	70	57	**2**	12	0	1	0	0	0	0	0	0	147
14:00	1	79	63	0	21	0	1	0	0	0	0	0	0	165
15:00	3	80	66	0	16	**2**	6	0	0	0	0	0	0	**173**
16:00	0	68	60	0	**25**	1	1	0	**2**	0	0	0	0	157
17:00	1	**90**	**68**	0	13	0	0	0	1	0	0	0	0	173
18:00	0	79	58	0	17	0	0	0	0	0	0	0	0	154
19:00	1	76	66	0	21	0	0	0	0	0	0	0	0	164
20:00	1	81	39	0	15	1	1	0	0	0	0	0	0	138
21:00	0	54	37	0	12	0	0	0	0	**1**	0	0	0	104
22:00	0	23	41	1	5	0	0	0	0	0	0	0	0	70
23:00	0	30	22	0	5	1	**9**	0	0	0	0	0	0	67
Total	21	1209	975	3	268	9	31	0	5	1	0	0	0	2522
Percent	0.8%	47.9%	38.7%	0.1%	10.6%	0.4%	1.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00		09:00	04:00	07:00		01:00					11:00
Vol.	4	88	74		22	1	10		1					181
PM Peak	13:00	17:00	17:00	13:00	16:00	15:00	23:00		16:00	21:00				15:00
Vol.	5	90	68	2	25	2	9		2	1				173

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Site Code: 37
URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/22	0	6	9	1	2	0	0	0	1	0	0	0	0	19
01:00	0	9	6	0	5	0	0	0	0	0	0	0	0	20
02:00	0	10	5	0	1	1	0	0	0	0	0	0	0	17
03:00	4	15	10	1	6	0	0	0	0	0	0	0	0	36
04:00	**5**	32	24	7	5	0	0	0	0	0	0	0	0	73
05:00	0	38	36	**10**	**23**	1	2	0	0	0	0	0	0	110
06:00	1	60	55	8	14	3	0	0	0	0	0	0	0	141
07:00	0	**86**	79	8	15	**5**	**20**	0	0	0	0	0	0	**213**
08:00	1	67	**80**	8	14	0	2	0	0	0	0	0	0	172
09:00	0	62	71	1	19	0	0	0	0	0	0	0	0	153
10:00	3	63	58	2	22	2	0	0	**2**	0	0	0	0	152
11:00	1	72	65	3	19	1	0	0	1	0	0	0	0	162
12 PM	3	77	75	0	18	1	0	0	0	0	0	0	0	174
13:00	17	97	**121**	2	22	2	3	0	0	0	0	0	0	264
14:00	11	97	100	3	27	1	4	0	**2**	0	0	0	0	245
15:00	14	140	101	6	**33**	**4**	**16**	0	1	0	0	0	0	**315**
16:00	**24**	**163**	95	2	27	1	2	0	1	0	0	0	0	315
17:00	19	140	108	**7**	26	1	0	0	0	0	0	0	0	301
18:00	10	108	91	1	17	2	2	0	0	**1**	0	0	0	232
19:00	5	93	59	1	9	0	0	0	1	0	0	0	0	168
20:00	6	54	46	0	9	1	1	0	1	0	0	0	0	118
21:00	2	40	35	0	4	2	1	0	0	0	0	0	0	84
22:00	0	24	19	2	4	1	0	0	0	0	0	0	0	50
23:00	2	19	14	0	4	1	2	0	0	0	0	0	0	42
Total	128	1572	1362	73	345	30	55	0	10	1	0	0	0	3576
Percent	3.6%	44.0%	38.1%	2.0%	9.6%	0.8%	1.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	08:00	05:00	05:00	07:00	07:00		10:00					07:00
Vol.	5	86	80	10	23	5	20		2					213
PM Peak	16:00	16:00	13:00	17:00	15:00	15:00	15:00		14:00	18:00				15:00
Vol.	24	163	121	7	33	4	16		2	1				315
Grand Total	346	6516	5369	172	1385	106	148	1	27	2	0	0	1	14073
Percent	2.5%	46.3%	38.2%	1.2%	9.8%	0.8%	1.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

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URTUZUASTEGUI ST BTW 2ND AVE & CESAR CHA

Start	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	65	20	76	35	**150**	41	91	19	*	*	*	*	*	*	96	29
01:00	53	19	42	20	112	15	62	20	*	*	*	*	*	*	67	18
02:00	64	42	47	21	111	18	71	17	*	*	*	*	*	*	73	24
03:00	78	25	55	28	51	20	96	36	*	*	*	*	*	*	70	27
04:00	71	53	63	43	59	13	129	73	*	*	*	*	*	*	80	46
05:00	100	89	77	90	58	21	124	110	*	*	*	*	*	*	90	78
06:00	147	156	92	102	31	34	128	141	*	*	*	*	*	*	100	108
07:00	**209**	**280**	84	130	59	80	175	**213**	*	*	*	*	*	*	132	176
08:00	161	206	116	170	91	102	**187**	172	*	*	*	*	*	*	**139**	162
09:00	132	191	82	196	115	149	120	153	*	*	*	*	*	*	112	172
10:00	129	181	134	**232**	135	180	131	152	*	*	*	*	*	*	132	186
11:00	171	222	**135**	213	133	**181**	105	162	*	*	*	*	*	*	136	**194**
12:00 PM	186	181	159	264	188	156	161	174	*	*	*	*	*	*	174	194
01:00	180	196	157	241	181	147	**237**	264	*	*	*	*	*	*	189	212
02:00	216	325	203	274	163	165	155	245	*	*	*	*	*	*	184	252
03:00	215	380	172	**307**	185	**173**	211	**315**	*	*	*	*	*	*	196	**294**
04:00	**220**	317	191	259	**214**	157	225	315	*	*	*	*	*	*	**212**	262
05:00	212	**405**	161	242	203	173	233	301	*	*	*	*	*	*	202	280
06:00	208	366	179	169	208	154	204	232	*	*	*	*	*	*	200	230
07:00	166	267	194	189	199	164	233	168	*	*	*	*	*	*	198	197
08:00	184	182	175	136	191	138	203	118	*	*	*	*	*	*	188	144
09:00	168	125	**213**	95	202	104	145	84	*	*	*	*	*	*	182	102
10:00	153	88	199	69	157	70	121	50	*	*	*	*	*	*	158	69
11:00	113	65	147	69	115	67	66	42	*	*	*	*	*	*	110	61
Total	3601	4381	3153	3594	3311	2522	3613	3576	0	0	0	0	0	0	3420	3517
Day	7982		6747		5833		7189		0		0		0		6937	
AM Peak	07:00	07:00	11:00	10:00	00:00	11:00	08:00	07:00	-	-	-	-	-	-	08:00	11:00
Vol.	209	280	135	232	150	181	187	213	-	-	-	-	-	-	139	194
PM Peak	16:00	17:00	21:00	15:00	16:00	15:00	13:00	15:00	-	-	-	-	-	-	16:00	15:00
Vol.	220	405	213	307	214	173	237	315	-	-	-	-	-	-	212	294

Comb. Total	7982	6747	5833	7189	0	0	0	6937
ADT	ADT 6,938	AADT 6,938						

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 38
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/04/22	3	112	21	1	3	0	1	0	0	0	0	0	0	0	141
01:00	2	81	13	0	2	0	0	0	0	0	0	0	0	0	98
02:00	4	100	26	1	1	0	0	0	0	0	0	0	0	1	133
03:00	8	124	31	0	0	0	0	0	0	0	0	0	0	0	163
04:00	8	181	31	6	3	2	0	0	1	0	0	0	0	0	232
05:00	8	271	90	7	1	1	2	0	0	0	0	0	0	4	384
06:00	15	342	100	36	9	3	1	0	0	0	0	0	0	5	511
07:00	22	342	91	30	7	1	3	0	2	0	0	0	0	10	508
08:00	11	308	86	17	3	1	0	1	2	0	0	0	0	3	432
09:00	5	311	79	4	1	1	1	0	1	0	0	0	0	2	405
10:00	2	359	80	1	4	3	1	0	1	0	0	0	0	2	453
11:00	3	410	91	2	1	1	1	0	1	0	0	0	0	3	513
12 PM	6	434	85	4	2	3	1	2	2	0	0	0	0	4	543
13:00	8	445	99	3	2	0	1	1	2	0	0	0	0	5	566
14:00	14	518	100	5	0	0	1	1	2	0	0	0	0	2	643
15:00	14	513	115	8	5	1	2	1	1	0	0	0	0	7	667
16:00	23	532	119	11	4	1	1	2	2	0	0	0	0	7	702
17:00	22	522	120	16	0	1	2	0	5	0	0	0	0	4	692
18:00	12	524	97	10	3	2	0	0	1	0	0	0	0	4	653
19:00	7	490	120	5	0	2	1	1	1	0	0	0	0	2	629
20:00	4	408	69	0	3	3	0	0	0	0	0	0	0	1	488
21:00	5	282	54	0	2	0	0	0	1	0	0	0	0	0	344
22:00	2	223	38	0	4	0	0	0	0	1	0	0	0	1	269
23:00	0	113	30	1	1	0	1	0	1	0	0	0	0	0	147
Total	208	7945	1785	168	61	26	20	9	26	1	0	0	0	67	10316
Percent	2.0%	77.0%	17.3%	1.6%	0.6%	0.3%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	07:00	11:00	06:00	06:00	06:00	06:00	07:00	08:00	07:00					07:00	
Vol.	22	410	100	36	9	3	3	1	2					10	
PM Peak	16:00	16:00	17:00	17:00	15:00	12:00	15:00	12:00	17:00	22:00				15:00	
Vol.	23	532	120	16	5	3	2	2	5	1				7	

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 38
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/05/22	1	96	32	0	1	1	1	0	1	0	0	0	0	0	133
01:00	1	67	13	2	0	0	0	0	1	0	0	0	0	0	84
02:00	1	69	18	0	0	0	0	0	0	0	0	0	0	0	88
03:00	3	91	18	0	0	0	0	0	0	0	0	0	0	1	113
04:00	6	110	31	2	1	0	0	0	0	0	0	0	0	1	151
05:00	7	183	59	9	2	0	0	0	0	0	0	0	0	1	261
06:00	8	223	68	31	4	0	0	0	0	0	0	0	0	1	335
07:00	6	256	80	30	5	1	1	0	0	0	0	0	0	1	380
08:00	3	346	88	7	1	0	0	2	0	0	0	0	0	1	448
09:00	3	443	104	2	1	1	1	0	1	1	0	0	0	0	557
10:00	6	535	117	1	6	6	1	0	2	0	0	0	0	2	676
11:00	5	531	111	0	3	2	2	1	1	0	0	0	0	2	658
12 PM	10	556	106	2	5	3	1	1	0	0	0	0	0	4	688
13:00	11	479	125	2	4	2	3	2	0	0	0	0	0	4	632
14:00	19	516	123	9	4	1	0	0	0	0	0	0	0	5	677
15:00	20	510	114	8	3	2	1	0	1	0	0	0	0	5	664
16:00	9	510	86	8	2	3	2	1	1	0	0	0	1	2	625
17:00	11	452	96	8	0	3	6	0	1	0	0	0	0	3	580
18:00	1	410	93	3	2	1	0	0	0	0	0	0	0	3	513
19:00	4	322	62	0	5	0	2	0	2	0	0	0	0	1	398
20:00	2	289	81	0	3	4	0	0	0	0	0	0	0	2	381
21:00	1	256	48	0	1	0	3	0	0	0	0	0	0	0	309
22:00	1	197	56	0	0	0	0	0	1	0	0	0	0	1	256
23:00	0	199	38	0	2	0	0	0	0	0	0	0	0	0	239
Total	139	7646	1767	124	55	30	24	7	12	1	0	0	1	40	9846
Percent	1.4%	77.7%	17.9%	1.3%	0.6%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	06:00	10:00	10:00	06:00	10:00	10:00	11:00	08:00	10:00	09:00				10:00	
Vol.	8	535	117	31	6	6	2	2	2	1				2	
PM Peak	15:00	12:00	13:00	14:00	12:00	20:00	17:00	13:00	19:00				16:00	14:00	
Vol.	20	556	125	9	5	4	6	2	2				1	5	

All Traffic Data Services, LLC

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Site Code: 38
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/06/22	1	147	34	0	1	0	0	0	0	0	0	0	0	0	183
01:00	0	124	30	0	0	0	0	0	2	0	0	0	0	2	158
02:00	0	122	30	0	0	0	0	0	0	0	0	0	0	0	152
03:00	0	55	9	0	0	0	0	0	0	0	0	0	0	0	64
04:00	1	69	21	0	0	0	0	0	0	0	0	0	0	0	91
05:00	2	114	28	0	1	1	0	0	0	0	0	0	0	0	146
06:00	1	107	36	1	0	0	0	0	0	0	0	0	0	0	145
07:00	2	177	39	0	0	0	1	0	0	0	0	0	0	1	220
08:00	5	224	57	0	3	1	0	0	1	0	0	0	0	0	291
09:00	1	262	61	0	0	0	1	0	0	0	0	0	0	0	325
10:00	3	350	81	1	3	1	0	1	1	0	0	0	0	2	443
11:00	3	366	78	0	2	0	0	0	1	0	0	0	0	2	452
12 PM	2	356	77	0	2	0	2	0	0	0	0	0	0	1	440
13:00	4	374	78	1	3	0	2	0	0	0	0	0	0	2	464
14:00	4	368	75	1	1	1	0	1	0	0	0	0	0	0	451
15:00	4	345	89	0	0	0	2	0	1	0	0	0	0	1	442
16:00	4	364	75	1	1	4	3	3	0	0	0	0	0	2	457
17:00	3	339	88	0	0	1	1	1	1	0	0	0	0	0	434
18:00	7	336	67	0	3	0	1	1	0	0	0	0	0	2	417
19:00	4	343	66	0	0	2	2	0	1	0	0	0	0	0	418
20:00	3	301	70	0	4	0	0	0	0	0	0	0	0	1	379
21:00	0	268	54	0	2	0	1	0	1	0	0	0	0	0	326
22:00	1	234	42	0	0	1	0	0	0	0	0	0	0	1	279
23:00	3	181	53	0	0	1	1	0	1	0	0	0	0	0	240
Total	58	5926	1338	5	26	13	17	7	10	0	0	0	0	17	7417
Percent	0.8%	79.9%	18.0%	0.1%	0.4%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	08:00	11:00	10:00	06:00	08:00	05:00	07:00	10:00	01:00					01:00	
Vol.	5	366	81	1	3	1	1	1	2					2	
PM Peak	18:00	13:00	15:00	13:00	20:00	16:00	16:00	16:00	15:00					13:00	
Vol.	7	374	89	1	4	4	3	3	1					2	

All Traffic Data Services, LLC

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Site Code: 38
D ST W.O WILLIAM BROOKS AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/07/22	3	154	33	2	2	0	1	0	0	0	0	0	0	1	196
01:00	0	100	19	0	2	0	1	0	2	0	0	0	0	0	124
02:00	3	83	17	0	0	0	0	0	0	0	0	0	0	1	104
03:00	5	89	28	1	1	1	0	0	0	0	0	0	0	0	125
04:00	13	178	37	8	3	0	0	0	0	0	0	0	0	2	241
05:00	12	277	92	18	2	0	0	1	1	0	0	0	0	2	405
06:00	18	295	108	59	12	0	2	0	0	0	0	0	0	10	504
07:00	5	326	77	22	5	1	0	2	0	0	0	0	1	3	442
08:00	5	323	66	8	2	1	1	4	2	0	0	0	0	0	412
09:00	4	311	75	3	2	2	3	0	0	0	0	0	0	2	402
10:00	5	371	77	1	4	1	0	2	8	0	0	0	0	1	470
11:00	3	337	84	4	3	0	1	1	0	0	0	0	0	2	435
12 PM	9	417	59	6	3	0	2	1	2	0	0	0	0	2	501
13:00	7	457	92	3	4	1	1	1	1	0	0	0	0	2	569
14:00	4	459	90	5	3	0	2	1	4	0	0	0	0	2	570
15:00	21	469	107	8	2	2	4	0	1	0	0	0	0	4	618
16:00	33	505	95	12	4	2	4	2	1	0	0	0	0	1	659
17:00	19	448	106	7	7	0	2	0	3	0	0	0	0	1	593
18:00	12	420	94	12	3	2	3	1	2	0	0	0	0	4	553
19:00	10	411	67	4	5	0	3	1	1	0	0	0	0	2	504
20:00	3	311	72	0	2	0	1	0	4	0	0	0	0	1	394
21:00	5	224	45	0	1	1	0	0	0	0	0	0	0	0	276
22:00	2	179	32	0	2	1	0	0	0	0	0	0	0	0	216
23:00	4	85	22	1	0	1	0	0	3	0	0	0	0	0	116
Total	205	7229	1594	184	74	16	31	17	35	0	0	0	1	43	9429
Percent	2.2%	76.7%	16.9%	2.0%	0.8%	0.2%	0.3%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	06:00	10:00	06:00	06:00	06:00	09:00	09:00	08:00	10:00				07:00	06:00	
Vol.	18	371	108	59	12	2	3	4	8				1	10	
PM Peak	16:00	16:00	15:00	16:00	17:00	15:00	15:00	16:00	14:00					15:00	
Vol.	33	505	107	12	7	2	4	2	4					4	
Grand Total	610	28746	6484	481	216	85	92	40	83	2	0	0	2	167	37008
Percent	1.6%	77.7%	17.5%	1.3%	0.6%	0.2%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.5%	

All Traffic Data Services, LLC

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Site Code: 38
D ST W.O WILLIAM BROOKS AVE

Start Time	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	141	0	133	0	183	0	196	*	*	*	*	*	*	0	163
01:00	0	98	0	84	0	158	0	124	*	*	*	*	*	*	0	116
02:00	0	133	0	88	0	152	0	104	*	*	*	*	*	*	0	119
03:00	0	163	0	113	0	64	0	125	*	*	*	*	*	*	0	116
04:00	0	232	0	151	0	91	0	241	*	*	*	*	*	*	0	179
05:00	0	384	0	261	0	146	0	405	*	*	*	*	*	*	0	299
06:00	0	511	0	335	0	145	0	**504**	*	*	*	*	*	*	0	374
07:00	0	508	0	380	0	220	0	442	*	*	*	*	*	*	0	388
08:00	0	432	0	448	0	291	0	412	*	*	*	*	*	*	0	396
09:00	0	405	0	557	0	325	0	402	*	*	*	*	*	*	0	422
10:00	0	453	0	**676**	0	443	0	470	*	*	*	*	*	*	0	510
11:00	0	**513**	0	658	0	**452**	0	435	*	*	*	*	*	*	0	**514**
12:00 PM	0	543	0	**688**	0	440	0	501	*	*	*	*	*	*	0	543
01:00	0	566	0	632	0	**464**	0	569	*	*	*	*	*	*	0	558
02:00	0	643	0	677	0	451	0	570	*	*	*	*	*	*	0	585
03:00	0	667	0	664	0	442	0	618	*	*	*	*	*	*	0	598
04:00	0	**702**	0	625	0	457	0	**659**	*	*	*	*	*	*	0	**611**
05:00	0	692	0	580	0	434	0	593	*	*	*	*	*	*	0	575
06:00	0	653	0	513	0	417	0	553	*	*	*	*	*	*	0	534
07:00	0	629	0	398	0	418	0	504	*	*	*	*	*	*	0	487
08:00	0	488	0	381	0	379	0	394	*	*	*	*	*	*	0	410
09:00	0	344	0	309	0	326	0	276	*	*	*	*	*	*	0	314
10:00	0	269	0	256	0	279	0	216	*	*	*	*	*	*	0	255
11:00	0	147	0	239	0	240	0	116	*	*	*	*	*	*	0	186
Total	0	10316	0	9846	0	7417	0	9429	0	0	0	0	0	0	0	9252
Day	10316		9846		7417		9429		0		0		0		9252	
AM Peak	-	11:00	-	10:00	-	11:00	-	06:00	-	-	-	-	-	-	-	11:00
Vol.	-	513	-	676	-	452	-	504	-	-	-	-	-	-	-	514
PM Peak	-	16:00	-	12:00	-	13:00	-	16:00	-	-	-	-	-	-	-	16:00
Vol.	-	702	-	688	-	464	-	659	-	-	-	-	-	-	-	611

Comb. Total	10316	9846	7417	9429	0	0	0	9252

ADT ADT 9,252 AADT 9,252

All Traffic Data Services, LLC

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Site Code: 39
CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/04/22	1	26	3	1	0	0	0	0	1	0	0	0	0	0	32
01:00	0	24	4	1	0	0	0	0	1	0	0	0	0	0	30
02:00	0	16	2	2	0	0	0	0	0	0	0	0	0	0	20
03:00	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
04:00	1	64	13	2	0	0	0	0	0	0	0	0	0	0	80
05:00	1	126	25	12	4	1	0	0	3	0	0	0	0	0	172
06:00	1	169	42	3	6	2	0	0	2	1	0	0	0	0	226
07:00	3	309	49	5	2	0	1	0	1	0	0	0	0	1	371
08:00	2	223	50	1	1	3	0	0	1	1	0	0	0	0	282
09:00	2	210	31	2	5	4	1	0	5	0	0	0	0	1	261
10:00	2	238	45	3	1	1	0	0	1	0	0	0	0	0	291
11:00	1	271	45	1	2	1	0	0	2	0	0	0	1	1	325
12 PM	1	327	47	2	2	1	0	0	3	0	0	0	0	1	384
13:00	4	316	53	1	1	1	0	0	5	0	0	0	0	0	381
14:00	2	364	66	1	1	1	0	0	4	0	0	0	0	1	440
15:00	0	408	59	5	4	0	0	0	0	0	0	0	0	0	476
16:00	2	386	61	3	1	0	0	0	4	0	0	0	0	2	459
17:00	1	299	38	3	1	1	0	0	2	0	0	0	0	0	345
18:00	0	285	41	3	0	0	0	0	2	0	0	0	0	1	332
19:00	0	307	50	0	2	1	0	0	1	0	0	0	0	2	363
20:00	0	290	46	0	1	0	0	0	2	0	0	0	0	0	339
21:00	0	162	34	0	2	0	0	0	0	0	0	0	0	0	198
22:00	0	106	15	0	0	0	0	0	0	0	0	0	0	0	121
23:00	0	76	13	1	0	0	0	0	3	0	0	0	0	0	93
Total	24	5035	835	52	36	17	2	0	43	2	0	0	1	10	6057
Percent	0.4%	83.1%	13.8%	0.9%	0.6%	0.3%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	07:00	07:00	08:00	05:00	06:00	09:00	07:00		09:00	06:00			11:00	07:00	
Vol.	3	309	50	12	6	4	1		5	1			1	1	
PM Peak	13:00	15:00	14:00	15:00	15:00	12:00			13:00					16:00	
Vol.	4	408	66	5	4	1			5					2	

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Site Code: 39
CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/05/22	0	36	8	0	0	1	0	0	3	0	0	0	0	0	48
01:00	0	26	2	1	0	0	0	0	0	0	0	0	0	0	29
02:00	0	22	8	1	0	0	0	0	0	0	0	0	0	0	31
03:00	0	21	7	2	0	0	0	0	0	0	0	0	0	1	31
04:00	0	36	6	1	1	0	0	0	0	0	0	0	0	0	44
05:00	1	86	15	4	0	0	0	0	0	0	0	0	0	1	107
06:00	0	81	21	3	3	0	0	0	2	0	0	0	0	0	110
07:00	1	90	18	0	0	0	0	0	1	0	0	0	0	0	110
08:00	0	112	34	1	0	0	0	0	1	0	0	0	0	0	148
09:00	1	223	50	1	2	1	0	0	4	0	0	0	0	0	282
10:00	2	346	48	0	0	1	0	0	2	0	0	0	0	0	399
11:00	1	292	47	1	1	0	0	0	3	0	0	0	0	1	346
12 PM	0	382	46	1	4	3	0	0	1	0	0	0	0	0	437
13:00	1	317	56	4	1	0	0	0	0	0	0	0	0	2	381
14:00	1	264	58	1	1	1	0	0	1	0	0	0	1	0	328
15:00	1	297	48	5	1	1	0	0	0	0	0	0	0	0	353
16:00	0	288	40	3	1	0	0	0	1	1	0	0	0	0	334
17:00	1	319	49	3	1	2	0	0	1	0	0	0	0	0	376
18:00	0	206	44	1	3	0	0	0	0	0	0	0	0	1	255
19:00	0	222	33	0	0	0	0	0	2	0	0	0	0	0	257
20:00	2	184	27	0	0	0	0	0	1	0	0	0	0	0	214
21:00	0	151	27	1	0	0	0	0	0	0	0	0	0	0	179
22:00	1	97	14	0	0	1	0	0	0	0	0	0	0	0	113
23:00	0	56	17	0	0	0	0	0	1	0	0	0	0	0	74
Total	13	4154	723	34	19	11	0	0	24	1	0	0	1	6	4986
Percent	0.3%	83.3%	14.5%	0.7%	0.4%	0.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	10:00	10:00	09:00	05:00	06:00	00:00			09:00					03:00	
Vol.	2	346	50	4	3	1			4					1	
PM Peak	20:00	12:00	14:00	15:00	12:00	12:00			19:00	16:00			14:00	13:00	
Vol.	2	382	58	5	4	3			2	1			1	2	

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CESAR CHAVEZ BLVD E.O 10TH AVE

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/06/22	0	38	10	0	0	0	0	0	1	0	0	0	0	0	49
01:00	0	30	2	0	0	0	0	0	1	0	0	0	0	0	33
02:00	0	23	5	0	1	1	0	0	0	0	0	0	0	0	30
03:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	39	5	0	0	1	0	0	0	0	0	0	0	0	45
06:00	0	26	7	0	0	0	0	0	1	0	0	0	0	0	34
07:00	0	35	10	0	1	1	0	0	1	0	0	0	0	0	48
08:00	1	80	16	1	0	0	0	0	0	0	0	0	0	0	98
09:00	0	147	24	1	1	1	0	0	0	0	0	0	0	0	174
10:00	0	180	35	0	0	0	0	0	0	0	0	0	0	0	215
11:00	0	202	38	0	2	0	0	0	1	0	0	0	0	0	243
12 PM	0	201	39	0	0	1	0	0	2	0	0	0	0	0	243
13:00	3	238	53	0	1	0	0	0	0	0	0	0	0	0	295
14:00	2	269	44	0	1	0	0	0	0	0	0	0	0	0	316
15:00	0	224	49	0	0	0	0	0	2	0	0	0	0	0	275
16:00	1	273	49	0	0	1	0	0	1	0	0	0	0	0	325
17:00	0	238	51	0	0	0	0	0	0	0	0	0	0	0	289
18:00	3	237	37	0	2	0	0	0	0	0	0	0	0	0	279
19:00	1	234	30	1	1	0	0	0	2	0	0	0	0	0	269
20:00	3	229	49	0	1	1	0	0	0	0	0	0	0	0	283
21:00	1	132	24	0	1	0	0	0	0	0	0	0	0	0	158
22:00	0	90	6	0	0	0	0	0	2	0	0	0	0	0	98
23:00	0	52	3	0	0	1	0	0	2	0	0	0	0	0	58
Total	15	3244	590	3	12	8	0	0	16	0	0	0	0	0	3888
Percent	0.4%	83.4%	15.2%	0.1%	0.3%	0.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	11:00	02:00			00:00						
Vol.	1	202	38	1	2	1			1						
PM Peak	13:00	16:00	13:00	19:00	18:00	12:00			12:00						
Vol.	3	273	53	1	2	1			2						

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/07/22	0	29	6	2	0	0	0	0	0	0	0	0	0	0	37
01:00	0	18	2	2	0	1	0	0	1	0	0	0	0	0	24
02:00	1	14	4	3	0	0	0	0	1	0	0	0	0	0	23
03:00	0	26	3	2	0	0	0	0	1	0	0	0	0	0	32
04:00	0	72	8	2	1	0	0	0	0	0	0	0	0	0	83
05:00	2	123	24	7	1	0	0	0	0	0	0	0	0	0	157
06:00	3	174	36	5	3	0	0	0	0	0	0	0	0	1	222
07:00	1	281	41	4	3	1	0	0	1	0	0	0	0	0	332
08:00	1	228	37	1	1	2	0	0	3	0	0	0	0	0	273
09:00	2	197	44	2	1	1	0	0	1	0	0	0	0	0	248
10:00	0	241	57	2	3	1	0	0	4	1	0	0	0	1	310
11:00	3	295	52	5	2	2	0	0	1	0	0	0	0	1	361
12 PM	1	350	55	0	3	1	0	0	0	0	0	0	1	1	412
13:00	2	374	74	2	2	0	0	0	1	1	0	0	0	1	457
14:00	4	391	49	3	2	0	0	0	1	0	0	0	0	0	450
15:00	0	380	64	5	1	1	0	1	0	0	0	0	1	2	455
16:00	3	385	59	3	3	2	0	0	1	0	0	0	0	1	457
17:00	2	351	50	4	3	0	0	0	3	0	0	0	0	2	415
18:00	0	331	65	2	0	2	0	0	0	0	0	0	1	1	402
19:00	0	278	50	1	1	1	0	0	1	0	0	0	0	0	332
20:00	1	228	41	0	1	0	1	0	1	0	0	0	1	0	274
21:00	2	147	21	0	0	0	0	0	3	0	0	0	0	0	173
22:00	0	75	17	0	0	0	0	0	0	0	0	0	0	0	92
23:00	0	42	1	2	0	1	0	0	1	0	0	0	0	0	47
Total	28	5030	860	59	31	16	1	1	25	2	0	0	4	11	6068
Percent	0.5%	82.9%	14.2%	1.0%	0.5%	0.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.1%	0.2%	
AM Peak	06:00	11:00	10:00	05:00	06:00	08:00			10:00	10:00				06:00	
Vol.	3	295	57	7	3	2			4	1				1	
PM Peak	14:00	14:00	13:00	15:00	12:00	16:00	20:00	15:00	17:00	13:00			12:00	15:00	
Vol.	4	391	74	5	3	2	1	1	3	1			1	2	
Grand Total	80	17463	3008	148	98	52	3	1	108	5	0	0	6	27	20999
Percent	0.4%	83.2%	14.3%	0.7%	0.5%	0.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	

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CESAR CHAVEZ BLVD E.O 10TH AVE

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/04/22	0	36	11	0	0	0	0	0	0	0	0	0	0	0	47
01:00	2	43	15	0	1	0	0	0	0	0	0	0	0	1	62
02:00	0	24	5	0	1	0	0	0	0	0	0	0	0	1	31
03:00	0	34	8	0	2	0	0	0	1	0	0	0	0	1	46
04:00	0	24	17	1	0	1	0	0	1	0	0	0	0	0	44
05:00	1	58	35	1	11	0	0	0	1	0	0	0	0	2	109
06:00	1	102	54	9	9	1	0	0	1	0	0	0	0	5	182
07:00	2	312	121	5	11	1	0	0	2	1	0	0	0	1	456
08:00	1	239	111	10	15	2	0	0	2	0	0	0	0	1	381
09:00	1	207	107	1	15	3	0	0	0	0	0	0	0	1	335
10:00	1	260	100	1	17	2	0	0	0	0	0	0	0	0	381
11:00	1	262	120	0	22	1	0	0	3	0	0	0	0	0	409
12 PM	2	315	98	1	14	0	0	0	1	0	0	0	0	0	431
13:00	0	282	90	2	26	3	0	0	1	0	0	0	0	3	407
14:00	3	335	118	5	8	1	0	0	2	0	0	0	0	1	473
15:00	4	398	118	1	20	1	1	0	0	0	0	0	0	0	543
16:00	3	325	81	1	18	1	1	0	0	0	0	0	1	2	433
17:00	6	270	89	5	17	1	2	0	0	0	0	0	0	2	392
18:00	2	269	72	3	9	1	0	0	0	0	0	0	0	3	359
19:00	3	239	75	0	20	1	1	0	0	0	0	0	0	1	340
20:00	3	228	90	0	15	0	1	0	1	0	0	0	0	0	338
21:00	1	167	77	0	10	0	0	0	1	0	0	0	0	1	257
22:00	1	112	46	0	5	0	0	0	1	0	0	0	0	0	165
23:00	0	67	35	0	2	0	0	0	0	0	0	0	0	0	104
Total	38	4608	1693	46	268	20	6	0	18	1	0	0	1	26	6725
Percent	0.6%	68.5%	25.2%	0.7%	4.0%	0.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	01:00	07:00	07:00	08:00	11:00	09:00			11:00	07:00				06:00	
Vol.	2	312	121	10	22	3			3	1				5	
PM Peak	17:00	15:00	14:00	14:00	13:00	13:00	17:00		14:00				16:00	13:00	
Vol.	6	398	118	5	26	3	2		2				1	3	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/05/22	0	49	14	0	0	0	0	0	0	0	0	0	0	0	63
01:00	0	36	14	1	2	0	0	0	0	0	0	0	0	0	53
02:00	0	35	11	0	0	0	1	0	0	0	0	0	0	0	47
03:00	0	28	12	0	3	0	0	0	0	0	0	0	0	0	43
04:00	1	34	8	1	3	0	0	0	0	0	0	0	0	1	48
05:00	0	46	17	1	8	0	0	0	0	0	0	0	0	0	72
06:00	0	83	44	5	4	0	0	0	0	0	0	0	0	2	138
07:00	0	121	57	4	10	0	0	0	0	0	0	0	0	0	192
08:00	1	216	98	0	13	0	0	0	0	0	0	0	0	1	329
09:00	3	276	117	2	14	1	0	0	0	0	0	0	0	0	413
10:00	3	307	97	2	14	0	1	0	0	0	0	0	0	0	424
11:00	2	249	96	0	23	0	1	0	2	0	0	0	0	1	374
12 PM	6	259	88	0	18	3	1	0	0	0	0	0	0	0	375
13:00	2	223	83	1	19	2	0	0	0	0	0	0	0	1	331
14:00	6	240	80	4	15	1	1	0	2	0	0	0	0	3	352
15:00	5	259	84	0	13	1	1	0	1	0	0	0	0	2	366
16:00	0	271	96	0	12	1	0	0	0	0	0	0	0	0	380
17:00	1	251	98	0	16	0	0	0	0	0	0	0	0	2	368
18:00	1	231	112	0	22	0	0	0	0	0	0	0	0	0	366
19:00	1	223	65	0	10	1	0	0	2	0	0	0	0	0	302
20:00	0	149	56	0	9	0	0	0	0	1	0	0	0	1	216
21:00	1	141	59	1	6	0	0	0	2	0	0	0	0	0	210
22:00	1	105	39	0	5	0	0	0	0	0	0	0	0	0	150
23:00	0	69	26	0	0	0	0	0	1	0	0	0	0	0	96
Total	34	3901	1471	22	239	10	6	0	10	1	0	0	0	14	5708
Percent	0.6%	68.3%	25.8%	0.4%	4.2%	0.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	09:00	10:00	09:00	06:00	11:00	09:00	02:00		11:00					06:00	
Vol.	3	307	117	5	23	1	1		2					2	
PM Peak	12:00	16:00	18:00	14:00	18:00	12:00	12:00		14:00	20:00				14:00	
Vol.	6	271	112	4	22	3	1		2	1				3	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/06/22	0	58	19	0	1	0	0	0	0	0	0	0	0	0	78
01:00	0	26	11	0	0	0	0	0	0	0	0	0	0	0	37
02:00	0	26	7	1	1	0	0	0	1	0	0	0	0	0	36
03:00	1	15	13	0	0	0	0	0	0	0	0	0	0	0	29
04:00	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
05:00	0	14	7	0	1	0	0	0	0	0	0	0	0	0	22
06:00	0	28	11	0	0	0	0	0	1	0	0	0	0	1	41
07:00	0	72	29	0	5	0	0	0	0	0	0	0	0	0	106
08:00	1	85	48	1	3	0	0	0	0	0	0	0	0	0	138
09:00	0	150	60	4	10	0	0	0	0	0	0	0	0	0	224
10:00	2	207	80	1	8	0	0	0	0	0	0	0	0	0	298
11:00	0	178	83	0	16	0	0	0	1	0	0	0	0	0	278
12 PM	0	190	78	1	14	0	0	0	1	0	0	0	0	0	284
13:00	4	250	73	0	12	0	0	0	1	0	0	0	0	0	340
14:00	5	214	87	0	9	0	1	0	0	0	0	0	0	0	316
15:00	1	202	56	0	12	0	0	0	1	0	0	0	0	1	273
16:00	2	203	77	0	7	0	0	0	0	0	0	0	0	0	289
17:00	1	168	64	0	8	0	0	0	1	0	0	0	0	0	242
18:00	1	221	68	1	5	1	0	0	0	0	0	0	0	2	299
19:00	0	197	64	1	4	0	0	0	0	0	0	0	0	0	266
20:00	3	163	47	0	5	1	0	0	1	0	0	0	0	0	220
21:00	0	111	40	1	1	1	0	0	1	0	0	0	0	0	155
22:00	0	84	21	0	2	0	0	0	1	0	0	0	0	0	108
23:00	0	41	20	0	2	0	0	0	1	0	0	0	0	0	64
Total	21	2909	1066	11	126	3	1	0	12	0	0	0	0	4	4153
Percent	0.5%	70.0%	25.7%	0.3%	3.0%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	10:00	10:00	11:00	09:00	11:00				02:00					06:00	
Vol.	2	207	83	4	16				1					1	
PM Peak	14:00	13:00	14:00	12:00	12:00	18:00	14:00		12:00					18:00	
Vol.	5	250	87	1	14	1	1		1					2	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Column Name	Total
02/07/22	0	13	8	0	1	0	0	0	1	0	0	0	0	0	23
01:00	0	11	5	0	2	0	0	0	0	0	0	0	0	0	18
02:00	0	13	8	0	2	0	0	0	2	0	0	0	0	0	25
03:00	0	13	10	0	3	0	1	0	0	0	0	0	0	0	27
04:00	0	24	14	1	5	0	0	0	0	0	0	0	0	0	44
05:00	1	40	43	4	9	1	0	0	0	0	0	0	0	0	98
06:00	2	113	52	14	11	1	2	0	0	0	0	0	0	1	196
07:00	1	281	85	8	11	1	1	0	0	0	0	0	0	1	389
08:00	1	228	117	2	14	2	0	0	1	0	0	0	0	2	367
09:00	2	186	102	5	18	3	0	0	3	0	0	0	0	1	320
10:00	5	242	116	1	20	2	1	0	1	0	0	0	0	0	388
11:00	5	282	117	3	17	1	0	0	2	0	0	0	0	0	427
12 PM	3	315	89	3	10	0	1	0	0	1	0	0	0	0	422
13:00	1	341	132	1	14	0	0	0	2	0	0	0	0	1	492
14:00	2	321	106	2	18	2	1	0	4	0	0	0	1	1	458
15:00	4	362	112	3	18	1	0	0	0	0	0	0	0	3	503
16:00	5	359	119	4	12	3	0	0	1	0	0	0	0	3	506
17:00	3	355	108	2	14	0	1	0	0	0	0	0	0	1	484
18:00	2	327	114	0	12	1	0	0	2	0	0	0	0	2	460
19:00	1	198	89	0	15	0	0	0	0	0	0	0	0	1	304
20:00	1	192	70	0	7	0	0	0	2	0	0	0	0	0	272
21:00	2	121	37	0	5	0	0	0	0	0	0	0	0	0	165
22:00	1	70	25	0	2	1	0	0	1	0	0	0	0	0	100
23:00	0	39	17	1	1	0	0	0	0	0	0	0	0	0	58
Total	42	4446	1695	54	241	19	8	0	22	1	0	0	1	17	6546
Percent	0.6%	67.9%	25.9%	0.8%	3.7%	0.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak	10:00	11:00	08:00	06:00	10:00	09:00	06:00		09:00					08:00	
Vol.	5	282	117	14	20	3	2		3					2	
PM Peak	16:00	15:00	13:00	16:00	14:00	16:00	12:00		14:00	12:00			14:00	15:00	
Vol.	5	362	132	4	18	3	1		4	1			1	3	
Grand Total	135	15864	5925	133	874	52	21	0	62	3	0	0	2	61	23132
Percent	0.6%	68.6%	25.6%	0.6%	3.8%	0.2%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 39
CESAR CHAVEZ BLVD E.O 10TH AVE

Start	04-Feb-22		05-Feb-22		06-Feb-22		07-Feb-22		08-Feb-22		09-Feb-22		10-Feb-22		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	32	47	48	63	49	78	37	23	*	*	*	*	*	*	42	53
01:00	30	62	29	53	33	37	24	18	*	*	*	*	*	*	29	42
02:00	20	31	31	47	30	36	23	25	*	*	*	*	*	*	26	35
03:00	36	46	31	43	21	29	32	27	*	*	*	*	*	*	30	36
04:00	80	44	44	48	10	10	83	44	*	*	*	*	*	*	54	36
05:00	172	109	107	72	45	22	157	98	*	*	*	*	*	*	120	75
06:00	226	182	110	138	34	41	222	196	*	*	*	*	*	*	148	139
07:00	**371**	**456**	110	192	48	106	332	389	*	*	*	*	*	*	215	286
08:00	282	381	148	329	98	138	273	367	*	*	*	*	*	*	200	304
09:00	261	335	282	413	174	224	248	320	*	*	*	*	*	*	241	323
10:00	291	381	**399**	**424**	215	**298**	310	388	*	*	*	*	*	*	304	**373**
11:00	325	409	346	374	**243**	278	**361**	**427**	*	*	*	*	*	*	**319**	372
12:00 PM	384	431	**437**	375	243	284	412	422	*	*	*	*	*	*	369	378
01:00	381	407	381	331	295	**340**	**457**	492	*	*	*	*	*	*	378	392
02:00	440	473	328	352	316	316	450	458	*	*	*	*	*	*	384	400
03:00	**476**	**543**	353	366	275	273	455	503	*	*	*	*	*	*	390	**421**
04:00	459	433	334	**380**	**325**	289	457	**506**	*	*	*	*	*	*	**394**	402
05:00	345	392	376	368	289	242	415	484	*	*	*	*	*	*	356	372
06:00	332	359	255	366	279	299	402	460	*	*	*	*	*	*	317	371
07:00	363	340	257	302	269	266	332	304	*	*	*	*	*	*	305	303
08:00	339	338	214	216	283	220	274	272	*	*	*	*	*	*	278	262
09:00	198	257	179	210	158	155	173	165	*	*	*	*	*	*	177	197
10:00	121	165	113	150	98	108	92	100	*	*	*	*	*	*	106	131
11:00	93	104	74	96	58	64	47	58	*	*	*	*	*	*	68	80
Total	6057	6725	4986	5708	3888	4153	6068	6546	0	0	0	0	0	0	5250	5783
Day	12782		10694		8041		12614		0		0		0		11033	
AM Peak	07:00	07:00	10:00	10:00	11:00	10:00	11:00	11:00	-	-	-	-	-	-	11:00	10:00
Vol.	371	456	399	424	243	298	361	427	-	-	-	-	-	-	319	373
PM Peak	15:00	15:00	12:00	16:00	16:00	13:00	13:00	16:00	-	-	-	-	-	-	16:00	15:00
Vol.	476	543	437	380	325	340	457	506	-	-	-	-	-	-	394	421

Comb. Total	12782	10694	8041	12614	0	0	0	11033

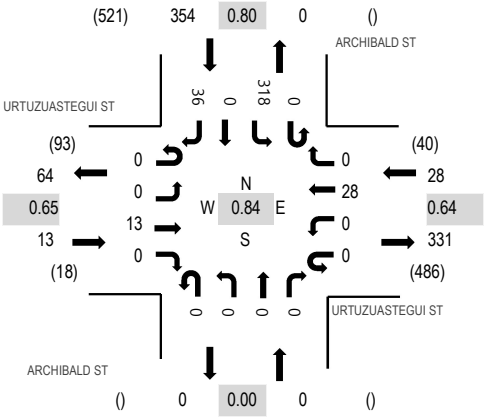
ADT ADT 11,033 AADT 11,033

APPDENDIX B. TMC SHEETS

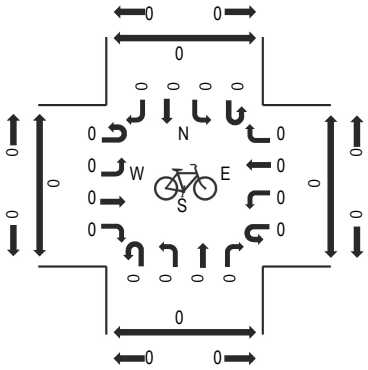
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARCHIBALD ST & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

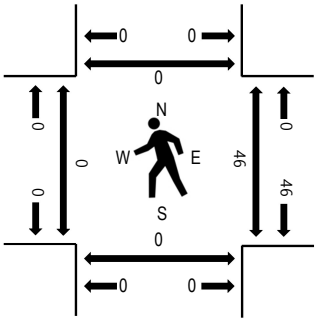
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

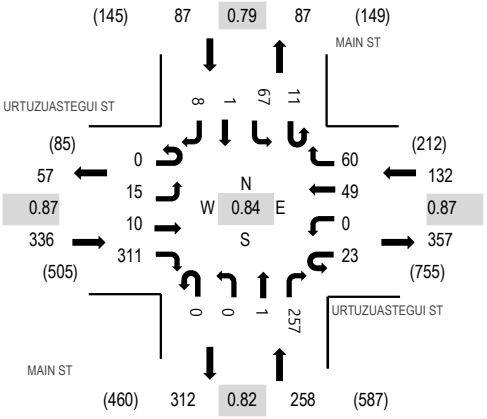
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	38	0	2	43	184	0	3	0	0
6:45 AM	0	0	2	0	0	0	7	0	0	0	0	0	0	34	0	6	49	233	0	8	0	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	28	0	6	36	277	0	0	0	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	50	0	3	56	333	0	8	0	0
7:30 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	74	0	10	92	395	0	16	0	0
7:45 AM	0	0	3	0	0	0	11	0	0	0	0	0	0	71	0	8	93		0	13	0	0
8:00 AM	0	0	5	0	0	0	7	0	0	0	0	0	0	70	0	10	92		0	12	0	0
8:15 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	103	0	8	118		0	5	0	0
Count Total	0	0	18	0	0	0	40	0	0	0	0	0	0	468	0	53	579		0	65	0	0
Peak Hour	0	0	13	0	0	0	28	0	0	0	0	0	0	318	0	36	395		0	46	0	0

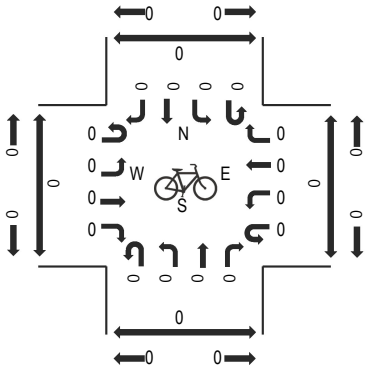
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MAIN ST & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

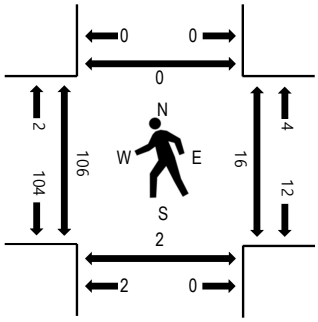
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

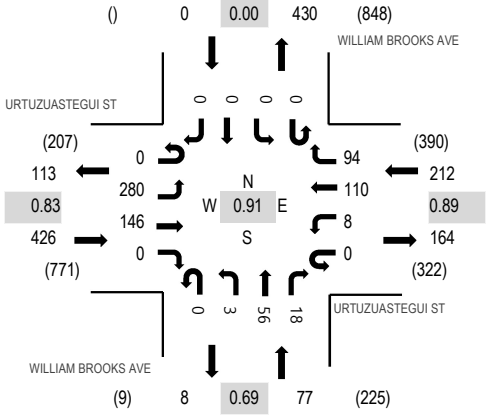
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	6	5	29	4	0	6	7	0	3	1	104	2	8	0	0	175	636	28	12	3	0
6:45 AM	0	1	4	42	4	0	6	14	0	0	0	55	3	7	0	1	137	704	18	20	0	0
7:00 AM	0	0	3	28	6	0	2	8	0	0	0	74	1	13	0	3	138	769	16	23	1	0
7:15 AM	0	0	2	49	2	0	4	17	0	0	1	91	1	16	0	3	186	810	18	31	1	0
7:30 AM	0	6	4	75	5	0	9	20	0	0	0	104	2	16	0	2	243	813	28	9	0	0
7:45 AM	0	3	1	69	5	0	18	15	0	0	0	71	1	15	0	4	202		24	3	0	0
8:00 AM	0	5	3	73	4	0	12	15	0	0	0	39	6	22	0	0	179		29	1	0	0
8:15 AM	0	1	2	94	9	0	10	10	0	0	1	43	2	14	1	2	189		25	3	2	0
Count Total	0	22	24	459	39	0	67	106	0	3	3	581	18	111	1	15	1,449		186	102	7	0
Peak Hour	0	15	10	311	23	0	49	60	0	0	1	257	11	67	1	8	813		106	16	2	0

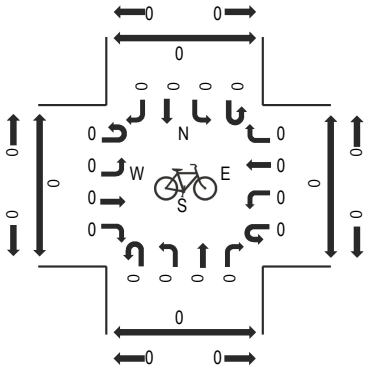
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WILLIAM BROOKS AVE & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

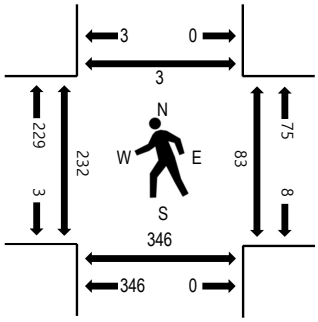
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

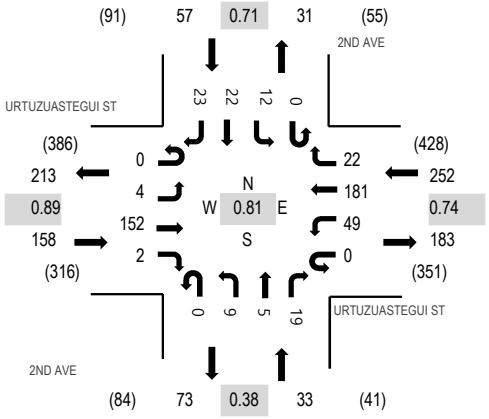
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	79	36	0	0	0	16	23	0	1	17	3	0	0	0	0	175	680	87	35	106	0
6:45 AM	0	60	32	0	0	0	21	28	0	0	28	8	0	0	0	0	177	696	80	42	102	6
7:00 AM	0	52	35	0	0	0	18	30	0	1	27	9	0	0	0	0	172	715	57	20	109	2
7:15 AM	0	81	31	0	0	2	21	19	0	0	1	1	0	0	0	0	156	711	65	24	91	1
7:30 AM	0	82	46	0	0	1	35	25	0	0	1	1	0	0	0	0	191	706	67	18	82	0
7:45 AM	0	65	34	0	0	5	36	20	0	2	27	7	0	0	0	0	196		43	21	64	0
8:00 AM	0	34	34	0	0	1	26	26	0	3	36	8	0	0	0	0	168		42	28	45	0
8:15 AM	0	42	28	0	0	0	26	11	0	1	34	9	0	0	0	0	151		11	16	45	0
Count Total	0	495	276	0	0	9	199	182	0	8	171	46	0	0	0	0	1,386		452	204	644	9
Peak Hour	0	280	146	0	0	8	110	94	0	3	56	18	0	0	0	0	715		232	83	346	3

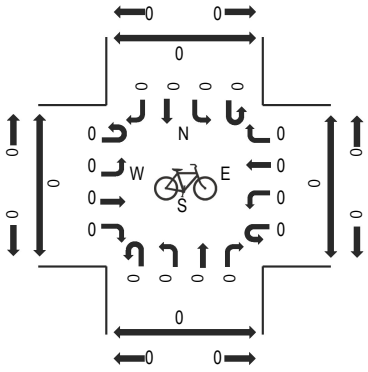
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 2ND AVE & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

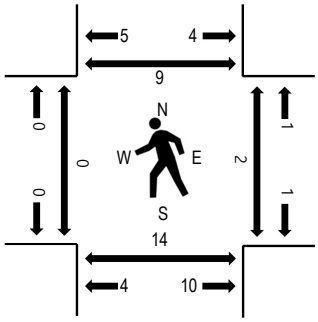
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

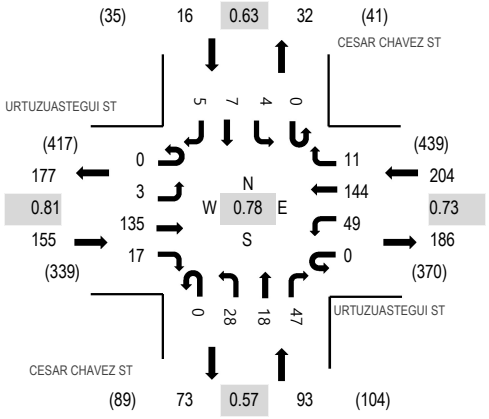
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	2	33	0	0	0	36	4	0	0	0	0	0	5	1	4	85	377	0	6	23	6
6:45 AM	0	1	38	0	0	3	47	6	0	0	0	0	0	4	3	6	108	435	0	2	9	3
7:00 AM	0	1	45	0	0	1	36	5	0	1	0	0	0	2	1	5	97	481	0	1	1	2
7:15 AM	0	1	33	0	0	1	37	3	0	0	0	0	0	2	4	6	87	500	0	2	6	4
7:30 AM	0	1	40	1	0	25	55	5	0	1	0	0	0	3	5	7	143	499	0	0	3	1
7:45 AM	0	1	40	1	0	19	56	11	0	3	1	2	0	4	11	5	154		0	0	2	2
8:00 AM	0	1	39	0	0	4	33	3	0	5	4	17	0	3	2	5	116		0	0	3	2
8:15 AM	0	1	37	0	0	2	34	2	0	2	2	3	0	1	0	2	86		0	0	3	4
Count Total	0	9	305	2	0	55	334	39	0	12	7	22	0	24	27	40	876		0	11	50	24
Peak Hour	0	4	152	2	0	49	181	22	0	9	5	19	0	12	22	23	500		0	2	14	9

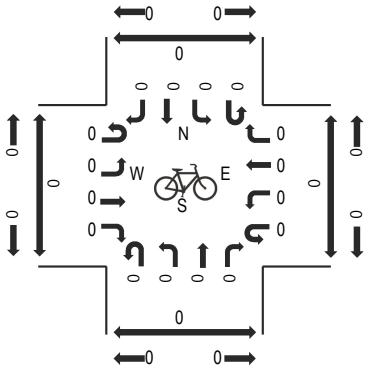
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CESAR CHAVEZ ST & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:30 AM - 06:45 AM

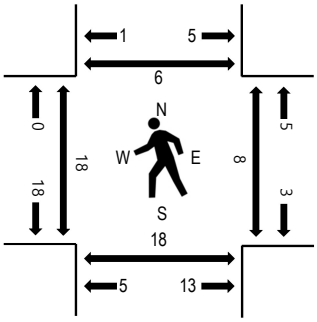
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

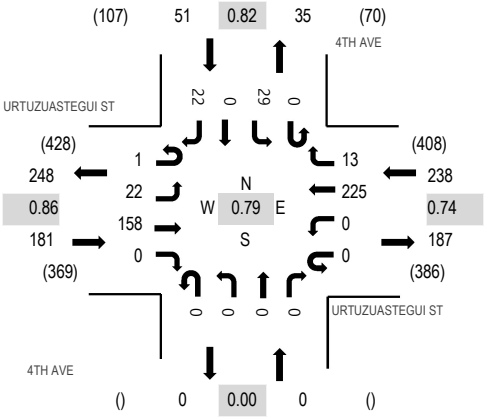
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	1	27	11	0	32	22	9	0	16	11	14	0	0	4	3	150	468	11	5	9	4
6:45 AM	0	1	33	3	0	15	43	2	0	8	6	25	0	3	3	2	144	456	7	2	7	1
7:00 AM	0	0	46	1	0	1	39	0	0	4	1	7	0	0	0	0	99	444	0	0	0	0
7:15 AM	0	1	29	2	0	1	40	0	0	0	0	1	0	1	0	0	75	450	0	1	2	1
7:30 AM	0	1	46	0	0	1	82	1	0	0	0	2	0	2	0	3	138	449	0	0	3	2
7:45 AM	0	0	39	3	0	1	78	1	0	3	1	0	0	2	1	3	132		0	0	3	0
8:00 AM	0	2	50	5	0	1	34	2	0	3	0	0	0	4	2	2	105		0	0	1	0
8:15 AM	0	0	37	1	0	1	32	1	0	0	0	2	0	0	0	0	74		1	0	2	1
Count Total	0	6	307	26	0	53	370	16	0	34	19	51	0	12	10	13	917		19	8	27	9
Peak Hour	0	3	135	17	0	49	144	11	0	28	18	47	0	4	7	5	468		18	8	18	6

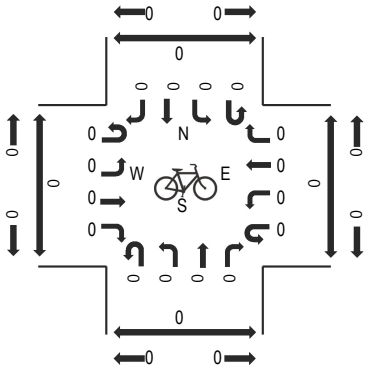
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 4TH AVE & URTUZUASTEGUI ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

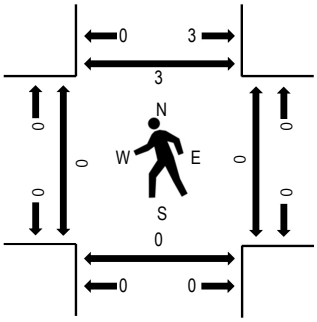
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

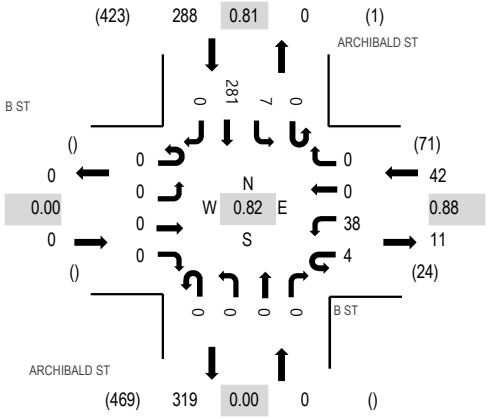
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	37	0	0	0	48	6	0	0	0	0	0	5	0	10	109	425	0	0	0	2
6:45 AM	0	9	48	0	0	0	51	3	0	0	0	0	0	9	0	7	127	464	0	0	0	1
7:00 AM	0	10	45	0	0	0	35	2	0	0	0	0	0	9	0	5	106	470	0	0	0	0
7:15 AM	0	2	29	0	0	0	41	2	0	0	0	0	0	4	0	5	83	466	0	0	0	2
7:30 AM	0	3	51	0	0	0	74	3	0	0	0	0	0	10	0	7	148	459	0	0	0	0
7:45 AM	1	7	33	0	0	0	75	6	0	0	0	0	0	6	0	5	133		0	0	0	1
8:00 AM	0	3	45	0	0	0	37	3	0	0	0	0	0	10	0	4	102		0	0	0	0
8:15 AM	0	4	39	0	0	0	18	4	0	0	0	0	0	6	0	5	76		0	0	0	0
Count Total	1	41	327	0	0	0	379	29	0	0	0	0	0	59	0	48	884		0	0	0	6
Peak Hour	1	22	158	0	0	0	225	13	0	0	0	0	0	29	0	22	470		0	0	0	3

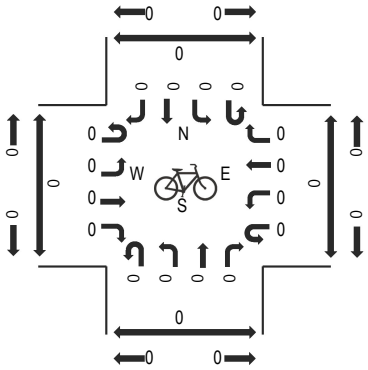
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 ARCHIBALD ST & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

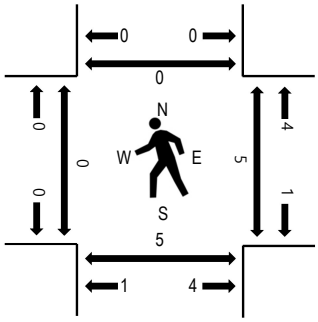
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

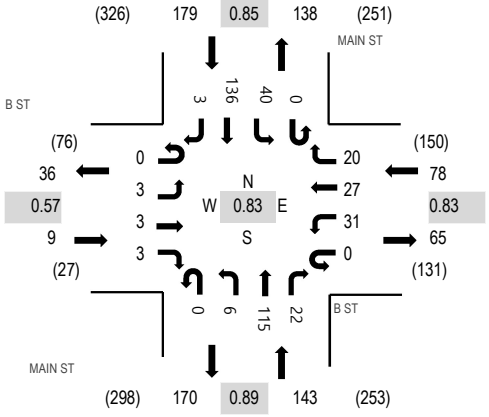
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	2	29	0	40	164	0	0	2	0
6:45 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	6	30	0	45	210	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	1	0	0	0	0	0	3	23	0	31	234	0	0	1	0
7:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	2	40	0	48	277	0	1	0	0
7:30 AM	0	0	0	0	1	8	0	0	0	0	0	0	0	2	75	0	86	330	0	0	0	0
7:45 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	4	54	0	69		0	2	4	0
8:00 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	0	64	0	74		0	0	0	0
8:15 AM	0	0	0	0	3	9	0	0	0	0	0	0	0	1	88	0	101		0	3	1	0
Count Total	0	0	0	0	4	66	0	1	0	0	0	0	0	20	403	0	494		0	6	8	0
Peak Hour	0	0	0	0	4	38	0	0	0	0	0	0	0	7	281	0	330		0	5	5	0

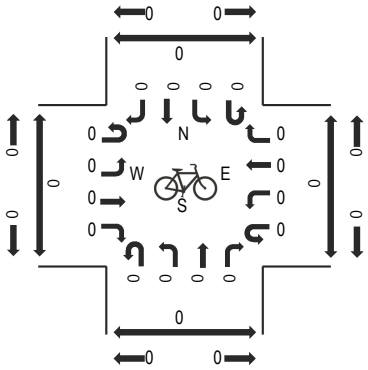
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 MAIN ST & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

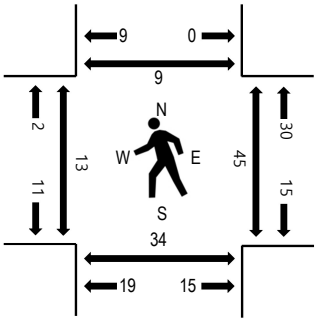
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

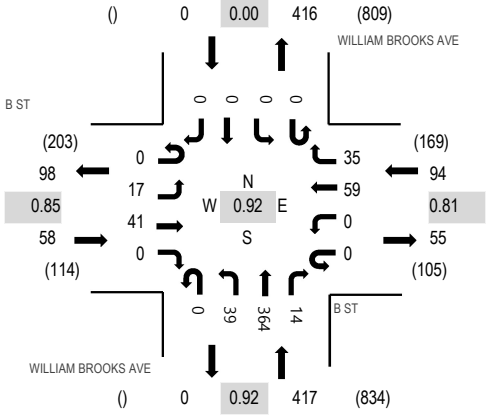
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	1	0	0	9	4	4	0	2	28	2	0	12	20	3	88	357	8	25	25	1
6:45 AM	0	3	0	4	0	9	7	5	0	3	28	4	0	11	12	0	86	357	6	29	11	0
7:00 AM	0	1	1	2	0	8	5	2	0	4	19	3	0	19	25	1	90	394	6	16	21	0
7:15 AM	0	0	1	0	0	10	5	2	0	1	31	4	0	10	28	1	93	409	1	11	16	1
7:30 AM	0	0	1	1	0	5	6	6	0	2	24	9	0	6	28	0	88	399	8	12	5	7
7:45 AM	0	2	1	2	0	9	8	7	0	2	33	5	0	13	40	1	123		1	18	10	0
8:00 AM	0	1	0	0	0	7	8	5	0	1	27	4	0	11	40	1	105		3	4	3	1
8:15 AM	0	2	1	0	0	7	8	4	0	2	14	1	0	11	32	1	83		7	8	8	0
Count Total	0	12	6	9	0	64	51	35	0	17	204	32	0	93	225	8	756		40	123	99	10
Peak Hour	0	3	3	3	0	31	27	20	0	6	115	22	0	40	136	3	409		13	45	34	9

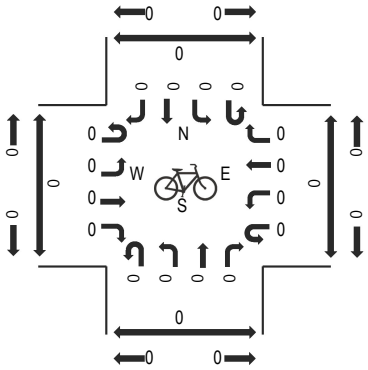
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WILLIAM BROOKS AVE & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

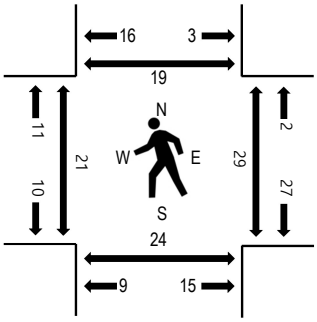
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

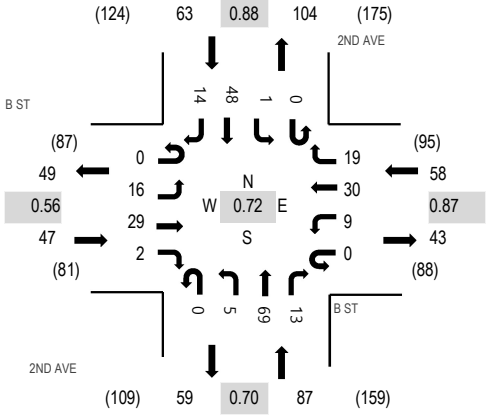
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	5	8	0	0	0	7	13	0	18	94	3	0	0	0	0	148	561	24	8	9	11
6:45 AM	0	6	10	0	0	0	8	6	0	19	95	4	0	0	0	0	148	557	6	16	20	1
7:00 AM	0	4	11	0	0	0	10	8	0	12	76	8	0	0	0	0	129	564	6	11	3	4
7:15 AM	0	5	9	0	0	0	13	3	0	9	94	3	0	0	0	0	136	569	4	13	9	3
7:30 AM	0	3	9	0	0	0	15	10	0	8	94	5	0	0	0	0	144	556	3	10	3	0
7:45 AM	0	6	11	0	0	0	18	13	0	10	94	3	0	0	0	0	155		0	2	2	2
8:00 AM	0	3	12	0	0	0	13	9	0	12	82	3	0	0	0	0	134		14	4	10	14
8:15 AM	0	9	3	0	0	0	16	7	0	15	70	3	0	0	0	0	123		2	1	5	3
Count Total	0	41	73	0	0	0	100	69	0	103	699	32	0	0	0	0	1,117		59	65	61	38
Peak Hour	0	17	41	0	0	0	59	35	0	39	364	14	0	0	0	0	569		21	29	24	19

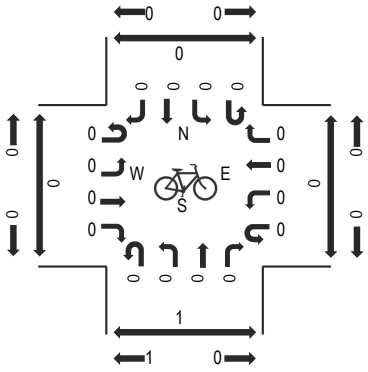
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 2ND AVE & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

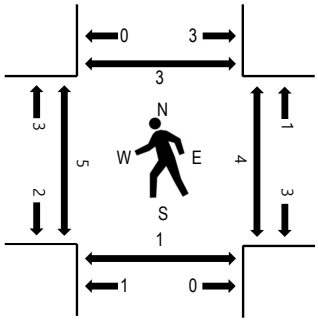
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

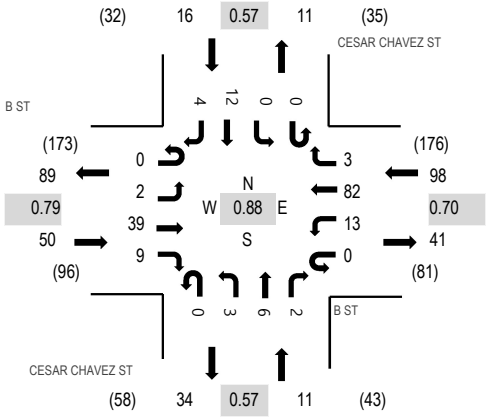
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	6	5	1	0	4	5	3	0	0	14	7	0	1	9	2	57	204	10	3	0	1
6:45 AM	0	1	8	0	0	1	6	1	0	0	11	4	0	1	11	6	50	201	29	1	0	0
7:00 AM	0	3	5	1	0	0	3	2	0	1	16	5	0	2	12	3	53	240	6	1	0	0
7:15 AM	0	1	3	0	0	2	8	2	0	1	11	2	0	2	9	3	44	250	4	1	0	0
7:30 AM	0	3	1	0	0	1	9	5	0	1	15	3	0	0	13	3	54	255	0	0	1	1
7:45 AM	0	6	15	0	0	1	14	2	0	2	25	4	0	0	16	4	89		0	0	0	0
8:00 AM	0	7	8	1	0	2	4	9	0	1	9	2	0	0	14	6	63		2	2	0	0
8:15 AM	0	0	5	1	0	5	3	3	0	1	20	4	0	1	5	1	49		3	2	0	2
Count Total	0	27	50	4	0	16	52	27	0	7	121	31	0	7	89	28	459		54	10	1	4
Peak Hour	0	16	29	2	0	9	30	19	0	5	69	13	0	1	48	14	255		5	4	1	3

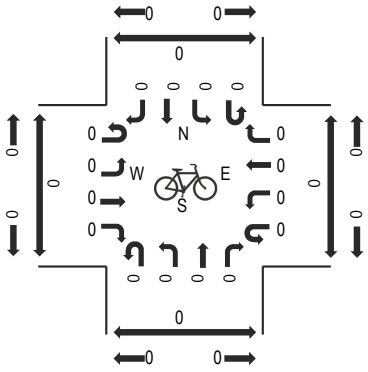
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 CESAR CHAVEZ ST & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

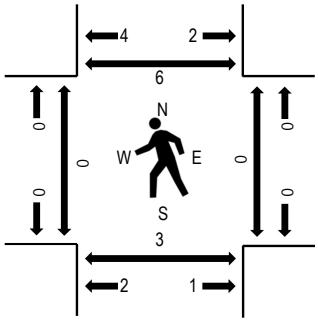
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

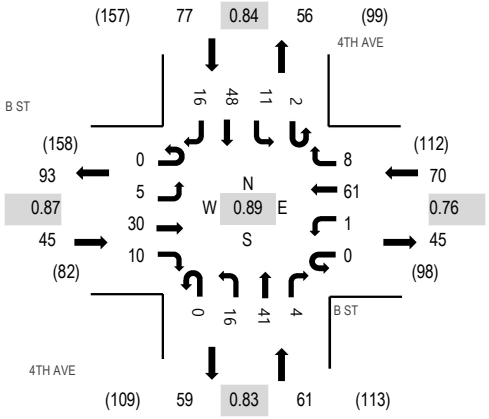
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	1	7	2	0	3	15	0	0	5	8	1	0	0	6	1	49	172	0	0	10	1
6:45 AM	0	0	9	2	0	2	17	3	0	8	4	0	0	0	5	2	52	167	2	0	24	3
7:00 AM	0	1	11	1	0	1	20	1	0	1	1	1	0	1	0	1	40	165	0	0	4	2
7:15 AM	0	2	10	0	0	2	14	0	0	0	3	0	0	0	0	0	31	167	0	0	4	0
7:30 AM	0	1	11	3	0	4	19	1	0	0	1	1	0	0	2	1	44	175	0	0	0	1
7:45 AM	0	0	9	1	0	3	31	1	0	0	1	1	0	0	3	0	50		0	0	1	0
8:00 AM	0	1	11	5	0	4	12	0	0	1	3	0	0	0	5	0	42		0	0	0	5
8:15 AM	0	0	8	0	0	2	20	1	0	2	1	0	0	0	2	3	39		0	0	2	0
Count Total	0	6	76	14	0	21	148	7	0	17	22	4	0	1	23	8	347		2	0	45	12
Peak Hour	0	2	39	9	0	13	82	3	0	3	6	2	0	0	12	4	175		0	0	3	6

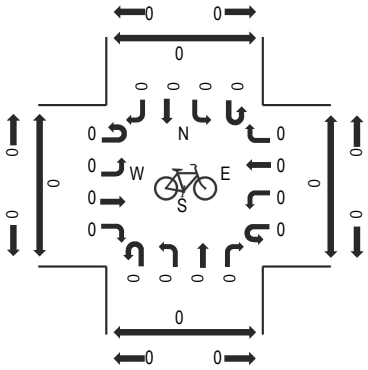
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 4TH AVE & B ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

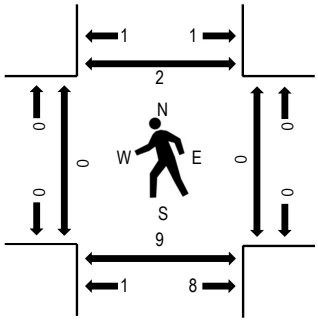
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

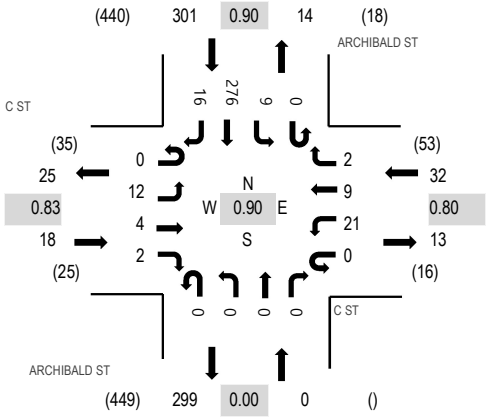
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	1	6	1	0	2	11	2	0	4	8	0	0	2	9	3	49	218	1	1	8	0
6:45 AM	0	1	8	1	0	0	5	3	0	3	10	4	0	1	15	2	53	235	0	0	7	1
7:00 AM	0	2	7	3	0	1	16	3	0	2	16	1	0	3	12	2	68	253	0	0	4	1
7:15 AM	0	1	8	1	0	0	10	2	0	2	10	0	1	1	9	3	48	240	0	0	4	1
7:30 AM	0	0	9	4	0	0	14	1	0	6	6	3	1	1	16	5	66	246	0	0	0	0
7:45 AM	0	2	6	2	0	0	21	2	0	6	9	0	0	6	11	6	71		0	0	1	0
8:00 AM	0	4	7	0	0	0	4	0	0	4	6	2	0	10	11	7	55		0	0	0	1
8:15 AM	0	2	6	0	0	1	13	1	0	2	5	4	0	3	10	7	54		0	0	2	1
Count Total	0	13	57	12	0	4	94	14	0	29	70	14	2	27	93	35	464		1	1	26	5
Peak Hour	0	5	30	10	0	1	61	8	0	16	41	4	2	11	48	16	253		0	0	9	2

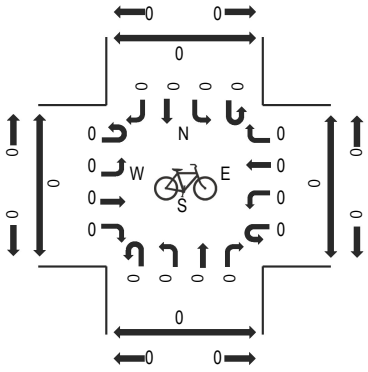
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 13 ARCHIBALD ST & C ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

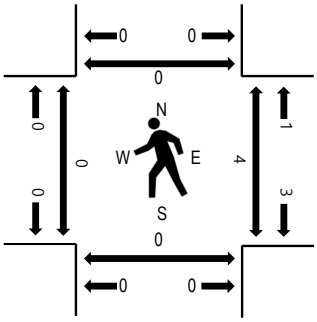
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

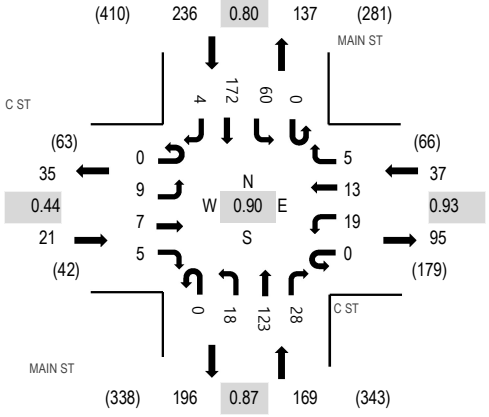
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	6	2	0	0	0	0	0	0	1	31	1	41	167	0	1	0	2
6:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	36	0	41	224	0	0	0	0
7:00 AM	0	0	0	2	0	4	2	0	0	0	0	0	0	0	25	1	34	255	0	0	0	0
7:15 AM	0	4	1	0	0	3	0	0	0	0	0	0	0	0	39	4	51	309	0	1	0	0
7:30 AM	0	5	1	0	0	8	1	0	0	0	0	0	0	3	75	5	98	351	0	1	0	0
7:45 AM	0	4	0	0	0	4	2	1	0	0	0	0	0	3	52	6	72		0	0	0	0
8:00 AM	0	2	2	1	0	4	5	1	0	0	0	0	0	1	67	5	88		0	1	0	0
8:15 AM	0	1	1	1	0	5	1	0	0	0	0	0	0	2	82	0	93		0	2	0	0
Count Total	0	16	5	4	0	38	13	2	0	0	0	0	0	11	407	22	518		0	6	0	2
Peak Hour	0	12	4	2	0	21	9	2	0	0	0	0	0	9	276	16	351		0	4	0	0

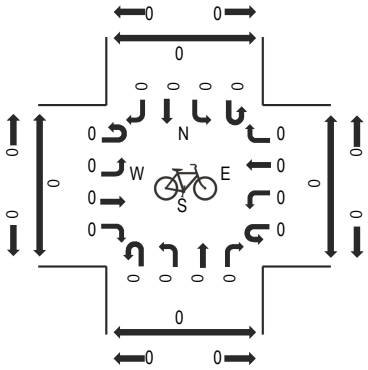
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MAIN ST & C ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

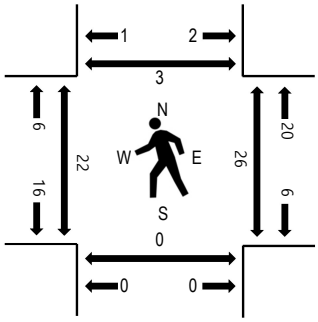
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

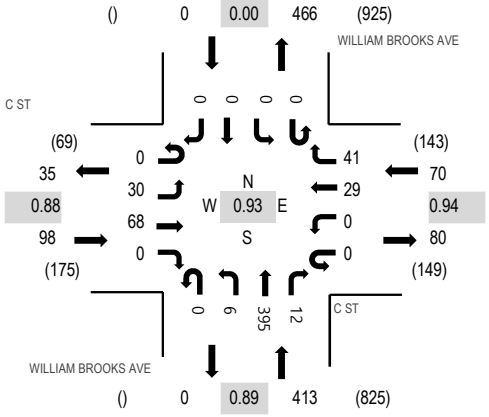
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	9	2	1	0	0	4	0	0	8	34	8	0	18	32	0	116	398	18	20	0	8
6:45 AM	0	2	4	0	0	3	3	1	0	2	34	7	0	8	25	0	89	387	3	13	0	3
7:00 AM	0	0	1	0	0	5	3	0	0	3	33	7	0	10	39	1	102	427	8	5	0	1
7:15 AM	0	1	1	0	0	6	3	1	0	1	29	8	0	10	31	0	91	448	4	10	0	3
7:30 AM	0	3	1	3	0	3	5	2	0	4	23	13	0	16	30	2	105	463	4	12	0	0
7:45 AM	0	0	2	1	0	4	4	1	0	4	39	8	0	17	49	0	129		6	4	0	0
8:00 AM	0	3	3	1	0	3	3	2	0	4	24	6	0	19	54	1	123		3	4	0	1
8:15 AM	0	3	1	0	0	9	1	0	0	6	37	1	0	8	39	1	106		9	6	0	2
Count Total	0	21	15	6	0	33	26	7	0	32	253	58	0	106	299	5	861		55	74	0	18
Peak Hour	0	9	7	5	0	19	13	5	0	18	123	28	0	60	172	4	463		22	26	0	3

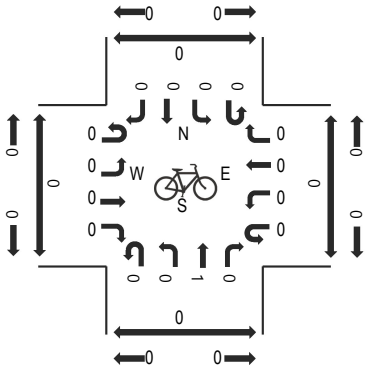
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 WILLIAM BROOKS AVE & C ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

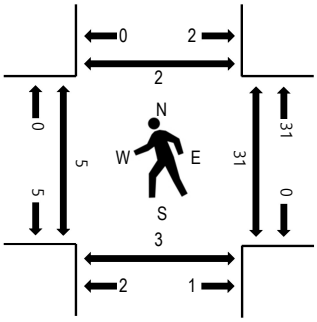
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

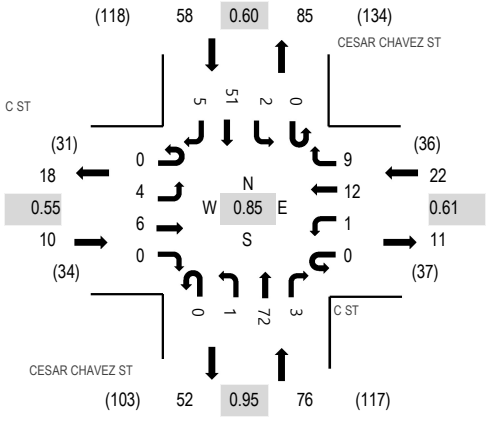
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	13	17	0	0	0	4	11	0	4	105	12	0	0	0	0	166	573	8	8	0	4
6:45 AM	0	4	15	0	0	0	3	16	0	3	111	3	0	0	0	0	155	564	4	7	0	1
7:00 AM	0	8	7	0	0	0	5	13	0	2	82	2	0	0	0	0	119	564	9	18	1	3
7:15 AM	0	9	7	0	0	0	7	5	0	3	98	4	0	0	0	0	133	581	0	12	1	1
7:30 AM	0	4	23	0	0	0	8	11	0	2	105	4	0	0	0	0	157	570	4	10	0	1
7:45 AM	0	7	21	0	0	0	6	14	0	1	102	4	0	0	0	0	155		0	6	2	0
8:00 AM	0	10	17	0	0	0	8	11	0	0	90	0	0	0	0	0	136		1	3	0	0
8:15 AM	0	5	8	0	0	0	8	13	0	5	78	5	0	0	0	0	122		2	1	1	0
Count Total	0	60	115	0	0	0	49	94	0	20	771	34	0	0	0	0	1,143		28	65	5	10
Peak Hour	0	30	68	0	0	0	29	41	0	6	395	12	0	0	0	0	581		5	31	3	2

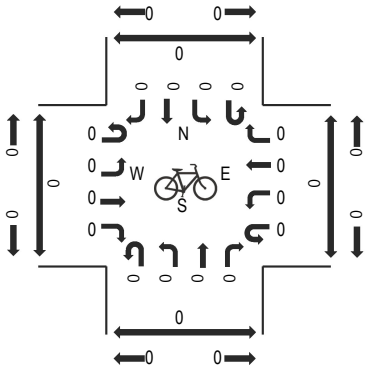
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 CESAR CHAVEZ ST & C ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

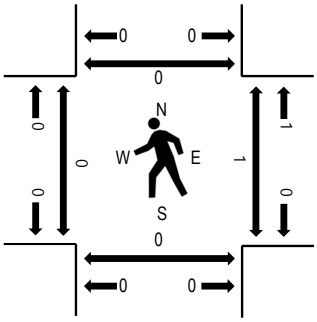
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

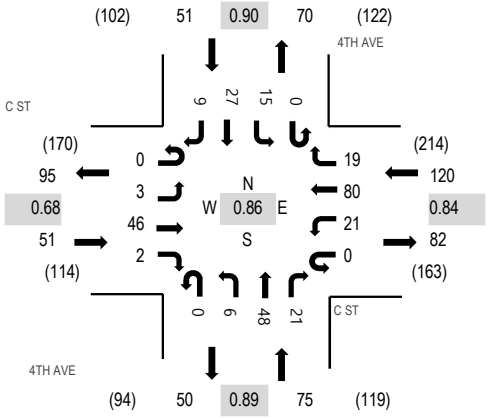
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	6	2	0	1	2	0	0	0	7	0	0	5	16	4	46	139	16	1	0	1
6:45 AM	0	0	5	1	0	0	2	3	0	1	12	0	0	2	13	2	41	133	3	0	0	0
7:00 AM	0	1	0	1	0	0	0	3	0	1	9	1	0	0	8	0	24	131	1	1	0	0
7:15 AM	0	1	4	0	0	1	1	1	0	0	9	1	0	2	8	0	28	156	0	0	0	0
7:30 AM	0	1	2	0	0	0	1	0	0	0	19	0	0	1	14	2	40	166	0	0	0	0
7:45 AM	0	0	1	0	0	0	3	2	0	0	18	0	0	1	12	2	39		0	1	0	0
8:00 AM	0	2	3	0	0	1	4	4	0	0	17	3	0	0	14	1	49		0	0	0	0
8:15 AM	0	1	0	0	0	0	4	3	0	1	18	0	0	0	11	0	38		0	0	0	0
Count Total	0	9	21	4	0	3	17	16	0	3	109	5	0	11	96	11	305		20	3	0	1
Peak Hour	0	4	6	0	0	1	12	9	0	1	72	3	0	2	51	5	166		0	1	0	0

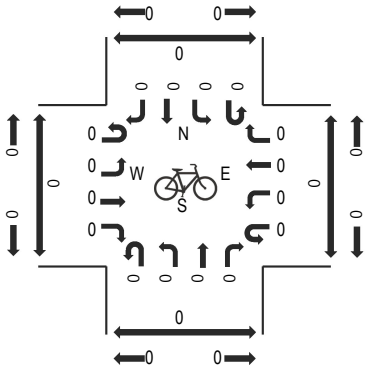
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 4TH AVE & C ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

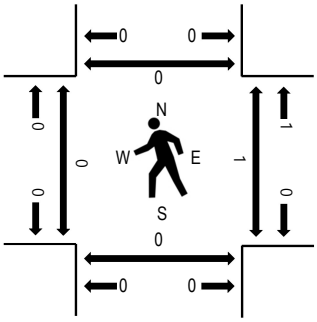
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

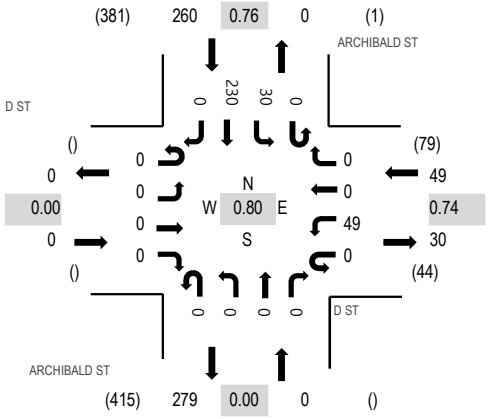
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	12	1	0	1	16	2	0	1	5	4	0	5	12	3	62	261	1	0	0	0
6:45 AM	0	1	16	1	0	1	14	5	0	0	7	4	0	3	5	2	59	270	0	0	0	0
7:00 AM	0	3	22	1	0	6	15	5	0	1	6	4	0	3	3	3	72	283	0	0	1	0
7:15 AM	0	1	13	0	0	7	19	2	0	0	8	9	0	4	5	0	68	297	0	0	0	0
7:30 AM	0	1	7	0	0	6	20	5	0	1	13	3	0	6	7	2	71	288	0	0	0	0
7:45 AM	0	0	13	1	0	3	18	4	0	3	14	4	0	0	10	2	72		0	1	0	0
8:00 AM	0	1	13	1	0	5	23	8	0	2	13	5	0	5	5	5	86		0	0	0	0
8:15 AM	0	0	5	1	0	3	17	9	0	1	9	2	0	1	9	2	59		0	0	0	0
Count Total	0	7	101	6	0	32	142	40	0	9	75	35	0	27	56	19	549		1	1	1	0
Peak Hour	0	3	46	2	0	21	80	19	0	6	48	21	0	15	27	9	297		0	1	0	0

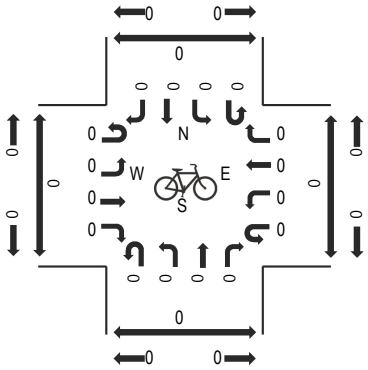
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 ARCHIBALD ST & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

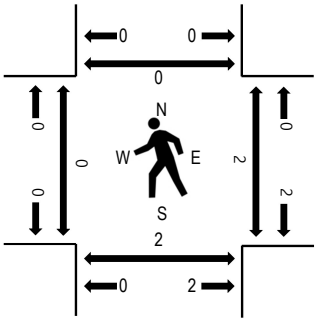
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

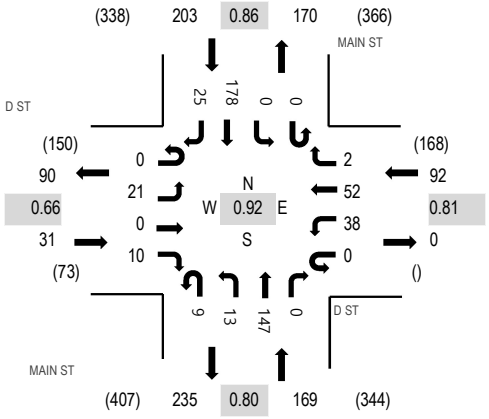
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	30	0	40	151	0	1	6	0
6:45 AM	0	0	0	0	0	7	0	1	0	0	0	0	0	5	28	0	41	187	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	18	0	24	207	0	0	0	0
7:15 AM	0	0	0	0	0	12	0	0	0	0	0	0	0	3	31	0	46	259	0	0	0	0
7:30 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	9	56	0	76	309	0	0	0	0
7:45 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	5	46	0	61		0	0	0	0
8:00 AM	0	0	0	0	0	17	0	0	0	0	0	0	0	7	52	0	76		0	1	0	0
8:15 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	9	76	0	96		0	1	2	0
Count Total	0	0	0	0	0	78	0	1	0	0	0	0	0	44	337	0	460		0	3	8	0
Peak Hour	0	0	0	0	0	49	0	0	0	0	0	0	0	30	230	0	309		0	2	2	0

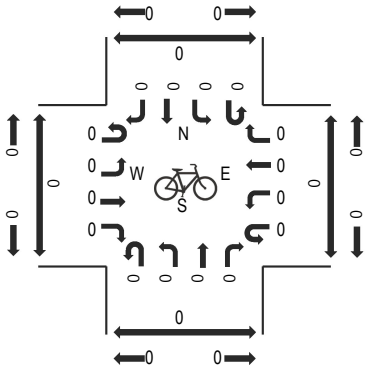
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 MAIN ST & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

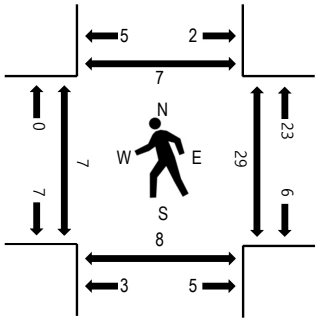
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

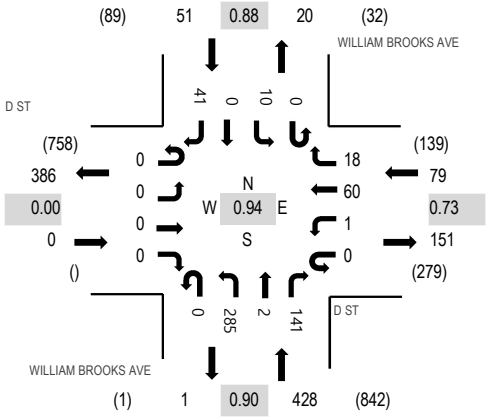
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	14	0	2	0	12	7	0	1	5	49	0	0	0	26	0	116	428	3	8	2	3
6:45 AM	0	15	0	0	0	9	11	0	0	5	38	0	0	0	28	6	112	430	4	12	2	0
7:00 AM	0	5	0	0	0	8	6	0	0	3	38	0	0	0	42	1	103	445	2	12	5	0
7:15 AM	0	4	0	2	0	10	13	0	1	2	33	0	0	0	31	1	97	477	1	7	1	0
7:30 AM	0	4	0	1	0	12	16	1	1	1	36	0	0	0	42	4	118	495	3	11	2	5
7:45 AM	0	6	0	2	0	8	11	0	4	4	37	0	0	0	45	10	127		0	2	1	0
8:00 AM	0	9	0	3	0	10	13	0	3	4	34	0	0	0	54	5	135		2	6	3	0
8:15 AM	0	2	0	4	0	8	12	1	1	4	40	0	0	0	37	6	115		2	10	2	2
Count Total	0	59	0	14	0	77	89	2	11	28	305	0	0	0	305	33	923		17	68	18	10
Peak Hour	0	21	0	10	0	38	52	2	9	13	147	0	0	0	178	25	495		7	29	8	7

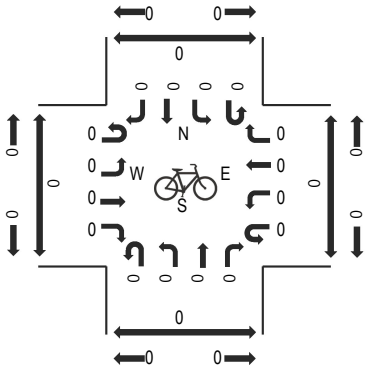
ALL TRAFFIC DATA SERVICES
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Location: 20 WILLIAM BROOKS AVE & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

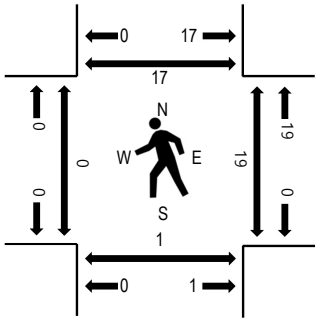
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

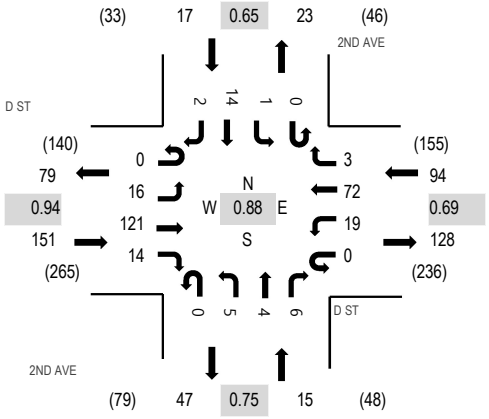
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	0	0	0	0	15	1	0	90	2	30	0	1	0	11	150	531	0	9	4	9
6:45 AM	0	0	0	0	0	0	6	4	0	82	0	39	0	1	0	5	137	519	0	9	0	3
7:00 AM	0	0	0	0	0	0	16	1	0	60	0	31	0	1	0	6	115	531	0	24	4	20
7:15 AM	0	0	0	0	0	0	10	4	0	65	0	39	0	2	0	9	129	558	0	7	1	8
7:30 AM	0	0	0	0	0	1	16	4	0	70	2	34	0	4	0	7	138	539	0	5	0	5
7:45 AM	0	0	0	0	0	0	20	8	0	74	0	32	0	2	0	13	149		0	5	0	4
8:00 AM	0	0	0	0	0	0	14	2	0	76	0	36	0	2	0	12	142		0	2	0	0
8:15 AM	0	0	0	0	0	0	13	4	0	58	0	22	0	3	0	10	110		0	3	0	0
Count Total	0	0	0	0	0	1	110	28	0	575	4	263	0	16	0	73	1,070		0	64	9	49
Peak Hour	0	0	0	0	0	1	60	18	0	285	2	141	0	10	0	41	558		0	19	1	17

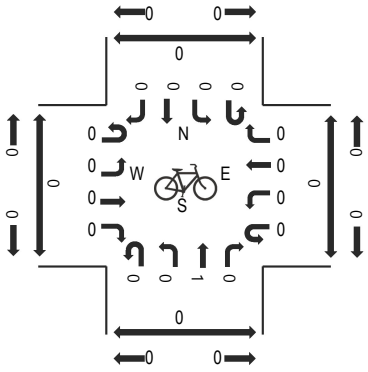
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 2ND AVE & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

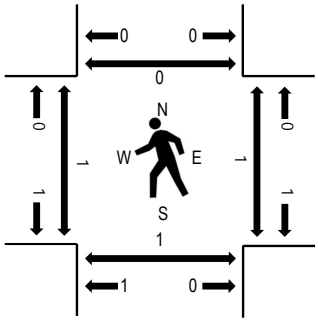
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

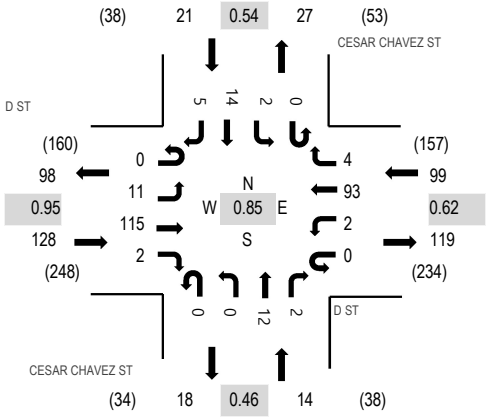
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	22	3	0	1	13	0	0	3	3	3	0	2	2	0	55	226	1	0	0	0
6:45 AM	0	3	29	1	0	2	7	1	0	3	2	1	0	0	1	0	50	235	2	1	1	2
7:00 AM	0	0	30	2	0	2	15	1	0	2	3	1	0	0	1	0	57	264	0	0	1	0
7:15 AM	0	3	34	3	0	2	15	0	0	1	3	2	0	0	1	0	64	277	0	0	0	0
7:30 AM	0	3	29	6	0	1	17	0	0	1	0	0	0	1	4	2	64	275	0	0	0	0
7:45 AM	0	6	27	2	0	9	25	1	0	2	1	2	0	0	4	0	79		1	0	0	0
8:00 AM	0	4	31	3	0	7	15	2	0	1	0	2	0	0	5	0	70		0	1	1	0
8:15 AM	0	3	17	1	0	6	13	0	0	5	4	3	0	0	10	0	62		0	0	0	0
Count Total	0	25	219	21	0	30	120	5	0	18	16	14	0	3	28	2	501		4	2	3	2
Peak Hour	0	16	121	14	0	19	72	3	0	5	4	6	0	1	14	2	277		1	1	1	0

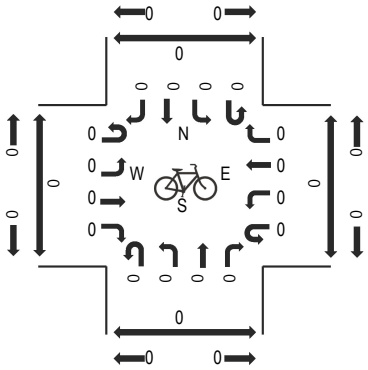
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 CESAR CHAVEZ ST & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

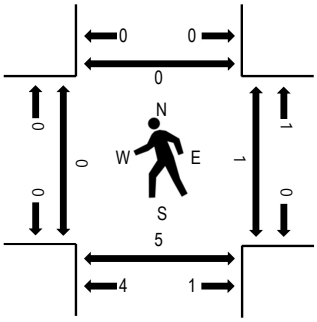
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

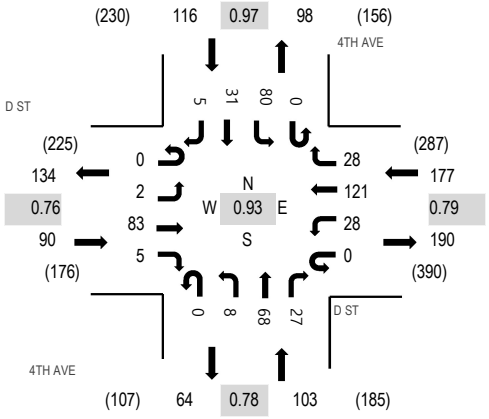
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	1	28	1	0	0	12	1	0	2	12	0	0	1	2	1	61	232	0	1	0	0
6:45 AM	0	1	34	1	0	1	9	0	0	1	6	1	0	0	2	1	57	224	0	0	2	1
7:00 AM	0	4	29	0	0	0	17	0	0	0	0	0	0	0	2	1	53	244	0	0	1	0
7:15 AM	0	4	32	0	0	0	18	1	0	0	3	1	0	0	2	0	61	262	0	0	1	0
7:30 AM	0	5	26	1	0	0	17	0	0	0	3	0	0	0	1	0	53	249	0	0	1	0
7:45 AM	0	0	29	1	0	1	37	2	0	0	1	0	0	1	3	2	77		0	1	1	0
8:00 AM	0	2	28	0	0	1	21	1	0	0	5	1	0	1	8	3	71		0	0	2	0
8:15 AM	0	1	19	1	0	1	17	0	0	0	0	2	0	1	5	1	48		0	0	1	0
Count Total	0	18	225	5	0	4	148	5	0	3	30	5	0	4	25	9	481		0	2	9	1
Peak Hour	0	11	115	2	0	2	93	4	0	0	12	2	0	2	14	5	262		0	1	5	0

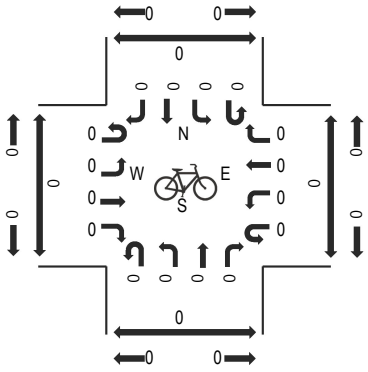
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 23 4TH AVE & D ST AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

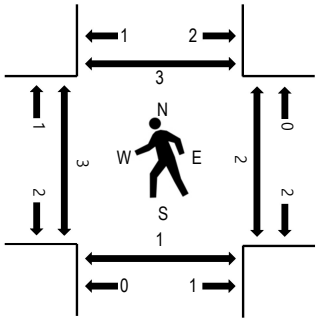
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

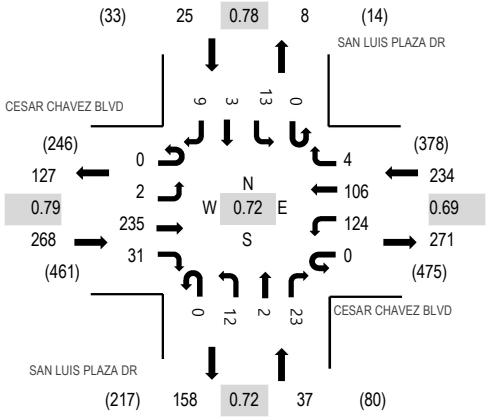
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	3	17	0	0	4	16	1	0	0	8	6	0	22	7	0	84	435	0	0	0	0
6:45 AM	0	2	20	1	0	2	15	0	0	3	9	12	0	28	4	0	96	460	0	0	0	0
7:00 AM	0	1	32	1	0	6	26	6	0	1	9	16	0	20	10	1	129	484	0	0	0	1
7:15 AM	0	0	26	1	0	10	26	5	0	4	12	10	0	21	9	2	126	486	0	0	0	0
7:30 AM	0	1	16	2	0	5	32	3	0	3	13	8	0	21	5	0	109	443	0	0	0	0
7:45 AM	0	1	14	1	0	3	27	10	0	0	29	7	0	20	8	0	120		0	1	0	1
8:00 AM	0	0	27	1	0	10	36	10	0	1	14	2	0	18	9	3	131		3	1	1	2
8:15 AM	0	1	7	1	0	1	27	6	0	0	12	6	0	14	6	2	83		0	0	1	0
Count Total	0	9	159	8	0	41	205	41	0	12	106	67	0	164	58	8	878		3	2	2	4
Peak Hour	0	2	83	5	0	28	121	28	0	8	68	27	0	80	31	5	486		3	2	1	3

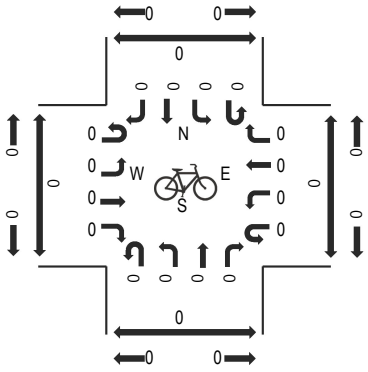
ALL TRAFFIC DATA SERVICES
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Location: 24 SAN LUIS PLAZA DR & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

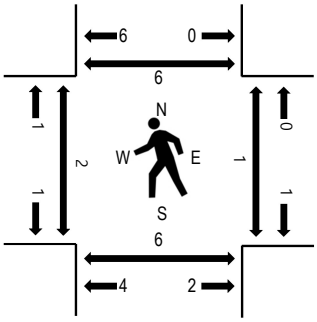
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

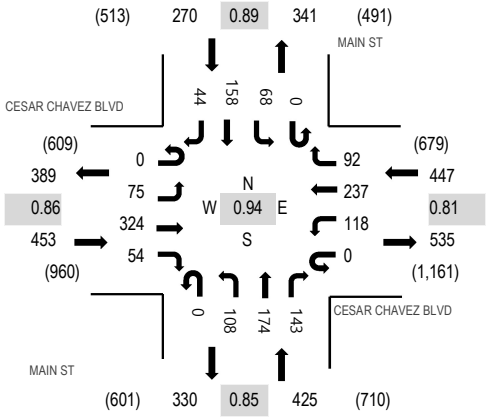
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				SAN LUIS PLAZA DR Northbound				SAN LUIS PLAZA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	45	1	0	8	25	0	0	2	1	2	0	2	0	0	86	411	0	0	0	0
6:45 AM	0	1	50	3	0	6	19	1	0	3	0	5	0	2	0	0	90	457	0	0	0	2
7:00 AM	0	0	72	1	0	8	26	0	0	0	0	1	0	3	1	2	114	564	0	1	2	4
7:15 AM	0	0	54	8	0	10	28	2	0	3	1	7	0	5	0	3	121	553	0	0	1	1
7:30 AM	0	1	43	4	0	40	29	2	0	2	0	5	0	3	0	3	132	541	2	0	0	0
7:45 AM	0	1	66	18	0	66	23	0	0	7	1	10	0	2	2	1	197		0	0	3	1
8:00 AM	0	0	43	7	0	5	27	0	0	7	0	12	0	2	0	0	103		0	0	4	0
8:15 AM	0	2	34	7	0	22	30	1	0	5	0	6	0	1	0	1	109		0	0	1	0
Count Total	0	5	407	49	0	165	207	6	0	29	3	48	0	20	3	10	952		2	1	11	8
Peak Hour	0	2	235	31	0	124	106	4	0	12	2	23	0	13	3	9	564		2	1	6	6

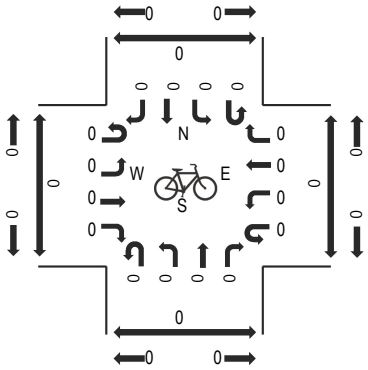
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 25 MAIN ST & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

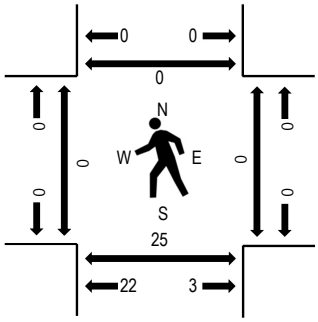
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

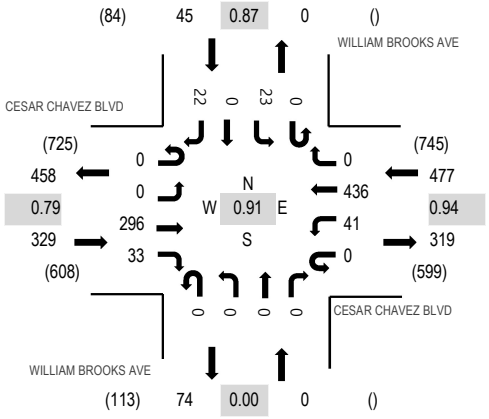
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	15	118	9	0	9	41	2	0	7	17	25	0	18	22	5	288	1,267	0	0	0	0
6:45 AM	0	8	123	16	0	12	36	6	0	13	15	29	0	18	37	8	321	1,380	0	0	7	0
7:00 AM	0	6	92	11	0	17	31	6	0	11	27	39	0	13	52	10	315	1,481	0	0	12	0
7:15 AM	0	10	82	17	0	36	31	5	0	19	33	50	0	19	33	8	343	1,540	0	0	4	1
7:30 AM	0	16	87	10	0	29	61	23	0	27	48	46	0	21	27	6	401	1,595	0	0	8	0
7:45 AM	0	17	89	14	0	38	55	45	0	25	42	21	0	23	46	7	422		0	0	2	0
8:00 AM	0	17	80	18	0	28	60	7	0	22	34	35	0	12	44	17	374		0	0	7	0
8:15 AM	0	25	68	12	0	23	61	17	0	34	50	41	0	12	41	14	398		0	0	8	0
Count Total	0	114	739	107	0	192	376	111	0	158	266	286	0	136	302	75	2,862		0	0	48	1
Peak Hour	0	75	324	54	0	118	237	92	0	108	174	143	0	68	158	44	1,595		0	0	25	0

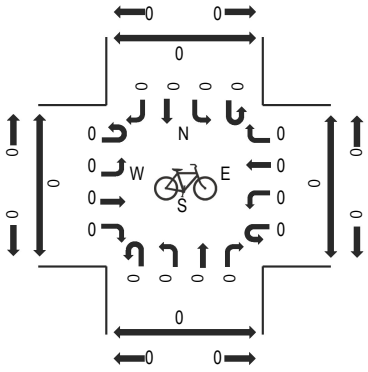
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 26 WILLIAM BROOKS AVE & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

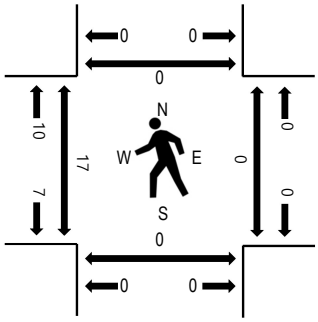
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

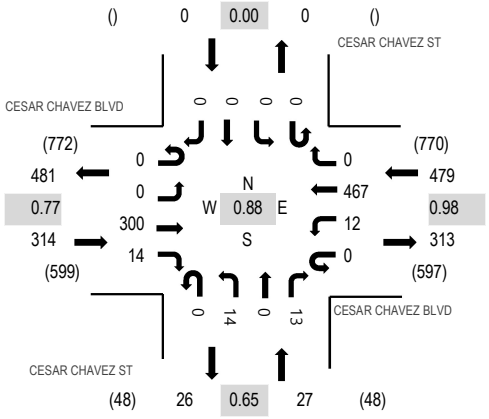
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	46	2	0	7	47	0	0	0	0	0	0	5	0	7	114	586	0	0	0	2
6:45 AM	0	0	63	4	0	8	42	0	0	0	0	0	0	3	0	9	129	672	5	0	0	7
7:00 AM	0	0	75	2	0	3	58	0	0	0	0	0	0	3	0	6	147	754	37	0	0	4
7:15 AM	0	0	83	4	0	9	94	0	0	0	0	0	0	2	0	4	196	842	30	0	0	7
7:30 AM	0	0	53	8	0	9	118	0	0	0	0	0	0	5	0	7	200	851	8	0	0	0
7:45 AM	0	0	70	11	0	12	106	0	0	0	0	0	0	5	0	7	211		9	0	0	0
8:00 AM	0	0	100	6	0	12	109	0	0	0	0	0	0	3	0	5	235		0	0	0	0
8:15 AM	0	0	73	8	0	8	103	0	0	0	0	0	0	10	0	3	205		0	0	0	0
Count Total	0	0	563	45	0	68	677	0	0	0	0	0	0	36	0	48	1,437		89	0	0	20
Peak Hour	0	0	296	33	0	41	436	0	0	0	0	0	0	23	0	22	851		17	0	0	0

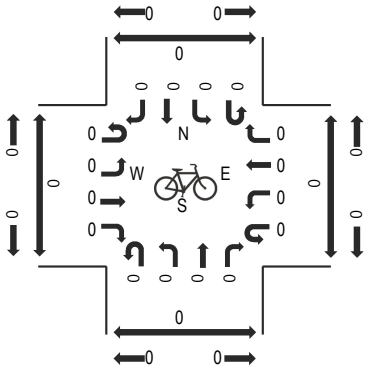
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 27 CESAR CHAVEZ ST & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

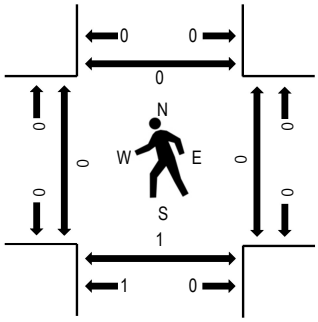
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

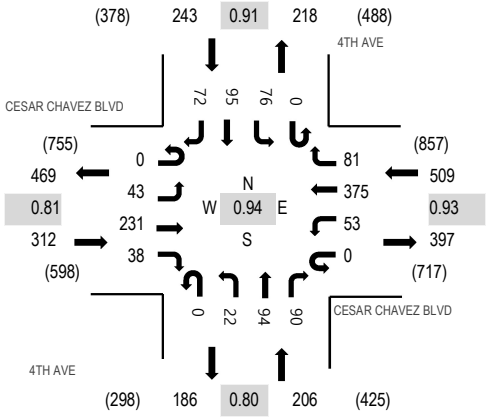
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	52	5	0	3	52	0	0	3	0	4	0	0	0	0	119	600	0	0	0	0
6:45 AM	0	0	70	2	0	1	46	0	0	4	0	4	0	0	0	0	127	681	0	0	0	0
7:00 AM	0	0	77	2	0	2	68	0	0	2	0	2	0	0	0	0	153	741	0	0	0	0
7:15 AM	0	0	79	1	0	4	105	0	0	7	0	5	0	0	0	0	201	820	0	0	0	0
7:30 AM	0	0	66	2	0	1	124	0	0	4	0	3	0	0	0	0	200	817	0	0	0	0
7:45 AM	0	0	60	4	0	6	115	0	0	1	0	1	0	0	0	0	187		0	0	1	0
8:00 AM	0	0	95	7	0	1	123	0	0	2	0	4	0	0	0	0	232		0	0	0	0
8:15 AM	0	0	74	3	0	4	115	0	0	1	0	1	0	0	0	0	198		0	0	0	0
Count Total	0	0	573	26	0	22	748	0	0	24	0	24	0	0	0	0	1,417		0	0	1	0
Peak Hour	0	0	300	14	0	12	467	0	0	14	0	13	0	0	0	0	820		0	0	1	0

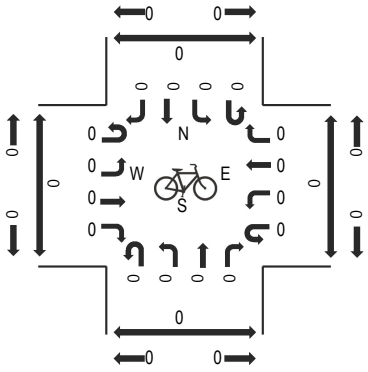
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 4TH AVE & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

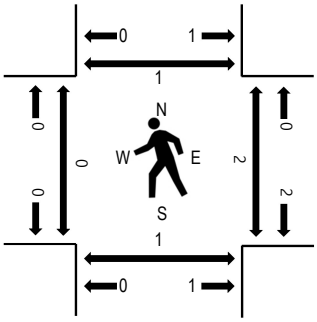
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

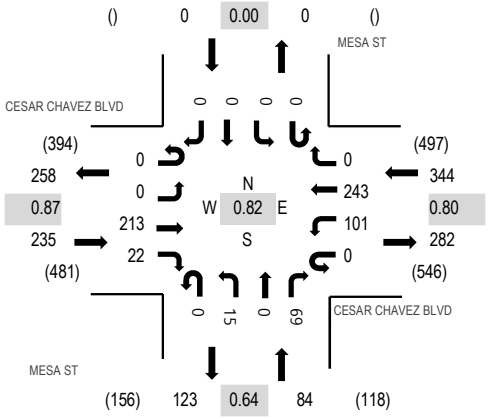
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	16	35	2	0	9	46	15	0	2	24	22	0	9	9	8	197	1,060	0	2	0	2
6:45 AM	0	19	48	5	0	6	45	34	0	1	40	18	0	12	10	5	243	1,150	0	0	0	3
7:00 AM	0	24	53	9	0	5	48	21	0	9	50	21	0	10	24	10	284	1,220	0	0	0	0
7:15 AM	0	21	49	14	0	10	83	24	0	6	40	22	0	21	29	17	336	1,270	0	2	0	1
7:30 AM	0	9	45	6	0	9	93	17	0	4	19	20	0	17	25	23	287	1,198	0	0	1	0
7:45 AM	0	7	61	4	0	18	98	22	0	6	18	20	0	24	16	19	313		0	0	0	0
8:00 AM	0	6	76	14	0	16	101	18	0	6	17	28	0	14	25	13	334		0	0	0	0
8:15 AM	0	10	64	1	0	19	94	6	0	5	11	16	0	12	13	13	264		0	0	0	0
Count Total	0	112	431	55	0	92	608	157	0	39	219	167	0	119	151	108	2,258		0	4	1	6
Peak Hour	0	43	231	38	0	53	375	81	0	22	94	90	0	76	95	72	1,270		0	2	1	1

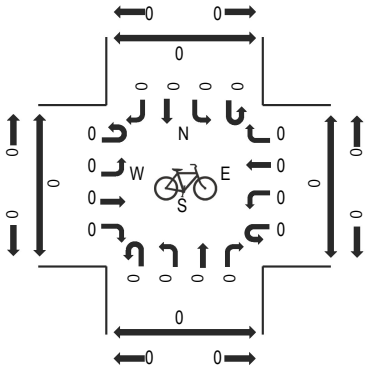
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MESA ST & CESAR CHAVEZ BLVD AM
Date: Monday, February 7, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

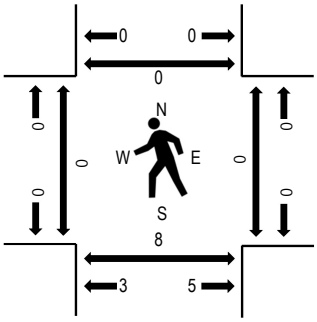
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

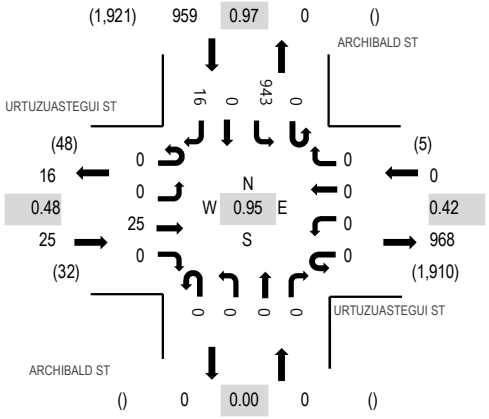
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MESA ST Northbound				MESA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:30 AM	0	0	45	3	0	5	29	0	0	3	0	10	0	0	0	0	95	433	0	0	0	0
6:45 AM	0	0	55	3	0	7	25	0	0	3	0	7	0	0	0	0	100	493	0	0	0	0
7:00 AM	0	0	75	2	0	3	34	0	0	1	0	4	0	0	0	0	119	594	0	0	5	0
7:15 AM	0	0	62	1	0	9	41	0	0	0	0	6	0	0	0	0	119	614	1	0	0	0
7:30 AM	0	0	47	5	0	18	69	0	0	7	0	9	0	0	0	0	155	663	0	0	2	0
7:45 AM	0	0	69	8	0	19	88	0	0	1	0	16	0	0	0	0	201		0	0	2	0
8:00 AM	0	0	57	5	0	18	41	0	0	2	0	16	0	0	0	0	139		0	0	2	0
8:15 AM	0	0	40	4	0	46	45	0	0	5	0	28	0	0	0	0	168		0	0	2	0
Count Total	0	0	450	31	0	125	372	0	0	22	0	96	0	0	0	0	1,096		1	0	13	0
Peak Hour	0	0	213	22	0	101	243	0	0	15	0	69	0	0	0	0	663		0	0	8	0

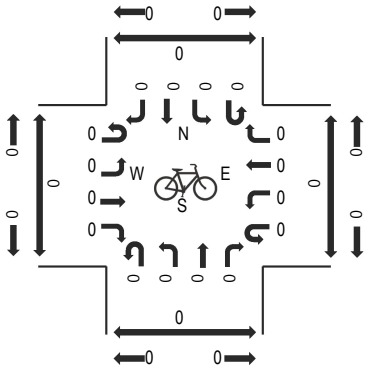
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARCHIBALD ST & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

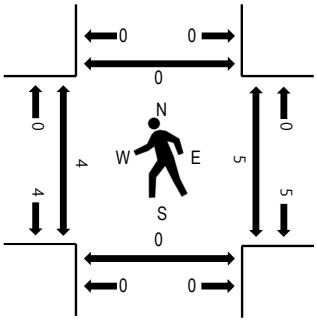
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

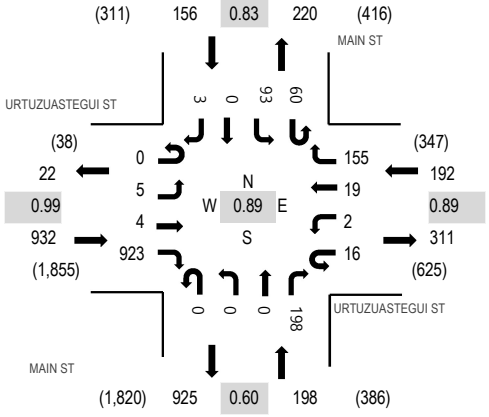
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	7	0	0	0	3	0	0	0	0	0	0	231	0	5	246	974	0	3	0	1
3:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	234	0	11	247	957	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	242	0	6	248	962	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0	5	233	973	0	2	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	225	0	4	229	984	0	0	0	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	247	0	2	252		0	2	0	0
5:00 PM	0	0	13	0	0	0	0	0	0	0	0	0	0	239	0	7	259		0	1	0	0
5:15 PM	0	0	9	0	0	0	0	0	0	0	0	0	0	232	0	3	244		4	2	0	0
Count Total	0	0	32	0	0	0	5	0	0	0	0	0	0	1,878	0	43	1,958		4	12	0	1
Peak Hour	0	0	25	0	0	0	0	0	0	0	0	0	0	943	0	16	984		4	5	0	0

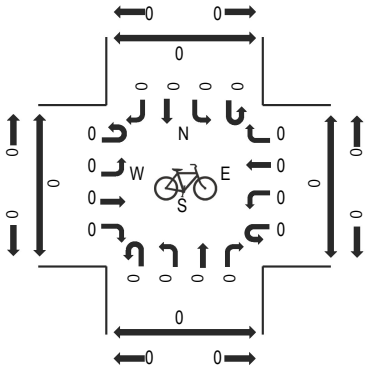
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MAIN ST & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

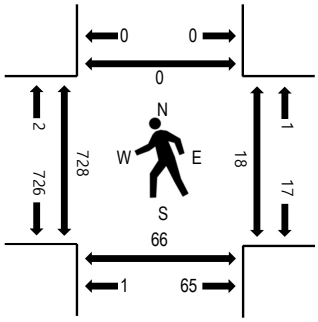
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

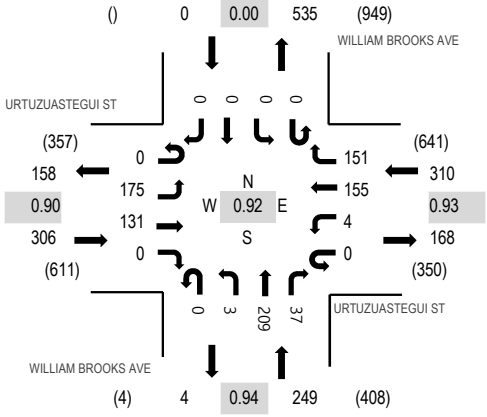
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	8	8	229	4	0	9	26	0	0	0	49	15	27	0	1	376	1,421	0	12	14	0
3:45 PM	0	3	1	223	6	0	1	35	0	0	0	56	18	25	0	0	368	1,412	0	3	8	0
4:00 PM	0	3	2	216	3	0	1	28	0	0	0	44	20	16	0	0	333	1,403	219	11	17	0
4:15 PM	0	0	3	227	6	0	4	32	0	0	0	39	8	25	0	0	344	1,405	170	50	9	0
4:30 PM	0	0	1	233	4	2	2	46	0	0	0	49	11	19	0	0	367	1,478	168	6	18	0
4:45 PM	0	0	2	226	3	0	5	40	0	0	0	48	13	22	0	0	359		203	8	31	0
5:00 PM	0	2	1	231	4	0	3	31	0	0	0	19	22	21	0	1	335		171	2	9	0
5:15 PM	0	3	0	233	5	0	9	38	0	0	0	82	14	31	0	2	417		186	2	8	0
Count Total	0	19	18	1,818	35	2	34	276	0	0	0	386	121	186	0	4	2,899		1,117	94	114	0
Peak Hour	0	5	4	923	16	2	19	155	0	0	0	198	60	93	0	3	1,478		728	18	66	0

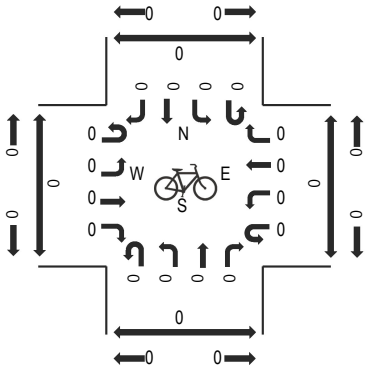
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WILLIAM BROOKS AVE & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

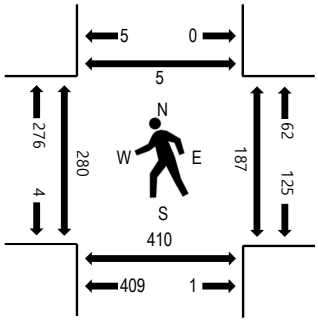
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

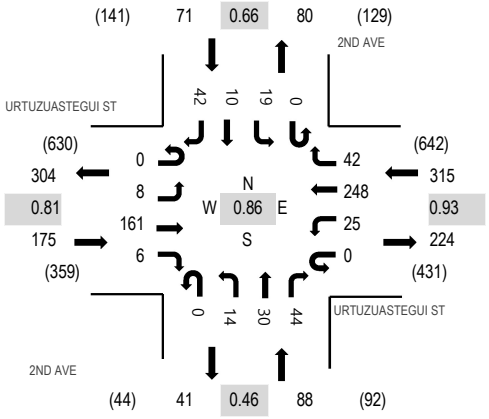
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	48	37	0	0	1	42	41	0	0	54	12	0	0	0	0	235	865	72	63	101	3
3:45 PM	0	53	31	0	0	2	41	28	0	0	58	8	0	0	0	0	221	803	45	33	63	0
4:00 PM	0	39	24	0	0	1	31	54	0	3	46	11	0	0	0	0	209	806	119	41	156	0
4:15 PM	0	35	39	0	0	0	41	28	0	0	51	6	0	0	0	0	200	793	44	50	90	2
4:30 PM	0	50	28	0	0	0	55	34	0	0	6	0	0	0	0	0	173	795	71	39	87	4
4:45 PM	0	39	35	0	0	0	48	35	0	0	53	14	0	0	0	0	224		103	36	126	2
5:00 PM	0	14	25	0	0	0	42	32	0	1	57	25	0	0	0	0	196		50	30	51	1
5:15 PM	0	61	53	0	0	0	53	32	0	0	1	2	0	0	0	0	202		43	23	71	1
Count Total	0	339	272	0	0	4	353	284	0	4	326	78	0	0	0	0	1,660		547	315	745	13
Peak Hour	0	175	131	0	0	4	155	151	0	3	209	37	0	0	0	0	865		280	187	410	5

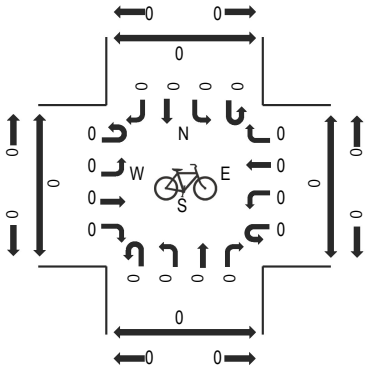
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 2ND AVE & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

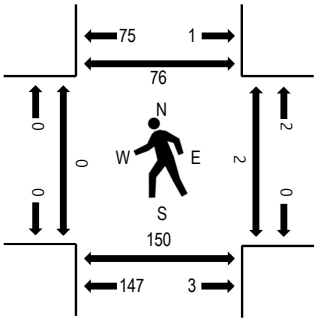
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

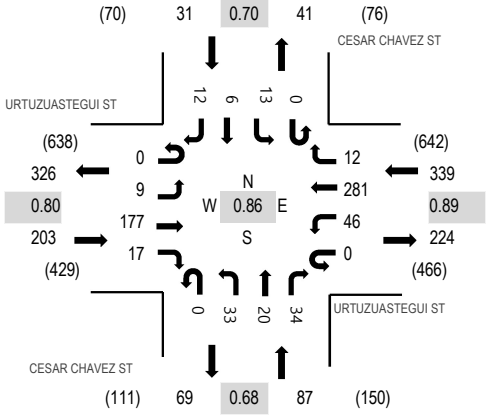
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	2	46	1	0	10	67	17	0	2	14	2	0	7	6	14	188	649	0	2	13	32
3:45 PM	0	2	33	5	0	14	65	5	0	3	1	12	0	2	4	7	153	592	0	0	57	2
4:00 PM	0	2	39	0	0	0	59	9	0	7	14	27	0	5	0	13	175	583	0	0	49	24
4:15 PM	0	2	43	0	0	1	57	11	0	2	1	3	0	5	0	8	133	549	0	0	31	18
4:30 PM	0	2	26	0	0	1	77	7	0	1	0	1	0	7	0	9	131	585	0	1	29	9
4:45 PM	0	3	47	0	0	0	73	6	0	0	0	1	0	6	0	8	144		0	3	91	8
5:00 PM	0	2	47	0	0	2	64	9	0	0	0	1	0	7	0	9	141		3	0	18	6
5:15 PM	0	4	53	0	0	0	72	16	0	0	0	0	0	11	0	13	169		2	1	28	8
Count Total	0	19	334	6	0	28	534	80	0	15	30	47	0	50	10	81	1,234		5	7	316	107
Peak Hour	0	8	161	6	0	25	248	42	0	14	30	44	0	19	10	42	649		0	2	150	76

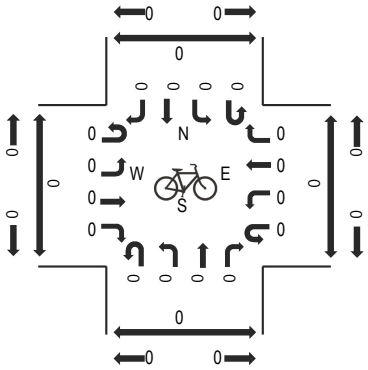
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CESAR CHAVEZ ST & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

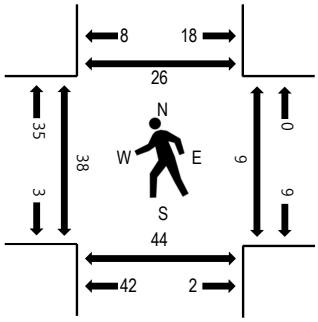
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

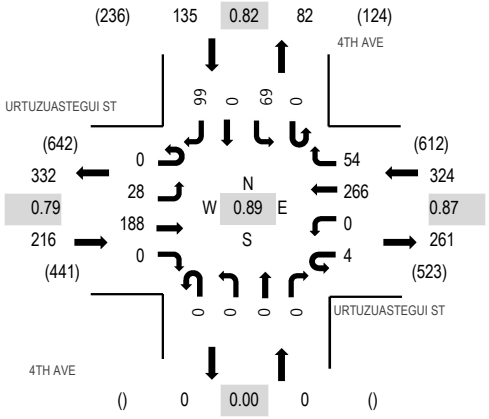
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	2	49	2	0	5	79	4	0	11	5	4	0	2	1	5	169	631	1	0	3	24
3:45 PM	0	3	46	3	0	8	68	3	0	8	3	5	0	4	1	5	157	603	1	0	6	1
4:00 PM	0	1	68	2	0	6	56	7	0	11	2	7	0	3	1	3	167	613	0	0	11	24
4:15 PM	0	1	47	2	0	9	54	4	0	5	0	2	0	5	2	7	138	607	1	0	7	5
4:30 PM	0	2	28	5	0	15	74	3	0	5	3	1	0	0	1	4	141	660	0	0	11	3
4:45 PM	0	6	39	3	0	14	60	1	0	15	5	12	0	6	3	3	167		22	2	23	6
5:00 PM	0	0	55	3	0	4	69	4	0	6	3	9	0	5	1	2	161		4	0	2	11
5:15 PM	0	1	55	6	0	13	78	4	0	7	9	12	0	2	1	3	191		12	7	8	6
Count Total	0	16	387	26	0	74	538	30	0	68	30	52	0	27	11	32	1,291		41	9	71	80
Peak Hour	0	9	177	17	0	46	281	12	0	33	20	34	0	13	6	12	660		38	9	44	26

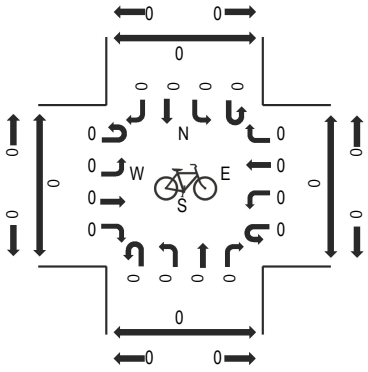
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 4TH AVE & URTUZUASTEGUI ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

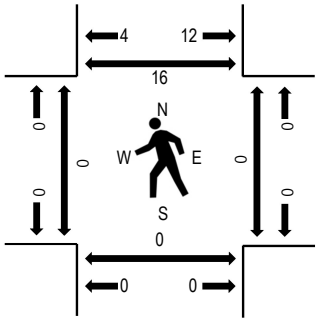
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

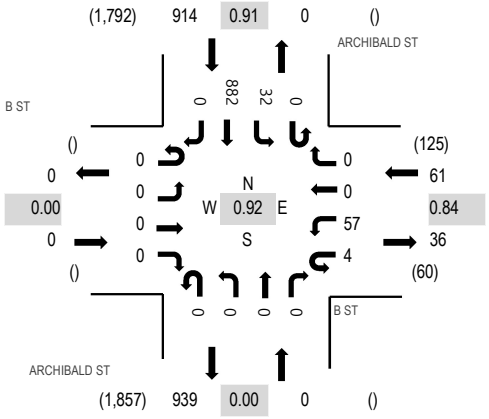
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	1	49	0	0	0	79	5	0	0	0	0	0	14	0	10	158	614	0	0	0	1
3:45 PM	0	9	44	0	0	0	71	5	0	0	0	0	0	18	0	12	159	600	0	0	0	0
4:00 PM	0	8	63	0	0	0	58	5	0	0	0	0	0	12	0	11	157	608	0	0	0	1
4:15 PM	0	3	48	0	0	0	59	6	0	0	0	0	0	14	0	10	140	625	0	0	0	0
4:30 PM	0	4	25	0	1	0	72	20	0	0	0	0	0	6	0	16	144	675	0	0	0	2
4:45 PM	0	8	50	0	1	0	60	13	0	0	0	0	0	21	0	14	167		0	0	0	3
5:00 PM	0	4	58	0	0	0	58	13	0	0	0	0	0	23	0	18	174		0	0	0	3
5:15 PM	0	12	55	0	2	0	76	8	0	0	0	0	0	19	0	18	190		0	0	0	8
Count Total	0	49	392	0	4	0	533	75	0	0	0	0	0	127	0	109	1,289		0	0	0	18
Peak Hour	0	28	188	0	4	0	266	54	0	0	0	0	0	69	0	66	675		0	0	0	16

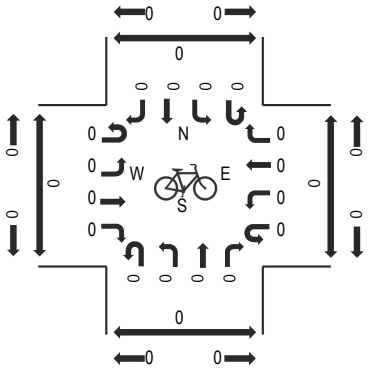
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 ARCHIBALD ST & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

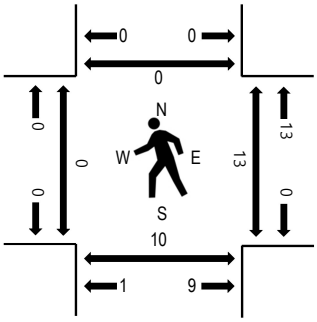
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

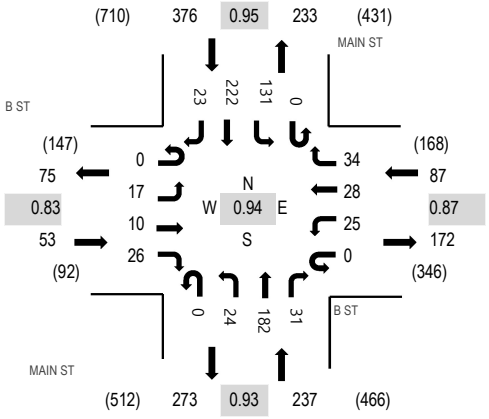
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	10	192	0	211	945	0	0	7	0
3:45 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	5	220	0	246	960	0	0	1	0
4:00 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	10	241	0	264	975	0	0	2	0
4:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	8	208	0	224	968	0	4	4	0
4:30 PM	0	0	0	0	2	16	0	0	0	0	0	0	0	5	203	0	226	972	0	3	0	0
4:45 PM	0	0	0	0	2	20	0	0	0	0	0	0	0	9	230	0	261		0	6	4	0
5:00 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	6	230	0	257		0	2	0	0
5:15 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	3	212	0	228		0	0	3	0
Count Total	0	0	0	0	4	121	0	0	0	0	0	0	0	56	1,736	0	1,917		0	15	21	0
Peak Hour	0	0	0	0	4	57	0	0	0	0	0	0	0	32	882	0	975		0	13	10	0

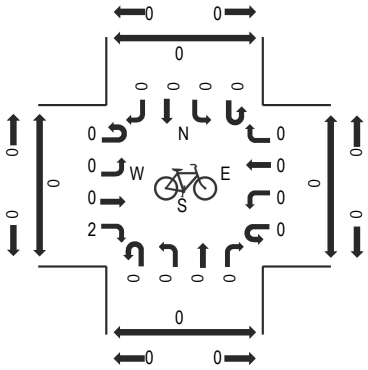
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 MAIN ST & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

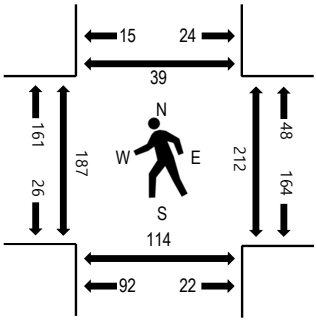
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

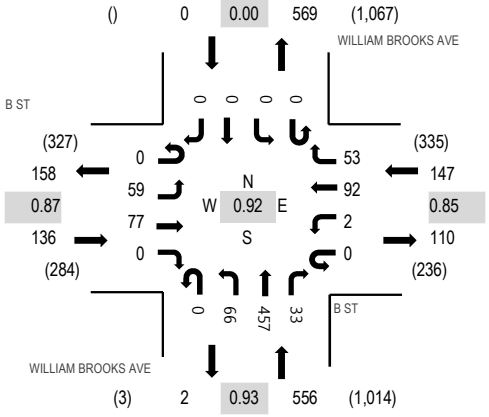
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	4	1	11	0	6	6	11	0	6	48	9	0	33	58	8	201	753	20	54	39	7
3:45 PM	0	7	4	3	0	7	13	5	0	8	41	8	0	26	60	3	185	735	57	60	18	9
4:00 PM	0	3	2	6	0	7	5	11	0	5	46	7	0	36	48	7	183	717	69	29	13	5
4:15 PM	0	3	3	6	0	5	4	7	0	5	47	7	0	36	56	5	184	701	41	69	44	18
4:30 PM	0	2	5	4	0	5	4	4	0	8	42	15	0	35	55	4	183	683	21	101	71	4
4:45 PM	0	2	2	4	0	4	12	2	0	4	45	10	0	34	44	4	167		65	49	63	20
5:00 PM	0	2	3	5	0	10	8	6	0	5	41	6	0	23	51	7	167		56	86	44	3
5:15 PM	0	3	4	3	0	7	10	9	0	1	40	12	0	25	47	5	166		59	69	55	7
Count Total	0	26	24	42	0	51	62	55	0	42	350	74	0	248	419	43	1,436		388	517	347	73
Peak Hour	0	17	10	26	0	25	28	34	0	24	182	31	0	131	222	23	753		187	212	114	39

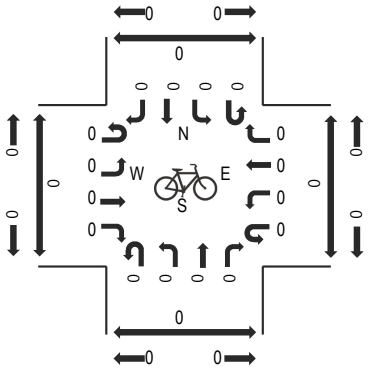
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WILLIAM BROOKS AVE & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

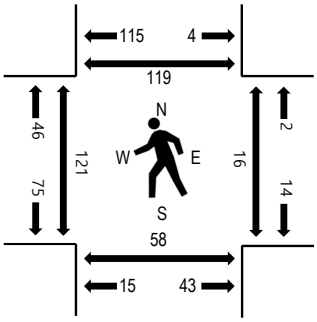
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

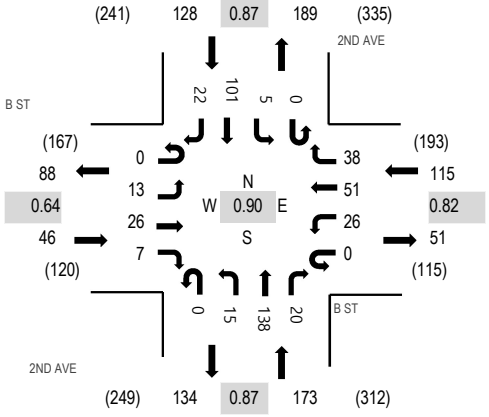
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	17	21	0	0	2	21	10	0	19	119	6	0	0	0	0	215	839	35	1	14	36
3:45 PM	0	12	20	0	0	0	20	14	0	14	115	7	0	0	0	0	202	820	19	3	13	21
4:00 PM	0	15	23	0	0	0	25	16	0	18	120	11	0	0	0	0	228	823	19	7	16	28
4:15 PM	0	15	13	0	0	0	26	13	0	15	103	9	0	0	0	0	194	794	48	5	15	34
4:30 PM	0	14	29	0	0	0	26	24	0	11	86	6	0	0	0	0	196	794	41	7	19	69
4:45 PM	0	13	27	0	0	0	27	9	1	16	103	9	0	0	0	0	205		14	3	13	60
5:00 PM	0	11	17	0	0	0	27	20	0	14	102	8	0	0	0	0	199		45	3	21	36
5:15 PM	0	13	24	0	0	0	33	22	0	15	81	6	0	0	0	0	194		19	0	16	58
Count Total	0	110	174	0	0	2	205	128	1	122	829	62	0	0	0	0	1,633		240	29	127	342
Peak Hour	0	59	77	0	0	2	92	53	0	66	457	33	0	0	0	0	839		121	16	58	119

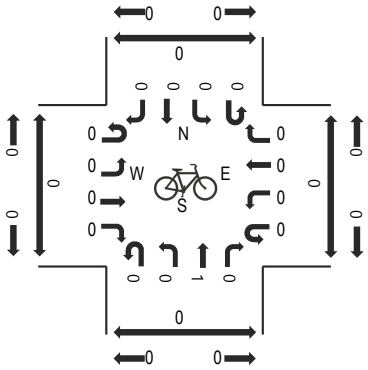
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 2ND AVE & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

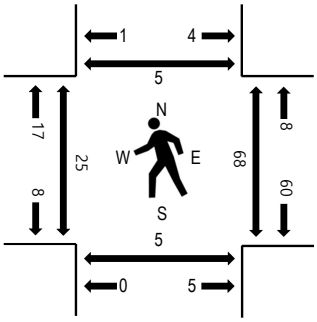
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

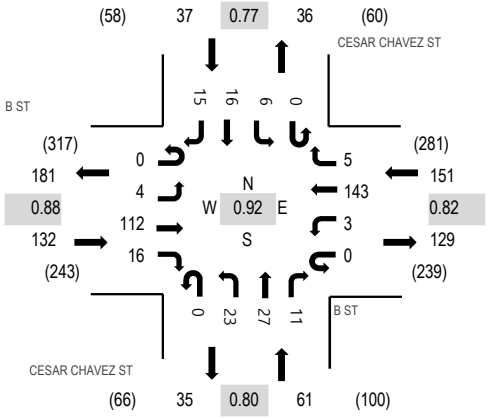
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	13	2	0	3	12	4	0	7	28	3	0	1	19	4	96	404	6	6	1	2
3:45 PM	0	4	11	4	0	6	12	7	0	2	23	7	0	2	22	4	104	419	3	4	1	0
4:00 PM	0	11	15	3	0	4	8	5	0	6	30	1	0	1	30	7	121	422	2	6	0	0
4:15 PM	0	3	7	1	0	4	10	3	0	3	28	1	0	2	17	4	83	416	2	7	1	2
4:30 PM	0	0	4	3	0	3	11	14	0	5	34	2	0	1	27	7	111	462	8	21	2	1
4:45 PM	0	4	7	2	0	7	11	1	0	2	31	3	0	2	29	8	107		4	5	1	0
5:00 PM	0	3	6	0	0	9	17	9	0	3	34	9	0	1	23	1	115		10	33	1	3
5:15 PM	0	6	9	2	0	7	12	14	0	5	39	6	0	1	22	6	129		3	9	1	1
Count Total	0	31	72	17	0	43	93	57	0	33	247	32	0	11	189	41	866		38	91	8	9
Peak Hour	0	13	26	7	0	26	51	38	0	15	138	20	0	5	101	22	462		25	68	5	5

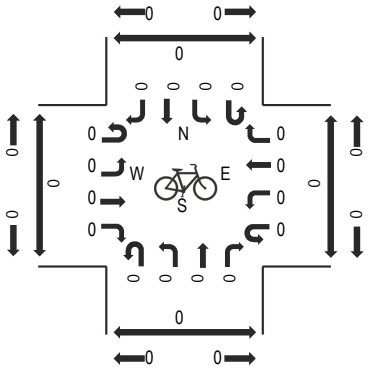
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 CESAR CHAVEZ ST & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

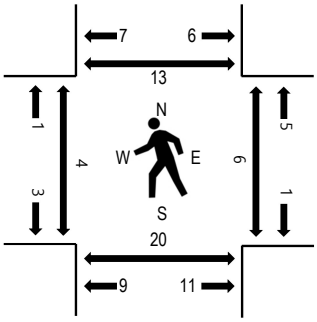
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

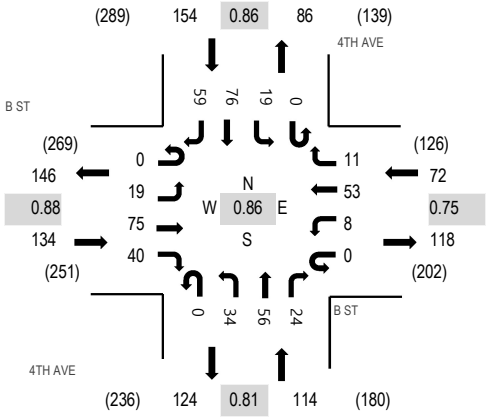
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	1	23	1	0	0	31	0	0	4	3	3	0	1	2	1	70	301	1	1	2	4
3:45 PM	0	1	26	1	0	5	26	1	0	4	2	1	0	1	1	1	70	319	0	0	4	4
4:00 PM	0	3	25	2	0	5	26	2	1	6	7	1	0	1	2	6	87	341	0	0	2	6
4:15 PM	0	2	23	3	0	5	28	1	0	1	1	5	0	0	3	2	74	357	0	1	3	6
4:30 PM	0	1	26	5	0	0	32	2	0	6	3	1	0	2	4	6	88	381	0	0	1	4
4:45 PM	0	2	33	3	0	2	27	1	0	5	5	4	0	0	8	2	92		1	0	2	3
5:00 PM	0	1	29	5	0	1	39	1	0	6	11	2	0	1	3	4	103		0	0	14	2
5:15 PM	0	0	24	3	0	0	45	1	0	6	8	4	0	3	1	3	98		3	6	3	4
Count Total	0	11	209	23	0	18	254	9	1	38	40	21	0	9	24	25	682		5	8	31	33
Peak Hour	0	4	112	16	0	3	143	5	0	23	27	11	0	6	16	15	381		4	6	20	13

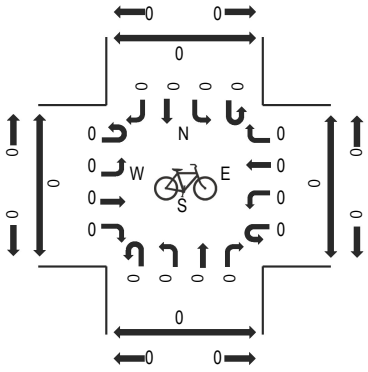
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 4TH AVE & B ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

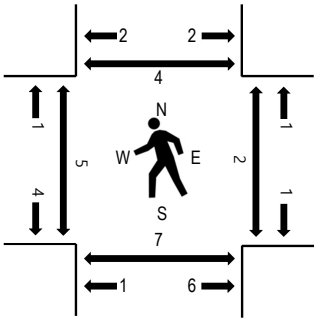
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

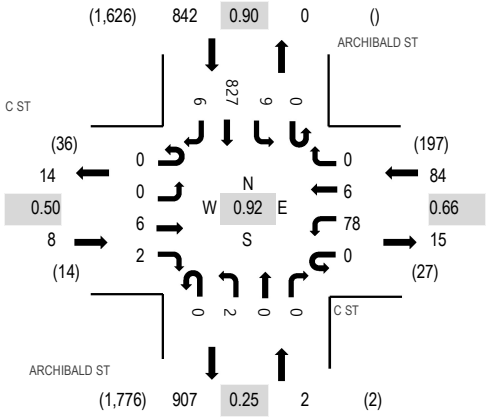
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	5	14	9	0	0	13	0	0	4	3	0	0	5	17	13	83	372	2	0	3	5
3:45 PM	0	4	15	11	0	0	11	0	0	7	8	3	0	4	23	15	101	388	0	0	5	3
4:00 PM	0	4	14	11	0	1	10	3	0	8	17	4	0	2	15	11	100	413	0	1	0	2
4:15 PM	0	4	15	11	0	0	15	1	0	5	4	3	0	5	14	11	88	425	3	0	1	1
4:30 PM	0	4	20	3	0	2	15	1	0	5	15	3	0	3	16	12	99	474	3	0	0	0
4:45 PM	0	5	19	13	0	0	8	5	0	7	17	11	0	9	19	13	126		0	0	0	0
5:00 PM	0	4	19	9	0	2	13	2	0	11	9	6	0	4	18	15	112		2	1	7	3
5:15 PM	0	6	17	15	0	4	17	3	0	11	15	4	0	3	23	19	137		0	1	0	1
Count Total	0	36	133	82	0	9	102	15	0	58	88	34	0	35	145	109	846		10	3	16	15
Peak Hour	0	19	75	40	0	8	53	11	0	34	56	24	0	19	76	59	474		5	2	7	4

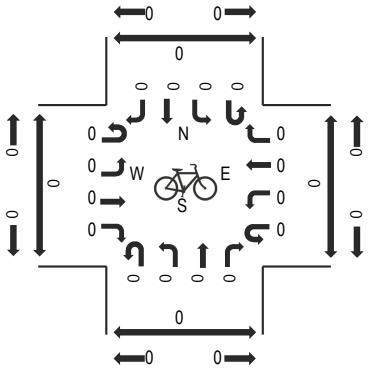
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 ARCHIBALD ST & C ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

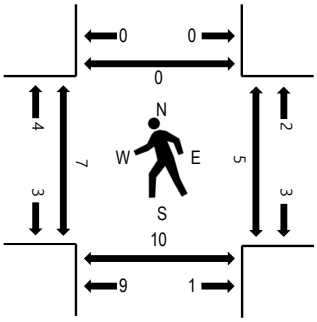
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

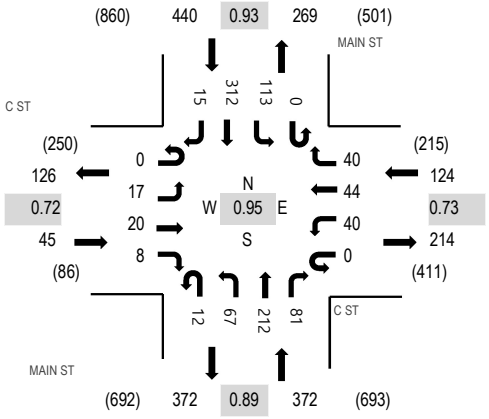
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	0	2	0	24	3	0	0	0	0	0	0	3	176	3	211	907	0	0	0	0
3:45 PM	0	0	0	0	0	27	0	0	0	0	0	0	0	1	188	1	217	912	2	2	0	0
4:00 PM	0	0	1	0	0	19	1	0	0	0	0	0	0	1	232	1	255	936	0	0	0	0
4:15 PM	0	0	3	2	0	21	1	0	0	2	0	0	0	2	192	1	224	925	0	0	1	0
4:30 PM	0	0	0	0	0	18	3	0	0	0	0	0	0	6	186	3	216	932	2	3	2	0
4:45 PM	0	0	2	0	0	20	1	0	0	0	0	0	0	0	217	1	241		5	2	7	0
5:00 PM	0	0	2	1	0	27	12	0	0	0	0	0	0	3	199	0	244		5	1	1	2
5:15 PM	0	0	1	0	0	18	2	0	0	0	0	0	0	2	207	1	231		1	2	0	0
Count Total	0	0	9	5	0	174	23	0	0	2	0	0	0	18	1,597	11	1,839		15	10	11	2
Peak Hour	0	0	6	2	0	78	6	0	0	2	0	0	0	9	827	6	936		7	5	10	0

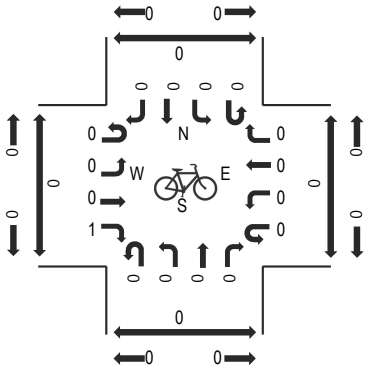
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MAIN ST & C ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

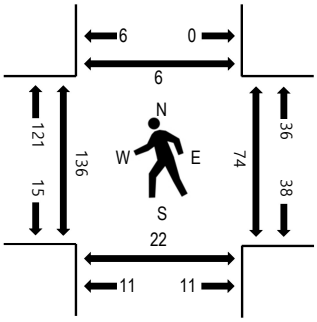
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

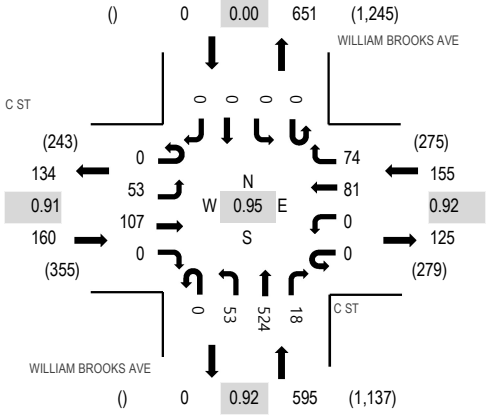
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	2	2	3	0	8	12	10	0	15	40	15	2	32	77	4	222	955	18	4	6	2
3:45 PM	0	7	1	3	0	13	17	14	3	18	52	22	0	26	76	3	255	981	58	7	4	2
4:00 PM	0	3	3	2	0	7	10	10	4	11	55	15	0	23	72	5	220	955	45	22	8	3
4:15 PM	0	3	4	1	0	9	10	8	3	16	63	22	0	31	84	4	258	958	24	10	7	1
4:30 PM	0	4	12	2	0	11	7	8	2	22	42	22	0	33	80	3	248	899	9	35	3	0
4:45 PM	0	9	3	2	0	3	13	2	1	14	57	20	0	29	73	3	229		39	17	12	6
5:00 PM	0	4	2	4	0	9	14	5	0	17	49	15	0	38	61	5	223		59	18	7	3
5:15 PM	0	4	2	4	0	4	11	0	0	13	47	18	1	21	71	3	199		18	6	7	3
Count Total	0	36	29	21	0	64	94	57	13	126	405	149	3	233	594	30	1,854		270	119	54	20
Peak Hour	0	17	20	8	0	40	44	40	12	67	212	81	0	113	312	15	981		136	74	22	6

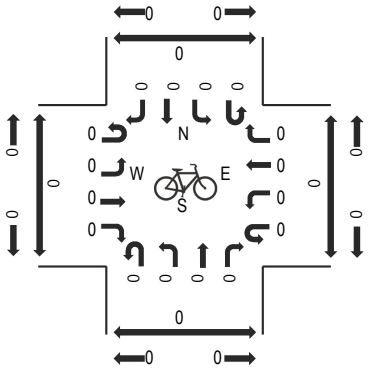
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 WILLIAM BROOKS AVE & C ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

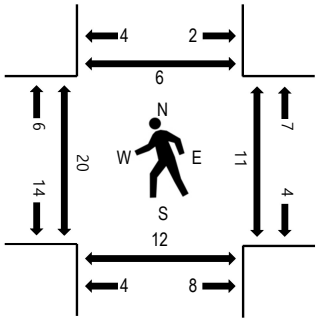
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

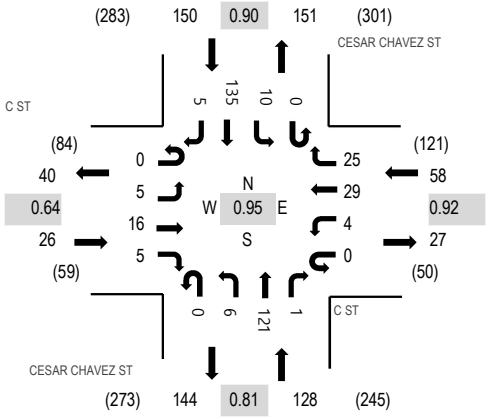
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	13	25	0	0	0	15	27	0	16	125	5	0	0	0	0	226	910	3	3	0	1
3:45 PM	0	12	32	0	0	0	20	14	0	18	139	4	0	0	0	0	239	887	7	4	4	2
4:00 PM	0	12	19	0	0	0	22	17	0	12	132	6	0	0	0	0	220	865	4	1	4	0
4:15 PM	0	16	31	0	0	0	24	16	0	7	128	3	0	0	0	0	225	884	6	3	4	3
4:30 PM	0	16	35	0	0	0	13	12	0	18	106	3	0	0	0	0	203	857	18	0	2	5
4:45 PM	0	19	37	0	0	0	11	17	0	9	117	7	0	0	0	0	217		5	0	14	3
5:00 PM	0	18	32	0	0	0	19	20	0	13	126	11	0	0	0	0	239		6	1	3	5
5:15 PM	0	14	24	0	0	0	13	15	0	13	114	5	0	0	0	0	198		7	1	3	1
Count Total	0	120	235	0	0	0	137	138	0	106	987	44	0	0	0	0	1,767		56	13	34	20
Peak Hour	0	53	107	0	0	0	81	74	0	53	524	18	0	0	0	0	910		20	11	12	6

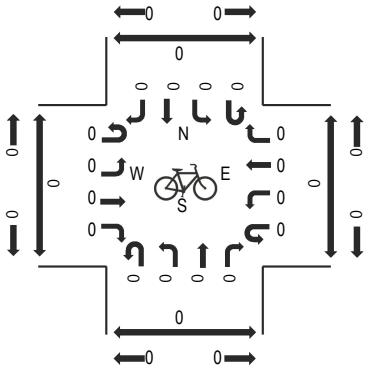
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 CESAR CHAVEZ ST & C ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

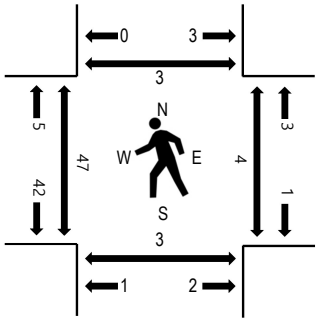
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

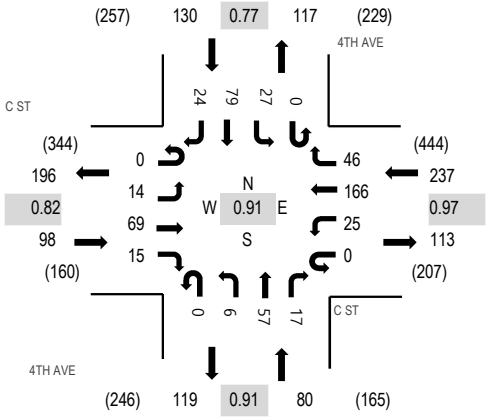
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	2	2	0	0	0	8	6	0	0	31	2	0	1	29	4	85	347	2	0	0	1
3:45 PM	0	3	1	2	0	2	11	4	0	3	24	2	0	1	29	0	82	351	3	2	0	0
4:00 PM	0	2	7	0	0	0	7	7	0	2	37	1	0	2	30	0	95	362	5	0	0	0
4:15 PM	0	2	2	0	0	1	5	11	0	2	25	0	0	3	34	0	85	357	40	3	1	2
4:30 PM	0	1	2	2	0	2	12	4	0	0	28	0	0	4	32	2	89	361	2	1	2	0
4:45 PM	0	0	5	3	0	1	5	3	0	2	31	0	0	1	39	3	93		0	0	0	1
5:00 PM	0	7	6	1	0	1	4	9	0	1	24	1	0	2	31	3	90		3	1	0	1
5:15 PM	0	7	2	0	0	3	10	5	0	0	28	1	0	2	31	0	89		4	3	0	3
Count Total	0	24	27	8	0	10	62	49	0	10	228	7	0	16	255	12	708		59	10	3	8
Peak Hour	0	5	16	5	0	4	29	25	0	6	121	1	0	10	135	5	362		47	4	3	3

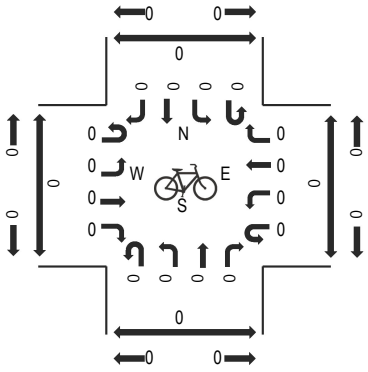
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 4TH AVE & C ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

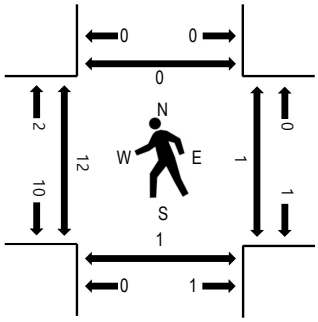
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

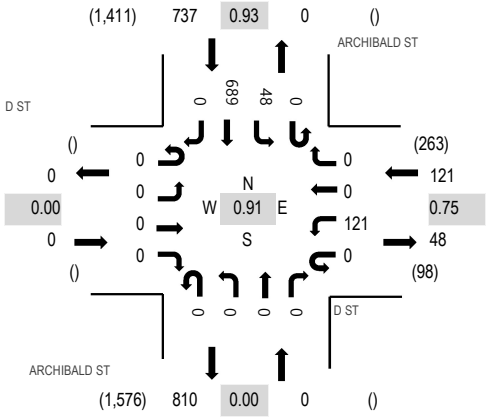
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	3	6	1	0	15	34	7	0	1	16	2	0	10	16	2	113	481	1	0	2	0
3:45 PM	0	1	11	0	0	9	36	5	0	1	16	7	0	9	22	4	121	498	1	6	0	0
4:00 PM	0	6	16	2	0	13	27	12	0	3	18	3	0	3	21	4	128	526	2	8	0	0
4:15 PM	0	2	13	1	0	6	31	12	0	1	14	3	0	11	21	4	119	532	0	0	0	0
4:30 PM	0	4	14	2	0	7	41	10	0	3	14	4	0	7	19	5	130	545	5	0	0	0
4:45 PM	0	2	19	5	0	7	39	12	0	0	17	1	0	12	27	8	149		0	0	1	0
5:00 PM	0	6	13	3	0	4	44	12	0	3	13	6	0	7	17	6	134		1	1	0	0
5:15 PM	0	2	23	5	0	7	42	12	0	0	13	6	0	1	16	5	132		6	0	0	0
Count Total	0	26	115	19	0	68	294	82	0	12	121	32	0	60	159	38	1,026		16	15	3	0
Peak Hour	0	14	69	15	0	25	166	46	0	6	57	17	0	27	79	24	545		12	1	1	0

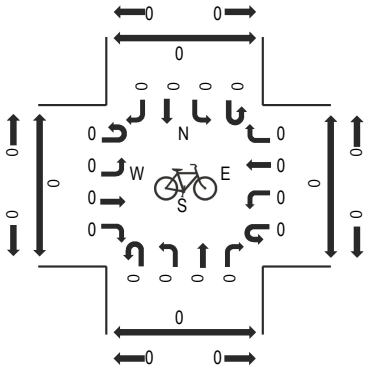
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 ARCHIBALD ST & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

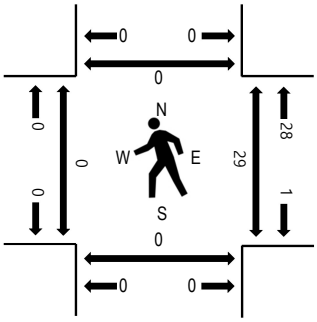
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

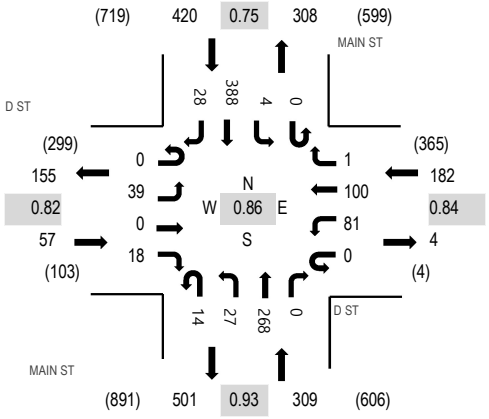
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	0	0	0	24	0	0	0	0	0	0	0	13	149	0	186	819	0	1	0	0
3:45 PM	0	0	0	0	0	47	0	0	0	0	0	0	0	19	137	0	203	832	0	12	0	0
4:00 PM	0	0	0	0	0	45	0	0	0	0	0	0	0	14	177	0	236	858	0	16	0	0
4:15 PM	0	0	0	0	0	25	0	0	0	0	0	0	0	12	157	0	194	822	0	3	0	0
4:30 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	7	171	0	199	855	0	1	0	0
4:45 PM	0	0	0	0	0	30	0	0	0	0	0	0	0	15	184	0	229		0	9	0	0
5:00 PM	0	0	0	0	0	29	0	0	0	0	0	0	0	5	166	0	200		0	4	0	0
5:15 PM	0	0	0	0	0	42	0	0	0	0	0	0	0	13	172	0	227		0	0	2	0
Count Total	0	0	0	0	0	263	0	0	0	0	0	0	0	98	1,313	0	1,674		0	46	2	0
Peak Hour	0	0	0	0	0	121	0	0	0	0	0	0	0	48	689	0	858		0	29	0	0

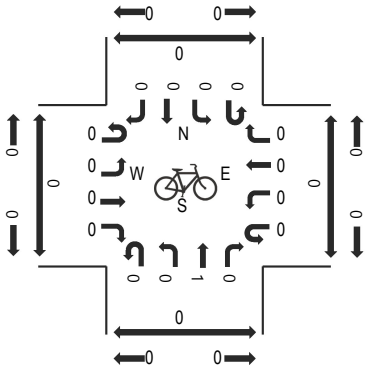
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 MAIN ST & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

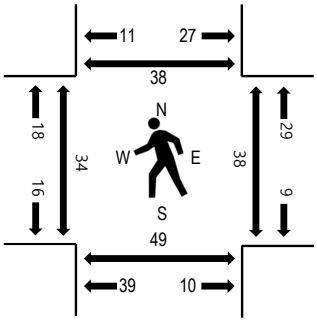
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

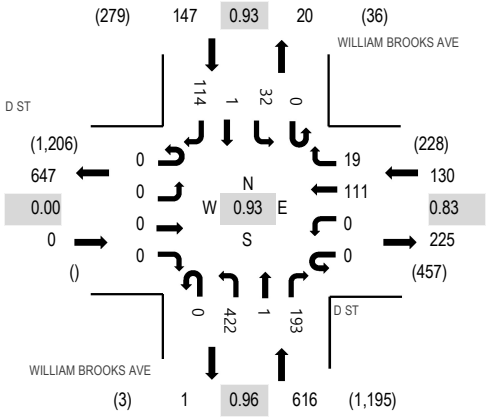
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	10	0	2	0	13	17	0	5	2	58	0	0	2	105	8	222	968	10	4	5	4
3:45 PM	0	13	0	5	0	21	31	0	2	8	64	0	0	2	76	4	226	961	6	16	23	15
4:00 PM	0	7	0	6	0	27	32	1	3	6	74	0	0	0	78	5	239	932	12	8	11	10
4:15 PM	0	9	0	5	0	20	20	0	4	11	72	0	0	0	129	11	281	902	6	10	10	9
4:30 PM	0	12	0	2	0	27	23	0	3	8	70	0	0	0	66	4	215	825	7	31	7	0
4:45 PM	0	5	0	6	0	18	22	0	2	4	65	0	0	0	72	3	197		9	16	3	7
5:00 PM	0	9	0	2	0	19	24	0	6	7	67	0	0	0	69	6	209		2	13	13	1
5:15 PM	0	7	0	3	0	16	33	1	3	7	55	0	0	0	76	3	204		4	3	2	0
Count Total	0	72	0	31	0	161	202	2	28	53	525	0	0	4	671	44	1,793		56	101	74	46
Peak Hour	0	39	0	18	0	81	100	1	14	27	268	0	0	4	388	28	968		34	38	49	38

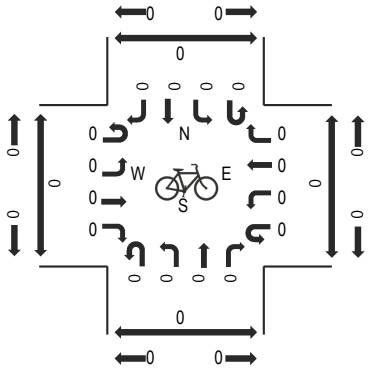
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 WILLIAM BROOKS AVE & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

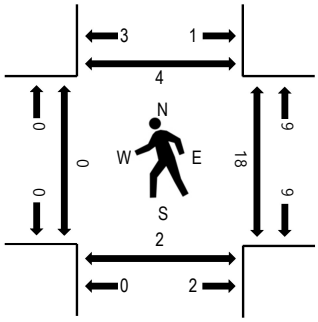
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

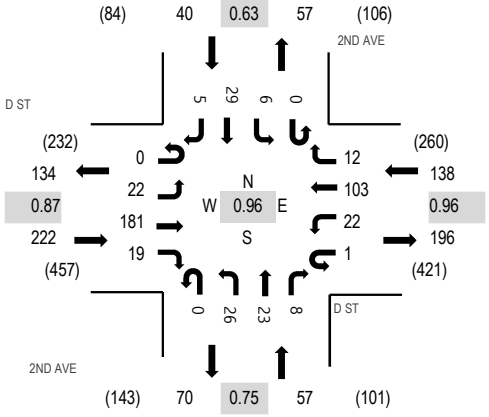
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	0	0	0	0	25	5	0	110	0	47	0	5	1	19	212	893	0	3	0	0
3:45 PM	0	0	0	0	0	0	27	6	0	104	0	57	0	9	0	32	235	868	0	1	0	0
4:00 PM	0	0	0	0	0	0	34	5	0	121	1	39	0	8	0	33	241	833	0	2	1	3
4:15 PM	0	0	0	0	0	0	25	3	0	87	0	50	0	10	0	30	205	820	0	12	1	1
4:30 PM	0	0	0	0	0	1	22	3	0	90	0	41	0	10	0	20	187	809	0	1	4	6
4:45 PM	0	0	0	0	0	0	22	1	0	95	0	51	0	7	1	23	200		0	5	0	2
5:00 PM	0	0	0	0	0	0	19	8	0	99	0	62	0	7	0	33	228		0	2	1	1
5:15 PM	0	0	0	0	0	0	19	3	0	94	1	46	0	8	0	23	194		0	4	0	6
Count Total	0	0	0	0	0	1	193	34	0	800	2	393	0	64	2	213	1,702		0	30	7	19
Peak Hour	0	0	0	0	0	0	111	19	0	422	1	193	0	32	1	114	893		0	18	2	4

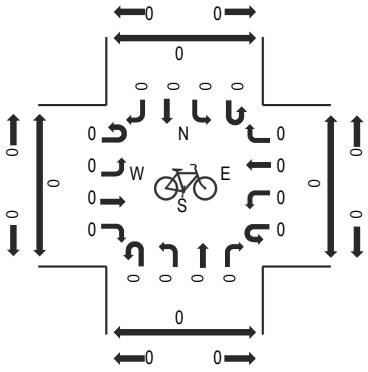
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 2ND AVE & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

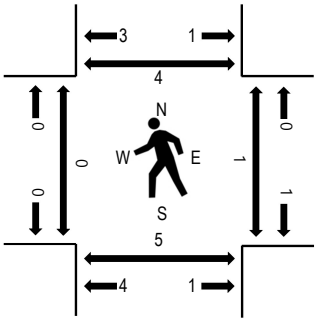
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

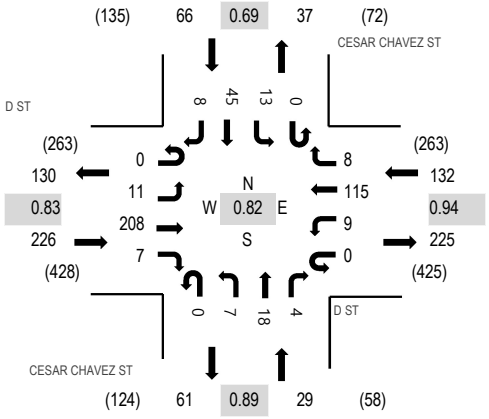
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	5	45	3	0	7	23	5	0	5	6	1	0	2	11	3	116	457	0	0	0	2
3:45 PM	0	6	49	9	1	5	28	1	0	5	7	1	0	3	3	1	119	443	0	1	2	1
4:00 PM	0	7	37	1	0	5	29	2	0	11	5	3	0	0	6	1	107	422	0	0	3	0
4:15 PM	0	4	50	6	0	5	23	4	0	5	5	3	0	1	9	0	115	454	0	0	0	1
4:30 PM	0	2	47	4	0	2	19	3	0	2	4	1	0	2	13	3	102	445	13	1	0	1
4:45 PM	0	7	48	3	0	6	22	1	0	2	2	3	0	1	2	1	98		0	1	0	1
5:00 PM	0	7	57	5	0	10	23	6	0	3	7	8	0	1	10	2	139		0	1	2	2
5:15 PM	0	2	50	3	1	7	17	5	0	3	3	6	0	0	8	1	106		3	0	2	1
Count Total	0	40	383	34	2	47	184	27	0	36	39	26	0	10	62	12	902		16	4	9	9
Peak Hour	0	22	181	19	1	22	103	12	0	26	23	8	0	6	29	5	457		0	1	5	4

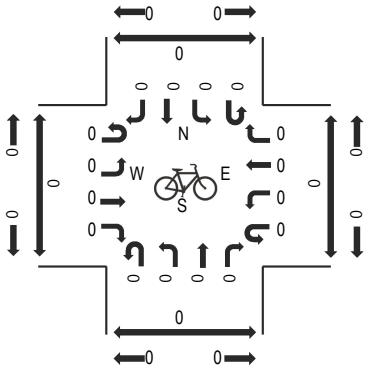
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 CESAR CHAVEZ ST & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

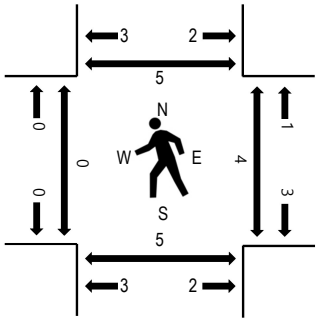
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

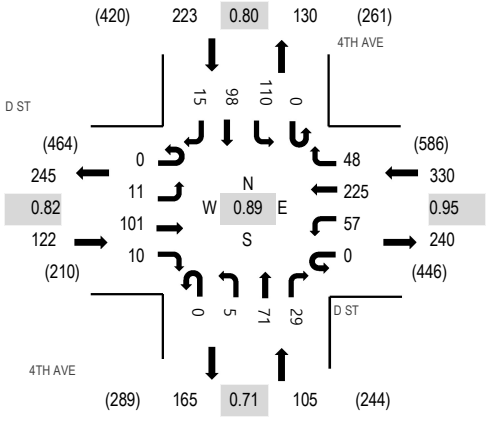
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	5	44	1	0	3	33	0	0	1	3	0	0	4	11	4	109	435	2	0	3	0
3:45 PM	0	5	49	2	0	2	29	1	0	1	3	1	0	4	8	2	107	422	4	0	0	1
4:00 PM	0	2	37	3	0	3	33	1	0	3	7	1	0	3	12	0	105	420	2	1	0	1
4:15 PM	0	5	48	3	0	3	29	2	0	3	1	2	0	5	12	1	114	453	0	1	1	2
4:30 PM	0	3	46	1	0	3	22	2	0	1	4	2	0	1	10	1	96	449	0	0	0	0
4:45 PM	0	2	47	3	0	1	30	4	0	0	7	0	0	2	8	1	105		0	0	0	3
5:00 PM	0	1	67	0	0	2	34	0	0	3	6	0	0	5	15	5	138		0	3	4	0
5:15 PM	0	1	53	0	0	3	22	1	0	2	6	1	0	3	15	3	110		0	0	0	0
Count Total	0	24	391	13	0	20	232	11	0	14	37	7	0	27	91	17	884		8	5	8	7
Peak Hour	0	11	208	7	0	9	115	8	0	7	18	4	0	13	45	8	453		0	4	5	5

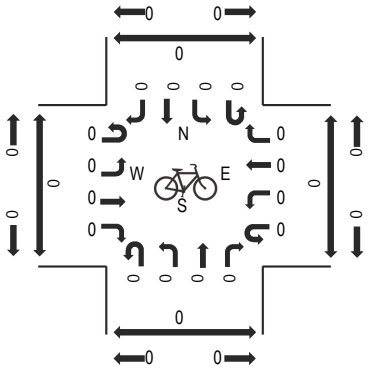
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 23 4TH AVE & D ST PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

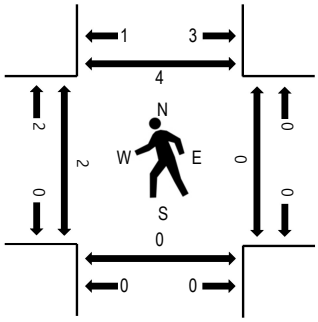
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

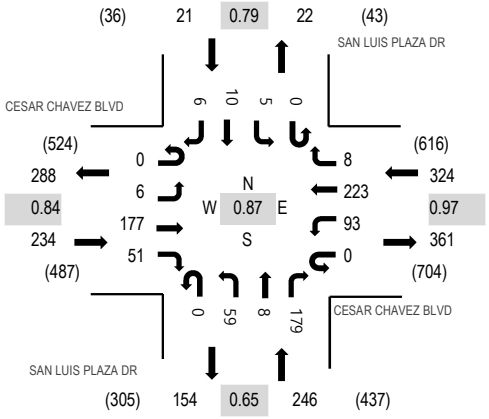
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	17	2	0	7	44	9	0	6	29	14	0	29	15	3	175	680	1	0	0	0
3:45 PM	0	2	24	1	0	11	54	6	0	4	20	3	0	24	26	4	179	686	0	1	0	0
4:00 PM	0	1	20	2	0	10	49	9	0	2	23	4	0	19	20	2	161	695	0	0	0	0
4:15 PM	0	3	16	0	0	7	45	5	0	6	24	4	0	32	23	0	165	754	0	0	0	1
4:30 PM	0	2	24	1	0	12	57	14	0	0	15	7	0	27	18	4	181	780	0	0	0	0
4:45 PM	0	3	23	4	0	19	53	15	0	3	14	7	0	17	25	5	188		0	0	0	0
5:00 PM	0	4	31	2	0	14	55	12	0	1	22	9	0	39	28	3	220		1	0	0	2
5:15 PM	0	2	23	3	0	12	60	7	0	1	20	6	0	27	27	3	191		1	0	0	2
Count Total	0	17	178	15	0	92	417	77	0	23	167	54	0	214	182	24	1,460		3	1	0	5
Peak Hour	0	11	101	10	0	57	225	48	0	5	71	29	0	110	98	15	780		2	0	0	4

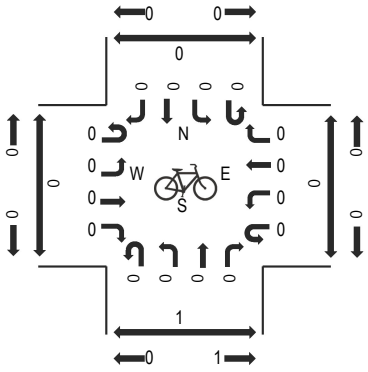
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 SAN LUIS PLAZA DR & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

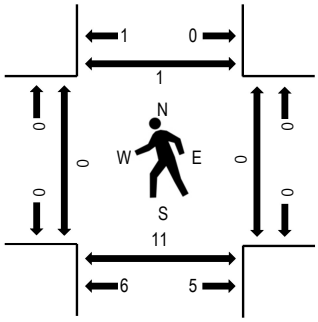
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

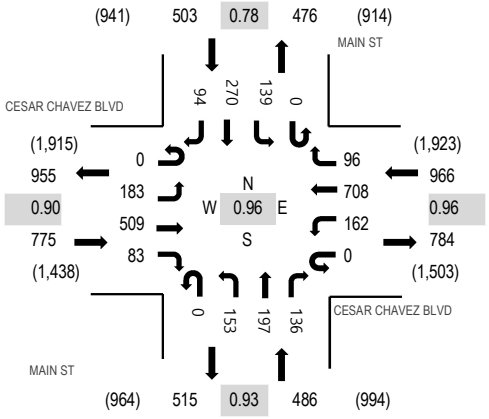
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				SAN LUIS PLAZA DR Northbound				SAN LUIS PLAZA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	1	49	12	0	23	38	2	0	4	5	25	0	3	2	0	164	772	0	0	4	0
3:45 PM	0	2	42	15	0	28	47	1	0	15	0	41	0	2	0	0	193	814	0	0	1	1
4:00 PM	0	0	50	8	0	21	43	3	0	14	2	32	0	4	0	0	177	801	0	0	3	4
4:15 PM	0	1	46	13	0	20	52	2	0	24	3	74	0	1	2	0	238	825	0	0	2	0
4:30 PM	0	1	45	10	0	32	53	2	0	13	2	41	0	0	3	4	206	804	0	0	4	0
4:45 PM	0	1	46	10	0	23	51	3	0	14	0	27	0	1	3	1	180		0	0	4	0
5:00 PM	0	3	40	18	0	18	67	1	0	8	3	37	0	3	2	1	201		0	0	1	1
5:15 PM	0	1	60	13	0	27	56	3	0	18	1	34	0	1	2	1	217		0	0	1	2
Count Total	0	10	378	99	0	192	407	17	0	110	16	311	0	15	14	7	1,576		0	0	20	8
Peak Hour	0	6	177	51	0	93	223	8	0	59	8	179	0	5	10	6	825		0	0	11	1

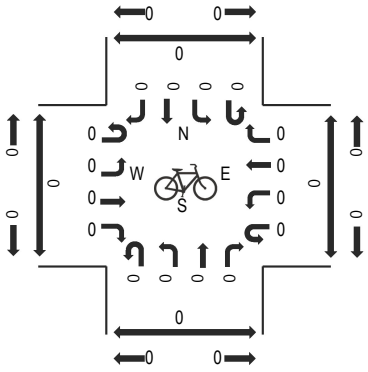
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 25 MAIN ST & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

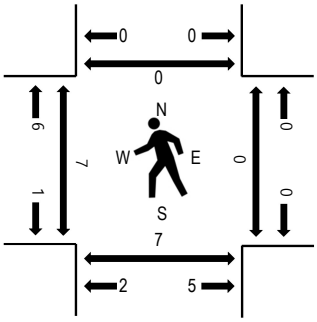
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

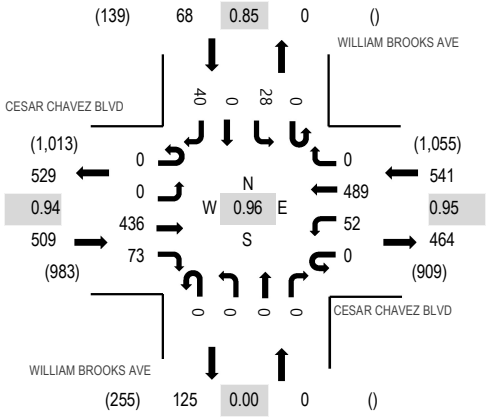
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	44	120	20	0	35	170	29	0	51	48	43	0	31	49	17	657	2,726	2	0	7	0
3:45 PM	0	50	141	15	0	40	172	25	0	25	53	46	0	26	70	19	682	2,730	0	0	0	0
4:00 PM	0	44	154	18	0	42	184	24	0	51	48	31	0	30	66	19	711	2,645	2	0	2	0
4:15 PM	0	48	90	22	0	44	167	14	0	39	54	37	0	55	73	33	676	2,605	3	0	3	0
4:30 PM	0	41	124	28	0	36	185	33	0	38	42	22	0	28	61	23	661	2,570	2	0	2	0
4:45 PM	0	42	97	11	0	25	196	18	0	32	34	38	0	20	62	22	597		0	0	7	0
5:00 PM	0	51	117	12	0	50	172	18	0	44	46	48	0	36	61	16	671		0	0	3	0
5:15 PM	0	34	97	18	0	39	177	28	0	40	46	38	0	34	67	23	641		0	0	2	0
Count Total	0	354	940	144	0	311	1,423	189	0	320	371	303	0	260	509	172	5,296		9	0	26	0
Peak Hour	0	183	509	83	0	162	708	96	0	153	197	136	0	139	270	94	2,730		7	0	7	0

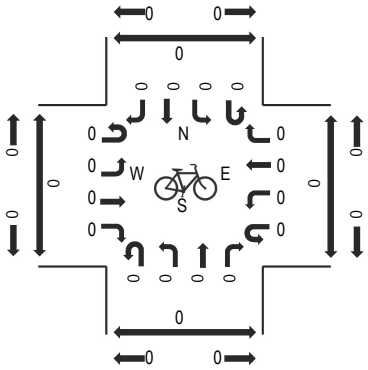
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 26 WILLIAM BROOKS AVE & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

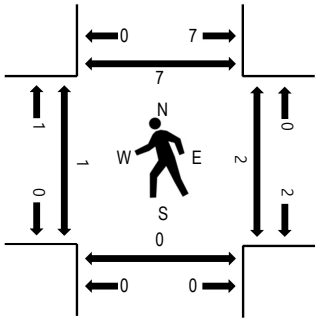
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

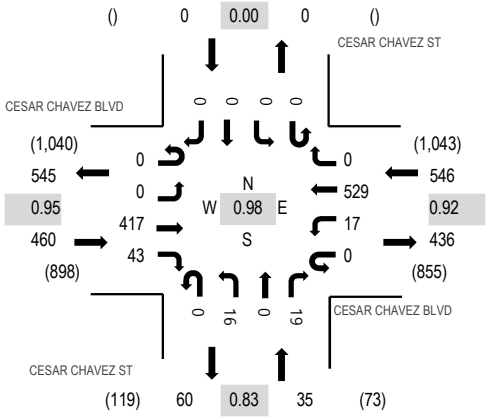
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	91	19	0	13	130	0	0	0	0	0	0	4	0	9	266	1,118	0	0	0	0
3:45 PM	0	0	113	15	0	11	122	0	0	0	0	0	0	5	0	10	276	1,106	0	2	0	4
4:00 PM	0	0	118	16	0	13	124	0	0	0	0	0	0	10	0	11	292	1,063	0	0	0	3
4:15 PM	0	0	114	23	0	15	113	0	0	0	0	0	0	9	0	10	284	1,053	1	0	0	0
4:30 PM	0	0	97	18	0	18	106	0	0	0	0	0	0	6	0	9	254	1,059	0	0	0	1
4:45 PM	0	0	89	11	0	12	106	0	0	0	0	0	0	5	0	10	233		0	0	0	0
5:00 PM	0	0	113	21	0	15	113	0	0	0	0	0	0	13	0	7	282		6	0	0	3
5:15 PM	0	0	109	16	0	19	125	0	0	0	0	0	0	13	0	8	290		0	0	0	1
Count Total	0	0	844	139	0	116	939	0	0	0	0	0	0	65	0	74	2,177		7	2	0	12
Peak Hour	0	0	436	73	0	52	489	0	0	0	0	0	0	28	0	40	1,118		1	2	0	7

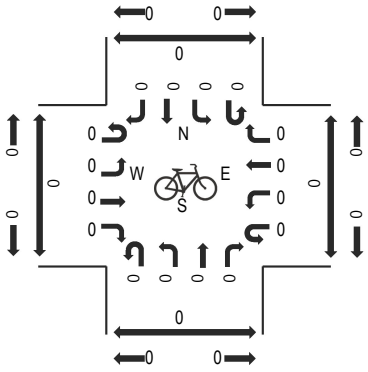
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 CESAR CHAVEZ ST & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

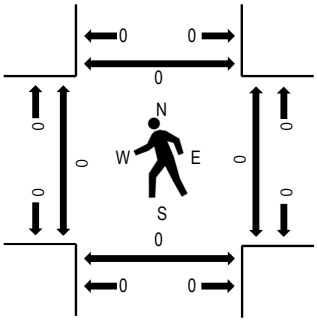
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

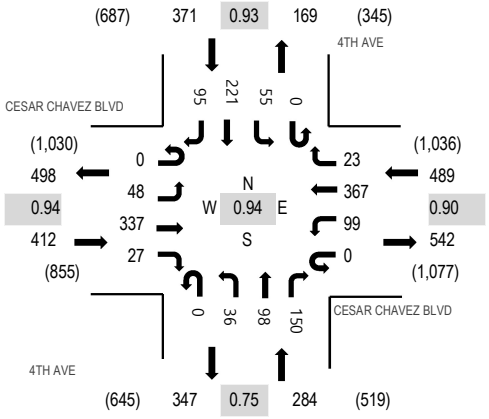
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	86	10	0	5	144	0	0	0	0	7	0	0	0	0	252	1,041	0	0	0	0
3:45 PM	0	0	109	12	0	2	134	0	0	2	0	7	0	0	0	0	266	1,026	0	0	0	0
4:00 PM	0	0	113	10	0	4	131	0	0	5	0	2	0	0	0	0	265	982	0	0	0	0
4:15 PM	0	0	109	11	0	6	120	0	0	9	0	3	0	0	0	0	258	971	0	0	0	0
4:30 PM	0	0	98	4	0	8	119	0	0	3	0	5	0	0	0	0	237	973	0	0	1	0
4:45 PM	0	0	94	8	0	1	108	0	0	6	0	5	0	0	0	0	222		0	0	0	0
5:00 PM	0	0	99	19	0	5	122	0	0	3	0	6	0	0	0	0	254		0	1	1	0
5:15 PM	0	0	106	10	0	4	130	0	0	4	0	6	0	0	0	0	260		0	0	0	0
Count Total	0	0	814	84	0	35	1,008	0	0	32	0	41	0	0	0	0	2,014		0	1	2	0
Peak Hour	0	0	417	43	0	17	529	0	0	16	0	19	0	0	0	0	1,041		0	0	0	0

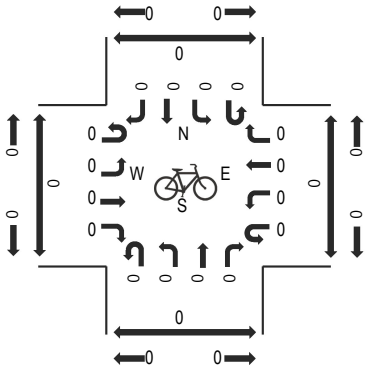
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 4TH AVE & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

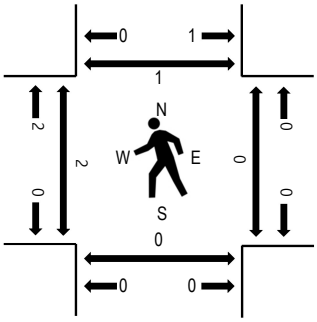
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

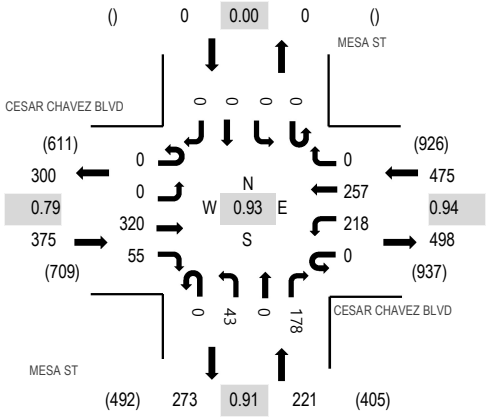
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	15	74	10	0	25	110	4	0	8	28	30	0	20	42	25	391	1,541	0	0	0	0
3:45 PM	0	12	90	7	0	17	105	4	0	8	21	32	0	16	46	17	375	1,541	0	0	0	1
4:00 PM	0	15	93	12	0	30	112	10	0	8	21	22	0	14	36	19	392	1,513	0	0	0	3
4:15 PM	0	14	94	7	0	21	97	12	0	3	20	34	0	16	45	20	383	1,535	0	0	0	0
4:30 PM	0	12	87	7	0	16	86	6	0	11	29	37	0	17	58	25	391	1,556	0	0	0	0
4:45 PM	0	9	75	11	0	22	87	3	0	6	20	25	0	12	61	16	347		1	0	0	0
5:00 PM	0	14	87	2	0	35	89	5	0	11	27	57	0	12	49	26	414		1	0	0	1
5:15 PM	0	13	88	7	0	26	105	9	0	8	22	31	0	14	53	28	404		0	0	0	0
Count Total	0	104	688	63	0	192	791	53	0	63	188	268	0	121	390	176	3,097		2	0	0	5
Peak Hour	0	48	337	27	0	99	367	23	0	36	98	150	0	55	221	95	1,556		2	0	0	1

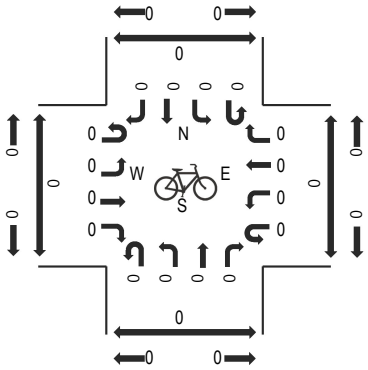
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MESA ST & CESAR CHAVEZ BLVD PM
Date: Monday, February 7, 2022
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

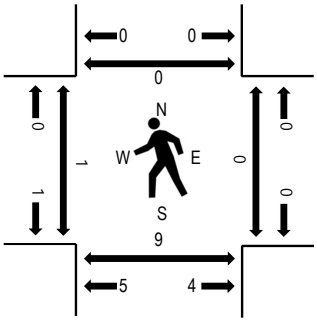
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

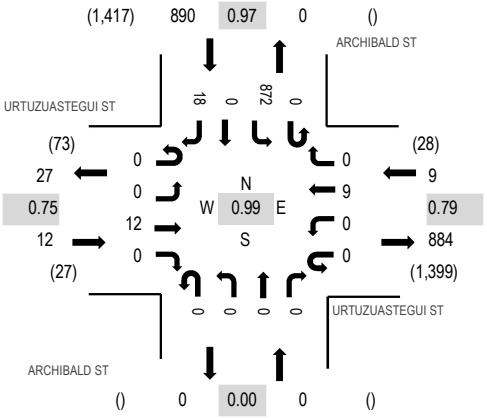
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MESA ST Northbound				MESA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:30 PM	0	0	60	11	0	65	64	0	0	6	0	41	0	0	0	0	247	1,058	0	0	4	0
3:45 PM	0	0	71	13	0	53	68	0	0	7	0	48	0	0	0	0	260	1,071	1	0	0	0
4:00 PM	0	0	67	17	0	60	59	0	0	6	0	55	0	0	0	0	264	1,033	0	0	5	0
4:15 PM	0	0	107	12	0	54	61	0	0	15	0	38	0	0	0	0	287	1,017	0	0	1	0
4:30 PM	0	0	75	13	0	51	69	0	0	15	0	37	0	0	0	0	260	982	0	0	3	0
4:45 PM	0	0	66	10	0	36	61	0	0	16	0	33	0	0	0	0	222		0	0	4	0
5:00 PM	0	0	83	8	0	44	71	0	0	13	0	29	0	0	0	0	248		0	0	0	0
5:15 PM	0	0	93	3	0	42	68	0	0	12	0	34	0	0	0	0	252		0	0	0	0
Count Total	0	0	622	87	0	405	521	0	0	90	0	315	0	0	0	0	2,040		1	0	17	0
Peak Hour	0	0	320	55	0	218	257	0	0	43	0	178	0	0	0	0	1,071		1	0	9	0

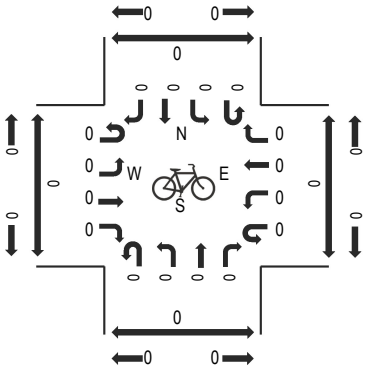
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARCHIBALD ST & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

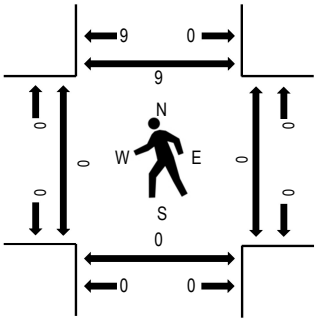
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

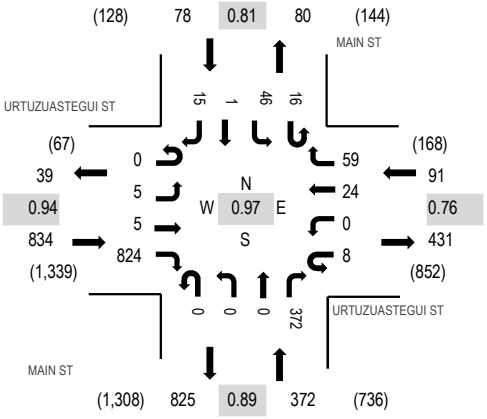
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	84	0	5	93	561	0	0	0	7
7:45 AM	0	0	1	0	0	0	6	0	0	0	0	0	0	118	0	8	133	694	0	0	0	5
8:00 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	136	0	9	158	785	0	0	0	5
8:15 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	162	0	5	177	857	0	0	0	4
8:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	213	0	7	226	911	0	0	0	3
8:45 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	207	0	7	224		0	0	0	2
9:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	224	0	2	230		0	0	0	2
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	228	0	2	231		0	0	0	2
Count Total	0	0	27	0	0	0	28	0	0	0	0	0	0	1,372	0	45	1,472		0	0	0	30
Peak Hour	0	0	12	0	0	0	9	0	0	0	0	0	0	872	0	18	911		0	0	0	9

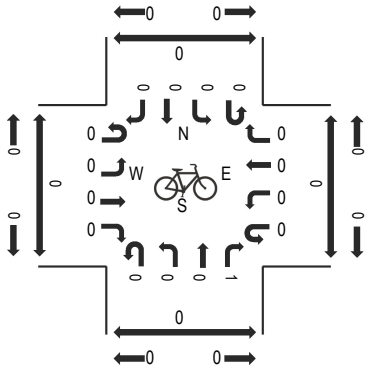
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MAIN ST & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

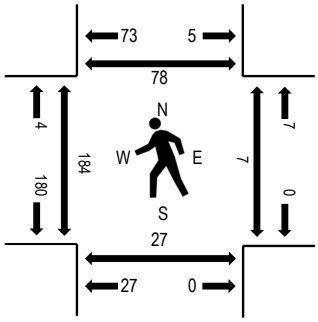
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

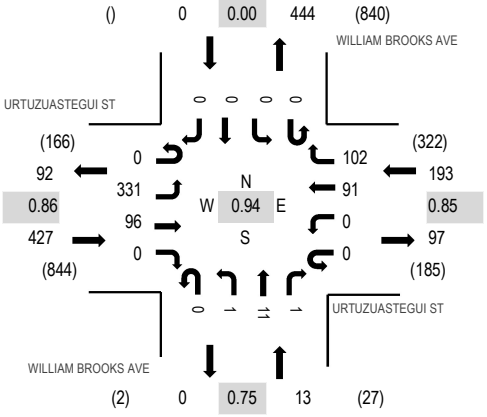
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	1	1	79	0	0	4	7	0	1	1	90	2	5	0	0	191	996	13	6	8	21
7:45 AM	0	3	3	116	1	0	7	10	0	1	0	111	3	11	0	1	267	1,135	19	2	6	16
8:00 AM	0	1	9	138	1	0	6	13	0	0	0	75	1	10	0	1	255	1,213	23	2	3	13
8:15 AM	0	3	1	150	4	0	7	17	0	0	0	85	2	14	0	0	283	1,303	23	4	6	23
8:30 AM	0	2	2	191	1	0	9	12	0	0	0	97	3	13	0	0	330	1,375	51	0	10	10
8:45 AM	0	3	2	199	1	0	6	14	0	0	0	104	2	11	0	3	345		23	2	7	10
9:00 AM	0	0	0	221	2	0	3	13	0	0	0	84	5	10	1	6	345		35	1	1	21
9:15 AM	0	0	1	213	4	0	6	20	0	0	0	87	6	12	0	6	355		75	4	9	37
Count Total	0	13	19	1,307	14	0	48	106	0	2	1	733	24	86	1	17	2,371		262	21	50	151
Peak Hour	0	5	5	824	8	0	24	59	0	0	0	372	16	46	1	15	1,375		184	7	27	78

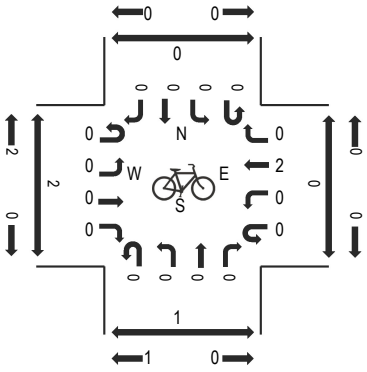
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WILLIAM BROOKS AVE & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

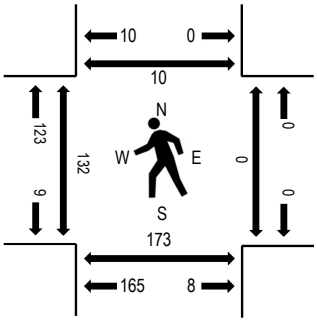
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

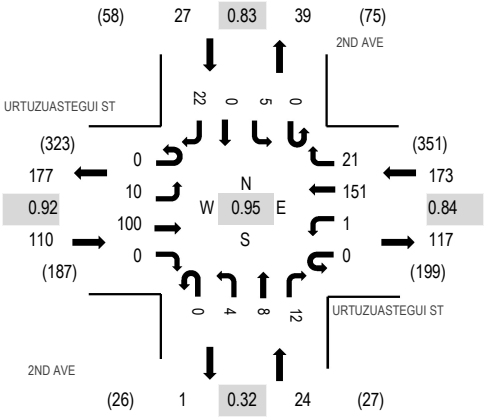
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	83	13	0	0	1	10	11	0	0	4	0	0	0	0	0	122	560	26	0	30	0
7:45 AM	0	99	26	0	0	1	15	10	0	0	3	0	0	0	0	0	154	597	27	0	34	1
8:00 AM	0	69	21	0	0	0	22	16	0	0	2	1	0	0	0	0	131	612	32	0	36	3
8:15 AM	0	79	27	0	0	0	26	17	0	1	3	0	0	0	0	0	153	618	24	0	32	2
8:30 AM	0	80	28	0	0	0	23	23	0	0	4	1	0	0	0	0	159	633	30	0	42	2
8:45 AM	0	87	26	0	0	0	22	32	0	1	1	0	0	0	0	0	169		33	0	39	0
9:00 AM	0	80	20	0	0	0	17	19	0	0	1	0	0	0	0	0	137		24	0	29	7
9:15 AM	0	84	22	0	0	0	29	28	0	0	5	0	0	0	0	0	168		45	0	63	1
Count Total	0	661	183	0	0	2	164	156	0	2	23	2	0	0	0	0	1,193		241	0	305	16
Peak Hour	0	331	96	0	0	0	91	102	0	1	11	1	0	0	0	0	633		132	0	173	10

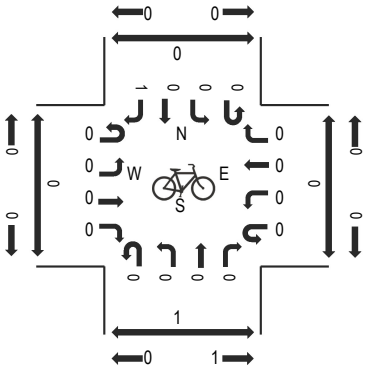
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 2ND AVE & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

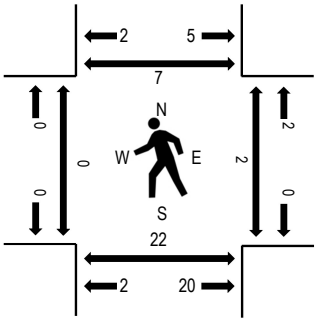
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

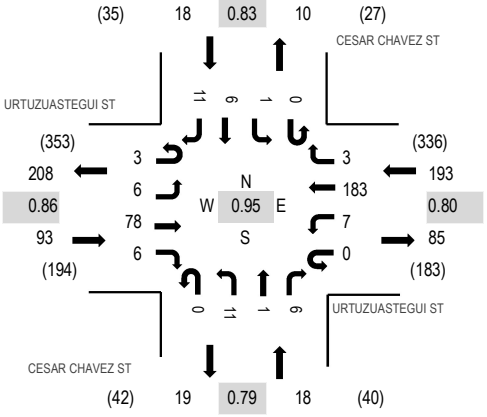
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	9	0	0	10	22	8	0	1	0	0	0	5	1	1	59	289	0	0	1	4
7:45 AM	0	1	23	0	0	8	23	3	0	1	1	0	0	2	6	1	69	315	0	1	2	3
8:00 AM	0	4	22	0	0	1	29	3	0	2	7	12	0	1	0	5	86	334	0	0	4	3
8:15 AM	0	3	25	0	0	0	32	4	0	2	1	0	0	2	0	6	75	317	0	0	7	0
8:30 AM	0	0	30	0	0	0	43	5	0	0	0	0	0	1	0	6	85	334	0	1	7	3
8:45 AM	0	3	23	0	0	0	47	9	0	0	0	0	0	1	0	5	88		0	1	4	1
9:00 AM	0	2	18	0	0	0	34	8	0	0	0	0	0	5	0	2	69		0	0	0	2
9:15 AM	1	4	17	0	0	0	55	7	0	0	0	0	0	3	0	5	92		1	0	7	4
Count Total	1	19	167	0	0	19	285	47	0	6	9	12	0	20	7	31	623		1	3	32	20
Peak Hour	0	10	100	0	0	1	151	21	0	4	8	12	0	5	0	22	334		0	2	22	7

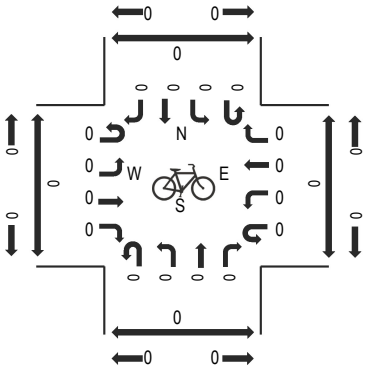
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CESAR CHAVEZ ST & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

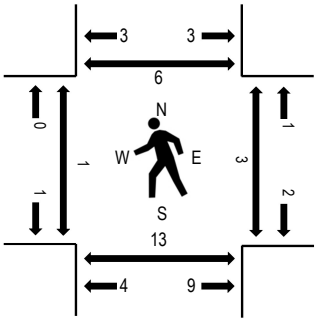
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

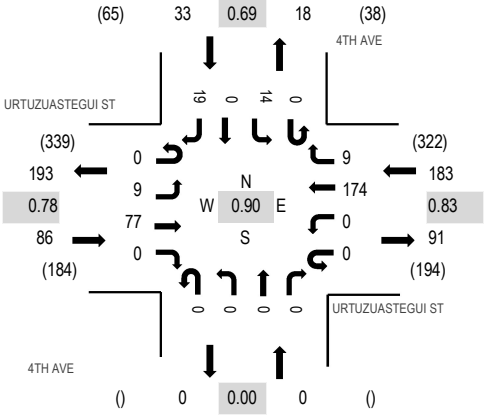
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	14	0	0	0	32	2	0	3	1	1	0	0	2	3	58	283	1	0	0	1
7:45 AM	1	2	18	5	0	1	34	1	0	1	2	3	0	2	2	1	73	307	1	0	1	1
8:00 AM	0	1	32	1	0	4	32	3	0	1	1	2	0	0	0	1	78	315	2	0	1	2
8:15 AM	0	0	24	3	0	1	30	3	0	4	1	2	0	0	4	2	74	311	1	0	2	0
8:30 AM	0	4	23	3	0	0	41	1	0	4	0	1	0	0	2	3	82	322	1	0	5	2
8:45 AM	2	1	21	1	0	0	50	0	0	3	0	0	0	0	1	2	81		0	1	4	3
9:00 AM	0	1	20	2	0	4	37	0	0	1	0	3	0	1	2	3	74		0	0	0	0
9:15 AM	1	0	14	0	0	3	55	2	0	3	1	2	0	0	1	3	85		0	2	4	1
Count Total	4	9	166	15	0	13	311	12	0	20	6	14	0	3	14	18	605		6	3	17	10
Peak Hour	3	6	78	6	0	7	183	3	0	11	1	6	0	1	6	11	322		1	3	13	6

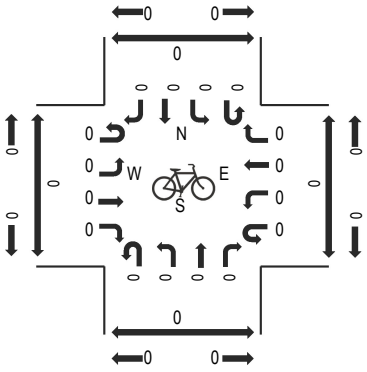
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 4TH AVE & URTUZUASTEGUI ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

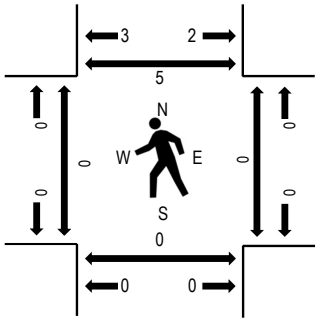
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

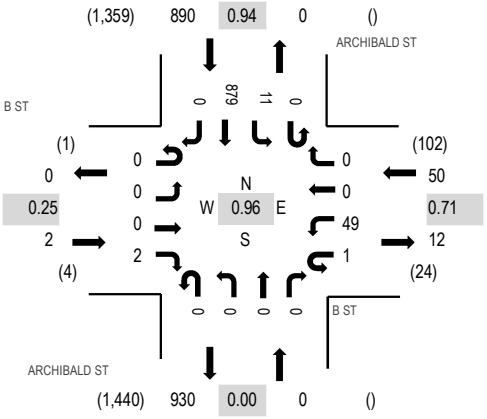
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	1	15	0	0	0	31	3	0	0	0	0	0	2	0	4	56	269	0	1	0	0
7:45 AM	0	2	21	0	0	0	33	1	0	0	0	0	0	6	0	3	66	285	0	0	0	1
8:00 AM	0	4	30	0	0	0	35	2	0	0	0	0	0	5	0	3	79	296	1	0	0	2
8:15 AM	0	4	21	0	0	0	31	3	0	0	0	0	0	3	0	6	68	286	0	0	0	1
8:30 AM	0	5	19	0	0	0	40	3	0	0	0	0	0	2	0	3	72	302	0	0	0	1
8:45 AM	0	2	20	0	0	0	45	2	0	0	0	0	0	4	0	4	77		0	0	0	3
9:00 AM	0	0	23	0	0	0	36	2	0	0	0	0	0	4	0	4	69		0	0	0	0
9:15 AM	0	2	15	0	0	0	53	2	0	0	0	0	0	4	0	8	84		0	0	0	1
Count Total	0	20	164	0	0	0	304	18	0	0	0	0	0	30	0	35	571		1	1	0	9
Peak Hour	0	9	77	0	0	0	174	9	0	0	0	0	0	14	0	19	302		0	0	0	5

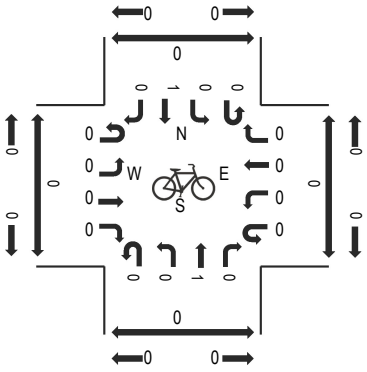
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 ARCHIBALD ST & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

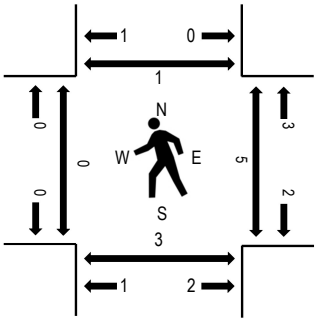
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

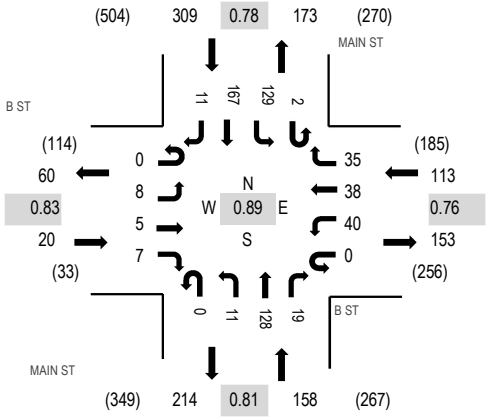
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	2	0	0	8	1	0	0	0	0	0	0	2	79	0	92	523	0	0	0	0
7:45 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	2	103	0	119	660	0	0	0	0
8:00 AM	0	0	0	0	0	16	0	0	0	0	0	0	0	4	129	0	149	786	0	0	0	0
8:15 AM	0	0	0	0	0	13	0	0	0	0	0	0	0	2	148	0	163	874	0	0	0	0
8:30 AM	0	0	0	1	0	28	0	0	0	0	0	0	0	5	195	0	229	942	0	1	0	1
8:45 AM	0	0	0	0	1	21	0	0	0	0	0	0	0	6	217	0	245		0	1	2	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	0	237		0	3	0	0
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	230	0	231		0	0	1	0
Count Total	0	0	2	2	1	100	1	0	0	0	0	0	0	21	1,338	0	1,465		0	5	3	1
Peak Hour	0	0	0	2	1	49	0	0	0	0	0	0	0	11	879	0	942		0	5	3	1

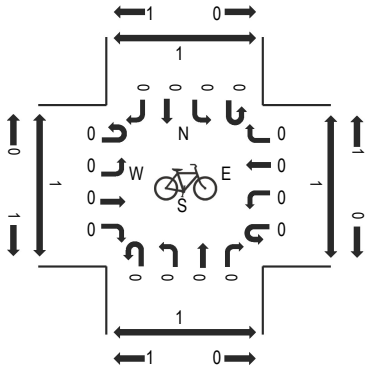
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 MAIN ST & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

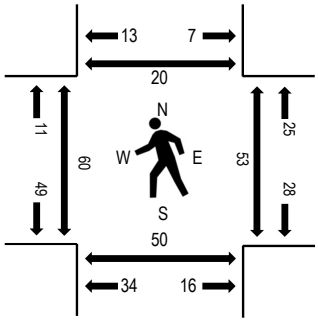
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

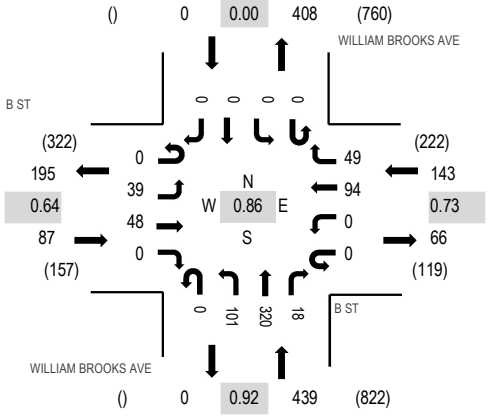
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	0	2	0	7	9	2	0	2	16	3	0	27	20	0	90	389	8	8	2	0
7:45 AM	0	1	0	2	0	7	9	3	0	3	23	2	0	17	27	2	96	411	7	10	6	1
8:00 AM	0	0	2	2	0	5	8	5	0	7	18	4	0	18	27	1	97	474	3	8	3	2
8:15 AM	0	0	0	2	0	7	8	2	0	2	25	4	0	26	27	3	106	538	3	14	3	1
8:30 AM	0	1	1	3	0	11	24	2	0	2	21	2	0	18	24	3	112	600	25	12	19	5
8:45 AM	0	0	3	3	0	6	13	12	0	6	34	3	0	31	44	4	159		9	15	10	8
9:00 AM	0	5	0	1	0	8	0	7	0	2	35	4	0	42	55	2	161		14	12	13	5
9:15 AM	0	2	1	0	0	15	1	14	0	1	38	10	2	38	44	2	168		12	14	8	2
Count Total	0	11	7	15	0	66	72	47	0	25	210	32	2	217	268	17	989		81	93	64	24
Peak Hour	0	8	5	7	0	40	38	35	0	11	128	19	2	129	167	11	600		60	53	50	20

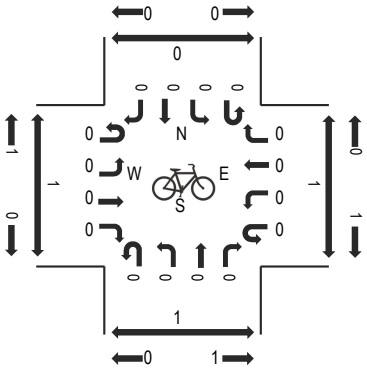
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WILLIAM BROOKS AVE & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

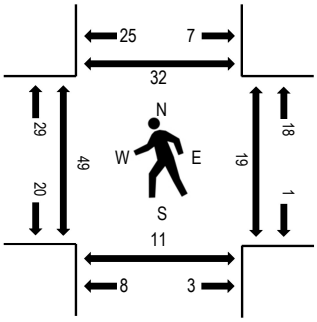
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

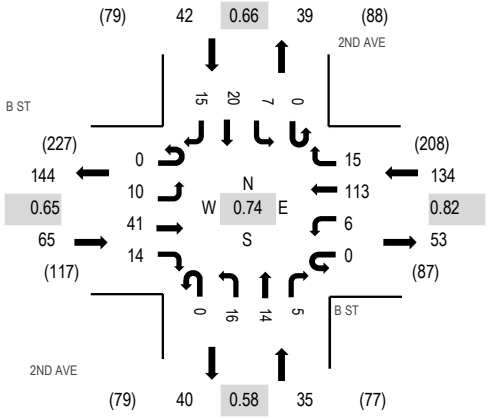
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	12	7	0	0	0	11	5	0	16	76	5	0	0	0	0	132	532	3	2	5	5
7:45 AM	0	7	8	0	0	0	10	8	0	21	78	3	0	0	0	0	135	539	3	4	2	1
8:00 AM	0	7	13	0	0	0	18	10	0	16	65	2	0	0	0	0	131	570	7	2	6	1
8:15 AM	0	5	11	0	0	0	14	3	0	21	76	4	0	0	0	0	134	609	9	4	9	21
8:30 AM	0	6	3	0	0	0	22	8	0	31	68	1	0	0	0	0	139	669	6	6	1	3
8:45 AM	0	7	11	0	0	0	18	13	0	26	88	3	0	0	0	0	166		10	6	0	6
9:00 AM	0	15	19	0	0	0	22	11	0	21	78	4	0	0	0	0	170		10	2	5	6
9:15 AM	0	11	15	0	0	0	32	17	0	23	86	10	0	0	0	0	194		23	5	5	17
Count Total	0	70	87	0	0	0	147	75	0	175	615	32	0	0	0	0	1,201		71	31	33	60
Peak Hour	0	39	48	0	0	0	94	49	0	101	320	18	0	0	0	0	669		49	19	11	32

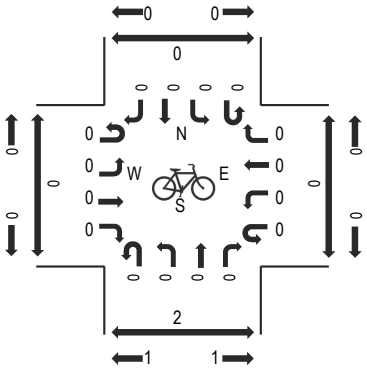
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 2ND AVE & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

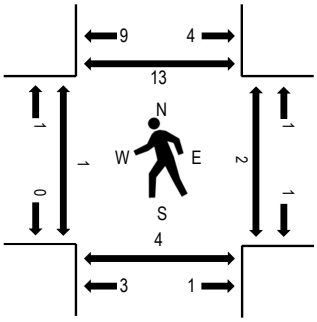
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

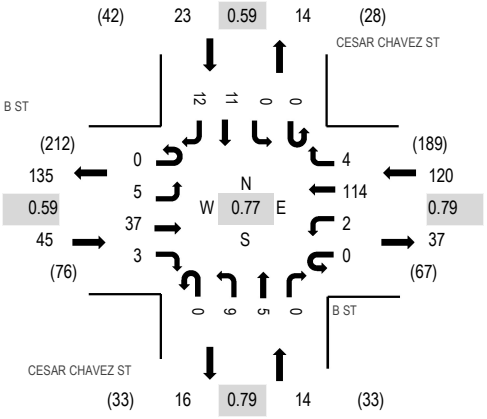
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	4	8	2	0	1	13	0	0	3	9	3	0	1	5	1	50	205	0	0	3	4
7:45 AM	0	3	2	4	0	1	14	3	0	1	2	0	0	2	7	4	43	201	0	1	0	0
8:00 AM	0	2	7	5	0	0	21	3	0	5	13	0	0	2	3	2	63	218	0	0	3	1
8:15 AM	0	2	8	5	0	1	13	4	0	2	4	0	0	1	5	4	49	232	1	0	2	2
8:30 AM	0	0	3	1	0	2	27	2	0	2	3	0	0	2	4	0	46	276	0	0	0	2
8:45 AM	0	2	7	5	0	1	27	4	0	2	4	3	0	1	2	2	60		0	0	0	2
9:00 AM	0	5	13	4	0	1	25	4	0	5	5	0	0	2	7	6	77		1	2	2	4
9:15 AM	0	3	18	4	0	2	34	5	0	7	2	2	0	2	7	7	93		0	0	2	5
Count Total	0	21	66	30	0	9	174	25	0	27	42	8	0	13	40	26	481		2	3	12	20
Peak Hour	0	10	41	14	0	6	113	15	0	16	14	5	0	7	20	15	276		1	2	4	13

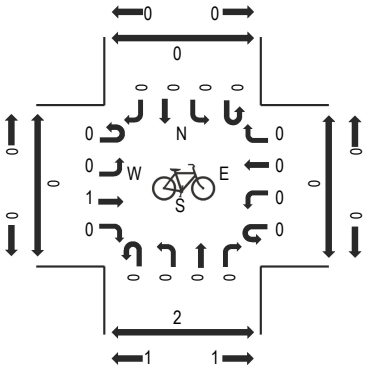
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 11 CESAR CHAVEZ ST & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

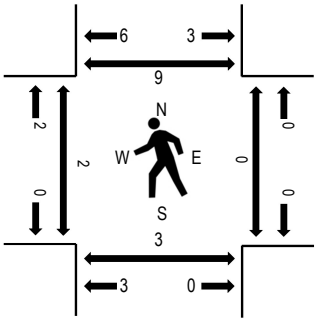
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

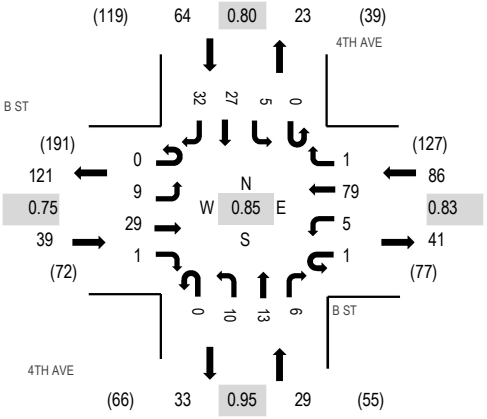
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	1	7	2	0	1	13	1	0	2	0	2	0	2	2	2	35	138	0	0	1	5
7:45 AM	0	0	3	2	0	0	16	0	0	2	2	0	0	0	2	0	27	147	0	1	0	1
8:00 AM	0	2	6	0	0	0	20	1	0	1	3	1	0	1	1	1	37	164	0	1	1	3
8:15 AM	0	0	7	1	0	0	17	0	0	1	4	1	0	0	6	2	39	175	1	0	0	2
8:30 AM	0	0	5	0	0	0	21	0	0	6	1	0	0	0	5	6	44	202	0	0	0	1
8:45 AM	0	1	6	0	0	1	28	1	0	0	3	0	0	0	2	2	44		1	0	1	2
9:00 AM	0	0	12	2	0	1	30	0	0	0	0	0	0	0	2	1	48		0	0	0	4
9:15 AM	0	4	14	1	0	0	35	3	0	3	1	0	0	0	2	3	66		1	0	2	2
Count Total	0	8	60	8	0	3	180	6	0	15	14	4	0	3	22	17	340		3	2	5	20
Peak Hour	0	5	37	3	0	2	114	4	0	9	5	0	0	0	11	12	202		2	0	3	9

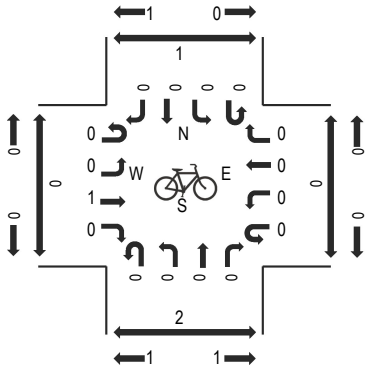
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 4TH AVE & B ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

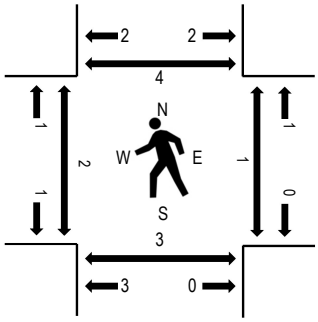
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

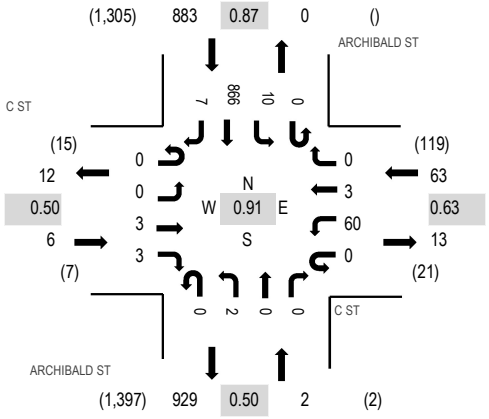
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	7	2	0	0	8	0	0	2	1	1	1	2	5	3	32	155	1	1	1	1
7:45 AM	0	0	6	0	0	0	10	1	0	0	0	1	0	5	7	7	37	165	0	0	0	0
8:00 AM	0	0	7	2	0	0	15	0	0	4	7	0	0	0	6	5	46	185	1	0	0	2
8:15 AM	0	1	5	3	0	0	7	0	1	3	5	1	0	1	7	6	40	194	0	0	0	0
8:30 AM	0	1	3	0	0	1	14	0	0	1	6	4	0	1	5	6	42	218	0	0	0	0
8:45 AM	0	3	6	1	1	2	20	1	0	5	4	1	0	1	7	5	57		1	0	1	2
9:00 AM	0	2	10	0	0	2	19	0	0	1	1	1	0	2	6	11	55		1	1	0	1
9:15 AM	0	3	10	0	0	0	26	0	0	3	2	0	0	1	9	10	64		0	0	2	1
Count Total	0	10	54	8	1	5	119	2	1	19	26	9	1	13	52	53	373		4	2	4	7
Peak Hour	0	9	29	1	1	5	79	1	0	10	13	6	0	5	27	32	218		2	1	3	4

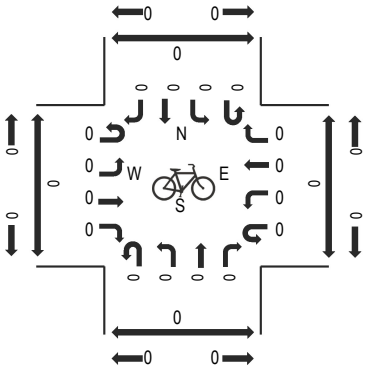
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 ARCHIBALD ST & C ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

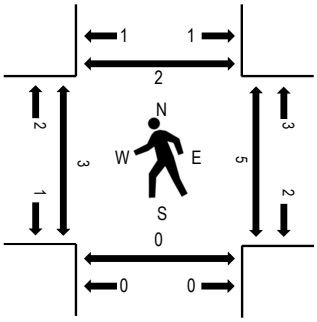
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

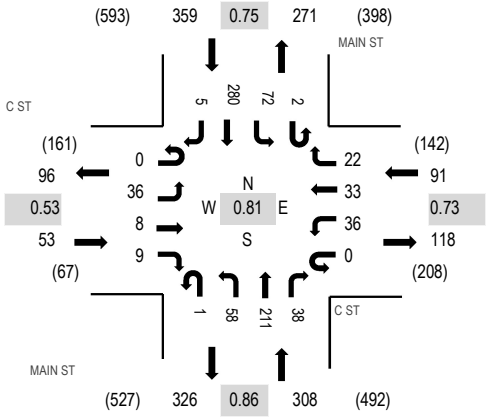
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	19	1	0	0	0	0	0	0	5	64	0	89	479	0	0	1	0
7:45 AM	0	0	1	0	0	8	0	0	0	0	0	0	0	0	92	0	101	587	0	0	1	0
8:00 AM	0	0	0	0	0	16	0	0	0	0	0	0	0	0	118	2	136	728	0	0	2	1
8:15 AM	0	0	0	0	0	12	0	0	0	0	0	0	0	2	139	0	153	854	0	0	2	0
8:30 AM	0	0	1	1	0	18	0	0	0	1	0	0	0	2	173	1	197	954	0	1	0	0
8:45 AM	0	0	0	1	0	28	2	0	0	1	0	0	0	2	204	4	242		0	2	0	1
9:00 AM	0	0	2	1	0	14	1	0	0	0	0	0	0	4	239	1	262		3	2	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	250	1	253		0	0	0	1
Count Total	0	0	4	3	0	115	4	0	0	2	0	0	0	17	1,279	9	1,433		3	5	6	3
Peak Hour	0	0	3	3	0	60	3	0	0	2	0	0	0	10	866	7	954		3	5	0	2

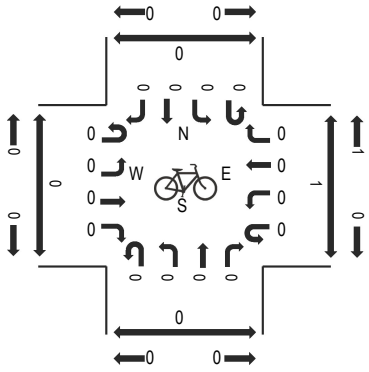
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MAIN ST & C ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

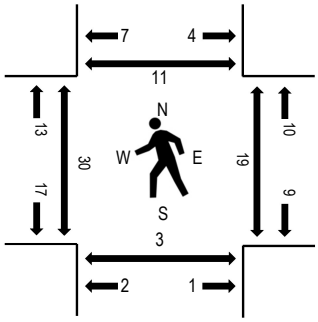
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

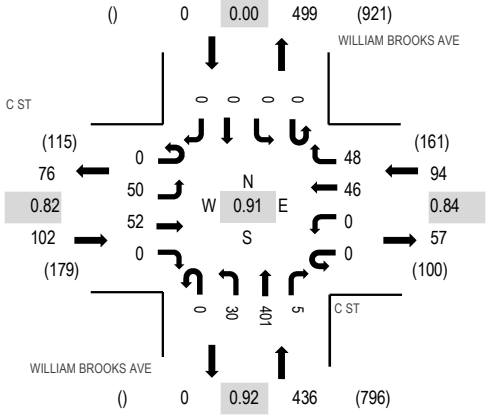
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	1	1	1	0	6	7	1	1	11	29	6	0	22	39	2	127	483	12	4	1	1
7:45 AM	0	3	1	0	0	4	3	3	0	5	30	9	0	19	40	2	119	499	5	7	1	4
8:00 AM	0	1	0	0	0	1	8	1	1	13	27	9	1	5	44	0	111	575	4	1	0	1
8:15 AM	0	1	3	2	0	10	6	1	1	7	28	7	0	8	51	1	126	714	0	2	0	0
8:30 AM	0	2	0	2	0	8	9	4	0	10	35	13	1	10	48	1	143	811	7	1	0	1
8:45 AM	0	4	2	1	0	14	16	1	0	17	50	7	0	16	67	0	195		3	3	1	3
9:00 AM	0	17	4	4	0	4	6	9	1	21	54	10	1	23	94	2	250		16	6	2	5
9:15 AM	0	13	2	2	0	10	2	8	0	10	72	8	0	23	71	2	223		4	9	0	2
Count Total	0	42	13	12	0	57	57	28	4	94	325	69	3	126	454	10	1,294		51	33	5	17
Peak Hour	0	36	8	9	0	36	33	22	1	58	211	38	2	72	280	5	811		30	19	3	11

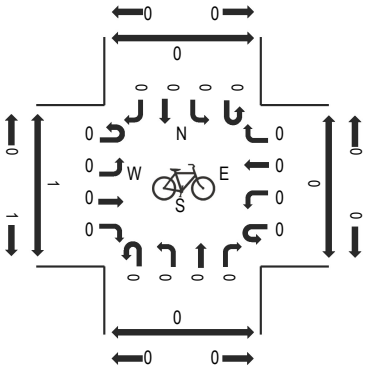
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 WILLIAM BROOKS AVE & C ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

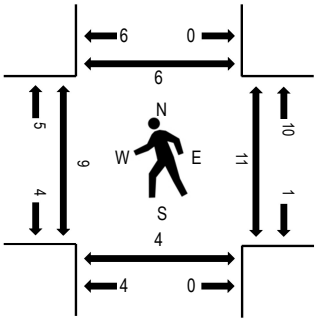
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

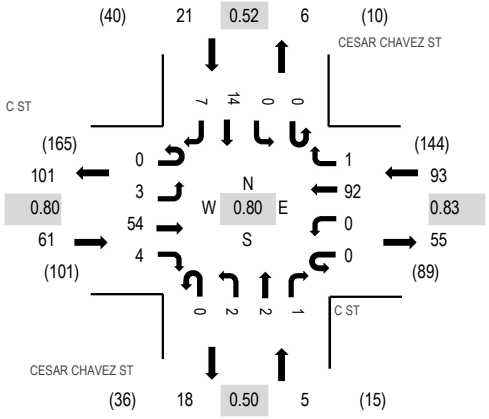
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	13	11	0	0	0	5	3	0	7	89	1	0	0	0	0	129	504	1	1	0	0
7:45 AM	0	13	12	0	0	0	5	11	0	3	86	2	0	0	0	0	132	500	3	2	0	0
8:00 AM	0	7	5	0	0	0	7	15	0	2	85	3	0	0	0	0	124	530	4	3	0	2
8:15 AM	0	8	8	0	0	0	8	13	0	2	79	1	0	0	0	0	119	577	3	2	0	1
8:30 AM	0	12	7	0	0	0	8	11	0	7	78	2	0	0	0	0	125	632	3	4	1	2
8:45 AM	0	13	8	0	0	0	13	10	0	14	103	1	0	0	0	0	162		3	2	0	2
9:00 AM	0	9	22	0	0	0	12	16	0	3	107	2	0	0	0	0	171		0	0	0	0
9:15 AM	0	16	15	0	0	0	13	11	0	6	113	0	0	0	0	0	174		3	5	3	2
Count Total	0	91	88	0	0	0	71	90	0	44	740	12	0	0	0	0	1,136		20	19	4	9
Peak Hour	0	50	52	0	0	0	46	48	0	30	401	5	0	0	0	0	632		9	11	4	6

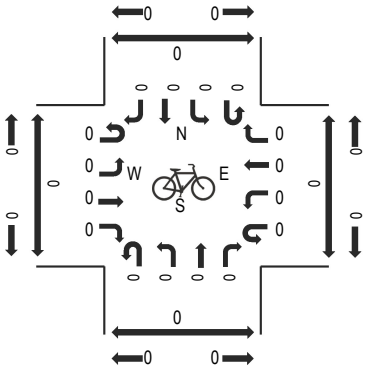
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 CESAR CHAVEZ ST & C ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

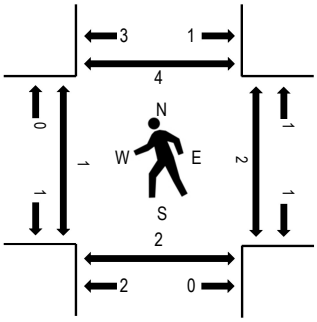
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

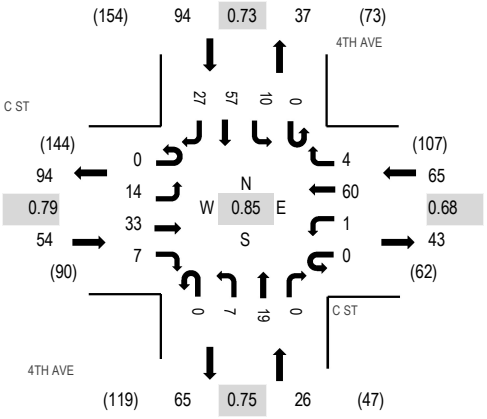
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	1	0	7	3	0	0	4	0	0	1	0	0	0	0	2	1	19	120	0	0	1	0
7:45 AM	0	0	16	1	1	0	18	0	0	1	0	0	0	0	1	0	38	131	0	0	0	2
8:00 AM	0	0	6	0	0	0	15	0	0	2	1	0	0	0	3	1	28	135	1	0	0	0
8:15 AM	0	0	4	2	0	0	13	0	0	2	3	0	0	0	6	5	35	159	0	0	0	0
8:30 AM	0	1	8	3	0	0	13	0	0	1	0	0	0	0	4	0	30	180	0	0	0	2
8:45 AM	0	0	14	0	0	0	24	1	0	0	0	0	0	0	3	0	42		0	0	0	1
9:00 AM	0	1	17	1	0	0	28	0	0	0	0	0	0	0	3	2	52		0	0	0	0
9:15 AM	0	1	15	0	0	0	27	0	0	1	2	1	0	0	4	5	56		1	2	2	1
Count Total	1	3	87	10	1	0	142	1	0	8	6	1	0	0	26	14	300		2	2	3	6
Peak Hour	0	3	54	4	0	0	92	1	0	2	2	1	0	0	14	7	180		1	2	2	4

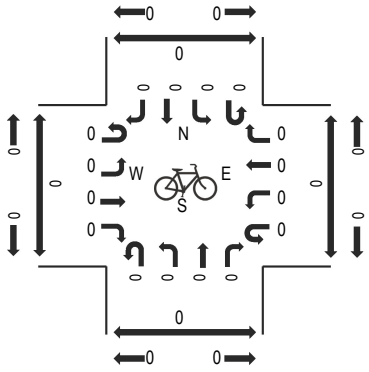
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 4TH AVE & C ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

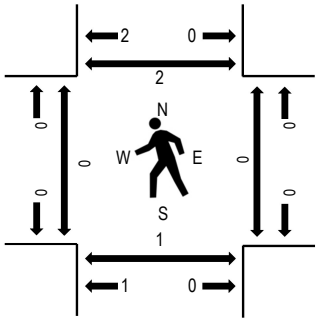
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

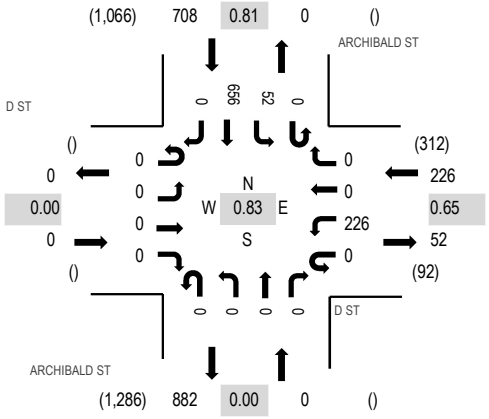
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	4	3	2	0	0	4	2	0	0	1	0	0	0	9	0	25	159	0	1	0	1
7:45 AM	0	6	5	5	0	0	10	1	0	1	6	0	0	1	14	7	56	175	0	0	0	1
8:00 AM	0	2	5	0	0	2	11	1	0	0	6	0	0	1	9	4	41	177	0	0	0	0
8:15 AM	0	0	3	1	0	0	11	0	0	0	7	0	0	1	12	2	37	206	0	0	0	0
8:30 AM	0	2	6	0	0	0	7	0	0	3	7	0	0	1	12	3	41	239	0	0	0	2
8:45 AM	0	3	8	2	0	0	18	1	0	0	5	0	0	1	11	9	58		0	0	0	0
9:00 AM	0	5	10	2	0	0	14	1	0	3	3	0	0	4	18	10	70		0	0	0	0
9:15 AM	0	4	9	3	0	1	21	2	0	1	4	0	0	4	16	5	70		0	0	1	0
Count Total	0	26	49	15	0	3	96	8	0	8	39	0	0	13	101	40	398		0	1	1	4
Peak Hour	0	14	33	7	0	1	60	4	0	7	19	0	0	10	57	27	239		0	0	1	2

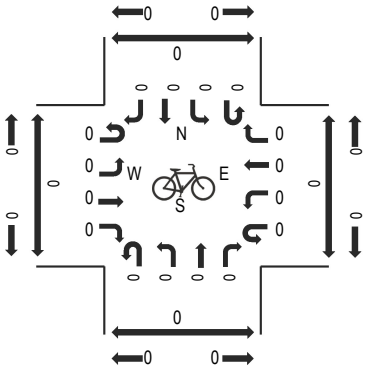
ALL TRAFFIC DATA SERVICES
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Location: 18 ARCHIBALD ST & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

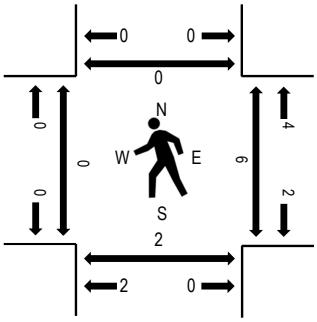
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

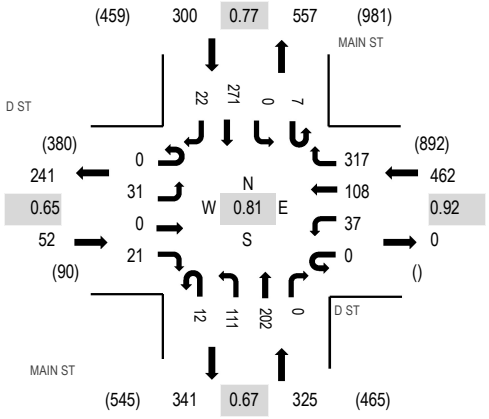
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	17	0	0	0	0	0	0	0	8	49	0	74	444	0	4	0	0
7:45 AM	0	0	0	0	0	23	0	0	0	0	0	0	0	17	68	0	108	554	0	0	0	0
8:00 AM	0	0	0	0	0	26	0	0	0	0	0	0	0	8	85	0	119	657	0	1	0	0
8:15 AM	0	0	0	0	0	20	0	0	0	0	0	0	0	7	116	0	143	797	0	1	0	0
8:30 AM	0	0	0	0	0	35	0	0	0	0	0	0	0	9	140	0	184	934	0	1	0	0
8:45 AM	0	0	0	0	0	42	0	0	0	0	0	0	0	15	154	0	211		0	1	0	0
9:00 AM	0	0	0	0	0	87	0	0	0	0	0	0	0	14	158	0	259		0	3	0	0
9:15 AM	0	0	0	0	0	62	0	0	0	0	0	0	0	14	204	0	280		0	1	2	0
Count Total	0	0	0	0	0	312	0	0	0	0	0	0	0	92	974	0	1,378		0	12	2	0
Peak Hour	0	0	0	0	0	226	0	0	0	0	0	0	0	52	656	0	934		0	6	2	0

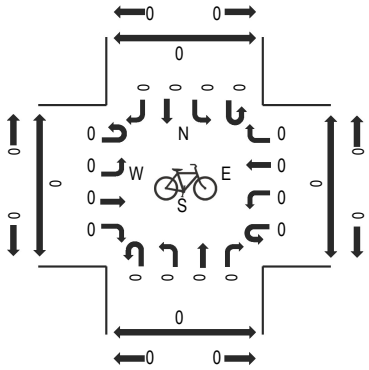
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 MAIN ST & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

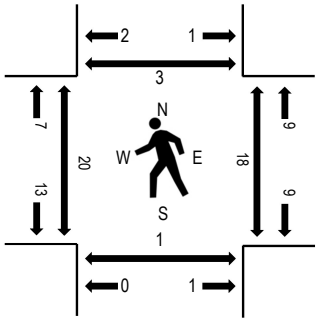
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

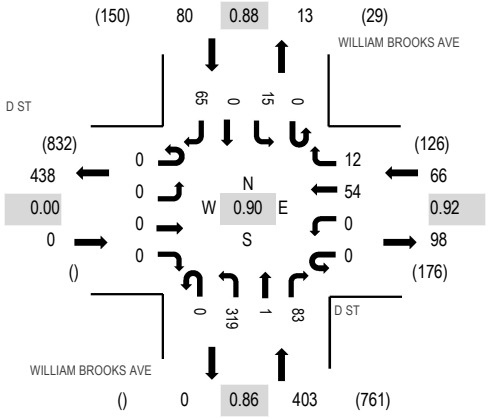
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	5	0	1	0	11	25	60	1	5	21	0	0	0	38	4	171	767	11	11	3	5
7:45 AM	0	15	0	2	0	13	19	83	5	9	28	0	0	0	34	4	212	815	1	4	1	0
8:00 AM	0	3	0	0	0	14	32	69	1	4	28	0	1	0	29	5	186	855	4	0	2	0
8:15 AM	0	8	0	4	0	11	22	71	0	6	32	0	0	0	40	4	198	987	1	1	1	2
8:30 AM	0	6	0	2	0	11	28	79	1	11	33	0	1	0	42	5	219	1,139	1	2	0	0
8:45 AM	0	5	0	4	0	8	28	71	3	15	46	0	2	0	64	6	252		4	3	0	0
9:00 AM	0	7	0	8	0	5	27	79	2	51	42	0	0	0	93	4	318		9	7	1	2
9:15 AM	0	13	0	7	0	13	25	88	6	34	81	0	4	0	72	7	350		6	6	0	1
Count Total	0	62	0	28	0	86	206	600	19	135	311	0	8	0	412	39	1,906		37	34	8	10
Peak Hour	0	31	0	21	0	37	108	317	12	111	202	0	7	0	271	22	1,139		20	18	1	3

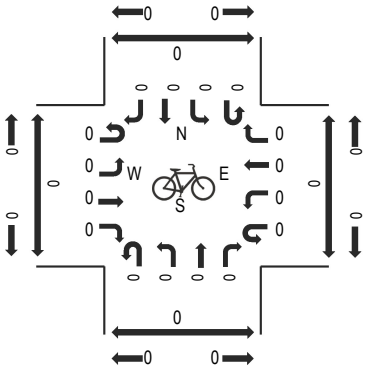
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 WILLIAM BROOKS AVE & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

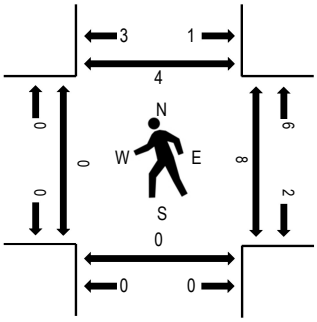
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

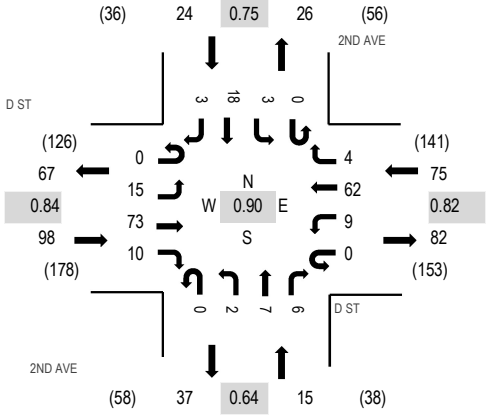
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	13	6	0	70	1	24	0	0	0	14	128	488	0	0	0	2
7:45 AM	0	0	0	0	0	0	12	4	0	74	1	21	0	2	0	12	126	490	2	1	0	0
8:00 AM	0	0	0	0	0	0	13	1	0	69	0	16	0	1	0	19	119	487	0	4	2	2
8:15 AM	0	0	0	0	0	0	8	3	0	70	0	12	0	2	0	20	115	521	1	4	0	1
8:30 AM	0	0	0	0	0	0	14	4	0	66	0	22	0	8	0	16	130	549	0	4	0	1
8:45 AM	0	0	0	0	0	0	13	3	0	70	1	18	0	3	0	15	123		0	1	0	0
9:00 AM	0	0	0	0	0	0	15	3	0	90	0	27	0	0	0	18	153		0	0	0	0
9:15 AM	0	0	0	0	0	0	12	2	0	93	0	16	0	4	0	16	143		0	3	0	3
Count Total	0	0	0	0	0	0	100	26	0	602	3	156	0	20	0	130	1,037		3	17	2	9
Peak Hour	0	0	0	0	0	0	54	12	0	319	1	83	0	15	0	65	549		0	8	0	4

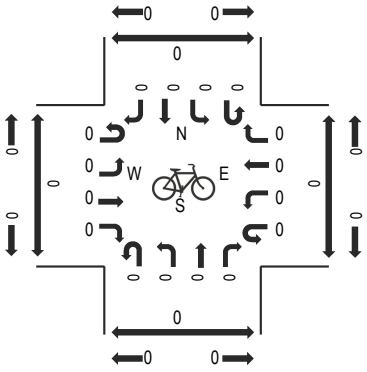
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 2ND AVE & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

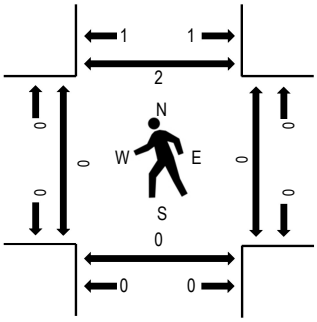
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

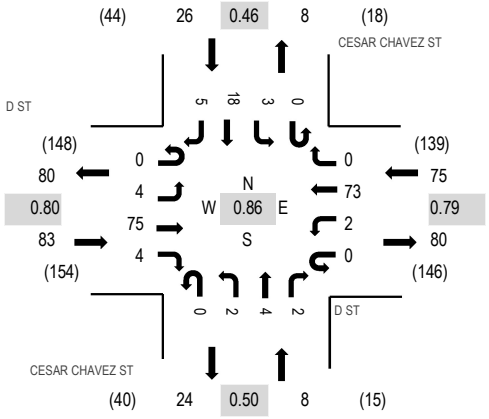
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	3	21	1	0	0	16	0	0	1	4	2	0	1	0	0	49	181	2	0	2	0
7:45 AM	0	5	14	4	0	2	17	1	0	0	3	0	0	1	3	0	50	188	0	0	0	0
8:00 AM	0	1	16	1	0	1	11	4	0	3	4	2	0	1	2	0	46	189	0	0	0	1
8:15 AM	0	1	11	2	0	1	11	2	0	0	2	2	0	0	4	0	36	202	0	2	0	1
8:30 AM	0	5	19	5	0	2	13	2	0	2	2	3	0	0	1	2	56	212	0	0	0	0
8:45 AM	0	6	14	2	0	3	15	1	0	0	2	0	0	3	4	1	51		0	0	0	1
9:00 AM	0	2	22	2	0	3	19	1	0	0	3	2	0	0	5	0	59		0	0	0	0
9:15 AM	0	2	18	1	0	1	15	0	0	0	0	1	0	0	8	0	46		0	0	0	1
Count Total	0	25	135	18	0	13	117	11	0	6	20	12	0	6	27	3	393		2	2	2	4
Peak Hour	0	15	73	10	0	9	62	4	0	2	7	6	0	3	18	3	212		0	0	0	2

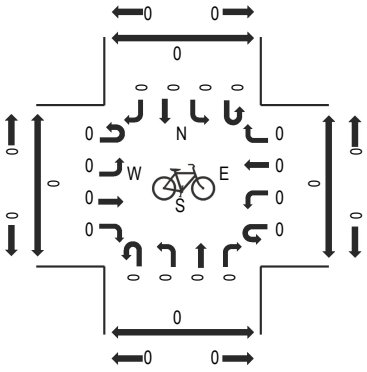
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 CESAR CHAVEZ ST & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

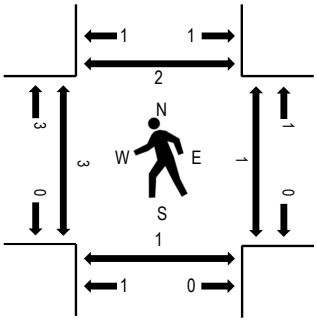
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

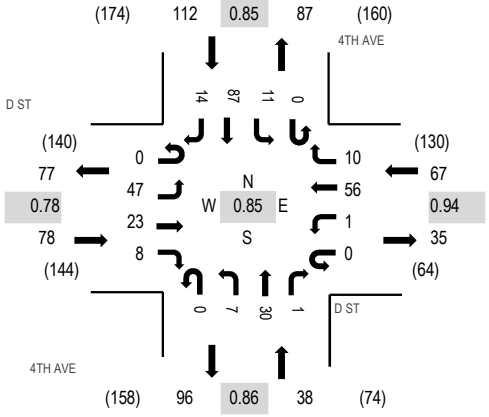
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	21	1	0	1	17	0	0	0	1	0	0	0	2	1	46	160	0	0	1	0
7:45 AM	0	0	15	0	0	0	19	0	0	1	1	0	0	0	0	1	37	158	0	0	0	0
8:00 AM	0	2	17	0	0	0	14	0	0	0	1	0	0	0	3	2	39	162	0	0	0	0
8:15 AM	0	0	12	1	0	0	13	0	0	0	3	0	0	1	8	0	38	179	1	0	0	1
8:30 AM	0	2	16	2	0	1	16	0	0	0	1	1	0	1	2	2	44	192	3	1	1	0
8:45 AM	0	0	14	2	0	1	21	0	0	0	2	0	0	1	0	0	41		0	0	0	1
9:00 AM	0	1	25	0	0	0	24	0	0	0	0	0	0	0	5	1	56		0	0	0	0
9:15 AM	0	1	20	0	0	0	12	0	0	2	1	1	0	1	11	2	51		0	0	0	1
Count Total	0	8	140	6	0	3	136	0	0	3	10	2	0	4	31	9	352		4	1	2	3
Peak Hour	0	4	75	4	0	2	73	0	0	2	4	2	0	3	18	5	192		3	1	1	2

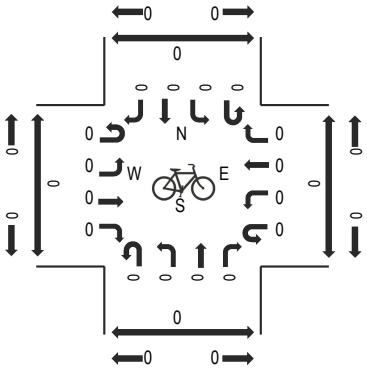
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 23 4TH AVE & D ST AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

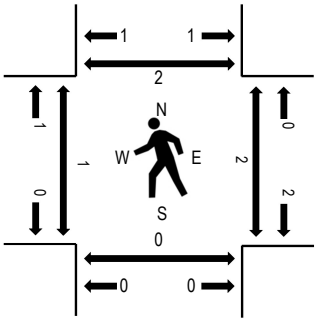
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

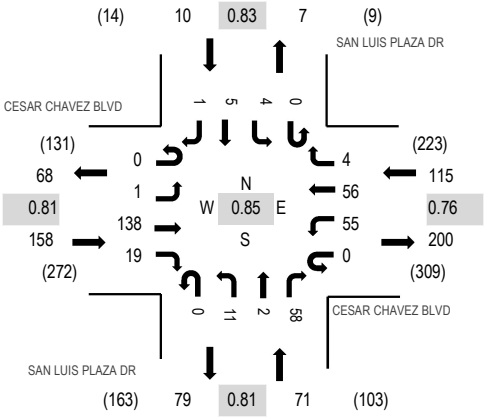
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	14	6	0	0	0	19	0	0	0	6	0	0	1	10	0	56	227	0	0	1	0
7:45 AM	0	7	5	3	0	0	14	1	0	2	11	1	0	1	18	2	65	231	0	1	0	1
8:00 AM	0	9	7	2	0	0	14	1	0	0	8	0	0	1	12	0	54	237	0	0	0	0
8:15 AM	0	5	6	2	0	1	9	4	0	1	7	0	0	1	14	2	52	270	0	0	0	1
8:30 AM	0	10	5	2	0	0	13	5	0	1	6	0	0	3	11	4	60	295	0	1	0	0
8:45 AM	0	9	5	1	0	0	17	1	0	1	7	1	0	3	21	5	71		0	0	0	1
9:00 AM	0	15	8	2	0	1	16	1	0	4	7	0	0	1	30	2	87		0	0	0	0
9:15 AM	0	13	5	3	0	0	10	3	0	1	10	0	0	4	25	3	77		1	1	0	1
Count Total	0	82	47	15	0	2	112	16	0	10	62	2	0	15	141	18	522		1	3	1	4
Peak Hour	0	47	23	8	0	1	56	10	0	7	30	1	0	11	87	14	295		1	2	0	2

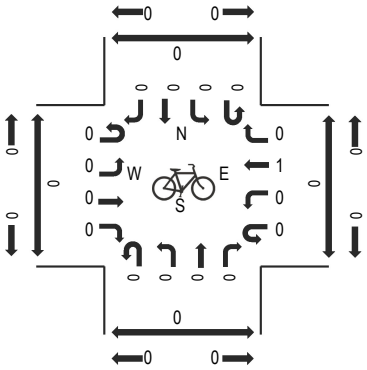
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 SAN LUIS PLAZA DR & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

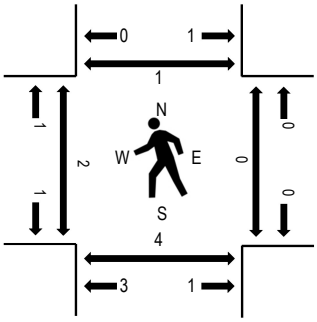
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

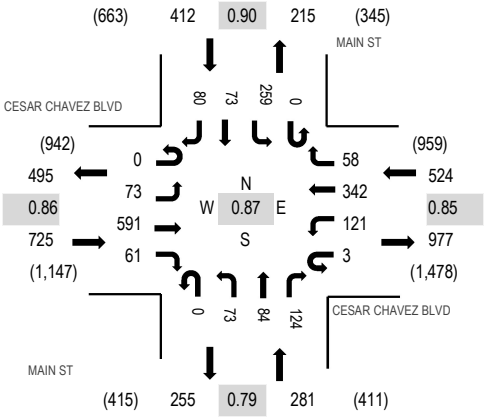
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				SAN LUIS PLAZA DR Northbound				SAN LUIS PLAZA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	24	3	0	12	12	1	0	2	0	3	0	1	0	0	58	258	0	0	1	0
7:45 AM	0	0	24	8	0	21	15	0	0	2	0	5	0	0	1	0	76	266	0	0	1	0
8:00 AM	0	1	18	6	0	14	12	0	0	1	0	3	0	0	1	0	56	286	0	0	2	0
8:15 AM	1	0	23	6	0	11	10	0	1	8	0	7	0	1	0	0	68	318	0	0	2	0
8:30 AM	0	0	26	5	0	9	12	0	0	3	0	10	0	0	1	0	66	354	2	0	2	0
8:45 AM	0	0	31	5	0	18	18	2	0	0	1	18	0	3	0	0	96		0	0	1	1
9:00 AM	0	1	43	5	0	8	11	0	0	5	1	11	0	1	2	0	88		0	0	0	0
9:15 AM	0	0	38	4	0	20	15	2	0	3	0	19	0	0	2	1	104		0	0	1	0
Count Total	1	2	227	42	0	113	105	5	1	24	2	76	0	6	7	1	612		2	0	10	1
Peak Hour	0	1	138	19	0	55	56	4	0	11	2	58	0	4	5	1	354		2	0	4	1

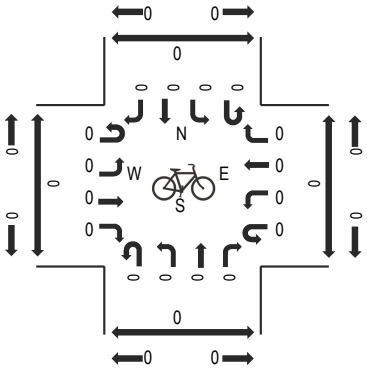
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 25 MAIN ST & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

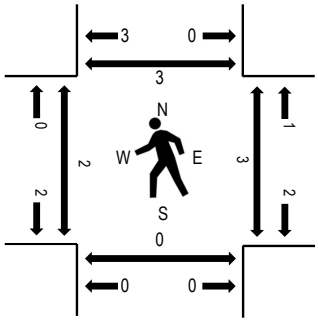
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

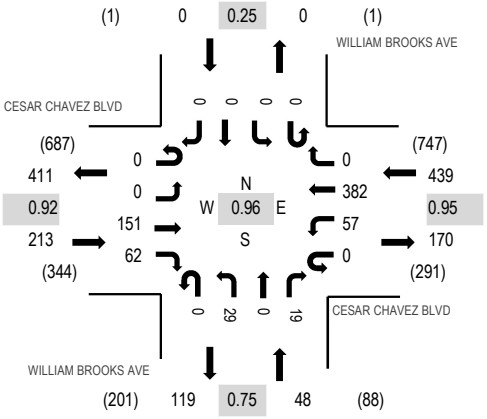
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	19	64	15	0	8	83	2	0	14	14	9	0	22	12	13	275	1,238	0	1	0	1
7:45 AM	0	13	70	14	0	18	99	9	0	11	11	13	0	36	12	21	327	1,365	0	0	0	1
8:00 AM	0	12	78	9	0	15	79	8	0	4	6	10	0	34	13	13	281	1,528	0	0	0	0
8:15 AM	0	13	111	4	0	24	83	7	0	8	16	14	0	40	16	19	355	1,736	0	0	0	2
8:30 AM	0	15	110	14	0	15	95	7	0	15	15	21	0	54	18	23	402	1,942	0	0	0	1
8:45 AM	0	20	149	17	0	37	78	13	0	12	17	32	0	77	20	18	490		0	0	0	0
9:00 AM	0	21	158	11	0	28	84	13	0	21	25	34	0	57	16	21	489		0	1	0	1
9:15 AM	0	17	174	19	3	41	85	25	0	25	27	37	0	71	19	18	561		2	2	0	1
Count Total	0	130	914	103	3	186	686	84	0	110	131	170	0	391	126	146	3,180		2	4	0	7
Peak Hour	0	73	591	61	3	121	342	58	0	73	84	124	0	259	73	80	1,942		2	3	0	3

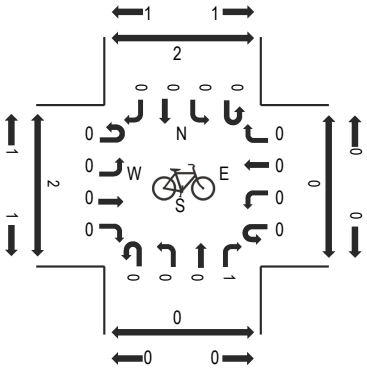
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 26 WILLIAM BROOKS AVE & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

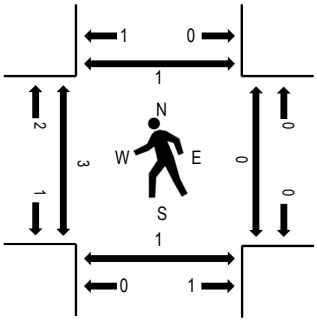
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

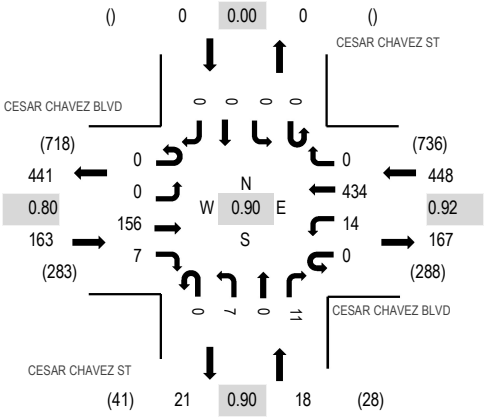
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	27	9	0	10	58	0	0	4	0	1	0	0	0	1	110	480	0	0	0	0
7:45 AM	0	0	27	4	0	14	67	1	0	7	0	10	0	0	0	0	130	533	0	0	0	0
8:00 AM	0	0	21	7	0	16	54	0	0	3	0	4	0	0	0	0	105	585	0	0	0	0
8:15 AM	0	0	27	9	0	13	75	0	0	7	0	4	0	0	0	0	135	657	0	0	0	0
8:30 AM	0	0	24	15	0	17	99	0	0	4	0	4	0	0	0	0	163	700	0	0	0	0
8:45 AM	0	0	42	16	0	7	104	0	0	7	0	6	0	0	0	0	182		0	0	0	0
9:00 AM	0	0	43	15	0	18	90	0	0	4	0	7	0	0	0	0	177		1	0	1	0
9:15 AM	0	0	42	16	0	15	89	0	0	14	0	2	0	0	0	0	178		2	0	0	1
Count Total	0	0	253	91	0	110	636	1	0	50	0	38	0	0	0	1	1,180		3	0	1	1
Peak Hour	0	0	151	62	0	57	382	0	0	29	0	19	0	0	0	0	700		3	0	1	1

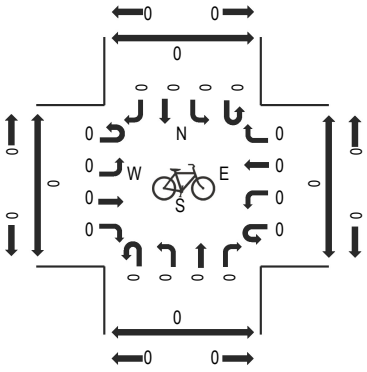
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 CESAR CHAVEZ ST & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

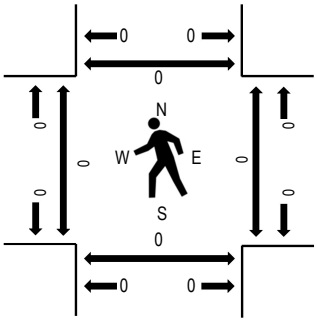
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

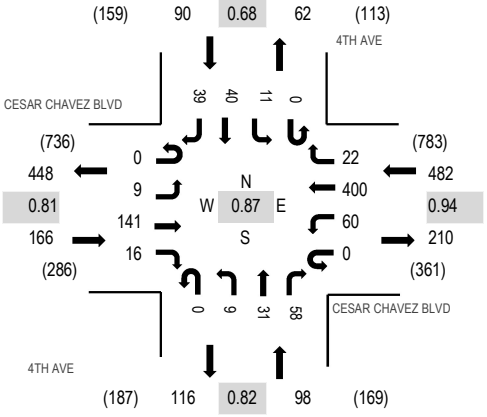
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	28	1	0	2	45	0	0	1	0	0	0	0	0	0	77	418	0	0	0	0
7:45 AM	0	0	30	0	0	2	80	0	0	1	0	1	0	0	0	0	114	478	0	0	1	0
8:00 AM	0	0	35	1	0	3	74	0	0	0	0	3	0	0	0	0	116	529	0	0	0	0
8:15 AM	0	0	20	5	0	6	76	0	0	0	0	4	0	0	0	0	111	565	0	0	0	0
8:30 AM	0	0	26	1	0	3	102	0	0	0	0	5	0	0	0	0	137	629	0	0	0	0
8:45 AM	0	0	38	1	0	1	121	0	0	2	0	2	0	0	0	0	165		0	0	0	0
9:00 AM	0	0	43	3	0	4	97	0	0	4	0	1	0	0	0	0	152		0	0	0	0
9:15 AM	0	0	49	2	0	6	114	0	0	1	0	3	0	0	0	0	175		0	0	0	0
Count Total	0	0	269	14	0	27	709	0	0	9	0	19	0	0	0	0	1,047		0	0	1	0
Peak Hour	0	0	156	7	0	14	434	0	0	7	0	11	0	0	0	0	629		0	0	0	0

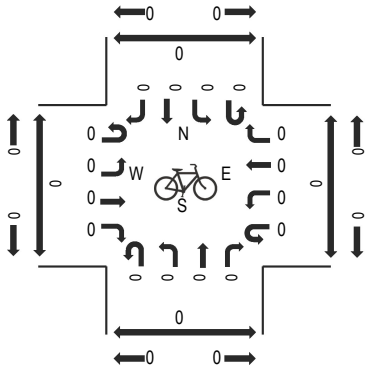
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 4TH AVE & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

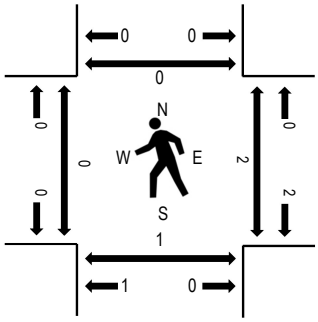
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

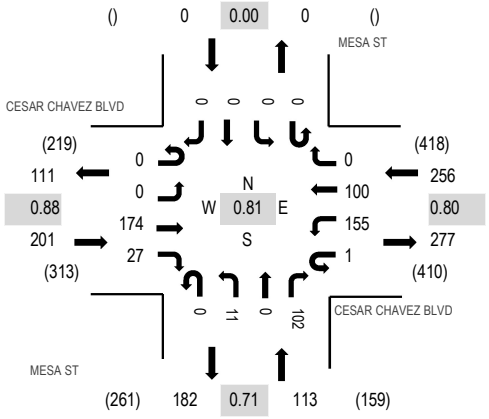
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	1	23	3	0	2	43	7	0	1	7	13	0	6	9	3	118	561	0	0	0	0
7:45 AM	0	2	25	3	0	10	75	5	0	4	2	12	0	3	7	6	154	627	0	0	0	0
8:00 AM	0	7	28	4	0	5	65	0	0	1	7	9	0	3	5	10	144	683	0	0	0	0
8:15 AM	0	1	20	3	0	11	73	5	0	1	7	7	0	2	9	6	145	742	0	0	0	0
8:30 AM	0	1	28	2	0	9	99	5	0	2	8	14	0	2	7	7	184	836	0	2	1	0
8:45 AM	0	1	33	6	0	17	108	3	0	2	10	10	0	3	7	10	210		0	0	0	0
9:00 AM	0	3	39	2	0	19	91	6	0	1	5	16	0	2	10	9	203		0	0	0	0
9:15 AM	0	4	41	6	0	15	102	8	0	4	8	18	0	4	16	13	239		0	0	0	0
Count Total	0	20	237	29	0	88	656	39	0	16	54	99	0	25	70	64	1,397		0	2	1	0
Peak Hour	0	9	141	16	0	60	400	22	0	9	31	58	0	11	40	39	836		0	2	1	0

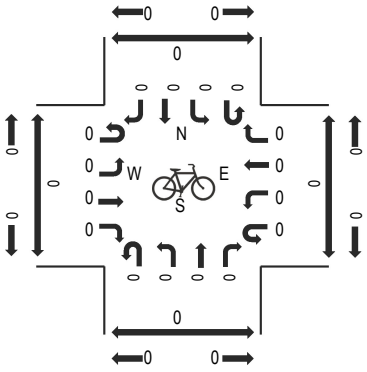
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MESA ST & CESAR CHAVEZ BLVD AM
Date: Saturday, February 5, 2022
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

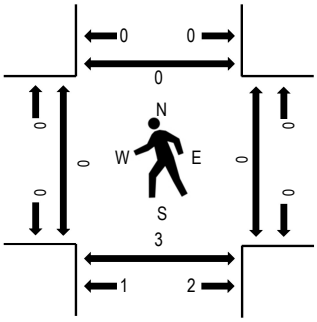
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

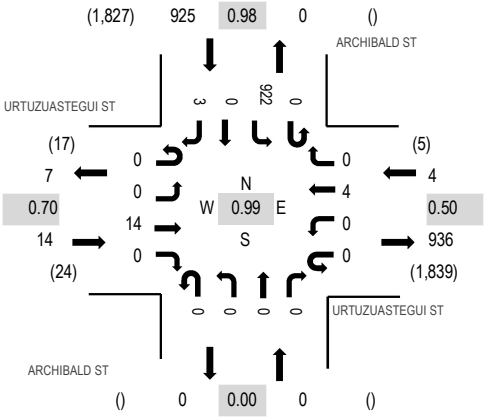
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MESA ST Northbound				MESA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	21	7	0	12	22	0	0	3	0	16	0	0	0	0	81	320	0	0	1	0
7:45 AM	0	0	28	2	0	13	33	0	0	2	0	6	0	0	0	0	84	340	0	0	0	0
8:00 AM	0	0	18	4	0	11	25	0	0	1	0	7	0	0	0	0	66	406	0	0	5	0
8:15 AM	0	0	27	5	0	25	21	0	0	1	0	10	0	0	0	0	89	482	0	0	2	0
8:30 AM	0	0	31	4	0	27	20	0	0	1	0	18	0	0	0	0	101	570	0	0	2	0
8:45 AM	0	0	43	11	0	43	31	0	0	4	0	18	0	0	0	0	150		0	0	1	0
9:00 AM	0	0	48	7	0	37	18	0	0	0	0	32	0	0	0	0	142		0	0	0	0
9:15 AM	0	0	52	5	1	48	31	0	0	6	0	34	0	0	0	0	177		0	0	0	0
Count Total	0	0	268	45	1	216	201	0	0	18	0	141	0	0	0	0	890		0	0	11	0
Peak Hour	0	0	174	27	1	155	100	0	0	11	0	102	0	0	0	0	570		0	0	3	0

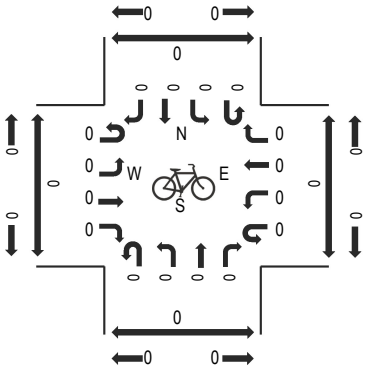
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARCHIBALD ST & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

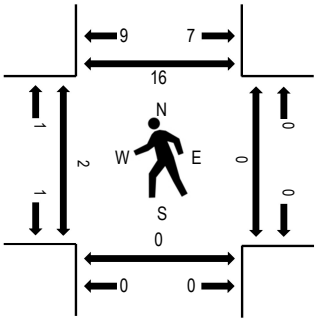
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

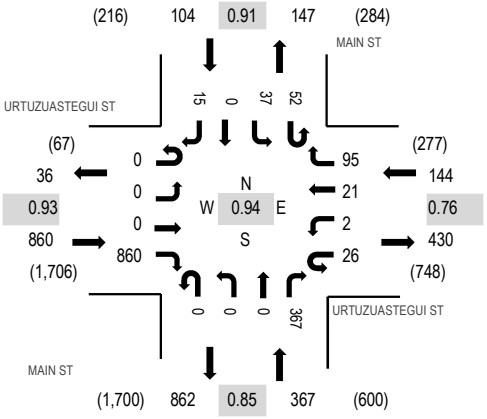
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	234	0	3	241	913	1	0	0	6
12:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	232	0	1	236	903	2	0	0	5
1:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	214	0	2	218	906	0	0	0	3
1:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	213	0	3	218	926	0	0	0	6
1:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	229	0	0	231	943	0	0	0	5
1:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	235	0	0	239		0	0	0	1
2:00 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	231	0	2	238		1	0	0	3
2:15 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	227	0	1	235		1	0	0	7
Count Total	0	0	24	0	0	0	5	0	0	0	0	0	0	1,815	0	12	1,856		5	0	0	36
Peak Hour	0	0	14	0	0	0	4	0	0	0	0	0	0	922	0	3	943		2	0	0	16

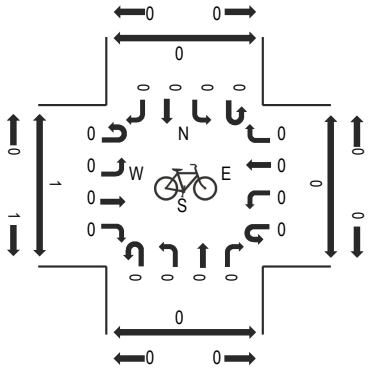
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MAIN ST & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

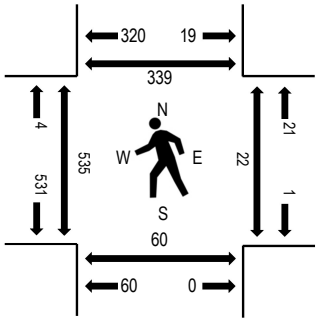
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

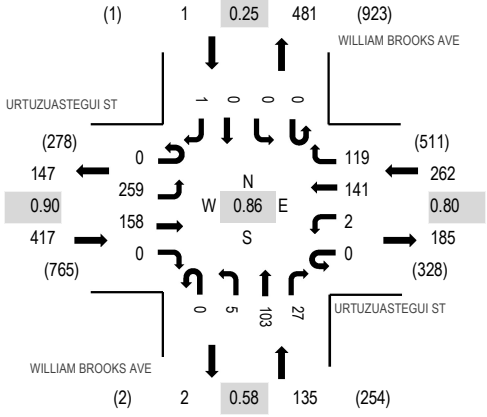
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	1	2	227	6	0	4	18	0	0	0	61	10	16	0	5	350	1,335	120	4	6	83
12:45 PM	0	3	1	206	2	0	5	27	0	0	0	57	9	17	0	2	329	1,363	114	3	19	81
1:00 PM	0	0	1	198	7	0	6	25	0	0	0	58	9	13	0	3	320	1,428	125	1	8	64
1:15 PM	0	0	0	200	5	2	6	18	0	0	0	86	10	7	0	2	336	1,475	136	14	18	79
1:30 PM	0	0	0	219	6	0	2	19	0	0	0	108	12	8	0	4	378	1,464	103	3	8	62
1:45 PM	0	0	0	232	7	0	8	23	0	0	0	94	15	9	0	6	394		123	0	13	82
2:00 PM	0	0	0	209	8	0	5	35	0	0	0	79	15	13	0	3	367		173	5	21	116
2:15 PM	0	0	0	207	4	0	3	26	0	0	0	57	9	16	0	3	325		166	6	11	110
Count Total	0	4	4	1,698	45	2	39	191	0	0	0	600	89	99	0	28	2,799		1,060	36	104	677
Peak Hour	0	0	0	860	26	2	21	95	0	0	0	367	52	37	0	15	1,475		535	22	60	339

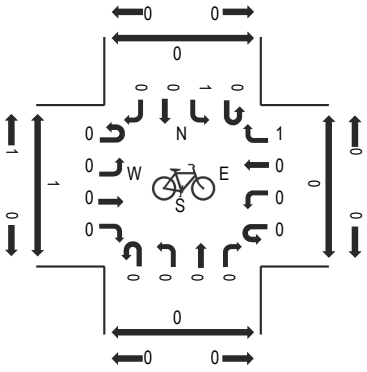
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WILLIAM BROOKS AVE & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

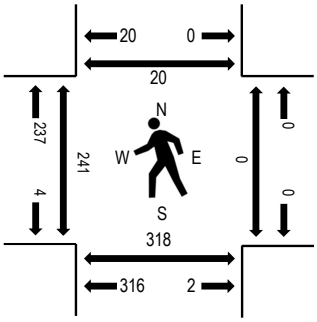
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

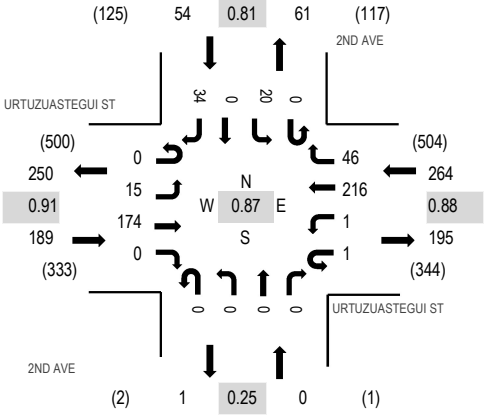
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	53	30	0	0	0	27	32	0	0	37	8	0	0	0	0	187	716	80	0	87	3
12:45 PM	0	53	33	0	0	0	34	31	0	1	42	6	0	0	0	0	200	705	82	0	92	10
1:00 PM	0	48	29	0	0	0	40	28	0	0	17	3	0	0	0	0	165	707	38	0	45	1
1:15 PM	0	69	33	0	0	0	29	28	0	0	4	1	0	0	0	0	164	778	60	0	79	4
1:30 PM	0	75	47	0	0	0	27	24	0	0	2	1	0	0	0	0	176	815	49	0	61	2
1:45 PM	0	72	39	0	0	2	37	27	0	0	19	5	0	0	0	1	202		57	0	74	5
2:00 PM	0	64	40	0	0	0	48	34	0	2	37	11	0	0	0	0	236		58	0	95	1
2:15 PM	0	48	32	0	0	0	29	34	0	3	45	10	0	0	0	0	201		77	0	88	12
Count Total	0	482	283	0	0	2	271	238	0	6	203	45	0	0	0	1	1,531		501	0	621	38
Peak Hour	0	259	158	0	0	2	141	119	0	5	103	27	0	0	0	1	815		241	0	318	20

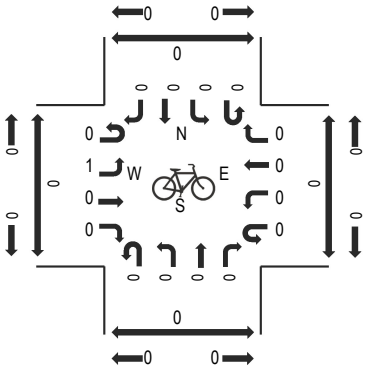
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 2ND AVE & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

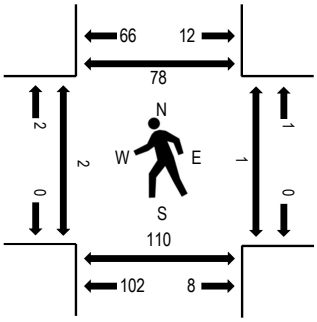
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

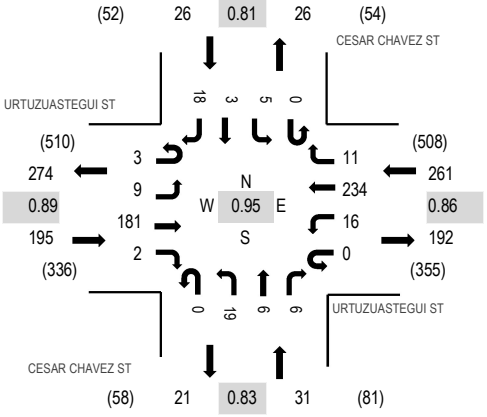
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	1	1	36	0	1	0	45	10	0	0	1	0	0	3	0	13	111	456	0	1	14	17
12:45 PM	0	4	35	0	0	1	51	9	0	0	0	0	0	4	0	15	119	453	0	1	24	17
1:00 PM	0	6	26	0	0	0	54	13	0	0	0	0	0	7	0	15	121	460	0	4	9	21
1:15 PM	0	5	30	0	0	0	49	7	0	0	0	0	0	7	0	7	105	484	0	7	14	25
1:30 PM	0	2	45	0	0	0	48	7	0	0	0	0	0	5	0	1	108	507	0	0	3	7
1:45 PM	0	8	38	0	1	0	52	16	0	0	0	0	0	3	0	8	126		0	0	29	29
2:00 PM	0	1	51	0	0	0	66	9	0	0	0	0	0	4	0	14	145		2	0	41	17
2:15 PM	0	4	40	0	0	1	50	14	0	0	0	0	0	8	0	11	128		0	1	37	25
Count Total	1	31	301	0	2	2	415	85	0	0	1	0	0	41	0	84	963		2	14	171	158
Peak Hour	0	15	174	0	1	1	216	46	0	0	0	0	0	20	0	34	507		2	1	110	78

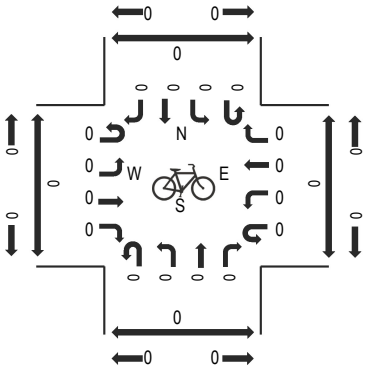
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CESAR CHAVEZ ST & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

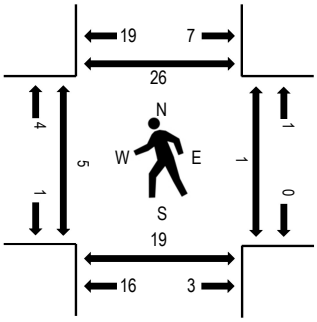
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

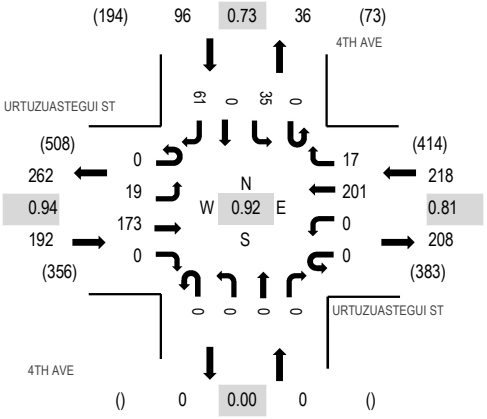
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	2	4	36	0	0	6	46	1	0	2	2	1	0	2	0	6	108	464	6	0	2	10
12:45 PM	0	1	34	0	0	10	52	5	0	3	2	9	0	0	4	4	124	477	4	7	1	3
1:00 PM	0	3	27	1	0	8	60	3	0	3	3	9	0	3	0	3	123	484	19	3	0	13
1:15 PM	1	0	31	1	0	7	48	1	0	6	3	7	0	4	0	0	109	496	9	2	2	6
1:30 PM	1	2	49	0	0	4	49	3	0	3	2	3	0	0	0	5	121	513	1	0	2	7
1:45 PM	1	2	37	1	0	6	66	4	0	5	1	0	0	3	2	3	131		0	0	6	9
2:00 PM	0	3	51	1	0	3	64	1	0	5	0	1	0	0	0	6	135		4	0	9	8
2:15 PM	1	2	44	0	0	3	55	3	0	6	3	2	0	2	1	4	126		0	1	2	2
Count Total	6	17	309	4	0	47	440	21	0	33	16	32	0	14	7	31	977		43	13	24	58
Peak Hour	3	9	181	2	0	16	234	11	0	19	6	6	0	5	3	18	513		5	1	19	26

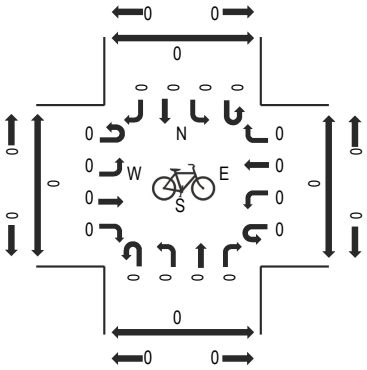
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 4TH AVE & URTUZUASTEGUI ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

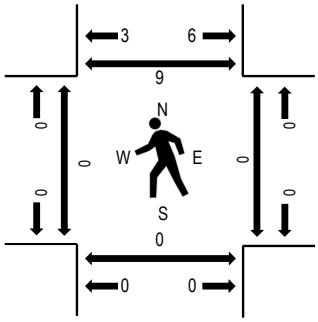
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

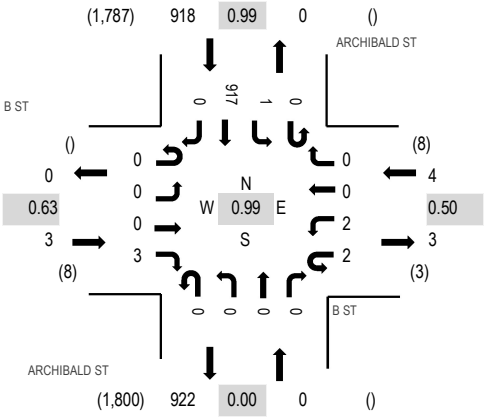
Traffic Counts - Motorized Vehicles

Interval Start Time	URTUZUASTEGUI ST Eastbound				URTUZUASTEGUI ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	5	34	0	0	0	40	4	0	0	0	0	0	8	0	13	104	458	0	0	0	1
12:45 PM	0	10	36	0	0	0	50	2	0	0	0	0	0	7	0	18	123	472	0	0	0	5
1:00 PM	0	9	30	0	0	0	53	4	0	0	0	0	0	14	0	16	126	478	0	0	0	6
1:15 PM	0	3	37	0	0	0	43	0	0	0	0	0	0	9	0	13	105	490	0	0	0	7
1:30 PM	0	5	46	0	0	0	45	3	0	0	0	0	0	7	0	12	118	506	0	0	0	6
1:45 PM	0	3	37	0	0	0	47	5	0	0	0	0	0	8	0	29	129		0	0	0	1
2:00 PM	0	5	46	0	0	0	61	6	0	0	0	0	0	11	0	9	138		0	0	0	2
2:15 PM	0	6	44	0	0	0	48	3	0	0	0	0	0	9	0	11	121		0	0	0	0
Count Total	0	46	310	0	0	0	387	27	0	0	0	0	0	73	0	121	964		0	0	0	28
Peak Hour	0	19	173	0	0	0	201	17	0	0	0	0	0	35	0	61	506		0	0	0	9

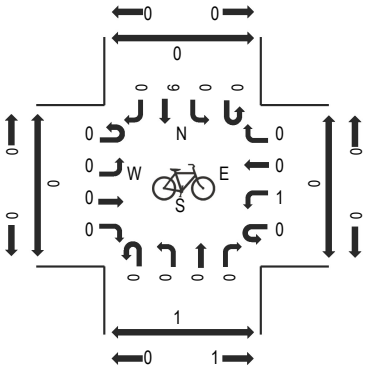
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 ARCHIBALD ST & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:30 PM - 01:45 PM

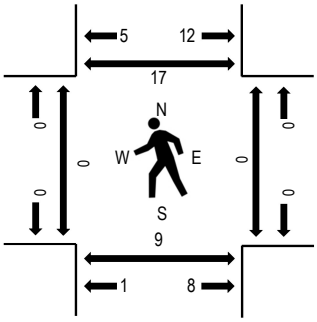
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

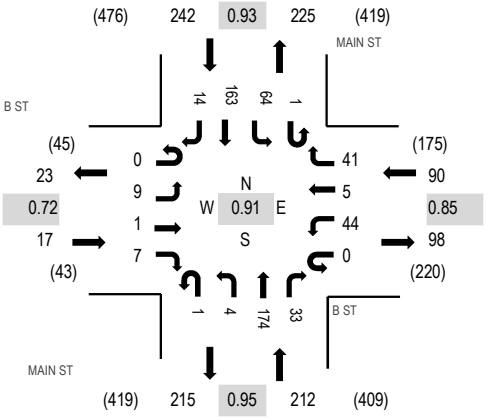
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	235	0	237	878	0	1	0	2
12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	220	0	222	875	0	1	0	6
1:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	211	0	213	881	2	1	4	1
1:15 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	203	0	206	902	0	0	4	2
1:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	232	0	234	925	0	0	2	6
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0	228		0	0	1	1
2:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	232	0	234		0	0	3	4
2:15 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	1	225	0	229		0	0	3	6
Count Total	0	0	0	8	2	6	0	0	0	0	0	0	0	1	1,786	0	1,803		2	3	17	28
Peak Hour	0	0	0	3	2	2	0	0	0	0	0	0	0	1	917	0	925		0	0	9	17

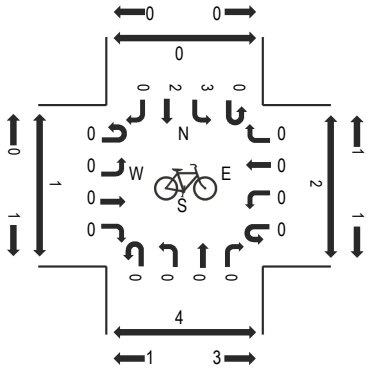
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 MAIN ST & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

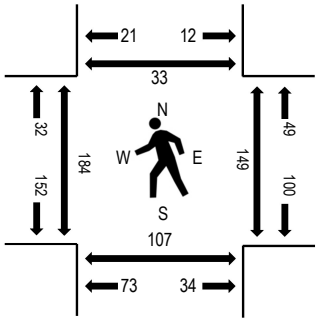
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

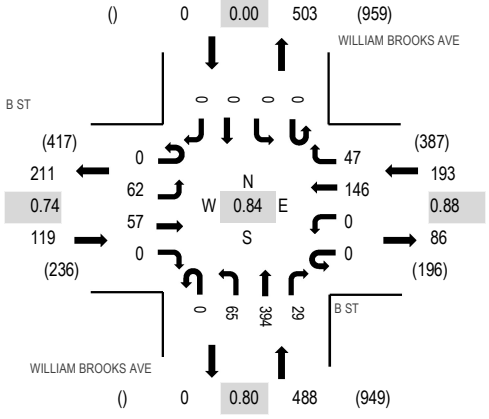
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	2	1	1	0	11	4	4	0	0	46	6	0	20	49	2	146	542	28	35	22	6
12:45 PM	0	2	4	1	0	12	1	12	0	0	39	13	1	10	36	3	134	532	26	32	21	6
1:00 PM	0	0	3	3	0	8	1	8	0	2	41	14	0	26	40	4	150	527	35	33	25	3
1:15 PM	0	5	3	1	0	15	2	7	0	0	27	9	0	13	27	3	112	531	52	37	43	13
1:30 PM	0	2	0	1	0	9	0	12	0	0	42	5	1	19	41	4	136	561	37	32	28	5
1:45 PM	0	1	0	2	0	9	2	11	1	1	46	8	0	14	34	0	129		50	22	23	3
2:00 PM	0	4	1	2	0	17	1	10	0	1	45	9	0	14	46	4	154		67	55	33	20
2:15 PM	0	2	0	2	0	9	2	8	0	2	41	11	0	17	42	6	142		30	40	23	5
Count Total	0	18	12	13	0	90	13	72	1	6	327	75	2	133	315	26	1,103		325	286	218	61
Peak Hour	0	9	1	7	0	44	5	41	1	4	174	33	1	64	163	14	561		184	149	107	33

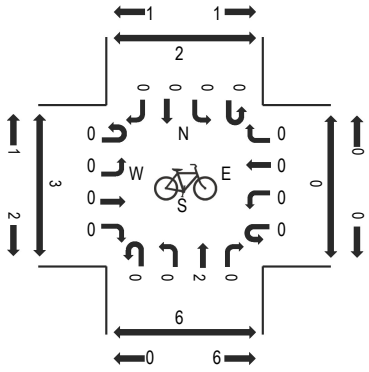
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WILLIAM BROOKS AVE & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

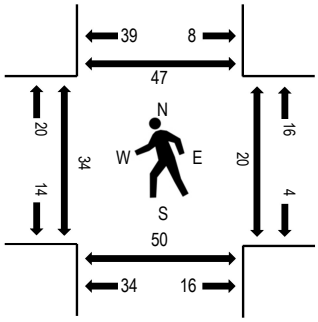
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

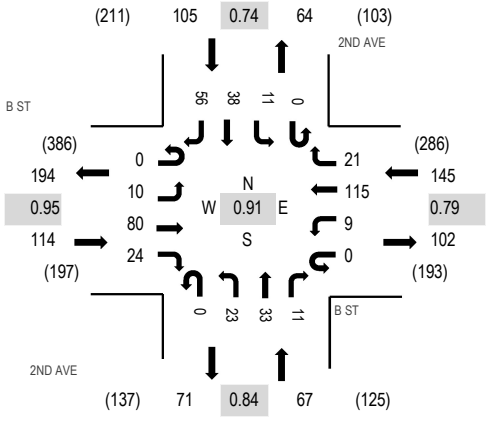
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	18	18	0	0	0	38	10	0	20	92	9	0	0	0	0	205	772	11	6	25	4
12:45 PM	0	6	18	0	0	0	33	11	0	13	100	15	0	0	0	0	196	733	14	4	19	4
1:00 PM	0	12	20	0	0	0	31	24	0	15	76	6	0	0	0	0	184	721	13	6	12	17
1:15 PM	0	10	15	0	0	0	33	14	0	23	83	9	0	0	0	0	187	774	9	2	13	27
1:30 PM	0	16	10	0	0	0	30	6	0	9	91	4	0	0	0	0	166	800	9	2	11	7
1:45 PM	0	17	13	0	0	0	29	16	0	13	93	3	0	0	0	0	184		7	10	20	4
2:00 PM	0	9	14	0	0	0	48	14	0	26	115	11	0	0	0	0	237		11	5	13	24
2:15 PM	0	20	20	0	0	0	39	11	0	17	95	11	0	0	0	0	213		7	3	6	12
Count Total	0	108	128	0	0	0	281	106	0	136	745	68	0	0	0	0	1,572		81	38	119	99
Peak Hour	0	62	57	0	0	0	146	47	0	65	394	29	0	0	0	0	800		34	20	50	47

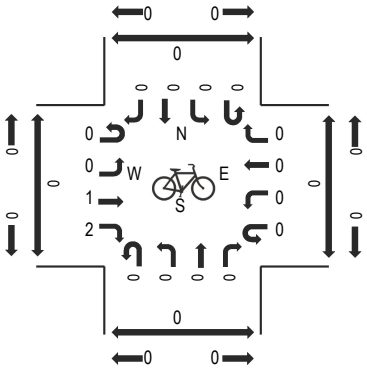
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 2ND AVE & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

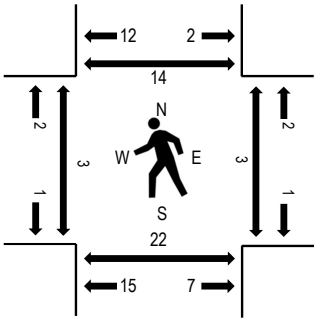
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

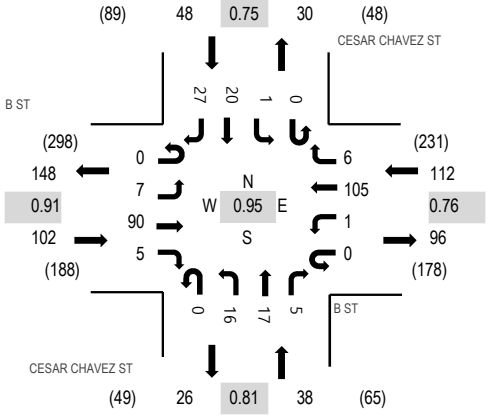
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	3	19	6	0	2	27	7	0	5	10	4	0	5	9	15	112	431	0	2	7	4
12:45 PM	0	2	19	9	0	2	27	3	0	5	8	2	0	2	10	14	103	380	1	0	5	1
1:00 PM	0	4	19	7	0	3	37	6	0	8	8	4	0	2	11	10	119	371	1	0	3	5
1:15 PM	0	1	23	2	0	2	24	5	0	5	7	1	0	2	8	17	97	368	1	1	7	4
1:30 PM	0	1	10	1	0	2	22	1	0	1	3	2	0	2	5	11	61	388	0	1	5	4
1:45 PM	0	1	10	4	0	4	26	4	0	10	8	3	0	4	10	10	94		0	0	3	1
2:00 PM	0	0	21	4	0	4	40	3	0	1	3	4	0	4	12	20	116		1	1	2	2
2:15 PM	0	1	22	8	0	1	30	4	0	5	10	8	0	1	11	16	117		1	0	0	3
Count Total	0	13	143	41	0	20	233	33	0	40	57	28	0	22	76	113	819		5	5	32	24
Peak Hour	0	10	80	24	0	9	115	21	0	23	33	11	0	11	38	56	431		3	3	22	14

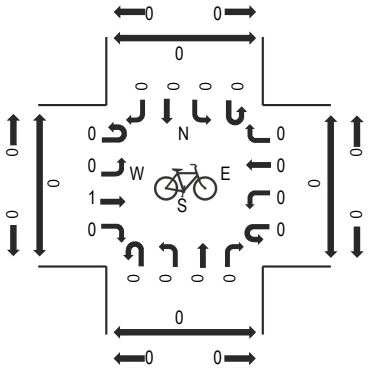
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 CESAR CHAVEZ ST & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

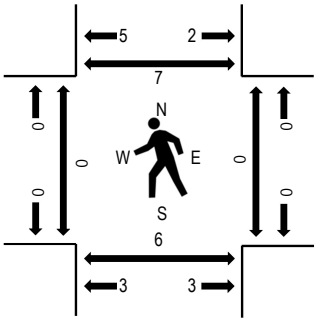
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

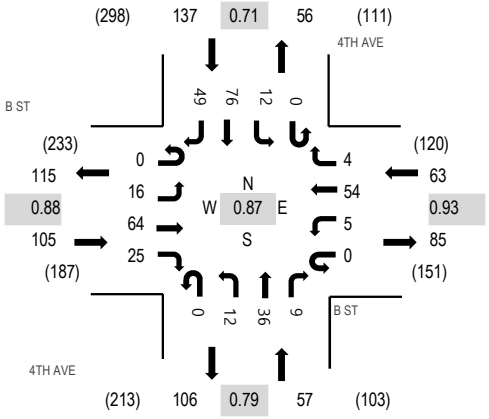
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	2	24	2	0	1	30	2	0	2	4	0	0	0	6	6	79	300	0	0	0	2
12:45 PM	0	2	21	0	0	0	19	1	0	6	3	2	0	0	7	9	70	268	0	0	2	1
1:00 PM	0	1	21	1	0	0	31	2	0	5	6	1	0	0	4	7	79	260	0	0	3	2
1:15 PM	0	2	24	2	0	0	25	1	0	3	4	2	0	1	3	5	72	265	0	0	1	2
1:30 PM	0	3	8	0	0	0	20	0	0	2	1	4	0	1	4	4	47	273	0	1	1	2
1:45 PM	0	3	13	2	0	1	25	1	0	6	1	1	0	0	4	5	62		1	0	4	0
2:00 PM	1	0	24	3	0	0	37	2	1	3	0	0	0	2	2	9	84		1	0	3	2
2:15 PM	0	2	26	1	0	2	31	0	0	1	5	2	0	1	3	6	80		0	0	0	3
Count Total	1	15	161	11	0	4	218	9	1	28	24	12	0	5	33	51	573		2	1	14	14
Peak Hour	0	7	90	5	0	1	105	6	0	16	17	5	0	1	20	27	300		0	0	6	7

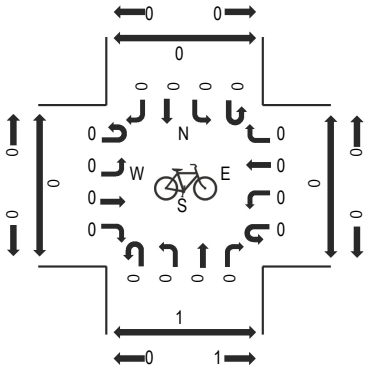
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 4TH AVE & B ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

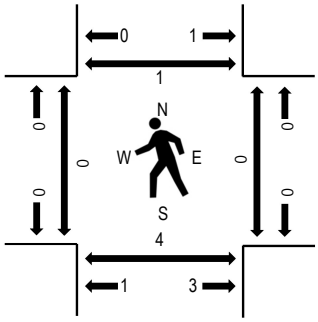
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

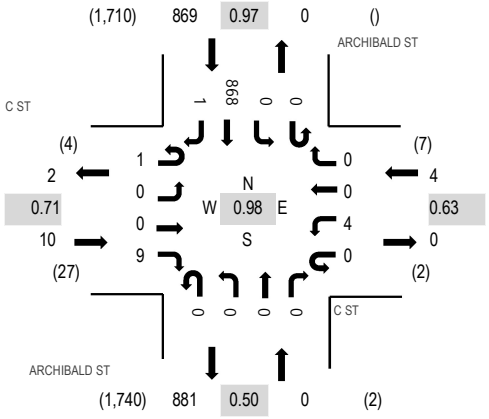
Traffic Counts - Motorized Vehicles

Interval Start Time	B ST Eastbound				B ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	3	16	4	0	2	15	0	0	3	15	0	0	7	23	16	104	362	0	0	0	1
12:45 PM	0	3	18	6	0	0	13	3	0	1	10	4	0	2	21	7	88	326	0	0	1	0
1:00 PM	0	5	13	7	0	3	13	0	0	4	8	3	0	2	16	14	88	331	0	0	2	0
1:15 PM	0	5	17	8	0	0	13	1	0	4	3	2	0	1	16	12	82	337	0	0	1	0
1:30 PM	0	3	7	4	0	0	6	1	0	1	10	1	0	1	22	12	68	346	0	2	0	0
1:45 PM	0	0	9	5	0	1	10	1	0	0	9	1	0	1	37	19	93		1	2	6	0
2:00 PM	0	5	15	5	0	2	19	3	0	4	7	1	0	6	12	15	94		0	0	1	1
2:15 PM	0	9	17	3	0	1	12	1	1	4	6	1	0	6	14	16	91		0	0	0	1
Count Total	0	33	112	42	0	9	101	10	1	21	68	13	0	26	161	111	708		1	4	11	3
Peak Hour	0	16	64	25	0	5	54	4	0	12	36	9	0	12	76	49	362		0	0	4	1

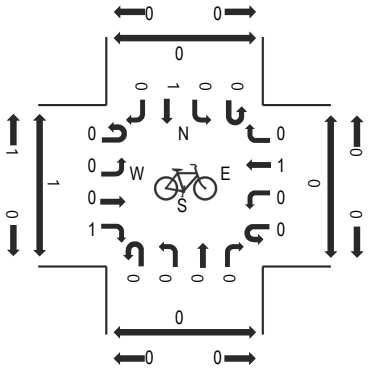
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 ARCHIBALD ST & C ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:30 PM - 01:45 PM

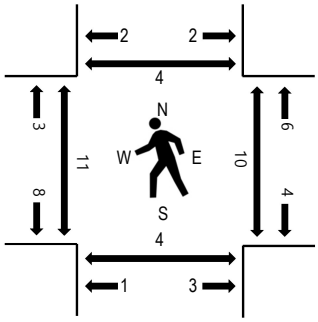
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

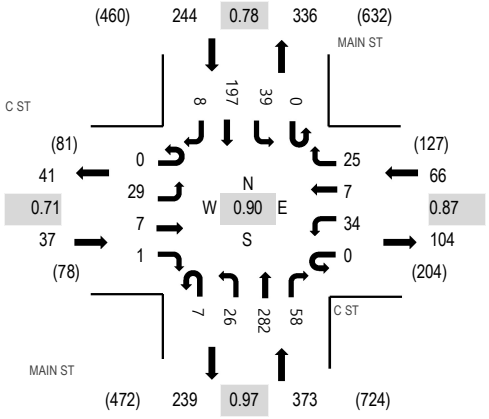
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	1	220	0	226	863	0	2	0	0
12:45 PM	0	0	0	6	0	2	0	0	0	0	0	0	0	0	212	0	220	863	6	1	1	1
1:00 PM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	211	0	216	867	3	1	2	0
1:15 PM	0	0	1	1	0	1	0	0	0	1	0	0	0	0	197	0	201	869	4	3	3	0
1:30 PM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	223	0	226	883	5	1	2	2
1:45 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	221	0	224		1	1	0	0
2:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	213	1	218		5	7	2	1
2:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	211	0	215		0	1	0	1
Count Total	1	0	1	25	0	7	0	0	0	2	0	0	0	1	1,708	1	1,746		24	17	10	5
Peak Hour	1	0	0	9	0	4	0	0	0	0	0	0	0	0	868	1	883		11	10	4	4

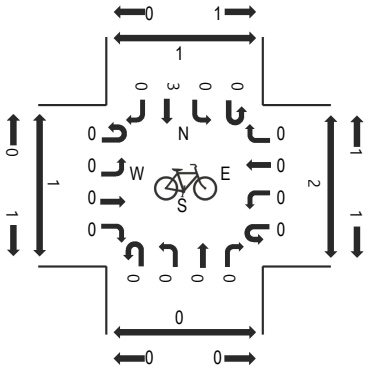
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MAIN ST & C ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

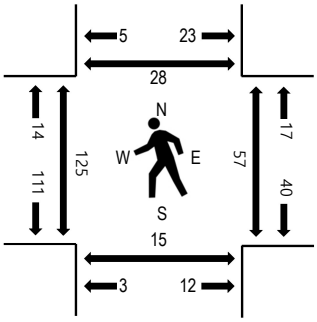
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

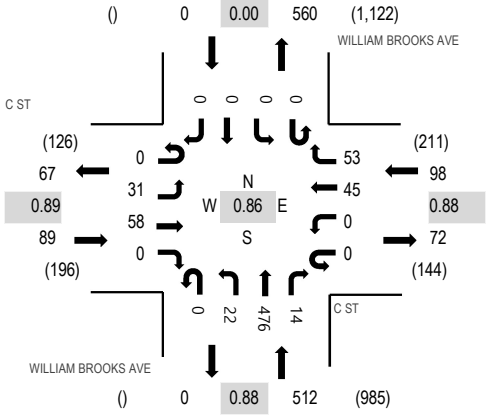
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	6	2	1	0	16	2	5	4	2	70	22	0	7	53	2	192	669	14	16	5	1
12:45 PM	0	4	3	0	0	7	2	5	0	10	64	15	1	6	41	2	160	660	5	19	0	9
1:00 PM	0	12	3	2	0	6	1	3	3	8	64	15	0	7	47	1	172	665	25	7	2	3
1:15 PM	0	4	4	0	0	10	1	3	3	4	55	12	0	4	40	5	145	692	18	9	2	5
1:30 PM	0	11	1	0	0	8	2	3	2	5	64	21	0	6	56	4	183	720	23	9	4	5
1:45 PM	0	9	2	0	0	9	2	5	1	11	68	12	0	8	37	1	165		31	5	5	2
2:00 PM	0	2	3	1	0	8	2	9	2	4	77	13	0	22	54	2	199		55	20	5	19
2:15 PM	0	7	1	0	0	9	1	8	2	6	73	12	0	3	50	1	173		16	23	1	2
Count Total	0	55	19	4	0	73	13	41	17	50	535	122	1	63	378	18	1,389		187	108	24	46
Peak Hour	0	29	7	1	0	34	7	25	7	26	282	58	0	39	197	8	720		125	57	15	28

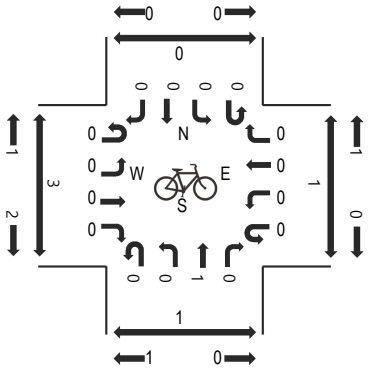
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 WILLIAM BROOKS AVE & C ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

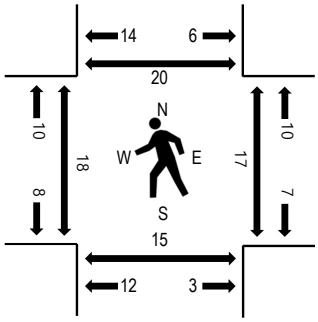
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

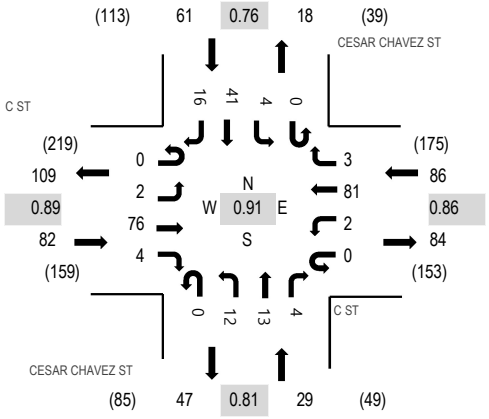
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	14	16	0	0	0	16	16	0	6	117	3	0	0	0	0	188	693	1	1	2	0
12:45 PM	0	12	17	0	0	0	13	17	0	6	118	0	0	0	0	0	183	658	3	2	1	6
1:00 PM	0	7	20	0	0	0	4	26	0	3	111	1	0	0	0	0	172	644	6	3	5	1
1:15 PM	0	7	14	0	0	0	8	13	0	3	104	1	0	0	0	0	150	676	2	2	1	0
1:30 PM	0	10	10	0	0	0	5	18	0	7	101	2	0	0	0	0	153	699	7	1	3	3
1:45 PM	0	6	14	0	0	0	14	9	0	7	115	4	0	0	0	0	169		3	2	0	3
2:00 PM	0	9	22	0	0	0	11	16	0	4	137	5	0	0	0	0	204		7	6	9	11
2:15 PM	0	6	12	0	0	0	15	10	0	4	123	3	0	0	0	0	173		1	8	3	3
Count Total	0	71	125	0	0	0	86	125	0	40	926	19	0	0	0	0	1,392		30	25	24	27
Peak Hour	0	31	58	0	0	0	45	53	0	22	476	14	0	0	0	0	699		18	17	15	20

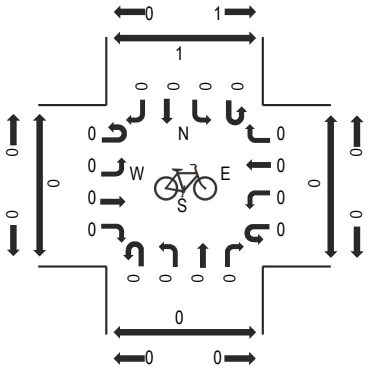
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 CESAR CHAVEZ ST & C ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

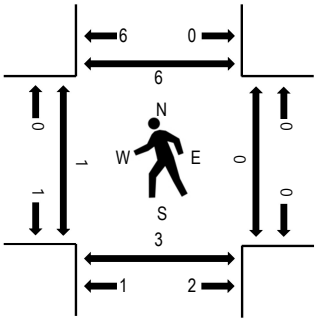
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

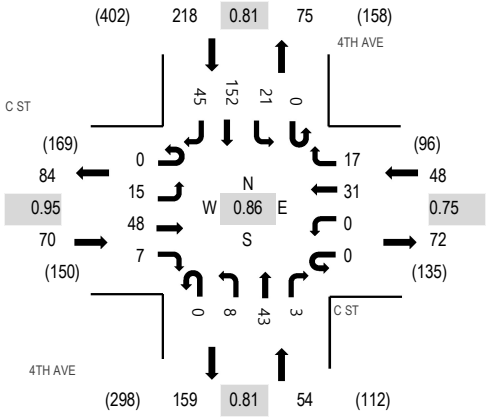
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	20	1	0	0	21	0	0	3	5	1	0	2	13	5	71	258	1	0	0	1
12:45 PM	0	0	19	0	0	0	23	1	0	3	3	0	0	1	14	4	68	233	0	0	1	5
1:00 PM	0	1	20	2	0	1	22	1	0	5	2	2	0	1	8	3	68	219	0	0	2	0
1:15 PM	0	1	17	1	0	1	15	1	0	1	3	1	0	0	6	4	51	222	0	0	0	0
1:30 PM	0	0	10	0	0	1	18	0	0	2	3	0	0	1	7	4	46	238	0	1	1	1
1:45 PM	0	2	16	2	0	3	18	1	0	1	4	0	0	0	2	5	54		1	1	3	1
2:00 PM	1	0	24	3	0	0	22	0	0	1	2	0	0	0	10	8	71		1	0	1	7
2:15 PM	0	4	15	0	0	2	24	0	0	2	5	0	0	3	8	4	67		1	0	2	0
Count Total	1	8	141	9	0	8	163	4	0	18	27	4	0	8	68	37	496		4	2	10	15
Peak Hour	0	2	76	4	0	2	81	3	0	12	13	4	0	4	41	16	258		1	0	3	6

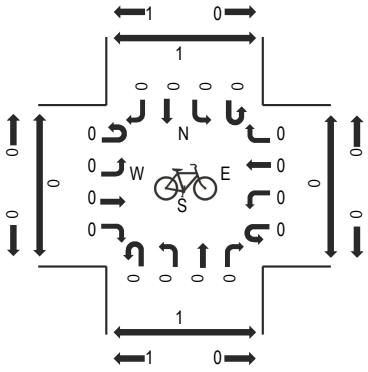
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 17 4TH AVE & C ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

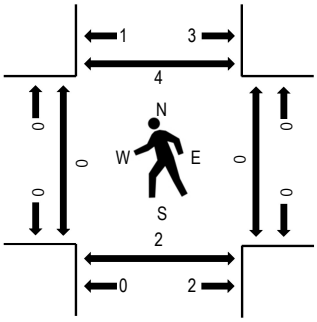
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

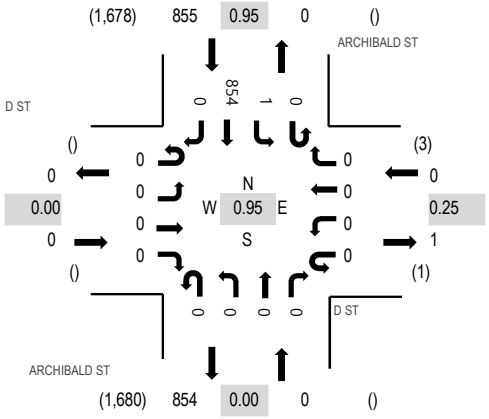
Traffic Counts - Motorized Vehicles

Interval Start Time	C ST Eastbound				C ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	5	11	4	0	1	9	3	0	2	16	0	0	4	41	11	107	370	0	0	0	0
12:45 PM	0	5	14	1	0	0	11	2	0	2	13	0	0	5	31	9	93	346	0	0	0	0
1:00 PM	0	7	13	1	0	0	11	1	0	1	12	0	0	1	28	12	87	367	0	0	1	0
1:15 PM	0	5	13	1	0	2	5	3	0	1	11	0	0	2	29	11	83	376	0	0	1	0
1:30 PM	0	2	8	2	0	0	5	7	0	4	7	2	0	5	32	9	83	390	0	0	0	1
1:45 PM	0	1	15	1	0	0	14	3	0	2	10	1	0	6	55	6	114		0	0	0	0
2:00 PM	0	8	15	0	0	0	7	4	0	2	11	0	0	5	32	12	96		0	0	1	3
2:15 PM	0	4	10	4	0	0	5	3	0	0	15	0	0	5	33	18	97		0	0	1	0
Count Total	0	37	99	14	0	3	67	26	0	14	95	3	0	33	281	88	760		0	0	4	4
Peak Hour	0	15	48	7	0	0	31	17	0	8	43	3	0	21	152	45	390		0	0	2	4

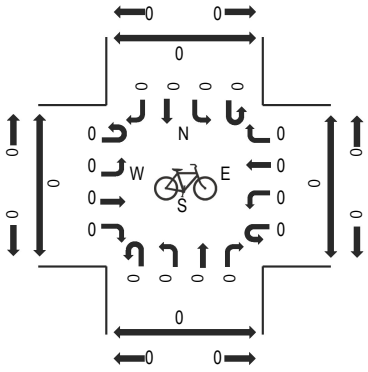
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 ARCHIBALD ST & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

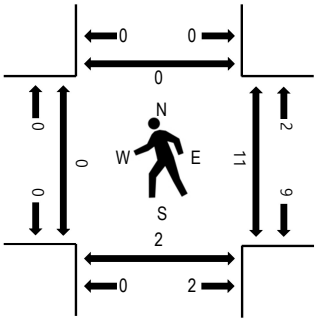
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

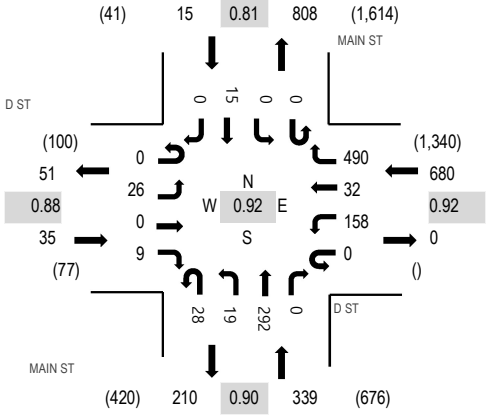
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				ARCHIBALD ST Northbound				ARCHIBALD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204	0	204	833	0	2	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	0	216	846	0	2	5	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	204	0	205	855	0	1	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	0	208	848	0	2	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	0	217	848	0	6	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	0	225		0	2	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	0	198		0	31	1	9
2:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	205	0	208		0	5	1	0
Count Total	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1,677	0	1,681		0	51	9	10
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	854	0	855		0	11	2	0

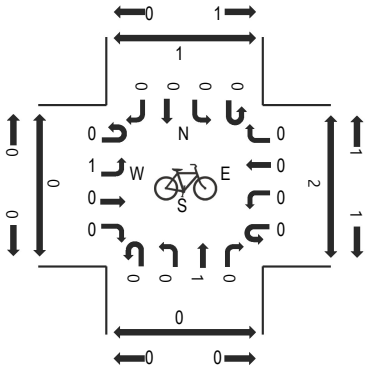
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 MAIN ST & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

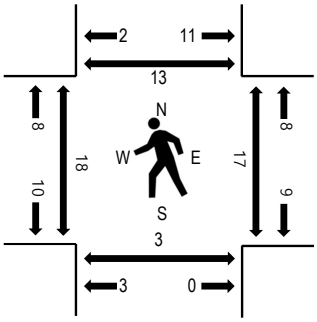
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

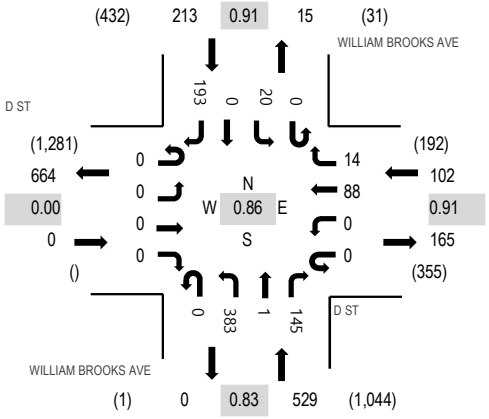
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				MAIN ST Northbound				MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	5	0	3	0	44	9	132	8	5	81	0	0	0	5	0	292	1,069	2	3	0	0
12:45 PM	0	5	0	5	0	31	8	132	9	5	66	0	0	0	1	0	262	1,044	5	9	2	2
1:00 PM	0	11	0	1	0	43	7	111	3	5	80	0	0	0	8	0	269	1,041	7	2	1	10
1:15 PM	0	5	0	0	0	40	8	115	8	4	65	0	0	0	1	0	246	1,050	4	3	0	1
1:30 PM	0	9	0	1	0	40	9	117	2	1	80	0	1	0	7	0	267	1,065	4	5	0	5
1:45 PM	0	11	0	1	0	39	6	114	5	4	74	0	2	0	3	0	259		6	3	6	4
2:00 PM	0	8	0	4	0	44	11	119	7	3	77	0	0	0	5	0	278		5	5	6	28
2:15 PM	0	6	0	2	0	37	9	115	8	6	70	0	3	0	5	0	261		8	21	1	3
Count Total	0	60	0	17	0	318	67	955	50	33	593	0	6	0	35	0	2,134		41	51	16	53
Peak Hour	0	26	0	9	0	158	32	490	28	19	292	0	0	0	15	0	1,069		18	17	3	13

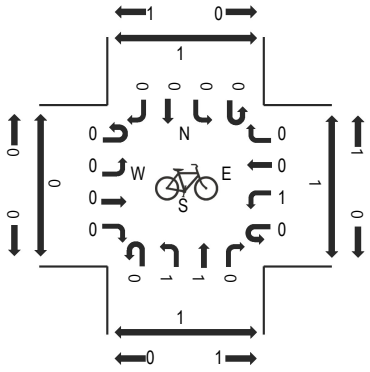
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 WILLIAM BROOKS AVE & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

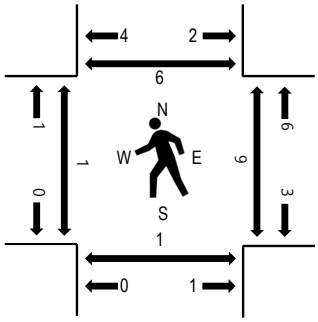
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

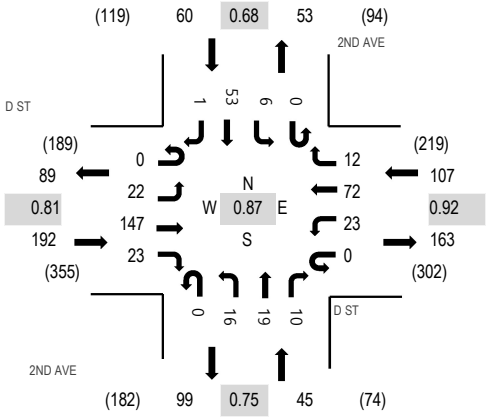
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	0	0	0	0	20	3	0	98	0	47	0	13	0	47	228	824	0	0	0	0
12:45 PM	0	0	0	0	0	0	19	5	0	92	1	39	0	11	1	39	207	805	0	1	0	1
1:00 PM	0	0	0	0	0	0	19	4	0	90	0	34	0	6	0	52	205	777	0	3	1	1
1:15 PM	0	0	0	0	0	0	17	3	0	81	0	33	0	7	0	43	184	816	0	2	0	0
1:30 PM	0	0	0	0	0	0	25	3	0	85	0	38	0	5	0	53	209	844	0	1	0	3
1:45 PM	0	0	0	0	0	0	21	2	0	87	0	25	0	6	0	38	179		1	0	0	0
2:00 PM	0	0	0	0	0	0	21	5	0	114	0	46	0	7	0	51	244		0	2	1	1
2:15 PM	0	0	0	0	0	0	21	4	0	97	1	36	0	2	0	51	212		0	6	0	2
Count Total	0	0	0	0	0	0	163	29	0	744	2	298	0	57	1	374	1,668		1	15	2	8
Peak Hour	0	0	0	0	0	0	88	14	0	383	1	145	0	20	0	193	844		1	9	1	6

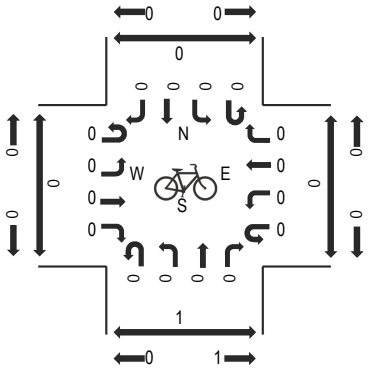
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 2ND AVE & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

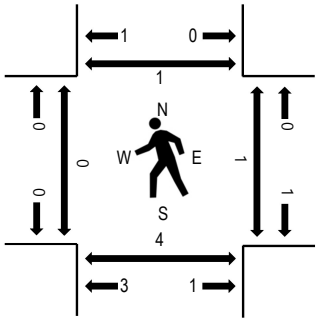
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

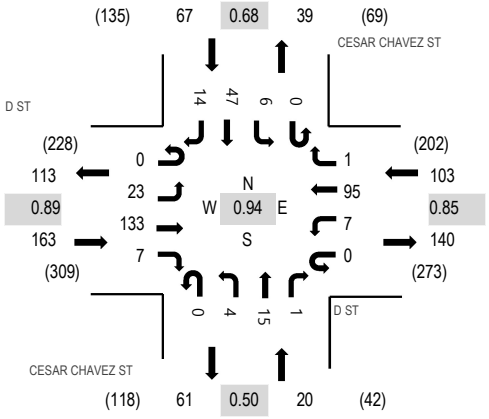
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				2ND AVE Northbound				2ND AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	6	45	8	0	1	17	6	0	4	4	3	0	1	20	1	116	404	0	1	1	0
12:45 PM	0	7	40	6	0	7	20	2	0	4	7	0	0	1	11	0	105	377	0	0	1	0
1:00 PM	0	5	32	2	0	6	17	2	0	6	5	4	0	2	11	0	92	355	0	0	2	0
1:15 PM	0	4	30	7	0	9	18	2	0	2	3	3	0	2	11	0	91	363	0	0	0	1
1:30 PM	0	4	31	6	0	4	25	2	0	1	1	3	0	2	9	1	89	363	0	0	1	2
1:45 PM	0	5	24	4	0	6	17	2	0	4	5	1	0	1	12	2	83		0	0	0	0
2:00 PM	0	5	39	8	0	3	22	4	0	0	2	0	0	3	11	3	100		0	0	3	1
2:15 PM	0	2	33	2	0	5	21	1	0	3	8	1	0	1	13	1	91		0	0	1	1
Count Total	0	38	274	43	0	41	157	21	0	24	35	15	0	13	98	8	767		0	1	9	5
Peak Hour	0	22	147	23	0	23	72	12	0	16	19	10	0	6	53	1	404		0	1	4	1

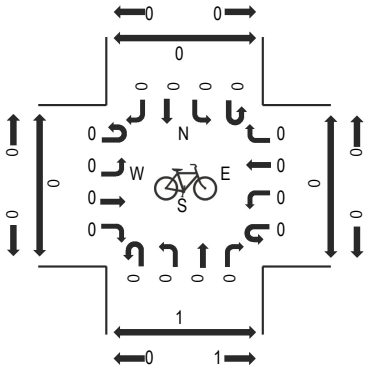
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 CESAR CHAVEZ ST & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

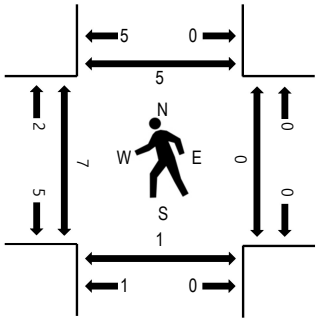
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

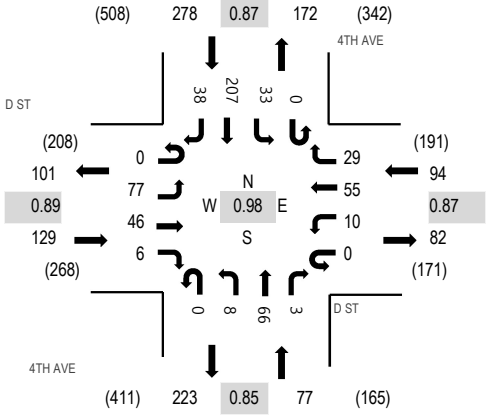
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	9	34	3	0	1	20	0	0	1	4	0	0	3	15	1	91	353	1	0	0	3
12:45 PM	0	5	36	0	0	3	24	0	0	1	2	1	0	1	17	4	94	347	2	0	1	0
1:00 PM	0	6	31	0	0	1	23	1	0	2	3	0	0	0	11	6	84	325	1	0	0	0
1:15 PM	0	3	32	4	0	2	28	0	0	0	6	0	0	2	4	3	84	331	3	0	0	2
1:30 PM	0	3	34	0	0	5	28	1	0	0	2	0	0	1	6	5	85	335	0	1	0	0
1:45 PM	0	4	25	2	0	2	20	0	0	2	3	2	0	0	7	5	72		0	0	0	2
2:00 PM	0	5	38	1	0	0	19	0	0	1	1	0	0	1	19	5	90		2	1	2	1
2:15 PM	0	2	31	1	0	1	22	1	0	3	8	0	0	1	13	5	88		1	0	1	2
Count Total	0	37	261	11	0	15	184	3	0	10	29	3	0	9	92	34	688		10	2	4	10
Peak Hour	0	23	133	7	0	7	95	1	0	4	15	1	0	6	47	14	353		7	0	1	5

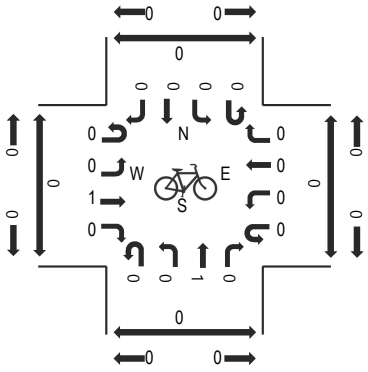
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 23 4TH AVE & D ST Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

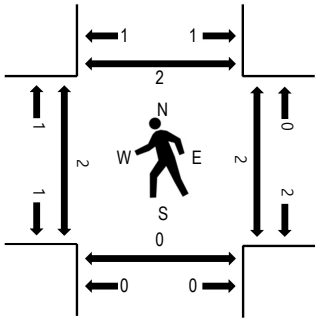
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

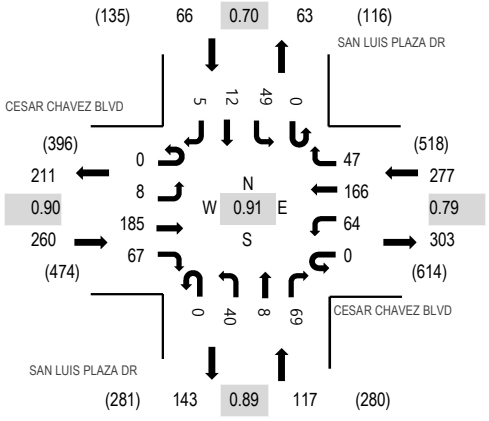
Traffic Counts - Motorized Vehicles

Interval Start Time	D ST Eastbound				D ST Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	21	11	6	0	1	10	6	0	4	21	1	0	9	49	8	147	554	0	0	0	1
12:45 PM	0	21	14	4	0	1	20	6	0	2	16	2	0	3	42	7	138	552	0	0	0	2
1:00 PM	0	13	15	2	0	2	13	8	0	3	17	2	0	11	40	9	135	557	0	0	0	1
1:15 PM	0	18	13	1	0	0	24	6	0	2	17	1	0	7	40	5	134	565	0	0	0	2
1:30 PM	0	19	14	0	0	2	17	5	0	4	11	1	0	9	48	15	145	578	1	2	0	0
1:45 PM	0	13	11	2	0	5	13	6	0	1	11	1	0	12	60	8	143		1	0	0	1
2:00 PM	0	27	10	2	0	2	11	7	0	0	22	0	0	9	45	8	143		0	0	0	1
2:15 PM	0	18	11	2	0	1	14	11	0	3	22	1	0	3	54	7	147		0	0	0	0
Count Total	0	150	99	19	0	14	122	55	0	19	137	9	0	63	378	67	1,132		2	2	0	8
Peak Hour	0	77	46	6	0	10	55	29	0	8	66	3	0	33	207	38	578		2	2	0	2

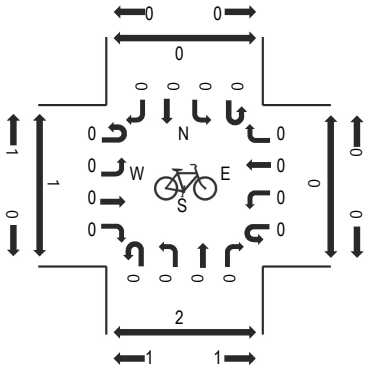
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 SAN LUIS PLAZA DR & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

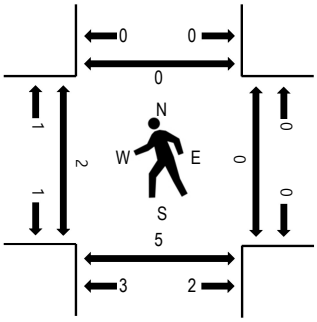
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

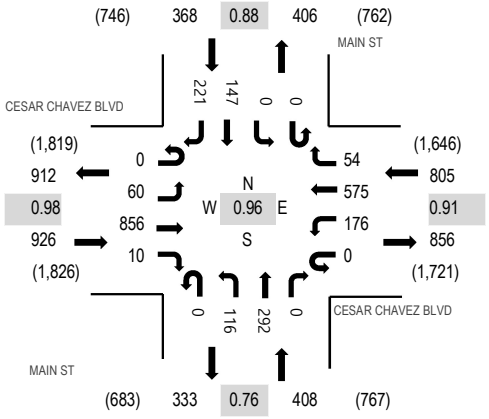
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				SAN LUIS PLAZA DR Northbound				SAN LUIS PLAZA DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	3	27	17	1	17	32	11	0	10	1	35	0	8	7	2	171	687	1	0	0	0
12:45 PM	0	0	39	14	1	20	34	10	0	10	2	20	0	11	4	1	166	683	0	0	2	0
1:00 PM	0	0	51	12	0	17	28	12	0	16	1	29	0	18	4	4	192	682	0	0	2	0
1:15 PM	0	1	39	11	0	14	37	7	0	11	5	23	0	9	1	0	158	680	0	0	5	0
1:30 PM	0	1	49	14	0	12	40	9	0	10	2	14	0	12	2	2	167	720	1	0	0	0
1:45 PM	0	2	40	19	0	16	33	4	0	8	2	20	0	13	5	3	165		1	0	2	0
2:00 PM	0	3	50	10	0	16	40	19	0	12	1	21	0	14	4	0	190		0	0	0	0
2:15 PM	0	2	46	24	0	20	53	15	0	10	3	14	0	10	1	0	198		0	0	3	0
Count Total	0	12	341	121	2	132	297	87	0	87	17	176	0	95	28	12	1,407		3	0	14	0
Peak Hour	0	8	185	67	0	64	166	47	0	40	8	69	0	49	12	5	720		2	0	5	0

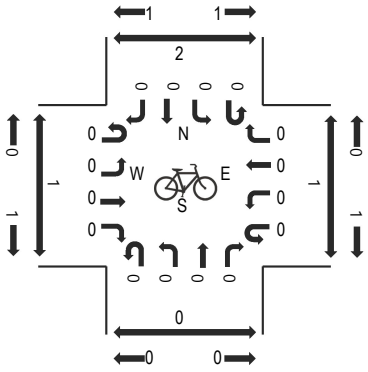
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 25 MAIN ST & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

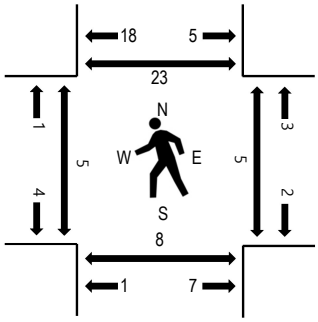
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

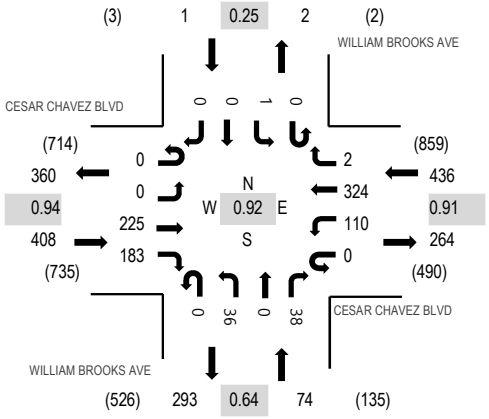
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MAIN ST Northbound				MAIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:30 PM	0	20	210	5	0	42	152	14	0	33	68	0	0	0	41	49	634	2,507	1	0	2	1
12:45 PM	0	13	215	1	0	56	147	7	0	18	73	0	0	0	32	68	630	2,487	0	1	2	6
1:00 PM	0	15	219	2	0	36	145	19	0	46	88	0	0	0	39	44	653	2,427	4	3	4	13
1:15 PM	0	12	212	2	0	42	131	14	0	19	63	0	0	0	35	60	590	2,425	0	1	0	3
1:30 PM	0	6	213	0	0	45	150	15	0	19	77	0	0	0	36	53	614	2,478	0	2	1	3
1:45 PM	0	4	222	3	0	41	129	17	0	14	64	0	0	0	29	47	570		0	0	2	0
2:00 PM	0	5	197	4	0	42	179	9	0	27	79	1	0	1	49	58	651		0	0	1	3
2:15 PM	0	15	231	0	0	54	148	12	0	25	53	0	0	0	47	58	643		0	0	0	3
Count Total	0	90	1,719	17	0	358	1,181	107	0	201	565	1	0	1	308	437	4,985		5	7	12	32
Peak Hour	0	60	856	10	0	176	575	54	0	116	292	0	0	0	147	221	2,507		5	5	8	23

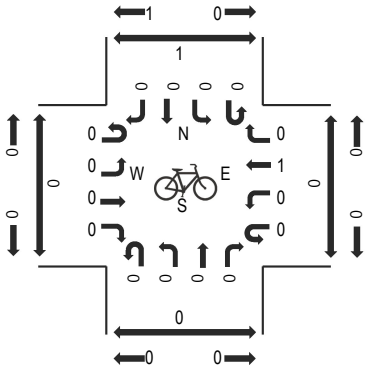
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 26 WILLIAM BROOKS AVE & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

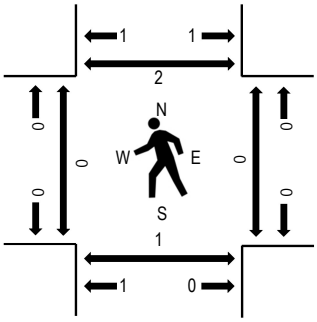
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

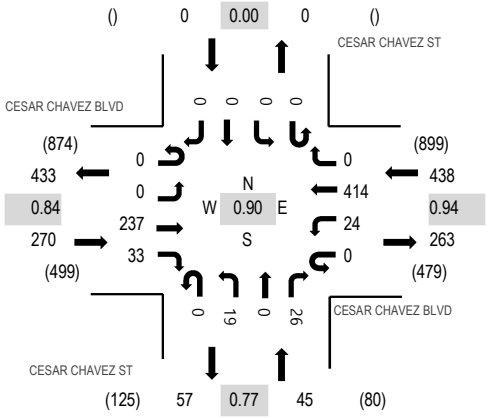
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				WILLIAM BROOKS AVE Northbound				WILLIAM BROOKS AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	68	40	0	26	86	0	0	15	0	14	0	0	0	0	249	919	0	0	1	0
12:45 PM	0	0	48	56	0	30	74	2	0	8	0	8	0	1	0	0	227	855	0	0	0	0
1:00 PM	0	0	56	42	0	22	76	0	0	8	0	8	0	0	0	0	212	829	0	0	0	0
1:15 PM	0	0	53	45	0	32	88	0	0	5	0	8	0	0	0	0	231	840	0	0	0	2
1:30 PM	0	0	55	24	0	23	64	0	0	9	0	10	0	0	0	0	185	813	0	0	0	0
1:45 PM	0	0	42	35	0	28	87	0	0	6	0	3	0	0	0	0	201		0	0	0	0
2:00 PM	0	0	53	40	0	27	89	0	0	7	0	7	0	0	0	0	223		0	0	0	0
2:15 PM	0	0	47	31	0	25	80	0	0	10	0	9	0	0	0	2	204		0	0	0	1
Count Total	0	0	422	313	0	213	644	2	0	68	0	67	0	1	0	2	1,732		0	0	1	3
Peak Hour	0	0	225	183	0	110	324	2	0	36	0	38	0	1	0	0	919		0	0	1	2

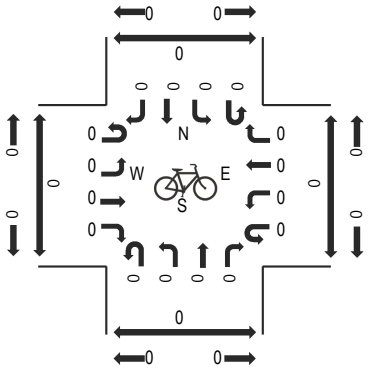
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 CESAR CHAVEZ ST & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

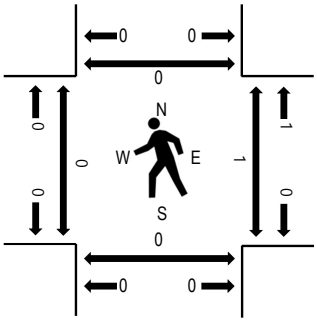
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

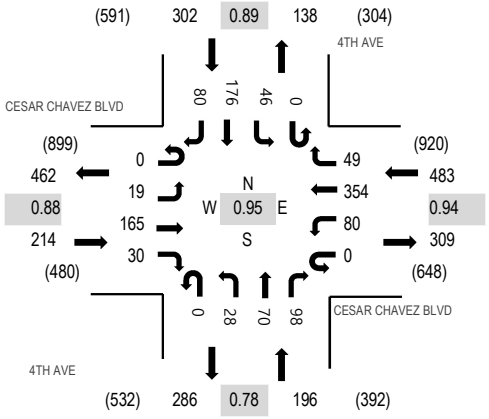
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				CESAR CHAVEZ ST Northbound				CESAR CHAVEZ ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	68	12	0	3	114	0	0	5	0	7	0	0	0	0	209	753	0	0	0	0
12:45 PM	0	0	52	10	0	11	112	0	0	2	0	2	0	0	0	0	189	727	0	0	0	0
1:00 PM	0	0	62	5	0	6	81	0	0	5	0	9	0	0	0	0	168	712	0	1	0	0
1:15 PM	0	0	55	6	0	4	107	0	0	7	0	8	0	0	0	0	187	722	0	0	0	0
1:30 PM	0	0	54	8	0	5	109	0	0	0	0	7	0	0	0	0	183	725	0	0	0	0
1:45 PM	0	0	52	6	0	9	97	0	0	2	0	8	0	0	0	0	174		1	0	0	0
2:00 PM	0	0	40	13	0	10	109	0	0	4	0	2	0	0	0	0	178		0	0	0	0
2:15 PM	0	0	48	8	0	9	113	0	0	7	0	5	0	0	0	0	190		0	0	0	0
Count Total	0	0	431	68	0	57	842	0	0	32	0	48	0	0	0	0	1,478		1	1	0	0
Peak Hour	0	0	237	33	0	24	414	0	0	19	0	26	0	0	0	0	753		0	1	0	0

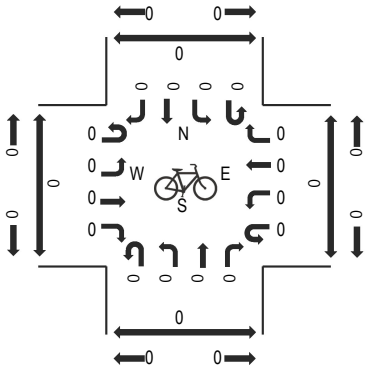
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 4TH AVE & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

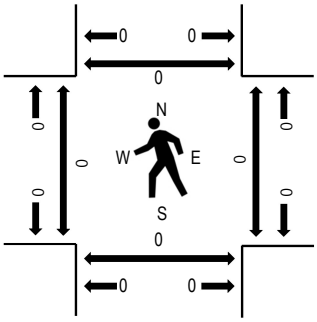
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

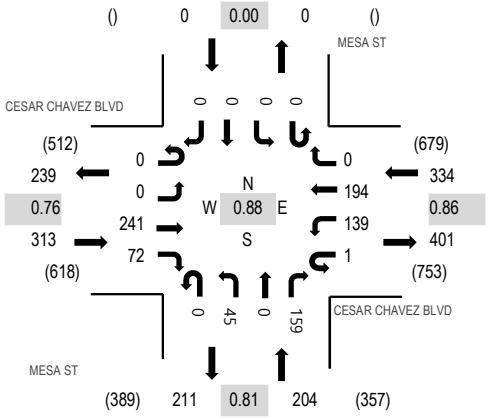
Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				4TH AVE Northbound				4TH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	12	58	6	0	18	84	14	0	11	16	24	0	8	45	22	318	1,188	0	0	0	0
12:45 PM	0	11	39	6	0	11	91	10	0	9	26	23	0	15	42	23	306	1,166	0	0	0	0
1:00 PM	0	8	51	8	0	16	63	13	0	4	20	18	0	19	38	19	277	1,149	0	0	0	0
1:15 PM	0	10	55	2	0	19	90	8	0	8	18	19	0	10	35	13	287	1,169	0	0	0	0
1:30 PM	0	9	42	10	0	17	88	11	0	4	12	24	0	9	49	21	296	1,195	0	0	0	0
1:45 PM	0	6	46	6	0	21	80	8	0	6	17	14	0	11	51	23	289		0	0	0	0
2:00 PM	0	2	33	8	0	20	87	22	0	10	20	33	0	10	33	19	297		0	0	0	0
2:15 PM	0	2	44	6	0	22	99	8	0	8	21	27	0	16	43	17	313		0	0	0	0
Count Total	0	60	368	52	0	144	682	94	0	60	150	182	0	98	336	157	2,383		0	0	0	0
Peak Hour	0	19	165	30	0	80	354	49	0	28	70	98	0	46	176	80	1,195		0	0	0	0

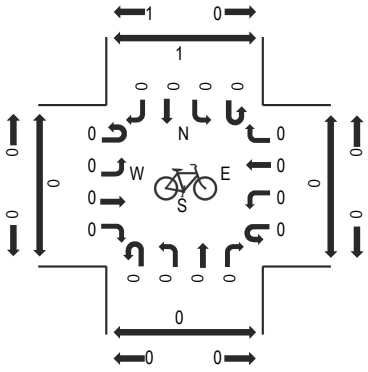
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MESA ST & CESAR CHAVEZ BLVD Noon
Date: Saturday, February 5, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

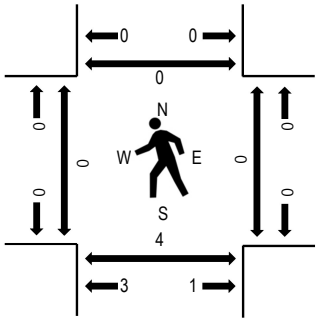
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CESAR CHAVEZ BLVD Eastbound				CESAR CHAVEZ BLVD Westbound				MESA ST Northbound				MESA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:30 PM	0	0	51	16	0	44	47	0	0	15	0	48	0	0	0	0	221	851	0	0	0	0
12:45 PM	0	0	55	16	0	36	49	0	0	14	0	35	0	0	0	0	205	820	0	0	2	0
1:00 PM	0	0	82	25	1	31	49	0	0	8	0	45	0	0	0	0	241	792	0	0	0	0
1:15 PM	0	0	53	15	0	28	49	0	0	8	0	31	0	0	0	0	184	765	0	0	2	0
1:30 PM	0	0	63	15	0	24	59	0	0	3	0	26	0	0	0	0	190	803	0	0	0	0
1:45 PM	0	0	57	17	0	27	46	0	0	9	0	21	0	0	0	0	177		0	0	1	0
2:00 PM	0	0	70	14	0	31	58	0	0	12	0	29	0	0	0	0	214		0	0	1	1
2:15 PM	0	0	51	18	0	32	68	0	0	18	0	35	0	0	0	0	222		0	0	3	1
Count Total	0	0	482	136	1	253	425	0	0	87	0	270	0	0	0	0	1,654		0	0	9	2
Peak Hour	0	0	241	72	1	139	194	0	0	45	0	159	0	0	0	0	851		0	0	4	0

APPENDIX C. DETAILED SURVEY RESULTS

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/22/2022	1	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	100		100		Taxi	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	2	Pedestrian	Mexican	San_Luis_only	Work_Business			6	5+_times_week	80			80	Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	3	Pedestrian	Mexican	San_Luis_only	Work_Business			1055	5+_times_week	5	5			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	4	Pedestrian	Mexican	Outside_of_Yuma	Air_Travel				First_time_crossing	350	100	50	200	Automobile	English	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	5	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			8	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	6	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	160	10		150	Walk	English	Male	Pedestrian_Regular				3		3_minutes_or_less
1/22/2022	7	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	100		40	60	Bicycle,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	8	Pedestrian	Mexican	San_Luis_only	Work_Business			3	1_time_week	20			20	Taxi	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	9	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	10	Pedestrian	U_S_	Yuma	Work_Business			11	5+_times_week	150		150		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	11	Pedestrian	Mexican	Outside_of_Yuma	Shopping		4		less_then_1_time_month	1000	300	500	200	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	12	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	60			60	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	13	Pedestrian	Mexican	San_Luis_only	Work_Business			7	5+_times_week	0				Bus,Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	14	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	15	Pedestrian	Mexican	San_Luis_only	Work_Business			9	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	16	Pedestrian	U_S_	Yuma	Work_Business			7	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	17	Pedestrian	U_S_	Yuma	Work_Business			7	5+_times_week	10			10	Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	18	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	8	8			Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	19	Pedestrian	Mexican	Yuma	other	Misc			less_then_1_time_month	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	20	Pedestrian	Mexican	Yuma	Work_Business			5		100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	21	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	5	5			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	22	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			8	2_4_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	23	Pedestrian	Mexican	Yuma	Work_Business			12	5+_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	24	Pedestrian	Mexican	San_Luis_only	Shopping			2	2_4_times_week	100			100	Walk									
1/22/2022	25	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			9	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	26	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	27	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	200		200		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	28	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	20	20			Walk	English	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	29	Pedestrian	U_S_	Yuma	Work_Business			12	5+_times_week	4		4		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	30	Pedestrian	U_S_	Yuma	Work_Business			13	5+_times_week	50	50			Automobile,Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	31	Pedestrian	Mexican	San_Luis_only	Work_Business			9	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	32	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	100		100		Bus	Spanish	Male					1		3_minutes_or_less
1/22/2022	33	Pedestrian	Mexican	Yuma	other	Lives there			less_then_1_time_month	100		100		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	34	Pedestrian	U_S_	Yuma	other				less_then_1_time_month	10			10	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	35	Pedestrian	U_S_	Yuma	Work_Business				1_2_times_month	200		200		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	36	Pedestrian	U_S_	San_Luis_only	Shopping,Work_Business			1	5+_times_week	20		20		Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	37	Pedestrian	Mexican	Outside_of_Yuma	Family_Social		3100		1_2_times_month	100		100		Automobile,Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	38	Pedestrian	U_S_	San_Luis_only	Work_Business			4	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	39	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	7	7			Walk	Spanish	Male					1		3_minutes_or_less
1/22/2022	40	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	0				Automobile,Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	41	Pedestrian	U_S_	Yuma	Work_Business			10	2_4_times_week	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	42	Pedestrian	U_S_	San_Luis_only	Family_Social		1		5+_times_week	50	50			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	43	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	10			10	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	44	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	10		10		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	45	Pedestrian	U_S_	San_Luis_only	other	Lives there			2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	46	Pedestrian	Mexican	San_Luis_only	Work_Business			920	5+_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	47	Pedestrian	U_S_	San_Luis_only	Work_Business			12	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	48	Pedestrian	U_S_	Yuma	Medical_Health			4	5+_times_week	15	15			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	49	Pedestrian	U_S_	San_Luis_only	Work_Business			7	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	50	Pedestrian	U_S_	San_Luis_only	Work_Business			7	5+_times_week	0				Automobile	Spanish	Male					1		3_minutes_or_less
1/22/2022	51	Pedestrian	Mexican	San_Luis_only	Family_Social				2_4_times_week	100		50	50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	52	Pedestrian	U_S_	Yuma	Shopping			5	1_time_week	70			70	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	53	Pedestrian	Mexican	Yuma	Work_Business			7	5+_times_week	0				Taxi	Spanish		Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	54	Pedestrian	Mexican	San_Luis_only	Work_Business			5	5+_times_week	15	15			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	55	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		2		5+_times_week	10	10			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	56	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	20	10	10		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	57	Pedestrian	U_S_	Yuma	Work_Business			3	2_4_times_week	100		100		Walk	Spanish	Male	Pedestrian_Regular				1		4_minutes
1/22/2022	58	Pedestrian	Mexican	San_Luis_only	Work_Business			1100	2_4_times_week			100		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	59	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	60	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	5		5		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	61	Pedestrian	U_S_	San_Luis_only	School			2	2_4_times_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	62	Pedestrian	Mexican	San_Luis_only	Work_Business		15		2_4_times_week	30		30		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	63	Pedestrian	U_S_	San_Luis_only	Family_Social,Shopping				2_4_times_week	40		40		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	64	Pedestrian	Mexican	San_Luis_only	Shopping			5	2_4_times_week	800		800		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	65	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	10	10			Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	66	Pedestrian	U_S_	Yuma	Work_Business			10	5+_times_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	67	Pedestrian	Mexican	Yuma	Work_Business			4	5+_times_week	20		20		Bicycle,Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	68	Pedestrian	U_S_	San_Luis_only	Family_Social,Work_Business			12	1_2_times_month	0				Automobile	English	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	69	Pedestrian	U_S_	San_Luis_only	Work_Business			2	5+_times_week	20			20	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	70	Pedestrian	Mexican	Yuma	Work_Business			9	2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				3		3_minutes_or_less
1/22/2022	71	Pedestrian	Mexican	Outside_of_Yuma	Tourism_Vacation		30		less_then_1_time_month	600		600		Bus	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	72	Pedestrian	U_S_	San_Luis_only	Work_Business			910	5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				3		3_minutes_or_less
1/22/2022	73	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	74	Pedestrian	U_S_	San_Luis_only	Work_Business			3	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	75	Pedestrian	U_S_	San_Luis_only	Work_Business			80	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	76	Pedestrian	Mexican	Yuma	Work_Business			5		80			80	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	77	Pedestrian	U_S_	Yuma	Work_Business			12	5+_times_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	78	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			10	5+_times_week	40	40			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	79	Pedestrian	Mexican	San_Luis_only	Shopping			5	less_then_1_time_month	500		500		Taxi	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	80	Pedestrian	Mexican	Yuma	Family_Social				1_time_week	200			200	Automobile	Spanish	Female	Pedestrian_Regular				2	1	3_minutes_or_less
1/22/2022	81	Pedestrian	U_S_	San_Luis_only	Shopping			2	First_time_crossing	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	82	Pedestrian	U_S_	San_Luis_only	Work_Business			7		0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	83	Pedestrian	Mexican	San_Luis_only	Work_Business			2	1_time_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	84	Pedestrian	Mexican	San_Luis_only	Work_Business,Shopping			2	5+_times_week	50		50		Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	85	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	20		20		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	86	Pedestrian	Mexican	San_Luis_only	Shopping			1	1_time_week	30		30		Walk	Spanish	Female					1		3_minutes_or_less
1/22/2022	87	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	88	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	0				Bicycle	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	89	Pedestrian	Mexican	San_Luis_only	Shopping			2	less_then_1_time_month	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	90	Pedestrian	Mexican	Outside_of_Yuma	Work_Business				less_then_1_time_month	0				Taxi,Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	91	Pedestrian	U_S_	San_Luis_only	Medical_Health			4	2_4_times_week	24		24		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	92	Pedestrian	U_S_	Yuma	Family_Social				1_time_week	100	33	33	33	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	93	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	94	Pedestrian	U_S_	Yuma	Work_Business			7	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	95	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			8	5+_times_week	100		100		Automobile	English	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	96	Pedestrian	U_S_	San_Luis_only	Tourism_Vacation		3		less_then_1_time_month	100	100			Bus	Spanish	Female					1	1	3_minutes_or_less
1/22/2022	97	Pedestrian	Mexican	Yuma	Work_Business			7	less_then_1_time_month	300		300		Bus	Spanish	Female	Pedestrian_Regular				2	2	3_minutes_or_less
1/22/2022	98	Pedestrian	U_S_	Yuma	Medical_Health		1		2_4_times_week	150	50	50	50	Automobile	Spanish	Female	Pedestrian_Regular				1	2	3_minutes_or_less
1/22/2022	99	Pedestrian	U_S_	San_Luis_only	Medical_Health			12	1_time_week	20		20		Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	100	Pedestrian	Mexican	Yuma	Work_Business			6	1_time_week	40		40		Bus	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	101	Pedestrian	Mexican	San_Luis_only	Shopping			4	1_time_week	30			30	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	102	Pedestrian	Mexican	San_Luis_only	Medical_Health				1_time_week	40			40	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	103	Pedestrian	Mexican	San_Luis_only	Work_Business			3	5+_times_week	0				Automobile	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	104	Pedestrian	U_S_	San_Luis_only	Work_Business			1	5+_times_week	50		50		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	105	Pedestrian	U_S_	San_Luis_only	Work_Business			2	5+_times_week	50			50	Taxi	Spanish	Male					1		3_minutes_or_less
1/22/2022	106	Pedestrian	U_S_	San_Luis_only	Work_Business			110	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	107	Pedestrian	U_S_	Yuma	Work_Business			4	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/22/2022	108	Pedestrian	Mexican	San_Luis_only	Shopping			4	5+_times_week	20			20	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	109	Pedestrian	U_S_	Yuma	Medical_Health		2		less_then_1_time_month	50			50	Automobile	Spanish	Male	Pedestrian_Regular			Other_Mexico	2		3_minutes_or_less
1/22/2022	110	Pedestrian	U_S_	Yuma	Family_Social			3	2_4_times_week	20		20		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	111	Pedestrian	Mexican	San_Luis_only	Family_Social,Shopping			3	2_4_times_week	100		100		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	112	Pedestrian	U_S_	San_Luis_only	Work_Business			7	5+_times_week	0				Walk	Spanish	Male					1		3_minutes_or_less
1/22/2022	113	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	114	Pedestrian	U_S_	Yuma	Work_Business			2	2_4_times_week	50		25	25	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	115	Pedestrian	Mexican	San_Luis_only	Family_Social			4	1_2_times_month	0				Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	116	Pedestrian	Mexican	San_Luis_only	Medical_Health			5	1_2_times_month	10		10		Automobile	English	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	117	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	118	Pedestrian	Mexican	Yuma	Shopping			4	1_time_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	119	Pedestrian	U_S_	San_Luis_only	Shopping			3	5+_times_week	50		50		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	120	Pedestrian	Mexican	San_Luis_only	Work_Business,Shopping			1	2_4_times_week	10	10			Taxi,Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	121	Pedestrian	Mexican	San_Luis_only	Work_Business,Shopping			2	5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	122	Pedestrian	Mexican	San_Luis_only	Work_Business			10	2_4_times_week	0				Walk	English	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	123	Pedestrian	U_S_	San_Luis_only	Work_Business				less_then_1_time_month	0				Automobile	English	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	124	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		2		5+_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	125	Pedestrian	U_S_	San_Luis_only	Work_Business			6	5+_times_week	20		20		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	126	Pedestrian	Mexican	Yuma	Shopping			3	1_time_week	200		200		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	127	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	128	Pedestrian	U_S_	San_Luis_only	Work_Business			2	5+_times_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	129	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	130	Pedestrian	U_S_	Yuma	Medical_Health				less_then_1_time_month	0				Automobile	English	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	131	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	150		150		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	132	Pedestrian	U_S_	San_Luis_only	Shopping			1	2_4_times_week	5050		50		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	133	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	20		20		Walk	Spanish	Male	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	134	Pedestrian	U_S_	San_Luis_only	Work_Business			3	5+_times_week	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	135	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	15	15			Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	136	Pedestrian	Mexican	San_Luis_only	Shopping,Work_Business			2	5+_times_week	30			30	Automobile	English	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	137	Pedestrian	U_S_	Yuma	Medical_Health				1_time_week	30		30		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	138	Pedestrian	U_S_	San_Luis_only	Work_Business			6	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				5+		3_minutes_or_less
1/22/2022	139	Pedestrian	Mexican	San_Luis_only	Shopping			1	5+_times_week	100			100	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	140	Pedestrian	Mexican	San_Luis_only	Medical_Health				1_2_times_month	0				Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	141	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_2_times_month	50		50		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	142	Pedestrian	U_S_	San_Luis_only	Work_Business			6	5+_times_week	20	20			Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	143	Pedestrian	Mexican	San_Luis_only	Shopping			2	5+_times_week	50			50	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	144	Pedestrian	U_S_	San_Luis_only	Shopping			2	2_4_times_week	30	30			Walk	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	145	Pedestrian	U_S_	San_Luis_only	Shopping				2_4_times_week	0				Walk,Bicycle	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	146	Pedestrian	U_S_	Yuma	Medical_Health				1_2_times_month	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	147	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	50		50		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	148	Pedestrian	U_S_	Yuma	Work_Business				2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	149	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	20	20			Bicycle	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	150	Pedestrian	Mexican	San_Luis_only	Work_Business				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	151	Pedestrian	Mexican	San_Luis_only	Family_Social			6	1_2_times_month	300		300		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	152	Pedestrian	U_S_	Yuma	Medical_Health			4	2_4_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	153	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health				1_time_week	80		80		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	154	Pedestrian	Mexican	Yuma	Family_Social				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	155	Pedestrian	Mexican	Yuma	Shopping			5	1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	156	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_2_times_month	70		70		Walk,Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	157	Pedestrian	U_S_	San_Luis_only	Shopping			3	2_4_times_week	20		20		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	158	Pedestrian	U_S_	Outside_of_Yuma	Shopping				1_2_times_month	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	159	Pedestrian	U_S_	Yuma	Family_Social			4	1_2_times_month	0				Taxi,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	160	Pedestrian	Mexican	San_Luis_only	Family_Social			1	2_4_times_week	40		40		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	161	Pedestrian	Mexican	San_Luis_only	Work_Business,Shopping			2	1_time_week	40		40		Walk	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	162	Pedestrian	U_S_	Yuma	Family_Social				1_2_times_month	40		50		Bus,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	163	Pedestrian	Mexican	Yuma	Shopping			4	1_2_times_month	120		120		Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	164	Pedestrian	U_S_	Yuma	Work_Business,Shopping			6	5+_times_week	500		500		Bus	English	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	165	Pedestrian	Mexican	Yuma	Work_Business			5	5+_times_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	166	Pedestrian	U_S_	San_Luis_only	Work_Business			8	2_4_times_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	167	Pedestrian	U_S_	San_Luis_only	Family_Social				5+_times_week	1600		1600		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	168	Pedestrian	U_S_	San_Luis_only	Work_Business			1	5+_times_week	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	169	Pedestrian	Mexican	San_Luis_only	Medical_Health			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	170	Pedestrian	U_S_	San_Luis_only	Work_Business			3	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	171	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	172	Pedestrian	U_S_	San_Luis_only	Tourism_Vacation				2_4_times_week	150		150		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	173	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	174	Pedestrian	Mexican	Yuma	Work_Business			10	2_4_times_week	20	20			Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	175	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	200		200		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	176	Pedestrian	U_S_	San_Luis_only	Shopping				1_time_week	200			200	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	177	Pedestrian	U_S_	San_Luis_only	Shopping				2_4_times_week	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	178	Pedestrian	Mexican	San_Luis_only	Shopping				2_4_times_week	200	50		150	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	179	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	100		100		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	180	Pedestrian	U_S_	San_Luis_only	Work_Business			6	5+_times_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	181	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	182	Pedestrian	U_S_	Yuma	Work_Business			10	2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	183	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			10	5+_times_week	150		150		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	184	Pedestrian	U_S_	Yuma	Shopping				1_2_times_month	50			50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	185	Pedestrian	U_S_	Yuma	Work_Business				1_2_times_month	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	186	Pedestrian	U_S_	Yuma	Shopping		60		less_then_1_time_month	0				Taxi	Spanish	Male	Pedestrian_Regular				2	1	3_minutes_or_less
1/22/2022	187	Pedestrian	U_S_	San_Luis_only	Work_Business			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	188	Pedestrian	U_S_	San_Luis_only	Work_Business			2	2_4_times_week	50	20	30		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	189	Pedestrian	Mexican	San_Luis_only	Family_Social			3	2_4_times_week	40	40			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	190	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	191	Pedestrian	Mexican	Yuma	Work_Business			12	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	192	Pedestrian	U_S_	Yuma	Work_Business			11	5+_times_week	5	5			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	193	Pedestrian	Mexican	San_Luis_only	Medical_Health				less_then_1_time_month	50	50			Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	194	Pedestrian	U_S_	San_Luis_only	Family_Social				1_time_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	195	Pedestrian	U_S_	Yuma	Family_Social				2_4_times_week	950		50		Automobile	Spanish	Female					1	2	3_minutes_or_less
1/22/2022	196	Pedestrian	Mexican	San_Luis_only	Shopping			1	1_2_times_month	20		20		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	197	Pedestrian	Mexican	San_Luis_only	Shopping,Work_Business			2	5+_times_week	600		400	200	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	198	Pedestrian	U_S_	Yuma	Work_Business			10	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	199	Pedestrian	U_S_	San_Luis_only	Family_Social			8	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	200	Pedestrian	U_S_	Yuma	Family_Social				1_time_week	100		100		Automobile	Spanish	Female	Pedestrian_Regular				2	2	3_minutes_or_less
1/22/2022	201	Pedestrian	U_S_	Yuma	Shopping				2_4_times_week	1000		1000		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	202	Pedestrian	U_S_	Yuma	Medical_Health				1_2_times_month	20	20			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	203	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				3		3_minutes_or_less
1/22/2022	204	Pedestrian	U_S_	San_Luis_only	Shopping				2_4_times_week	0				Walk,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	205	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			12	5+_times_week	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	206	Pedestrian	U_S_	Yuma	Medical_Health			4	5+_times_week	100	50		50	Automobile	Spanish	Female	Pedestrian_Regular				1	2	3_minutes_or_less
1/22/2022	207	Pedestrian	U_S_	Yuma	Shopping			4	2_4_times_week	150		150		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	208	Pedestrian	U_S_	San_Luis_only	Shopping			2	1_2_times_month	50		50		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	209	Pedestrian	Mexican	San_Luis_only	Work_Business			2	1_time_week	50	50			Automobile	Spanish	Female	Pedestrian_Regular				2	3	3_minutes_or_less
1/22/2022	210	Pedestrian	U_S_	Yuma	Medical_Health				1_2_times_month	0				Automobile,Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	211	Pedestrian	U_S_	San_Luis_only	Work_Business			1	5+_times_week	25			25	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	212	Pedestrian	Mexican	Yuma	Family_Social		1		1_2_times_month	20	20			Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	213	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	214	Pedestrian	U_S_	Yuma	Medical_Health				1_2_times_month	40			40	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/22/2022	215	Pedestrian	Mexican	San_Luis_only	Work_Business			4	5+_times_week	300		300		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	216	Pedestrian	Mexican	San_Luis_only	Family_Social				5+_times_week	200	100	100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	217	Pedestrian	U_S_	San_Luis_only	Shopping			1	2_4_times_week	20			20	Walk	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	218	Pedestrian	U_S_	San_Luis_only	Medical_Health		1		2_4_times_week	20		20		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	219	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			12	5+_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	220	Pedestrian	U_S_	San_Luis_only	Shopping			1	1_2_times_month	100		100		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	221	Pedestrian	U_S_	Yuma	Work_Business			10	5+_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	222	Pedestrian	U_S_	Yuma	Medical_Health				2_4_times_week	50			50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	223	Pedestrian	U_S_	Yuma	Medical_Health				less_then_1_time_month	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	224	Pedestrian	Mexican	Yuma	Work_Business				2_4_times_week	40		40		Automobile	Spanish	Male					1		3_minutes_or_less
1/22/2022	225	Pedestrian	U_S_	Yuma	Work_Business			100	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	226	Pedestrian	U_S_	Yuma	Work_Business			15	5+_times_week	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	227	Pedestrian	U_S_	Yuma	Work_Business			12	5+_times_week	40		40		Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	228	Pedestrian	Mexican	San_Luis_only	Work_Business			12	5+_times_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	229	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	230	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_time_week	150		150		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	231	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_time_week	100			100	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	232	Pedestrian	Mexican	San_Luis_only	Shopping			2	less_then_1_time_month	100		100		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	233	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health				First_time_crossing	100		100		Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/22/2022	234	Pedestrian	Mexican	San_Luis_only	Shopping			2	2_4_times_week	300		300		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	235	Pedestrian	U_S_	Yuma	Work_Business			10	5+_times_week	20			20	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	236	Pedestrian	U_S_	Yuma	Work_Business			16	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	237	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_2_times_month	100		100		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	238	Pedestrian	U_S_	Yuma	Family_Social		1		5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	239	Pedestrian	U_S_	Yuma	Shopping			2	5+_times_week	50	50			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	240	Pedestrian	Mexican	San_Luis_only	Family_Social			1	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	241	Pedestrian	Mexican	Yuma	Family_Social				2_4_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	242	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_time_week	60			60	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	243	Pedestrian	U_S_	Yuma	Family_Social				1_2_times_month	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	244	Pedestrian	Mexican	San_Luis_only	Family_Social				5+_times_week	1000		1000		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	245	Pedestrian	Mexican	Yuma	Work_Business			12	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	246	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			16	5+_times_week	45		45		Automobile	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	247	Pedestrian	Mexican	San_Luis_only	Medical_Health				1_2_times_month	150			150	Walk	Spanish	Female					1		3_minutes_or_less
1/22/2022	248	Pedestrian	Mexican	San_Luis_only	Work_Business			1	1_2_times_month	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	249	Pedestrian	U_S_	Yuma	Work_Business			10	1_time_week	0				Taxi	Spanish	Male	Pedestrian_Regular					1	3_minutes_or_less
1/22/2022	250	Pedestrian	Mexican	Yuma	Family_Social				1_2_times_month	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	251	Pedestrian	Mexican	San_Luis_only	Work_Business			9	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	252	Pedestrian	Mexican	San_Luis_only	Shopping				1_2_times_month	30			30	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	253	Pedestrian	U_S_	San_Luis_only	Medical_Health,Shopping				2_4_times_week	10			10	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	254	Pedestrian	Mexican	San_Luis_only	Shopping			1	1_time_week	30			30	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	255	Pedestrian	U_S_	Yuma	Work_Business				less_then_1_time_month	300		300		Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/22/2022	256	Pedestrian	Mexican	Yuma	Family_Social			5	1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	257	Pedestrian	Mexican	San_Luis_only	Family_Social		2		1_2_times_month	5		5		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	258	Pedestrian	Mexican	Outside_of_Yuma	Family_Social		1		1_time_week	50	50			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	259	Pedestrian	Mexican	San_Luis_only	Shopping			3	2_4_times_week	50		50		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	260	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health				1_2_times_month	20		20		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	261	Pedestrian	Mexican	San_Luis_only	Shopping			2	2_4_times_week	50		50		Walk	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	262	Pedestrian	U_S_	San_Luis_only	Work_Business			5	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/22/2022	1	Vehicle	U_S_	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Other_U_S_	1		3_minutes_or_less
1/22/2022	2		Mexican	San_Luis_only	Family_Social				1_2_times_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	3	Vehicle	Mexican	San_Luis_only	School				5+_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/22/2022	4	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	5	Vehicle	Mexican	Yuma	Work_Business				5+_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	6	Vehicle	Mexican	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	7	Vehicle	U_S_	San_Luis_only	School				5+_times_week						Spanish	Female	Car_Regular	SUV_Large		Arizona	2	1	3_minutes_or_less
1/22/2022	8	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	9	Vehicle	Mexican	Yuma	other	Go back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	10	Vehicle	Mexican	San_Luis_only	Shopping				2_4_times_week	150				Automobile	Spanish	Female	Car_Regular	Mini_Van		Sonora	1		3_minutes_or_less
1/22/2022	11	Vehicle	U_S_	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	12	Vehicle	Mexican	San_Luis_only	Medical_Health				1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1	1	3_minutes_or_less
1/22/2022	13	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	14	Vehicle	Mexican	San_Luis_only	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	15	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	16	Vehicle	Mexican	San_Luis_only	Work_Business				2_4_times_week	120				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	17	Vehicle	Mexican	Yuma	Medical_Health				5+_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	18	Vehicle	Mexican	San_Luis_only	Shopping				1_time_week	20				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/22/2022	19	Vehicle	Mexican	Yuma	Work_Business				1_2_times_month	25				Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	20	Vehicle	U_S_	Yuma	Family_Social				2_4_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1	2	3_minutes_or_less
1/22/2022	21	Vehicle	U_S_	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/22/2022	22	Vehicle	Mexican	Yuma	Family_Social				5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	23	Vehicle	Mexican	Outside_of_Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/22/2022	24	Vehicle	Mexican	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	25	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	26	Vehicle	U_S_	Yuma	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	27	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	28	Vehicle	U_S_	Yuma	Tourism_Vacation				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		California	2		3_minutes_or_less
1/22/2022	29	Vehicle	U_S_	San_Luis_only	Shopping				5+_times_week	100				Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	30	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	31	Vehicle	Mexican	Yuma	Tourism_Vacation				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		California	1		3_minutes_or_less
1/22/2022	32	Vehicle	U_S_	Yuma	Medical_Health				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	3		3_minutes_or_less
1/22/2022	33	Vehicle	Mexican	Yuma	Shopping			4	1_time_week	200				Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2	2	3_minutes_or_less
1/22/2022	34	Vehicle	Mexican	San_Luis_only	Shopping,School			3	1_time_week	30				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/22/2022	35	Vehicle	U_S_	Yuma	other	Going back home			2_4_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	36	Vehicle	Mexican	San_Luis_only	Medical_Health,Shopping			2	1_time_week	100				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	37	Vehicle	Mexican	San_Luis_only	Shopping			3	1_2_times_month	120				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Baja_California	2	1	3_minutes_or_less
1/22/2022	38	Vehicle	Mexican	Yuma	Medical_Health			4	1_2_times_month					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/22/2022	39	Vehicle	U_S_	Yuma	Medical_Health,Work_Business			8	2_4_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	40	Vehicle	Mexican	San_Luis_only	Work_Business			0.5	5+_times_week					Automobile	Spanish	Male	Car_Regular	Mini_Van		Arizona	1		3_minutes_or_less
1/22/2022	41	Vehicle	Mexican	Yuma	Family_Social			5	1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	42	Vehicle	Mexican	San_Luis_only	Work_Business			1.5	2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	43	Vehicle	Mexican	San_Luis_only	Shopping			3	5+_times_week	100				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Baja_California	2		3_minutes_or_less
1/22/2022	44	Vehicle	U_S_	San_Luis_only	Work_Business			8	5+_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		
1/22/2022	45	Vehicle	Mexican	Yuma	Shopping			4	1_time_week	200				Automobile	Spanish	Female	Car_Regular	Mini_Van		Baja_California	1		3_minutes_or_less
1/22/2022	46	Vehicle	Mexican	San_Luis_only	Work_Business			8	5+_times_week					Automobile	Spanish	Female	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	47	Vehicle	Mexican	Yuma	Shopping			8	2_4_times_week	200				Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	48	Vehicle	U_S_	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	49	Vehicle	U_S_	San_Luis_only	Family_Social			7	2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Mini_Van		California	1		3_minutes_or_less
1/22/2022	50	Vehicle	U_S_	San_Luis_only	Medical_Health			2	5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	51	Vehicle	U_S_	Yuma	Shopping		1		1_2_times_month	100				Automobile	English	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	52	Vehicle	Mexican	San_Luis_only	Shopping				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	53	Vehicle	Mexican	Yuma	Shopping			6	1_2_times_month	300				Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/22/2022	54	Vehicle	Mexican	Yuma	Shopping			2	5+_times_week	100				Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/22/2022	55	Vehicle	Mexican	San_Luis_only	Work_Business			8	2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	56	Vehicle	Mexican	Yuma	Medical_Health			1	less_then_1_time_month					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Sonora	1		3_minutes_or_less
1/22/2022	57	Vehicle	U_S_	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	58	Vehicle	Mexican	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1	1	3_minutes_or_less
1/22/2022	59	Vehicle	Mexican	San_Luis_only	Shopping			8	1_2_times_month	150				Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Baja_California	1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/22/2022	60	Vehicle	U_S_	San_Luis_only	Shopping			2	2_4_times_week	40				Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	61	Vehicle	Mexican	Yuma	Medical_Health			1	1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	62	Vehicle	U_S_	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	63	Vehicle	U_S_	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	64	Vehicle	Mexican	San_Luis_only	Work_Business,Shopping			2	5+_times_week	20				Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	65	Vehicle	U_S_	Yuma	Medical_Health			2	1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	66	Vehicle	U_S_	San_Luis_only	Work_Business,other	Going back home			2_4_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	67	Vehicle	Mexican	San_Luis_only	Family_Social		1		2_4_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1	2	3_minutes_or_less
1/22/2022	68	Vehicle	Mexican	San_Luis_only	Work_Business,Shopping			2	5+_times_week	50				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	69	Vehicle	Mexican	Yuma	Work_Business,Shopping			4	2_4_times_week	100				Automobile	Spanish	Male	Car_Regular	SUV_Large		Arizona	1		3_minutes_or_less
1/22/2022	70	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	71	Vehicle	U_S_	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/22/2022	72	Vehicle	Mexican	San_Luis_only	Medical_Health			1	5+_times_week					Automobile									
1/22/2022	73	Vehicle	U_S_	Yuma	Family_Social		1		1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/22/2022	74	Vehicle	U_S_	Yuma	Family_Social			3	2_4_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	2		
1/22/2022	75	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	SUV_Large			2		3_minutes_or_less
1/22/2022	76	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2	2	3_minutes_or_less
1/22/2022	77	Vehicle	U_S_	San_Luis_only	Medical_Health,Shopping			2	5+_times_week	100				Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022		Vehicle	Mexican	San_Luis_only	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	79	Vehicle	Mexican	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	80	Vehicle	Mexican	San_Luis_only	Shopping			2	5+_times_week	100				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	81	Vehicle	Mexican	Outside_of_Yuma	School			1	1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Sonora	1	1	3_minutes_or_less
1/22/2022	82	Vehicle	Mexican	Yuma	Medical_Health				1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	83	Vehicle	U_S_	Yuma	Medical_Health				1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	84	Vehicle	Mexican	Yuma	other	Going back			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	85	Vehicle	U_S_	San_Luis_only	Family_Social				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/22/2022	86	Vehicle	Mexican	Yuma	other	Going back home			1_2_times_month						Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/22/2022	87	Vehicle	Mexican	Outside_of_Yuma	Family_Social		2		1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Sonora	5+		3_minutes_or_less
1/22/2022	88	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	89	Vehicle	U_S_	Yuma	Medical_Health				2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	90	Vehicle	Mexican	Yuma	Shopping			3	1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Baja_California	2	1	3_minutes_or_less
1/22/2022	91	Vehicle	U_S_	Outside_of_Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		California	2		3_minutes_or_less
1/22/2022	92	Vehicle	Mexican	Yuma	Tourism_Vacation		4		1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/22/2022	93	Vehicle	Mexican	Yuma	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Sonora	1		3_minutes_or_less
1/22/2022	94	Vehicle	U_S_	Yuma	Family_Social				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		California	1		3_minutes_or_less
1/22/2022	95	Vehicle	Mexican	San_Luis_only	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	96	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	97	Vehicle	U_S_	San_Luis_only	other	Going back home			First_time_crossing					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	2		3_minutes_or_less
1/22/2022	98	Vehicle	U_S_	Yuma	Medical_Health				1_2_times_month					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	99	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		California	2	1	3_minutes_or_less
1/22/2022	100	Vehicle	U_S_	Outside_of_Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	1		3_minutes_or_less
1/22/2022	101	Vehicle	U_S_	San_Luis_only	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	102	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	103	Vehicle	U_S_	Yuma	other	Going back home			2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	104	Vehicle	Mexican	Yuma	Work_Business				1_2_times_month						Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/22/2022	105	Vehicle	Mexican	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	106	Vehicle	U_S_	Yuma	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	107	Vehicle	U_S_	Outside_of_Yuma	Work_Business		5_months		1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Mini_Van		Other_U_S_	1		3_minutes_or_less
1/22/2022	108	Vehicle	Mexican	San_Luis_only	Shopping				5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/22/2022	109	Vehicle	U_S_	Yuma	Medical_Health				1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2	2	3_minutes_or_less
1/22/2022	110	Vehicle	U_S_	San_Luis_only	Family_Social		10		less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Other_U_S_	2		3_minutes_or_less
1/22/2022	111	Vehicle	Mexican	Outside_of_Yuma	Family_Social				5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	112	Vehicle	Mexican	Yuma	other	Going back home			5+_times_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/22/2022	113	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2	1	3_minutes_or_less
1/22/2022	114	Vehicle	U_S_	Yuma	Family_Social				less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Other_U_S_	2		3_minutes_or_less
1/22/2022	115	Vehicle	Mexican	San_Luis_only	Shopping				2_4_times_week			50		Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/22/2022	116	Vehicle	U_S_	San_Luis_only	Shopping				2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Large		Arizona	2	3	3_minutes_or_less
1/22/2022	117	Vehicle	U_S_	Yuma	Shopping				5+_times_week	200				Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/22/2022	118	Vehicle	Mexican	Yuma	Work_Business				1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	119	Vehicle	U_S_	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	1		3_minutes_or_less
1/22/2022	120	Vehicle	Mexican	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/22/2022	121	Vehicle	U_S_	Outside_of_Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	122	Vehicle	Mexican	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	123	Vehicle	U_S_	San_Luis_only	other	Going back home			5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	124	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	2		3_minutes_or_less
1/22/2022	125	Vehicle	Mexican	San_Luis_only	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	3		3_minutes_or_less
1/22/2022	126	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Mini_Van		Arizona	1		3_minutes_or_less
1/22/2022	127	Vehicle	Mexican	Yuma	Tourism_Vacation		31		less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Sonora	2		3_minutes_or_less
1/22/2022	128	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		California	2		3_minutes_or_less
1/22/2022	129	Vehicle	Mexican	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	130	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1	2	3_minutes_or_less
1/22/2022	131	Vehicle	U_S_	San_Luis_only	Family_Social				1_2_times_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	1		3_minutes_or_less
1/22/2022	132	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/22/2022	133	Vehicle	U_S_	Yuma	Work_Business			4	1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	134	Vehicle	U_S_	Yuma	Family_Social,other				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Mini_Van		Arizona	1		3_minutes_or_less
1/22/2022	135	Vehicle	U_S_	Yuma	Medical_Health				1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	3		3_minutes_or_less
1/22/2022	136	Vehicle	U_S_	Outside_of_Yuma	other	Going back home			2_4_times_week					Automobile	English	Male	Car_Ready_Lane	Heavy_Duty_Truck		Other_U_S_	1		3_minutes_or_less
1/22/2022	137	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week						Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	138	Vehicle	U_S_	San_Luis_only	other				2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	139	Vehicle	Mexican	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/22/2022	140	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Regular	Mini_Van		Arizona	1	2	3_minutes_or_less
1/22/2022	141	Vehicle	U_S_	Yuma	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	142	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/22/2022	143	Vehicle	Mexican	San_Luis_only	Shopping			4	1_2_times_month	200				Automobile	Spanish	Female	Car_Regular	Mini_Van		Sonora	2		3_minutes_or_less
1/22/2022	144	Vehicle	Mexican	San_Luis_only	Shopping			4	5+_times_week	80				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	145	Vehicle	Mexican	Yuma	other	Going back home			5+_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		California	1		3_minutes_or_less
1/22/2022	146	Vehicle	Mexican	Yuma	Shopping			2	less_then_1_time_month	100				Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Sonora	3		3_minutes_or_less
1/22/2022	147	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/22/2022	148	Vehicle	Mexican	San_Luis_only	Shopping			3	less_then_1_time_month	40				Automobile	Spanish	Female	Car_Regular	Mini_Van		Baja_California	1	2	3_minutes_or_less
1/22/2022	149	Vehicle	Mexican	San_Luis_only	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Mini_Van		Arizona	1		3_minutes_or_less
1/22/2022	150	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	1		3_minutes_or_less
1/22/2022	151	Vehicle	Mexican	San_Luis_only	other				1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	152	Vehicle	Mexican	San_Luis_only	Shopping			1	2_4_times_week	150				Automobile	Spanish	Male	Car_Regular	Light_Truck		California	1		3_minutes_or_less
1/22/2022	153	Vehicle	Mexican	San_Luis_only	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	3	1	3_minutes_or_less
1/22/2022	154	Vehicle	Mexican	San_Luis_only	Shopping			2	less_then_1_time_month	80				Automobile	Spanish	Female	Car_Regular	Mini_Van		Sonora	1		3_minutes_or_less
1/22/2022	155	Vehicle	Mexican	Outside_of_Yuma	Tourism_Vacation		3		5+_times_week	1000					Spanish	Male	Car_Regular	Mini_Van		Sonora	2	1	3_minutes_or_less
1/22/2022	156	Vehicle	Mexican	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1	2	3_minutes_or_less
1/22/2022	157	Vehicle	Mexican	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Female	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	158	Vehicle	Mexican	Yuma	Shopping			5	1_time_week	100				Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Sonora	1		3_minutes_or_less
1/22/2022	159	Vehicle	Mexican	San_Luis_only	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	160	Vehicle	U_S_	Yuma	other	Going back home			5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/22/2022	161	Vehicle	U_S_	Yuma	Tourism_Vacation		7		First_time_crossing	2000				Motorcycle	English	Male	Car_Ready_Lane	Motorcycle		Arizona	1		3_minutes_or_less
1/22/2022	162	Vehicle	U_S_	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	1	Vehicle	U_S_	San_Luis_only	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	2	Vehicle	Mexican	Yuma	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	3	Vehicle	Mexican	San_Luis_only	Shopping			1	5+_times_week	100				Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/23/2022	4	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/23/2022	5	Vehicle	Mexican	Yuma	other	Going back home			5+_times_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/23/2022	6	Vehicle	Mexican	Outside_of_Yuma	Family_Social		2		5+_times_week	200				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	7	Vehicle	Mexican	San_Luis_only	other	Going back home			1_2_times_month					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	8	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/23/2022	9	Vehicle	Mexican	Yuma	Shopping			8	5+_times_week	200				Automobile	Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	3	1	3_minutes_or_less
1/23/2022	10	Vehicle	U_S_	Yuma	other	Going back home			1_time_week					Automobile	English	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/23/2022	11	Vehicle	U_S_	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		
1/23/2022	12	Vehicle	Mexican	Yuma	Shopping			7	1_time_week	50				Automobile		Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Sonora	3		3_minutes_or_less
1/23/2022	13	Vehicle	Mexican	Yuma	Medical_Health			3	2_4_times_week	600				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1	2	3_minutes_or_less
1/23/2022	14	Vehicle	Mexican	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Mini_Van		Arizona	1		3_minutes_or_less
1/23/2022	15	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/23/2022	16	Vehicle	U_S_	San_Luis_only	other	Home			5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	17	Vehicle	Mexican	Yuma	other	Home			1_time_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	18	Vehicle	Mexican	Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/23/2022	19	Vehicle	Mexican	San_Luis_only	Family_Social				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Sonora	1		3_minutes_or_less
1/23/2022	20	Vehicle	Mexican	Yuma	other	Home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	21	Vehicle	Mexican	San_Luis_only	other	Home			5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/23/2022	22	Vehicle	Mexican	Yuma	Shopping				1_2_times_month			150			Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/23/2022	23	Vehicle	Mexican	San_Luis_only	other	Home			5+_times_week					Automobile	Spanish	Male	Car_Regular	other	ATV	Arizona	1	1	3_minutes_or_less
1/23/2022	24	Vehicle	Mexican	San_Luis_only	Family_Social			4	5+_times_week					Automobile	Spanish	Female	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	1	1	3_minutes_or_less
1/23/2022	25	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	26	Vehicle	Mexican	Yuma	other	Home			1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	27	Vehicle	U_S_	San_Luis_only	Medical_Health				2_4_times_week					Automobile	Spanish	Male	Car_Regular	Mini_Van		Arizona	2	1	3_minutes_or_less
1/23/2022	28	Vehicle	Mexican	Yuma	Shopping				1_2_times_month					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/23/2022	29	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	30	Vehicle	U_S_	San_Luis_only	Medical_Health				1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/23/2022	31	Vehicle	U_S_	Yuma	Family_Social				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	32	Vehicle	U_S_	San_Luis_only	other	Home			less_then_1_time_month					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/23/2022	33	Vehicle	Mexican	Yuma	Shopping				1_time_week			200		Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Sonora	1	1	3_minutes_or_less
1/23/2022	34	Vehicle	Mexican	San_Luis_only	Shopping				5+_times_week			50		Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	35	Vehicle	Mexican	Yuma	Shopping				5+_times_week			200		Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/23/2022	36	Vehicle	Mexican	Yuma	Tourism_Vacation			5	1_time_week					Automobile	Spanish	Male	Car_Regular	SUV_Large		Arizona	1	1	3_minutes_or_less
1/23/2022	37	Vehicle	U_S_	San_Luis_only	other	Home			1_2_times_month						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	38	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	39	Vehicle	U_S_	Yuma	other	Home			2_4_times_week					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2	1	3_minutes_or_less
1/23/2022	40	Vehicle	U_S_	Yuma	other	Home			less_then_1_time_month					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	41	Vehicle	U_S_	Yuma	Work_Business				5+_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	42	Vehicle	U_S_	Yuma	Work_Business				5+_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	1		3_minutes_or_less
1/23/2022	43	Vehicle	Mexican	San_Luis_only	Shopping				less_then_1_time_month		10			Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/23/2022	44	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	45	Vehicle	U_S_	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	46	Vehicle	Mexican	San_Luis_only	Family_Social			5	2_4_times_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/23/2022	47	Vehicle	U_S_	Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	48	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Light_Truck		Sonora	1		3_minutes_or_less
1/23/2022	49	Vehicle	U_S_	San_Luis_only	Family_Social		2		5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Large		Baja_California	1	2	3_minutes_or_less
1/23/2022	50	Vehicle	Mexican	Yuma	other	Home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		California	2	2	3_minutes_or_less
1/23/2022	51	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	52	Vehicle	U_S_	Yuma	other	Home			1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/23/2022	53	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	54	Vehicle	Mexican	Yuma	Work_Business				5+_times_week						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	55	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2	1	3_minutes_or_less
1/23/2022	56	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/23/2022	57	Vehicle	Mexican	Yuma					2_4_times_week			200			Spanish	Male	Car_Regular	SUV_Compact_Crossover		Sonora	2		3_minutes_or_less
1/23/2022	58	Vehicle	U_S_	Yuma	Work_Business				5+_times_week						Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/23/2022	59	Vehicle	U_S_	San_Luis_only	other	Home			5+_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1		3_minutes_or_less
1/23/2022	60	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Regular	SUV_Large		Arizona	1	1	3_minutes_or_less
1/23/2022	61	Vehicle	Mexican	Outside_of_Yuma	Shopping			4	1_2_times_month			300		Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/23/2022	62	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/23/2022	63	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	3		3_minutes_or_less
1/23/2022	64	Vehicle	U_S_	Yuma	Work_Business				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/23/2022	65	Vehicle	U_S_	Yuma	Tourism_Vacation		1		1_2_times_month						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/23/2022	66	Vehicle	Mexican	San_Luis_only	Shopping				2_4_times_week			300		Automobile	Spanish	Female	Car_Regular	Mini_Van		Sonora	1	1	3_minutes_or_less
1/23/2022	67	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/23/2022	68	Vehicle	U_S_	Yuma	other	Home			less_then_1_time_month					Automobile	English	Male	Car_Regular	SUV_Compact_Crossover		Other_U_S_	2		3_minutes_or_less
1/23/2022	69	Vehicle	U_S_	Yuma	Work_Business				2_4_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/23/2022	1	Pedestrian	U_S_	San_Luis_only	Shopping			4	5+_times_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	2	Pedestrian	Mexican	Yuma	Shopping			8	2_4_times_week	150		150		Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	3	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	50		50		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	4	Pedestrian	Mexican	Outside_of_Yuma	Family_Social				5+_times_week	50	50			Automobile	Spanish	Male	Pedestrian_Regular					1	3_minutes_or_less
1/23/2022	5	Pedestrian	Mexican	San_Luis_only	Work_Business			2	less_then_1_time_month	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	6	Pedestrian	U_S_	San_Luis_only	Family_Social			6	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	7	Pedestrian	U_S_	San_Luis_only	Shopping			2	1_2_times_month	100		100		Taxi	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	8	Pedestrian	Mexican	Outside_of_Yuma	Family_Social,Medical_Health			1	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	9	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	10	Pedestrian	Mexican	San_Luis_only	Work_Business			1	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	11	Pedestrian	U_S_	San_Luis_only	Work_Business			1	1_2_times_month	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	12	Pedestrian	Mexican	San_Luis_only	Tourism_Vacation		3		2_4_times_week	10	10			Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	13	Pedestrian	Mexican	Outside_of_Yuma	Family_Social			8	1_2_times_month	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	14	Pedestrian	Mexican	San_Luis_only	Work_Business			2	1_2_times_month	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	15	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	80			80	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	16	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			2	1_2_times_month	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	17	Pedestrian	Mexican	San_Luis_only	Medical_Health		1		1_2_times_month	50		50		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	18	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	100	50	50		Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	19	Pedestrian	Mexican	Outside_of_Yuma	Work_Business,Family_Social				1_2_times_month	100		50	50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	20	Pedestrian	Mexican	Outside_of_Yuma	Shopping		1		1_2_times_month	100		100		Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	21	Pedestrian	Mexican	San_Luis_only	Work_Business		1		1_2_times_month	100	50	50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	22	Pedestrian	Mexican	San_Luis_only	Work_Business			1	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	23	Pedestrian	U_S_	Yuma	Shopping			2	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	24	Pedestrian	U_S_	San_Luis_only	Medical_Health				1_time_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	25	Pedestrian	U_S_	San_Luis_only	Family_Social				5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	26	Pedestrian	Mexican	San_Luis_only	Shopping			3	2_4_times_week	150			150	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	27	Pedestrian	U_S_	San_Luis_only	Work_Business,Family_Social			2	2_4_times_week	100			100	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	28	Pedestrian	U_S_	Yuma	Medical_Health				1_time_week	60	30	30		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	29	Pedestrian	U_S_	Yuma	Work_Business		1		2_4_times_week			30		Automobile	Spanish	Male	Pedestrian_Regular					1	3_minutes_or_less
1/23/2022	30	Pedestrian	U_S_	Outside_of_Yuma	Shopping				First_time_crossing	100	50	50		Automobile	Spanish	Female	Pedestrian_Regular				3		3_minutes_or_less
1/23/2022	31	Pedestrian	Mexican	San_Luis_only	Shopping,Medical_Health			2	1_time_week	135		135		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	32	Pedestrian	Mexican	San_Luis_only	Family_Social		1		1_2_times_month	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	33	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				1_time_week	100		100		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	34	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			8	5+_times_week	0				Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	35	Pedestrian	U_S_	San_Luis_only	Work_Business			2	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	36	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	10		10		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	37	Pedestrian	Mexican	San_Luis_only	Family_Social				1_time_week	40			40	Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	38	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	20	20			Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	39	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health				2_4_times_week	100	100			Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	40	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_2_times_month	200		200		Bus,Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	41	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	42	Pedestrian	U_S_	Yuma	Family_Social				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1	1	3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/23/2022	43	Pedestrian	U_S_	Yuma	Medical_Health,Shopping				less_then_1_time_month	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	44	Pedestrian	U_S_	San_Luis_only	Medical_Health			4	5+_times_week	300		300		Walk	Spanish	Male	Pedestrian_Regular	SUV_Compact_Crossover				1	3_minutes_or_less
1/23/2022	45	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			3	5+_times_week	5	5			Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	46	Pedestrian	U_S_	Outside_of_Yuma	Shopping				2_4_times_week	60	60			Walk	Spanish	Male	Pedestrian_Regular				3		3_minutes_or_less
1/23/2022	47	Pedestrian	U_S_	Yuma	Work_Business			9	5+_times_week	40			40	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	48	Pedestrian	Mexican	San_Luis_only	Shopping			3	2_4_times_week	150			150	Bus,Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	49	Pedestrian	Mexican	San_Luis_only	Shopping			1	2_4_times_week	300		300		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	50	Pedestrian	U_S_	Yuma	Family_Social				less_then_1_time_month	0				Automobile	Spanish	Female	Pedestrian_Regular				2	1	3_minutes_or_less
1/23/2022	51	Pedestrian	U_S_	Yuma	Work_Business				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	52	Pedestrian	U_S_	Yuma	Work_Business				less_then_1_time_month	0				Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	53	Pedestrian	Mexican	Yuma	Family_Social			3	First_time_crossing	50				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	54	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	55	Pedestrian	U_S_	Yuma	Work_Business				1_2_times_month	200	200			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	56	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health				First_time_crossing	800				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	57	Pedestrian	Mexican	San_Luis_only	Shopping			1	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	58	Pedestrian	Mexican	San_Luis_only	Family_Social			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	59	Pedestrian	U_S_	San_Luis_only	Shopping			1	2_4_times_week	50			50	Bicycle	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	60	Pedestrian	Mexican	Yuma	Work_Business				1_time_week	300	100	100	100	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	61	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health,Shopping				2_4_times_week	50		50		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	62	Pedestrian	U_S_	San_Luis_only	Shopping			2	5+_times_week	50		50		Walk	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	63	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	64	Pedestrian	U_S_	Yuma	Family_Social			5	1_time_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular					2	3_minutes_or_less
1/23/2022	65	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	66	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	67	Pedestrian	Mexican	San_Luis_only	Shopping			3	2_4_times_week	650		650		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	68	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	69	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				1_2_times_month	50			50	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	70	Pedestrian	U_S_	Yuma	Work_Business			12	2_4_times_week	60	20	20	20	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	71	Pedestrian	U_S_	San_Luis_only	Medical_Health				less_then_1_time_month	50			50	Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	72	Pedestrian	Mexican	San_Luis_only	Shopping			2	5+_times_week	20			20	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	73	Pedestrian	U_S_	San_Luis_only	Shopping				1_2_times_month	100		50	50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	74	Pedestrian	Mexican	San_Luis_only	Shopping				5+_times_week	60	60			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	75	Pedestrian	U_S_	Yuma	Medical_Health				less_then_1_time_month	100		100		Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	76	Pedestrian	U_S_	Yuma	Shopping			2	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	77	Pedestrian	Mexican	San_Luis_only	Family_Social			12	1_2_times_month	200	100	100		Taxi	Spanish	Female					1	3	3_minutes_or_less
1/23/2022	78	Pedestrian	U_S_	San_Luis_only	Work_Business				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	79	Pedestrian	U_S_	San_Luis_only	Medical_Health				1_2_times_month	0				Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	80	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	50		50		Walk	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	81	Pedestrian	U_S_	Yuma	Shopping				less_then_1_time_month	25	25			Automobile	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	82	Pedestrian	Mexican	Yuma	Medical_Health				1_2_times_month	4		4		Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	83	Pedestrian	Mexican	San_Luis_only	Family_Social			1	2_4_times_week	40	40			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	84	Pedestrian	Mexican	Yuma	Shopping			5	1_2_times_month	300		300		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	85	Pedestrian	Mexican	San_Luis_only	Family_Social			3	2_4_times_week	30	30			Automobile	Spanish	Female	Pedestrian_Regular				2	1	3_minutes_or_less
1/23/2022	86	Pedestrian	U_S_	Outside_of_Yuma	Shopping				1_2_times_month	40		40		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	87	Pedestrian	U_S_	Yuma	Family_Social				1_2_times_month	60		60		Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	88	Pedestrian	Mexican	Outside_of_Yuma	Medical_Health,Shopping				less_then_1_time_month	20		20		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	89	Pedestrian	Mexican	San_Luis_only	Medical_Health				2_4_times_week	30			30	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	90	Pedestrian	U_S_	Yuma	Family_Social				2_4_times_week	100		50	50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	91	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_time_week	150	50	50	50	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	92	Pedestrian	Mexican	San_Luis_only	Family_Social				2_4_times_week	100	50		50	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	93	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				less_then_1_time_month	200	200			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	94	Pedestrian	Mexican	Yuma	Family_Social				less_then_1_time_month	100	50	50		Automobile	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/23/2022	95	Pedestrian	U_S_	Outside_of_Yuma	Shopping				5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	96	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				1_2_times_month	100			100	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	97	Pedestrian	U_S_	Yuma	Work_Business			10	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	98	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				5+_times_week	80	80			Automobile	Spanish	Female	Pedestrian_Regular				2	4	3_minutes_or_less
1/23/2022	99	Pedestrian	U_S_	San_Luis_only	Work_Business			1	2_4_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/23/2022	100	Pedestrian	Mexican	San_Luis_only	Family_Social			2	5+_times_week	20		20		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	101	Pedestrian	U_S_	San_Luis_only	Medical_Health				2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/23/2022	102	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	1	Vehicle	Mexican	San_Luis_only	Shopping				2_4_times_week			200			Spanish	Male	Car_Regular	Mini_Van		Sonora	2	1	3_minutes_or_less
1/24/2022	2	Vehicle	Mexican	Yuma	Shopping				1_2_times_month			400			Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	3	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	4	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	5	Vehicle	Mexican	Outside_of_Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	6	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/24/2022	7	Vehicle	U_S_	Outside_of_Yuma	other	H			1_time_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		California	1		3_minutes_or_less
1/24/2022	8	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/24/2022	9	Vehicle	U_S_	Yuma	other	Home			2_4_times_week						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2	1	3_minutes_or_less
1/24/2022	10	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	11	Vehicle	Mexican	Yuma	Shopping				1_time_week			1000			Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Other_Mexico	3		3_minutes_or_less
1/24/2022	12	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	1		3_minutes_or_less
1/24/2022	13	Vehicle	Mexican	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	2	2	3_minutes_or_less
1/24/2022	14	Vehicle	Mexican	Yuma	Tourism_Vacation				2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	15	Vehicle	Mexican	San_Luis_only	Shopping				1_time_week			150			Spanish	Male	Car_Regular	Heavy_Duty_Truck		Baja_California	2		3_minutes_or_less
1/24/2022	16	Vehicle	Mexican	Yuma	Shopping,Tourism_Vacation			2	2_4_times_week			200			Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2	1	3_minutes_or_less
1/24/2022	17	Vehicle	Mexican	Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	18	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		California	2	2	3_minutes_or_less
1/24/2022	19	Vehicle	Mexican	San_Luis_only	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2	1	3_minutes_or_less
1/24/2022	20	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2	2	3_minutes_or_less
1/24/2022	21	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	2		3_minutes_or_less
1/24/2022	22	Vehicle	Mexican	San_Luis_only	Work_Business				5+_times_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	23	Vehicle	U_S_	Yuma	Medical_Health				less_then_1_time_month						Spanish	Male	Car_Regular	SUV_Large		Arizona	2	2	3_minutes_or_less
1/24/2022	24	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Mini_Van		Arizona	2	3	3_minutes_or_less
1/24/2022	25	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Ready_Lane	Mini_Van		Arizona	1		3_minutes_or_less
1/24/2022	26	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	27	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	28	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	1		3_minutes_or_less
1/24/2022	29	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Regular	Mini_Van		Arizona	2		3_minutes_or_less
1/24/2022	30	Vehicle	U_S_	San_Luis_only	Family_Social			5	2_4_times_week						Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/24/2022	31	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		California	2		3_minutes_or_less
1/24/2022	32	Vehicle	Mexican	Outside_of_Yuma	other	Home			1_time_week						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	33	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	34	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	1	2	3_minutes_or_less
1/24/2022	35	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	2	1	3_minutes_or_less
1/24/2022	36	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1	1	3_minutes_or_less
1/24/2022	37	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	38	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Ready_Lane	other	ATV	California	1		3_minutes_or_less
1/24/2022	39	Vehicle	Mexican	San_Luis_only	Shopping				1_time_week			150			Spanish	Female	Car_Ready_Lane	SUV_Compact_Crossover		Sonora	2		3_minutes_or_less
1/24/2022	40	Vehicle	Mexican	Outside_of_Yuma	Work_Business				2_4_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/24/2022	41	Vehicle	Mexican	San_Luis_only	Family_Social		2		1_time_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	42	Vehicle	Mexican	Yuma	Shopping				less_then_1_time_month						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Baja_California	4		3_minutes_or_less
1/24/2022	43	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Female	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/24/2022	44	Vehicle	Mexican	Yuma	Family_Social,Shopping			4	1_time_week			100			Spanish	Male	Car_Regular	SUV_Compact_Crossover		Sonora	2	2	3_minutes_or_less
1/24/2022	45	Vehicle	Mexican	San_Luis_only	Shopping,Family_Social				1_2_times_month			200			Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Baja_California	2	2	3_minutes_or_less
1/24/2022	46	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	47	Vehicle	Mexican	Yuma	Shopping				1_time_week			200			Spanish	Male	Car_Ready_Lane	Mini_Van		Arizona	2	1	3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/24/2022	48	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	2	3	3_minutes_or_less
1/24/2022	49	Vehicle	Mexican	San_Luis_only	Family_Social				2_4_times_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Sonora	2	1	3_minutes_or_less
1/24/2022	50	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	51	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	52	Vehicle	Mexican	Outside_of_Yuma	Tourism_Vacation		15		2_4_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	53	Vehicle	Mexican	Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	SUV_Large		Arizona	1	1	3_minutes_or_less
1/24/2022	54	Vehicle	Mexican	San_Luis_only	Family_Social			5	2_4_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	55	Vehicle	Mexican	Yuma	Work_Business				1_time_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	56	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/24/2022	57	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	58	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/24/2022	59	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/24/2022	60	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	2	1	3_minutes_or_less
1/24/2022	61	Vehicle	Mexican	Outside_of_Yuma	Work_Business				1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	62	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		California	1		3_minutes_or_less
1/24/2022	63	Vehicle	Mexican	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/24/2022	64	Vehicle	U_S_	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/24/2022	65	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	66	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	67	Vehicle	U_S_	San_Luis_only	Shopping				1_2_times_month						Spanish	Male	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		California	1		3_minutes_or_less
1/24/2022	68	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/24/2022	69	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Female	Car_Regular	Mini_Van		Arizona	1		3_minutes_or_less
1/24/2022	70	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Ready_Lane	SUV_Large		Arizona	1		3_minutes_or_less
1/24/2022	71	Vehicle	U_S_	Outside_of_Yuma	other	Home			2_4_times_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	2	2	3_minutes_or_less
1/24/2022	72	Vehicle	Mexican	Outside_of_Yuma	other	Home			2_4_times_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	2		3_minutes_or_less
1/24/2022	73	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	74	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Mini_Van		Arizona	2		3_minutes_or_less
1/24/2022	75	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	76	Vehicle	U_S_	Yuma	other	Home			2_4_times_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/24/2022	77	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/24/2022	78	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	2		3_minutes_or_less
1/24/2022	79	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	80	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Heavy_Duty_Truck		California	1		3_minutes_or_less
1/24/2022	81	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1	1	3_minutes_or_less
1/24/2022	82	Vehicle	U_S_	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	3	2	3_minutes_or_less
1/24/2022	83	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	4	3_minutes_or_less
1/24/2022	84	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Large		Arizona	2	1	3_minutes_or_less
1/24/2022	85	Vehicle	U_S_	San_Luis_only	other	Home			1_2_times_month						Spanish	Female	Car_Regular	SUV_Large		Arizona	2	1	3_minutes_or_less
1/24/2022	86	Vehicle	Mexican	Yuma	Family_Social				1_2_times_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	87	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	88	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Ready_Lane	Heavy_Duty_Truck		Arizona	1	3	3_minutes_or_less
1/24/2022	89	Vehicle	U_S_		other	Home			less_then_1_time_month						Spanish	Female	Car_Regular	Mini_Van		Arizona	4		3_minutes_or_less
1/24/2022	90	Vehicle	U_S_	Yuma	Medical_Health				less_then_1_time_month						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2	1	3_minutes_or_less
1/24/2022	91	Vehicle	Mexican	Yuma	Work_Business				1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	4		3_minutes_or_less
1/24/2022	92	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Ready_Lane	Mini_Van		Arizona	2	1	3_minutes_or_less
1/24/2022	93	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	3		3_minutes_or_less
1/24/2022	94	Vehicle	U_S_	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	95	Vehicle	Mexican	San_Luis_only	Shopping				1_time_week			50			Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	2		3_minutes_or_less
1/24/2022	96	Vehicle	Mexican	Outside_of_Yuma	Tourism_Vacation		2		1_time_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	2	1	3_minutes_or_less
1/24/2022	97	Vehicle	U_S_	Yuma	other	Home			2_4_times_week						Spanish	Female	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	98	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2	1	3_minutes_or_less
1/24/2022	99	Vehicle	Mexican	Yuma	other	Home			1_2_times_month						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/24/2022	100	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/24/2022	101	Vehicle	Mexican	San_Luis_only	other	Home			2_4_times_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/24/2022	102	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	SUV_Compact_Crossover		California	2	2	3_minutes_or_less
1/24/2022	103	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Ready_Lane	Light_Truck		California	2		3_minutes_or_less
1/24/2022	104	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	105	Vehicle	Mexican	San_Luis_only	Family_Social		7		1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/24/2022	106	Vehicle	Mexican	Yuma	Work_Business				1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	2		3_minutes_or_less
1/24/2022	107	Vehicle	Mexican	San_Luis_only	other	Home			1_time_week						Spanish	Male	Car_Regular	Light_Truck		Arizona	3		3_minutes_or_less
1/24/2022	108	Vehicle	Mexican	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	109	Vehicle	Mexican	San_Luis_only	other	Home			1_2_times_month						Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/24/2022	110	Vehicle	U_S_	Outside_of_Yuma	other	Home			1_time_week						Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Baja_California	1	1	3_minutes_or_less
1/24/2022	111	Vehicle	Mexican	Outside_of_Yuma	other	Home			1_2_times_month						Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	1	2	3_minutes_or_less
1/24/2022	112	Vehicle	U_S_	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		California	3		3_minutes_or_less
1/24/2022	113	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/24/2022	114	Vehicle	U_S_	Yuma	other	Home			1_time_week						Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1	1	3_minutes_or_less
1/24/2022	115	Vehicle	Mexican	Outside_of_Yuma	other	Home			less_then_1_time_month						Spanish	Female	Car_Regular	SUV_Large		California	2	1	3_minutes_or_less
1/24/2022	1	Pedestrian	Mexican	Outside_of_Yuma	Work_Business			6	5+_times_week	200		200		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	2	Pedestrian	Mexican	Yuma	Work_Business		28		less_then_1_time_month	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	3	Pedestrian	U_S_	Yuma	Family_Social				2_4_times_week	20		20		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	4	Pedestrian	Mexican	Yuma	Shopping			4	5+_times_week	400		400		Taxi	Spanish	Female	Pedestrian_Regular				1	1	3_minutes_or_less
1/24/2022	5	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_time_week	100		100		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	6	Pedestrian	Mexican	San_Luis_only	Family_Social			3	1_2_times_month	100			100	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	7	Pedestrian	U_S_	San_Luis_only	Work_Business,Shopping			3	5+_times_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	8	Pedestrian	Mexican	San_Luis_only	Family_Social				2_4_times_week	20	10	5	5	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	9	Pedestrian	Mexican	San_Luis_only	Work_Business				2_4_times_week	200		200		Automobile		Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	10	Pedestrian	Mexican	San_Luis_only	Family_Social			6	less_then_1_time_month	0				Automobile	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/24/2022	11	Pedestrian	U_S_	Yuma	Medical_Health				less_then_1_time_month	100			100	Automobile	Spanish	Female	Pedestrian_Regular				2	1	3_minutes_or_less
1/24/2022	12	Pedestrian	U_S_	Outside_of_Yuma	Family_Social				less_then_1_time_month	150			150	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	13	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	14	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		1		5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	15	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_2_times_month	100		100		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	16	Pedestrian	Mexican	San_Luis_only	Shopping			3	2_4_times_week	30		30		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	17	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	18	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	25			25	Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	19	Pedestrian	U_S_	San_Luis_only	Shopping				1_time_week	40	40			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	20	Pedestrian	Mexican	San_Luis_only	Family_Social				5+_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	21	Pedestrian	Mexican	San_Luis_only	Family_Social		5		2_4_times_week	50			50	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	22	Pedestrian	Mexican	San_Luis_only	Shopping			4	1_time_week	60	30	30		Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/24/2022	23	Pedestrian	U_S_	Yuma	Family_Social				5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	24	Pedestrian	Mexican	San_Luis_only	Family_Social		1		2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	25	Pedestrian	Mexican	San_Luis_only	Work_Business			4	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	26	Pedestrian	Mexican	Yuma	Family_Social				1_2_times_month	100	100			Automobile	Spanish	Male					1		3_minutes_or_less
1/24/2022	27	Pedestrian	Mexican	San_Luis_only	Family_Social		5		1_2_times_month	30	30			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	28	Pedestrian	Mexican	San_Luis_only	Shopping		5		1_time_week	60			60	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	29	Pedestrian	U_S_	Yuma	Family_Social				1_2_times_month	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	30	Pedestrian	Mexican	San_Luis_only	Family_Social,Medical_Health		5		1_time_week	0				Taxi	Spanish	Female	Pedestrian_Regular				1	3	3_minutes_or_less
1/24/2022	31	Pedestrian	U_S_	Yuma	Family_Social		14		1_2_times_month	0				Automobile,Bus	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/24/2022	32	Pedestrian	U_S_	Yuma	Family_Social				1_2_times_month	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	33	Pedestrian	Mexican	Yuma	Work_Business		5		1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	34	Pedestrian	Mexican	San_Luis_only	Shopping,Medical_Health		1		1_2_times_month	0				Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/24/2022	35	Pedestrian	U_S_	San_Luis_only	Family_Social				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	36	Pedestrian	U_S_	Outside_of_Yuma	Family_Social,Shopping				1_2_times_month	24		24		Taxi	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/24/2022	37	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		7		1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	38	Pedestrian	Mexican	San_Luis_only	Work_Business		12		5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	39	Pedestrian	U_S_	San_Luis_only	Family_Social				2_4_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/24/2022	40	Pedestrian	Mexican	Yuma	Work_Business		1		5+_times_week	30	30			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	41	Pedestrian	U_S_	San_Luis_only	Family_Social				less_then_1_time_month	30		30		Automobile	English	Female	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	42	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		7		1_time_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/24/2022	43	Pedestrian	Mexican	San_Luis_only	Work_Business				5+_times_week	10	10			Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	1	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/25/2022	2	Vehicle	Mexican	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	3	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	4	Vehicle	Mexican	Yuma	Work_Business			8	2_4_times_week					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/25/2022	5	Vehicle	Mexican	San_Luis_only	Shopping,other	Scrap		7	5+_times_week	500				Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Sonora	2		3_minutes_or_less
1/25/2022	6	Vehicle	Mexican	Yuma	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	7	Vehicle	Mexican	Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	8	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	1		3_minutes_or_less
1/25/2022	9	Vehicle	Mexican	Yuma	Work_Business			4	First_time_crossing					Automobile	Spanish	Male	Car_Regular	Light_Truck		Baja_California	1		3_minutes_or_less
1/25/2022	10	Vehicle	Mexican	San_Luis_only	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/25/2022	11	Vehicle	Mexican	Yuma	Work_Business				1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Sonora	1		3_minutes_or_less
1/25/2022	12	Vehicle	Mexican	Yuma	Family_Social			6	less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	13	Vehicle	Mexican	Outside_of_Yuma	Work_Business				5+_times_week					Automobile	Spanish	Male	Car_Regular	Heavy_Duty_Truck		Arizona	2		3_minutes_or_less
1/25/2022	14	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Ready_Lane	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/25/2022	15	Vehicle	Mexican	Outside_of_Yuma	other				1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/25/2022	16	Vehicle	Mexican	Yuma	Shopping			2	2_4_times_week	50				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	17	Vehicle	Mexican	Yuma	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	18	Vehicle	Mexican	San_Luis_only	Work_Business			8	5+_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	19	Vehicle	Mexican	Yuma	Work_Business				1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1	1	3_minutes_or_less
1/25/2022	20	Vehicle	U_S_	Outside_of_Yuma	Work_Business				less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	21	Vehicle	Mexican	Yuma	Work_Business				1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	22	Vehicle	Mexican	Outside_of_Yuma	Work_Business				1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	23	Vehicle	Mexican	San_Luis_only	Shopping			3	1_2_times_month	150				Automobile	Spanish	Male	Car_Regular	Light_Truck		Other_U_S_	1		3_minutes_or_less
1/25/2022	24	Vehicle	Mexican	Yuma	Shopping			2	5+_times_week	100				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	25	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	26	Vehicle	U_S_	Yuma	other	Going back home			5+_times_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	27	Vehicle	Mexican	Yuma	Shopping			2	less_then_1_time_month	50				Automobile	Spanish	Male	Car_Regular	SUV_Large		Arizona	2		3_minutes_or_less
1/25/2022	28	Vehicle	Mexican	San_Luis_only	Shopping			2	1_time_week	150				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	1		3_minutes_or_less
1/25/2022	29	Vehicle	Mexican	Outside_of_Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/25/2022	30	Vehicle	Mexican	Yuma	Shopping			3	1_2_times_month	100				Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Sonora	3		3_minutes_or_less
1/25/2022	31	Vehicle	Mexican	San_Luis_only	Medical_Health			1	5+_times_week					Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	1	1	3_minutes_or_less
1/25/2022	32	Vehicle	Mexican	San_Luis_only	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	33	Vehicle	Mexican	Yuma	other,Shopping	DMV		2	5+_times_week	30				Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/25/2022	34	Vehicle	U_S_	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	1		3_minutes_or_less
1/25/2022	35	Vehicle	U_S_	Yuma	Shopping			2	5+_times_week	120				Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		California	1		3_minutes_or_less
1/25/2022	36	Vehicle	U_S_	Yuma	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		3_minutes_or_less
1/25/2022	37	Vehicle	Mexican	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	38	Vehicle	U_S_	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Male	Car_Regular	Mini_Van		Arizona	1	1	3_minutes_or_less
1/25/2022	39	Vehicle	Mexican	San_Luis_only	Family_Social			1	less_then_1_time_month					Automobile	Spanish	Female	Car_Ready_Lane	SUV_Large		Sonora	2	1	3_minutes_or_less
1/25/2022	40	Vehicle	U_S_	Yuma	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Ready_Lane	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	41	Vehicle	Mexican	San_Luis_only	other	Going back home			1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	42	Vehicle	Mexican	San_Luis_only	Shopping			1	2_4_times_week	300				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	2		3_minutes_or_less
1/25/2022	43	Vehicle	Mexican	San_Luis_only	Shopping		1		1_2_times_month	50				Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	44	Vehicle	Mexican	San_Luis_only	Shopping,Family_Social			2	1_time_week	25				Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Arizona	2	1	3_minutes_or_less
1/25/2022	45	Vehicle	Mexican	Yuma	Work_Business				1_time_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	46	Vehicle	Mexican	San_Luis_only	other	Going back home			2_4_times_week					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	1		3_minutes_or_less
1/25/2022	47	Vehicle	Mexican	San_Luis_only	Shopping			2	2_4_times_week	140				Automobile	Spanish	Male	Car_Regular	SUV_Compact_Crossover		Arizona	2		
1/25/2022	48	Vehicle	Mexican	Yuma	School				1_time_week					Automobile	Spanish	Female	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	49	Vehicle	Mexican	Yuma	Work_Business				1_time_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	50	Vehicle	Mexican	San_Luis_only	Shopping			3	1_time_week	100				Automobile	Spanish	Male	Car_Regular	SUV_Large		Sonora	1	2	3_minutes_or_less
1/25/2022	51	Vehicle	Mexican	San_Luis_only	other	Going back home			1_2_times_month					Automobile	Spanish	Male	Car_Regular	Light_Truck		Arizona	2		3_minutes_or_less
1/25/2022	52	Vehicle	Mexican	Yuma	Work_Business				1_time_week					Automobile	Spanish	Male	Car_Regular	Car_Hatchback_Coupe_Sedan		Arizona	1		3_minutes_or_less
1/25/2022	53	Vehicle	U_S_	Yuma	other	Going back home			less_then_1_time_month					Automobile	Spanish	Male	Car_Ready_Lane	Light_Truck		Arizona	2		3_minutes_or_less
1/25/2022	54	Vehicle	Mexican	Yuma	Shopping			4	1_2_times_month	300				Automobile	Spanish	Female	Car_Regular	SUV_Compact_Crossover		Baja_California	1	1	3_minutes_or_less
1/25/2022	1	Pedestrian	U_S_	San_Luis_only	Work_Business		14		1_2_times_month	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	2	Pedestrian	U_S_	Yuma	Work_Business			6	5+_times_week	10	10			Bus	Spanish	Female	Pedestrian_Regular				3		3_minutes_or_less
1/25/2022	3	Pedestrian	Mexican	Yuma	Work_Business			4	2_4_times_week	30	30			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	4	Pedestrian	U_S_	Yuma	Work_Business			9	5+_times_week	30			30	Bus,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	5	Pedestrian	Mexican	San_Luis_only	Family_Social		1		5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	6	Pedestrian	Mexican	San_Luis_only	Shopping			4	5+_times_week	15	15			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	7	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	8	Pedestrian	U_S_	Yuma	Shopping				less_then_1_time_month	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	9	Pedestrian	Mexican	San_Luis_only	Shopping			3	1_time_week	150		150		Bus	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	10	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		1		5+_times_week	50	50			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	11	Pedestrian	Mexican	Outside_of_Yuma	Work_Business		1		5+_times_week	50	50			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	12	Pedestrian	Mexican	Yuma	Work_Business			10	5+_times_week	20			20	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	13	Pedestrian	Mexican	San_Luis_only	Work_Business		7		1_time_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	14	Pedestrian	Mexican	San_Luis_only	Family_Social		1		5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	15	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	16	Pedestrian	Mexican	San_Luis_only	Work_Business			1	1_time_week	30			30	Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	17	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	15			15	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	18	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	19	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	20		20		Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	20	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	70			70	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	21	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	10	10			Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	22	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	23	Pedestrian	U_S_	Yuma	Work_Business			520	5+_times_week	20	20			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	24	Pedestrian	Mexican	Yuma	Work_Business			10	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	25	Pedestrian	U_S_	Yuma	Work_Business				1_time_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	26	Pedestrian	Mexican	Yuma	Work_Business			4	5+_times_week	150		150		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	27	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	40	40			Automobile	Spanish	Male	Pedestrian_Regular	SUV_Compact_Crossover			2		3_minutes_or_less
1/25/2022	28	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	29	Pedestrian	Mexican	Yuma	Work_Business			8	5+_times_week	20			20	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	30	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular			Sonora	1		3_minutes_or_less
1/25/2022	31	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	32	Pedestrian	U_S_	San_Luis_only	Work_Business			5	5+_times_week	3000		3000		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	33	Pedestrian	U_S_	San_Luis_only	Work_Business			8130	5+_times_week	130	130			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	35	Pedestrian	U_S_	San_Luis_only	Medical_Health			3	5+_times_week	50	50			Taxi	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	35	Pedestrian	Mexican	San_Luis_only	Work_Business			2	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	36	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	20	10	5	5	Walk	English	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	37	Pedestrian	Mexican	Yuma	Work_Business		7		1_time_week	25	25			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	38	Pedestrian	Mexican	Yuma	Medical_Health			4	2_4_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	39	Pedestrian	U_S_	Outside_of_Yuma	Family_Social,Work_Business		5		1_time_week	100			100	Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	40	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	41	Pedestrian	Mexican	Yuma	Work_Business			9	5+_times_week	10	10			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	42	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	43	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	44	Pedestrian	U_S_	Yuma	Medical_Health			8	5+_times_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	45	Pedestrian	U_S_	San_Luis_only	Work_Business			12	5+_times_week	10		10		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	46	Pedestrian	Mexican	Yuma	Work_Business			12	5+_times_week	40	40			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	47	Pedestrian	Mexican	San_Luis_only	Work_Business			510	5+_times_week	10		10		Taxi	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	48	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	49	Pedestrian	Mexican	Yuma	Work_Business			2	5+_times_week	50		50		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less

Date	Survey ID	Type	Nationality	Destination	Trip Purpose	other	Trip Length - Days	Trip Length - Hours	Crossing Frequency	Spending	Restaurants	Shopping	Groceries	Travel Modes	Survey Language	Gender	Traveler Type	Vehicle Type	vehicle_type_other	License Plate	Adults	Children	Survey Time
1/25/2022	50	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week		30		30	Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	51	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	10	10			Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	52	Pedestrian	U_S_	Yuma	Work_Business			6	5+_times_week	0				Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	53	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	54	Pedestrian	Mexican	Yuma	Work_Business			7	5+_times_week	10		10		Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	55	Pedestrian	U_S_	San_Luis_only	Work_Business		5		2_4_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	56	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				5+		3_minutes_or_less
1/25/2022	57	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	58	Pedestrian	U_S_	Yuma	Family_Social			3	2_4_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	59	Pedestrian	Mexican	San_Luis_only	Work_Business			8	5+_times_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	60	Pedestrian	U_S_	San_Luis_only	Family_Social			2	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	61	Pedestrian	U_S_	Yuma	Work_Business		7		1_time_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	62	Pedestrian	U_S_	San_Luis_only	Work_Business			6	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	63	Pedestrian	Mexican	San_Luis_only	Work_Business			8	2_4_times_week	20			20	Bicycle	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	64	Pedestrian	Mexican	San_Luis_only	Work_Business			12	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	65	Pedestrian	U_S_	Yuma	Work_Business			8	5+_times_week	0				Walk,Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	66	Pedestrian	Mexican	San_Luis_only	Work_Business		1		5+_times_week	80		80		Automobile	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	67	Pedestrian	Mexican	Outside_of_Yuma	Family_Social			5	1_time_week	60	30	30		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	68	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	20	20			Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	69	Pedestrian	U_S_	Yuma	Family_Social				2_4_times_week	30	30			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	70	Pedestrian	U_S_	San_Luis_only	Work_Business			6	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	71	Pedestrian	U_S_	San_Luis_only	School			5	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	72	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			10	5+_times_week	0				Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	73	Pedestrian	Mexican	San_Luis_only	Work_Business			1	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	74	Pedestrian	Mexican	Yuma	Family_Social		1		1_time_week	30		30		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	75	Pedestrian	U_S_	Yuma	Work_Business			8	5+_times_week	60	60			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	76	Pedestrian	Mexican	San_Luis_only	Family_Social				1_2_times_month	60			60	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	77	Pedestrian	U_S_	San_Luis_only	School,Work_Business			14	5+_times_week	50	10	20	20	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	78	Pedestrian	U_S_	San_Luis_only	School			6	5+_times_week	6		6		Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	79	Pedestrian	Mexican	San_Luis_only	Shopping			1	2_4_times_week	100		100		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	80	Pedestrian	U_S_	San_Luis_only	Work_Business			10	5+_times_week	20			20	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	81	Pedestrian	Mexican	San_Luis_only	Shopping			1	2_4_times_week	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	82	Pedestrian	U_S_	Yuma	Work_Business			11	5+_times_week	0				Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	83	Pedestrian	Mexican	San_Luis_only	Shopping			2	1_time_week	200		200		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	84	Pedestrian	Mexican	San_Luis_only	Shopping			2	2_4_times_week	50			50	Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	85	Pedestrian	Mexican	Yuma	Shopping			4	2_4_times_week	80		80		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	86	Pedestrian	U_S_	San_Luis_only	Medical_Health			2	5+_times_week	0				Motorcycle	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	87	Pedestrian	Mexican	Outside_of_Yuma	Medical_Health			2	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	88	Pedestrian	U_S_	Yuma	Medical_Health		7		1_time_week	40	40			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	89	Pedestrian	U_S_	San_Luis_only	other		7		1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	90	Pedestrian	Mexican	Yuma	Work_Business			7	5+_times_week	30	30			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	91	Pedestrian	U_S_	San_Luis_only	Work_Business			8	5+_times_week	20	20			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	92	Pedestrian	U_S_	San_Luis_only	Work_Business			5	5+_times_week	10		10		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	92	Pedestrian	U_S_	San_Luis_only	Work_Business			1	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	94	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	95	Pedestrian	U_S_	San_Luis_only	Work_Business			9	5+_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	96	Pedestrian	Mexican	San_Luis_only	Work_Business			3	5+_times_week	10	10			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	97	Pedestrian	Mexican	San_Luis_only	Work_Business			6	5+_times_week	15	15			Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	98	Pedestrian	Mexican	San_Luis_only	Shopping			3	5+_times_week	30		30		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	99	Pedestrian	Mexican	San_Luis_only	Shopping			2	5+_times_week	20			20	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	100	Pedestrian	Mexican	Yuma	Family_Social			1	1_2_times_month	0				Walk	Spanish	Female	Pedestrian_Regular				1	3	3_minutes_or_less
1/25/2022	101	Pedestrian	U_S_	Outside_of_Yuma	Work_Business		6		1_time_week	50			50	Bus	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	102	Pedestrian	Mexican	San_Luis_only	Work_Business			10	5+_times_week	10	10			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	103	Pedestrian	Mexican	San_Luis_only	Work_Business			4	2_4_times_week	10	10			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	104	Pedestrian	U_S_	Outside_of_Yuma	Medical_Health		1		2_4_times_week	20	20			Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	105	Pedestrian	U_S_	San_Luis_only	School			8	5+_times_week	20		20		Taxi	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	106	Pedestrian	Mexican	San_Luis_only	Work_Business			4	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	107	Pedestrian	U_S_	Yuma	School			3	5+_times_week	40		40		Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	108	Pedestrian	U_S_	Yuma	School			5	2_4_times_week	10	10			Automobile	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	109	Pedestrian	Mexican	San_Luis_only	Work_Business			1	2_4_times_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	110	Pedestrian	U_S_	San_Luis_only	Work_Business				1_time_week	20			20	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	111	Pedestrian	U_S_	Outside_of_Yuma	Work_Business			8	5+_times_week	10			10	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	112	Pedestrian	Mexican	Yuma	Work_Business			4	1_time_week	400		400		Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	113	Pedestrian	U_S_	San_Luis_only	Medical_Health			4	1_time_week	0				Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	114	Pedestrian	Mexican	Yuma	Work_Business			5	2_4_times_week	50			50	Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	115	Pedestrian	Mexican	San_Luis_only	Shopping			1	1_time_week	100		50	50	Walk	Spanish	Male	Pedestrian_Regular				2		3_minutes_or_less
1/25/2022	116	Pedestrian	U_S_	Yuma	Medical_Health				1_time_week	0				Walk	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	117	Pedestrian	U_S_	San_Luis_only	Family_Social				1_time_week	30			30	Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	118	Pedestrian	U_S_	San_Luis_only	Shopping			2	2_4_times_week	50		50		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	119	Pedestrian	U_S_	San_Luis_only	Work_Business			2	5+_times_week	30		30		Walk	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	120	Pedestrian	U_S_	San_Luis_only	Work_Business			1	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	121	Pedestrian	U_S_	Yuma	Work_Business			10	5+_times_week	0				Automobile	Spanish	Male	Pedestrian_Regular				1		3_minutes_or_less
1/25/2022	122	Pedestrian	Mexican	Outside_of_Yuma	Family_Social,Work_Business		5		1_2_times_month	100		100		Automobile	Spanish	Male	Pedestrian_Regular				1	1	3_minutes_or_less
1/25/2022	123	Pedestrian	U_S_	San_Luis_only	Family_Social		7		1_time_week	100		50	50	Bus,Taxi	Spanish	Female	Pedestrian_Regular				1		3_minutes_or_less

APPENDIX D. DETAILED PARKING OCCUPANCY DATA

Block Location	Facility Name	Block Number	Lot Number	Inventory	8:30 AM Count	8:30 AM Occupancy	10:30 AM Count	10:30 AM Occupancy	11:30 AM Count	11:30 AM Occupancy	3:30 PM Count	3:30 PM Occupancy	5:30 PM Count	5:30 PM Occupancy
Off-Street														
Block 1 Lot 1	876 Mesa St	1	1	42	1	2.38%	1	2.38%	2	4.76%	3	7.14%	3	7.14%
Block 1 Lot 2	804 Mesa St	1	2	12	5	41.67%	4	33.33%	4	33.33%	3	25.00%	10	83.33%
Block 1 Lot 3	676 Archibald St	1	3	24	10	41.67%	12	50.00%	10	41.67%	9	37.50%	2	8.33%
Block 1 Lot 4	676 Archibald St	1	4	18	8	44.44%	12	66.67%	11	61.11%	2	11.11%	4	22.22%
Block 1 Lot 5	676 Archibald St	1	5	20	8	40.00%	9	45.00%	8	40.00%	5	25.00%	8	40.00%
Block 1 Lot 6	23380 Archibald St	1	6	112	63	56.25%	61	54.46%	58	51.79%	55	49.11%	43	38.39%
Block 1 Lot 7	520 Archibald St	1	7	14	1	7.14%	5	35.71%	4	28.57%	4	28.57%	3	21.43%
Block 1 Lot 8	790 Mesa St	1	8	54	0	0.00%	0	0.00%	5	9.26%	1	1.85%	1	1.85%
Block 1 Lot 9	748 Archibald St	1	9	60	20	33.33%	21	35.00%	21	35.00%	21	35.00%	22	36.67%
Block 1 Lot 10	748 Archibald St	1	10	8	0	0.00%	3	37.50%	3	37.50%	2	25.00%	2	25.00%
Block 1 Lot 11	732 Archibald St	1	11	8	3	37.50%	5	62.50%	5	62.50%	5	62.50%	5	62.50%
Block 2 Lot 1	P.O. Box 15650	2	1	81	4	4.94%	38	46.91%	37	45.68%	36	44.44%	18	22.22%
Block 2 Lot 2	800 Main St	2	2	37	2	5.41%	15	40.54%	15	40.54%	9	24.32%	5	13.51%
Block 3 Lot 1	883 Main St	3	1	24	8	33.33%	10	41.67%	11	45.83%	10	41.67%	11	45.83%
Block 3 Lot 2	883 Main St	3	2	18	4	22.22%	4	22.22%	4	22.22%	4	22.22%	3	16.67%
Block 3 Lot 3	725 Juan Sanchez Blvd	3	3	48	1	2.08%	0	0.00%	6	12.50%	6	12.50%	9	18.75%
Block 3 Lot 4	815 Jaun Sanchez Blvd	3	4	489	344	70.35%	314	64.21%	286	58.49%	242	49.49%	166	33.95%
Block 3 Lot 5	815 Juan Sanchez Blvd	3	5	38	12	31.58%	24	63.16%	17	44.74%	21	55.26%	15	39.47%
Block 3 Lot 6	824 William Brooks Ave	3	6	11	9	81.82%	9	81.82%	10	90.91%	8	72.73%	7	63.64%
Block 3 Lot 7	Block 3 Lot 7	3	7	28	0	0.00%	11	39.29%	9	32.14%	7	25.00%	5	17.86%
Block 4 Lot 1	784 D St	4	1	23	9	39.13%	7	30.43%	12	52.17%	10	43.48%	8	34.78%
Block 5 Lot 1	William Brooks/Cesar Chavez	5	1	290	76	26.21%	75	25.86%	74	25.52%	63	21.72%	31	10.69%
Block 6 Lot 1	815 East Juan Sanchez Blvd	6	1	118	88	74.58%	89	75.42%	82	69.49%	71	60.17%	46	38.98%
Block 7 Lot 1	801 2nd Ave Ste B	7	1	7	4	57.14%	8	114.29%	7	100.00%	8	114.29%	6	85.71%
Block 7 Lot 2	840 D St	7	2	6	0	0.00%	1	16.67%	5	83.33%	4	66.67%	2	33.33%
Block 8 Lot 1	859 N Cesar Chavez St	8	1	16	6	37.50%	5	31.25%	4	25.00%	4	25.00%	4	25.00%
Block 8 Lot 2	811 Cesar Chavez St	8	2	18	3	16.67%	3	16.67%	3	16.67%	3	16.67%	3	16.67%
Block 10 Lot 1	743 2nd Ave	10	1	30	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block 10 Lot 2	729 2nd Ave	10	2	30	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block 10 Lot 3	705 N 2nd Ave	10	3	17	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	5.88%
Block 10 Lot 4	Block 10 Lot 4	10	4	7	0	0.00%	2	28.57%	2	28.57%	2	28.57%	2	28.57%
Block 11 Lot 1	Block 11 Lot 1	11	1	24	7	29.17%	18	75.00%	3	12.50%	12	50.00%	6	25.00%
Block 11 Lot 2	Block 11 Lot 2	11	2	15	4	26.67%	5	33.33%	6	40.00%	12	80.00%	12	80.00%
Block 11 Lot 3	Block 11 Lot 3	11	3	14	6	42.86%	7	50.00%	5	35.71%	6	42.86%	7	50.00%
Block 11 Lot 4	Block 11 Lot 4	11	4	8	9	112.50%	7	87.50%	7	87.50%	0	0.00%	0	0.00%
Block 11 Lot 5	Block 11 Lot 5	11	5	6	1	16.67%	2	33.33%	1	16.67%	0	0.00%	0	0.00%
Block 11 Lot 6	663 E San Luis Ln	11	6	33	13	39.39%	12	36.36%	13	39.39%	11	33.33%	11	33.33%
Block 11 Lot 7	Block 11 Lot 7	11	7	28	17	60.71%	22	78.57%	17	60.71%	6	21.43%	5	17.86%
Block 12 Lot 1	23328 Main St	12	1	127	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block 12 Lot 2	Block 12 Lot 2	12	2	15	5	33.33%	4	26.67%	8	53.33%	5	33.33%	1	6.67%
Block 12 Lot 3	Block 12 Lot 3	12	3	28	5	17.86%	7	25.00%	4	14.29%	5	17.86%	6	21.43%
Block 12 Lot 4	Block 12 Lot 4	12	4	13	0	0.00%	3	23.08%	2	15.38%	5	38.46%	5	38.46%
Block 12 Lot 5	Block 12 Lot 5	12	5	7	3	42.86%	2	28.57%	3	42.86%	3	42.86%	7	100.00%
Block 13 Lot 1	Block 13 Lot 1	13	1	30	17	56.67%	12	40.00%	13	43.33%	13	43.33%	13	43.33%
Block 13 Lot 2	Block 13 Lot 2	13	2	8	4	50.00%	7	87.50%	6	75.00%	8	100.00%	5	62.50%
Block 13 Lot 3	706 N Main St	13	3	10	0	0.00%	0	0.00%	0	0.00%	1	10.00%	3	30.00%
Block 14 Lot 1	Block 14 Lot 1	14	1	21	2	9.52%	3	14.29%	3	14.29%	1	4.76%	44	209.52%
Block 14 Lot 2		14	2	85	27	31.76%	31	36.47%	33	38.82%	44	51.76%	0	0.00%
Block 15 Lot 1	Block 15 Lot 1	15	1	16	10	62.50%	11	68.75%	11	68.75%	9	56.25%	8	50.00%
Block 15 Lot 2	Block 15 Lot 2	15	2	17	14	82.35%	12	70.59%	15	88.24%	8	47.06%	13	76.47%
Block 15 Lot 3	Block 15 Lot 3	15	3	20	5	25.00%	5	25.00%	6	30.00%	7	35.00%	8	40.00%
Block 15 Lot 4	Block 15 Lot 4	15	4	7	1	14.29%	2	28.57%	2	28.57%	0	0.00%	3	42.86%
Block 15 Lot 5	Block 15 Lot 5	15	5	33	19	57.58%	21	63.64%	19	57.58%	17	51.52%	21	63.64%
Block 15 Lot 6	Block 15 Lot 6	15	6	36	4	11.11%	4	11.11%	2	5.56%	5	13.89%	6	16.67%
Block 15 Lot 7	Block 15 Lot 7	15	7	56	25	44.64%	22	39.29%	28	50.00%	21	37.50%	17	30.36%
Block 16 Lot 1	Block 16 Lot 1	16	1	52	8	15.38%	6	11.54%	9	17.31%	10	19.23%	10	19.23%
Block 16 Lot 2	Block 16 Lot 2	16	2	55	28	50.91%	27	49.09%	26	47.27%	28	50.91%	10	18.18%
Block 16 Lot 3	Block 16 Lot 3	16	3	33	18	54.55%	20	60.61%	18	54.55%	16	48.48%	15	45.45%
Block 17 Lot 1	Block 17 Lot 1	17	1	6	2	33.33%	2	33.33%	4	66.67%	4	66.67%	2	33.33%
Block 17 Lot 2	Block 17 Lot 2	17	2	22	6	27.27%	4	18.18%	6	27.27%	6	27.27%	5	22.73%
Block 17 Lot 3	Block 17 Lot 3	17	3	32	5	15.63%	6	18.75%	7	21.88%	8	25.00%	10	31.25%
Block 17 Lot 4	Block 17 Lot 4	17	4	21	5	23.81%	6	28.57%	6	28.57%	7	33.33%	6	28.57%
Block 17 Lot 5	Block 17 Lot 5	17	5	21	7	33.33%	6	28.57%	9	42.86%	4	19.05%	6	28.57%
Block 18 Lot 1	Block 18 Lot 1	18	1	28	5	17.86%	5	17.86%	6	21.43%	6	21.43%	5	17.86%
Block 18 Lot 2	Block 18 Lot 2	18	2	26	3	11.54%	3	11.54%	4	15.38%	3	11.54%	5	19.23%
Block 19 Lot 1	Block 19 Lot 1	19	1	22	16	72.73%	16	72.73%	17	77.27%	12	54.55%	12	54.55%
Block 19 Lot 2	Block 19 Lot 2	19	2	40	3	7.50%	3	7.50%	2	5.00%	0	0.00%	2	5.00%

Block Location	Facility Name	Block Number	Lot Number	Inventory	8:30 AM Count	8:30 AM Occupancy	10:30 AM Count	10:30 AM Occupancy	11:30 AM Count	11:30 AM Occupancy	3:30 PM Count	3:30 PM Occupancy	5:30 PM Count	5:30 PM Occupancy
Block 19 Lot 3	Block 19 Lot 3	19	3	47	13	27.66%	13	27.66%	14	29.79%	14	29.79%	12	25.53%
Block 19 Lot 4	Block 19 Lot 4	19	4	22	14	63.64%	14	63.64%	12	54.55%	12	54.55%	9	40.91%
Block 19 Lot 6	Block 19 Lot 6	19	6	21	9	42.86%	12	57.14%	8	38.10%	4	19.05%	6	28.57%
Block 20 Lot 1	Block 20 Lot 1	20	1	9	4	44.44%	4	44.44%	9	100.00%	5	55.56%	7	77.78%
Block 20 Lot 2	Block 20 Lot 2	20	2	36	32	88.89%	33	91.67%	25	69.44%	19	52.78%	14	38.89%
Block 20 Lot 3	Block 20 Lot 3	20	3	13	5	38.46%	5	38.46%	7	53.85%	8	61.54%	5	38.46%
Block 20 Lot 4	Block 20 Lot 4	20	4	17	7	41.18%	7	41.18%	10	58.82%	10	58.82%	11	64.71%
Block 20 Lot 5	Block 20 Lot 5	20	5	29	14	48.28%	11	37.93%	19	65.52%	17	58.62%	17	58.62%
Block 21 Lot 1	Block 21 Lot 1	21	1	141	74	52.48%	73	51.77%	74	52.48%	56	39.72%	61	43.26%
Block 21 Lot 2	Block 21 Lot 2	21	2	450	86	19.11%	97	21.56%	86	19.11%	96	21.33%	63	14.00%
Block 22 Lot 1	Block 22 Lot 1	22	1	12	9	75.00%	9	75.00%	9	75.00%	10	83.33%	6	50.00%
Block 22 Lot 2	Block 22 Lot 2	22	2	118	14	11.86%	15	12.71%	12	10.17%	13	11.02%	14	11.86%
Block 22 Lot 3	Block 22 Lot 3	22	3	54	9	16.67%	10	18.52%	10	18.52%	12	22.22%	9	16.67%
Block 23 Lot 1	Block 23 Lot 1	23	1	55	27	49.09%	27	49.09%	27	49.09%	25	45.45%	33	60.00%
Block 23 Lot 2	Block 23 Lot 2	23	2	41	7	17.07%	11	26.83%	11	26.83%	7	17.07%	7	17.07%
Block 23 Lot 2	Block 23 Lot 3	23	2	41	2	4.88%	2	4.88%	3	7.32%	2	4.88%	2	4.88%
		Total		**3829**	**1319**	**34.45%**	**1414**	**36.93%**	**1372**	**35.83%**	**1231**	**32.15%**	**1010**	**26.38%**
On-Street														
Mesa St E St - C St - East		1	1	28	0	0%	1	4%	9	32%	5	19%	4	14%
Mesa St E St - C St - West		1	2	26	3	12%	6	23%	1	4%	1	4%	2	8%
C St Mesa St - Archibald St - North		1	3	3	0	0%	3	100%	1	33%	0	0%	0	0%
2nd Ave E st - D St - West		4	1	9	0	0%	1	11%	1	11%	1	11%	1	11%
E St West of 2nd Ave - North		5	1	9	3	33%	2	22%	3	33%	2	22%	2	22%
E St 2nd Ave - Cesar Chavez St - North		5	2	11	4	36%	6	55%	8	73%	7	64%	7	64%
E St Cesar Chavez St - 4th Ave - South		6	1	8	2	25%	1	13%	1	13%	0	0%	0	0%
E St Cesar Chavez St - 4th Ave - North		6	2	11	2	18%	1	9%	0	0%	0	0%	1	9%
D St 2nd Ave - Cesar Chavez - North		7	1	5	2	40%	4	80%	3	60%	2	40%	2	40%
2nd Ave E st - D St - East		7	2	7	0	0%	3	43%	2	29%	4	57%	1	14%
E St 2nd Ave - Cesar Chavez St - South		7	3	8	2	25%	3	38%	4	50%	2	25%	2	25%
Cesar Chavez St E St - D St - West		7	4	12	5	42%	5	42%	3	25%	4	33%	3	25%
Alley 1 - West		7	5	12	2	17%	3	25%	2	17%	3	25%	2	17%
Alley 1 - East		7	6	12	3	25%	3	25%	3	25%	2	17%	3	25%
Cesar Chavez St E St - D St - East		8	1	15	3	20%	2	13%	2	13%	5	33%	4	27%
Alley 1 - West		8	2	18	1	6%	0	0%	0	0%	0	0%	0	0%
Alley 1 - East		8	3	19	3	16%	5	26%	5	26%	3	16%	1	5%
D St Cesar Chavez - 4th St - North		8	4	7	0	0%	1	14%	1	14%	1	14%	1	14%
4th Ave E St - D St - West		8	5	17	5	29%	3	18%	5	29%	6	35%	7	41%
4th Ave E St - D St East		8	6	11	0	0%	0	0%	0	0%	0	0%	0	0%
Cesar Chavez St D St - C St - East		9	1	10	7	70%	8	80%	9	90%	6	60%	9	90%
Alley 1 - West		9	2	24	2	8%	2	8%	1	4%	2	8%	2	8%
Alley 1 - East		9	3	23	1	4%	1	4%	1	4%	2	9%	2	9%
D St Cesar Chavez - 4th St - South		9	4	8	0	0%	0	0%	0	0%	0	0%	1	13%
4th Ave D St - C St - East		9	5	15	6	40%	3	20%	4	27%	4	27%	3	20%
4th Ave C St - D St - West		9	6	19	1	5%	5	26%	6	32%	5	26%	4	21%
C St Cesar Chavez St - 4th Ave - North		9	7	7	1	14%	1	14%	1	14%	2	29%	1	14%
D St 2nd Ave - Cesar Chavez - South		10	1	8	2	25%	2	25%	2	25%	4	50%	3	38%
2nd Ave D St - C St - East		10	2	18	13	72%	15	83%	1	6%	8	44%	4	22%
Cesar Chavez St D St - C St - West		10	3	16	8	50%	7	44%	7	44%	7	44%	6	38%
Alley 1 - West		10	4	24	18	75%	18	75%	18	75%	16	67%	9	38%
Alley 1 - East		10	5	24	12	50%	12	50%	12	50%	11	46%	8	33%
C St 2nd Ave - Cesar Chavez St - North		10	6	5	1	20%	1	20%	1	20%	4	80%	4	80%
2nd Ave D St - C St - West		11	1	3	3	100%	0	0%	0	0%	0	0%	0	0%
D St 1st St - 2nd St - South		11	2	5	0	0%	3	60%	0	0%	0	0%	0	0%
Main Street D Ave - C Ave - West		13	1	10	0	0%	0	0%	0	0%	0	0%	0	0%
C St Archibald St - Main St - North		13	2	3	0	0%	2	67%	2	67%	2	67%	1	33%
B St Archibald St - Main St - North		14	1	8	1	13%	1	13%	0	0%	0	0%	0	0%
C St Archibald St - Main St - South		14	2	5	3	60%	3	60%	3	60%	3	60%	3	60%
2nd Ave C St - B St - West		16	1	16	8	50%	8	50%	9	56%	7	44%	4	25%
B St 95 - 2nd Ave - North		16	2	6	1	17%	1	17%	2	33%	2	33%	2	33%
2nd Ave C St - B St - East		17	1	18	1	6%	5	28%	5	28%	3	17%	3	17%
Cesar Chavez St C St - B St - West		17	2	25	14	56%	11	44%	12	48%	8	32%	7	28%
B St 2nd Ave - Cesar Chavez - North		17	3	6	1	17%	1	17%	2	33%	3	50%	2	33%
Alley 1 - West		17	4	22	4	18%	4	18%	4	18%	5	23%	1	5%
Alley 1 - East		17	5	22	7	32%	13	59%	6	27%	6	27%	5	23%
C St 2nd Ave - Cesar Chavez St - South		17	6	6	1	17%	2	33%	2	33%	0	0%	0	0%
Cesar Chavez St C St - B St - East		18	1	26	15	58%	15	58%	13	50%	12	46%	10	38%
B St Cesar Chavez St - 4th Ave - North		18	2	6	1	17%	1	17%	2	33%	0	0%	1	17%
Alley 1 - West		18	3	26	6	23%	7	27%	7	27%	5	19%	6	23%

Block Location	Facility Name	Block Number	Lot Number	Inventory	8:30 AM Count	8:30 AM Occupancy	10:30 AM Count	10:30 AM Occupancy	11:30 AM Count	11:30 AM Occupancy	3:30 PM Count	3:30 PM Occupancy	5:30 PM Count	5:30 PM Occupancy
Alley 1 - East		18	4	27	3	11%	3	11%	4	15%	4	15%	4	15%
4th Ave B St - C St - West		18	5	20	4	20%	4	20%	4	20%	3	15%	3	15%
4th Ave C St - B St - East		18	6	10	7	70%	7	70%	9	90%	8	80%	8	80%
C St Cesar Chavez St - 4th Ave - South		18	7	6	1	17%	0	0%	0	0%	1	17%	1	17%
B St Archibald St - Main St - South		19	1	16	1	6%	0	0%	5	31%	2	13%	4	25%
Main St B St - Urtuzastegui St - West		19	2	11	5	45%	7	64%	9	82%	8	73%	11	100%
B St Main St - 95 - South		20	1	12	5	42%	10	83%	5	42%	9	75%	10	83%
Main St B St - Urtuzastegui St - East		20	2	4	0	0%	11	275%	10	250%	12	300%	12	300%
2nd Ave B St - Urtyzastegiu St - West		21	1	18	10	56%	5	28%	7	39%	6	33%	9	50%
B St 95 - 2nd Ave - South		21	2	6	3	50%	3	50%	3	50%	2	33%	4	67%
2nd Ave B St - Urtyzastegiu St - East		22	1	21	12	57%	13	62%	15	71%	13	62%	16	76%
Cesar Chavez St B St - Urtuzuastegui St - West		22	2	14	9	64%	12	86%	10	71%	12	86%	11	79%
Alley 1 - West		22	3	15	10	67%	12	80%	11	73%	12	80%	14	93%
Alley 1 - East		22	4	15	6	40%	16	107%	4	27%	5	33%	6	40%
Alley 2 - North		22	5	11	0	0%	0	0%	0	0%	0	0%	0	0%
Alley 2 - South		22	6	11	10	91%	11	100%	11	100%	11	100%	10	91%
B St 2nd Ave - Cesar Chavez - South		22	7	6	1	17%	1	17%	0	0%	2	33%	0	0%
Cesar Chavez St B St - Urtuzuastegui St - East		23	1	20	16	80%	18	90%	17	85%	14	70%	14	70%
Alley 1 - South		23	3	11	12	109%	11	100%	10	91%	10	91%	9	82%
Alley 2 - West		23	4	16	9	56%	10	63%	11	69%	7	44%	6	38%
Alley 2 - East		23	5	15	11	73%	18	120%	11	73%	14	93%	8	53%
B St Cesar Chavez St - 4th Ave - South		23	6	6	1	17%	1	17%	1	17%	1	17%	1	17%
4th Ave B St - Uzergetgi St - West		23	7	22	12	55%	13	59%	14	64%	12	55%	14	64%
4th Ave C St - Uzergeuti St - East		23	8	18	16	89%	15	83%	15	83%	12	67%	13	72%
	Totals			993	342	8550%	406	10150%	372	9300%	355	8875%	332	8300%

APPENDIX E. DETAILED SIMULATION MODEL RESULTS

Existing AM LOS and Queue Results

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	14.6		16		115		B		B (14.6)	
		SB	SBT	12.3	11.6	16	16	115	115	B	B	B (12.3)	B (11.6)
			SBR	5.6		6		112		A		A (5.6)	
		EB	EBR	8.8	8.8	0	0	36	36	A	A	A (8.8)	A (8.8)
		WB	WBT	9.7	9.7	2	2	68	68	A	A	A (9.7)	A (9.7)
		Intersection		11.2						B		B (11.2)	
2	Main St and U St Roundabout EB 1	NB	NBR	17.0	17.0	60	60	270	270	C	C	C (17.0)	C (17.0)
		SB	SBL	63.6	57.9	22	22	183	183	F	F	F (63.6)	F (57.9)
			SBR	10.1		22		183		B		B (10.1)	
			SBU	51.0		22		183		F		F (51.0)	
		EB	EBL	31.4	46.9	3	3	90	90	D	E	D (31.4)	E (46.9)
			EBT	70.3		3		90		F		F (70.3)	
		WB	WBT	10.2	16.4	4	4	105	105	B	C	B (10.2)	C (16.4)
			WBR	5.3		4		105		A		A (5.3)	
			WBU	55.9		4		105		F		F (55.9)	
		Intersection		25.1						C		C (25.1)	
3	William Brooks and U St	NB	NBL	1	0.4	4	4	64	64	A	A	A (1.0)	A (0.4)
			NBT	0.0		4		64		A		A (0.0)	
			NBR	1.3		4		64		A		A (1.3)	
		EB	EBL	73.1	73.4	238	238	529	529	F	F	F (73.1)	F (73.4)
			EBT	73.8		238		529		F		F (73.8)	
		WB	WBT	18.0	15.9	15	15	186	186	C	C	C (18.0)	C (15.9)
			WBR	12.8		15		186		B		B (12.8)	
		Intersection		45.7						D		D (45.7)	
4	2nd Ave and U St	NB	NBL	12	10.8	1	1	79	79	B	B	B (12.0)	B (10.8)
			NBT	11.1		1		79		B		B (11.1)	
			NBR	9.9		1		79		A		A (9.9)	
		SB	SBL	7.9	6.8	1	1	56	56	A	A	A (7.9)	A (6.8)
			SBR	6.3		1		56		A		A (6.3)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.7	0.3	0	0	25	35	A	A	A (2.7)	A (0.3)
			EBT	0.2		0		35		A		A (0.2)	
		WB	WBT	0.7	0.7	1	1	37	37	A	A	A (0.7)	A (0.7)
			WBR	1.4		1		20		A		A (1.4)	
		Intersection		2.3						A		A (2.3)	
5	Cesar Chavez St and U St	NB	NBL	7	6.7	3	4	100	106	A	A	A (6.5)	A (6.7)
			NBT	7.8		4		101		A		A (7.8)	
			NBR	6.6		4		106		A		A (6.6)	
		SB	SBL	7.8	8.0	1	1	49	49	A	A	A (7.8)	A (8.0)
			SBT	8.3		1		49		A		A (8.3)	
			SBR	5.9		1		49		A		A (5.9)	
		EB	EBL	1.1	0.3	0	0	9	18	A	A	A (1.1)	A (0.3)
			EBT	0.2		0		18		A		A (0.2)	
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	1.8	0.5	0	0	38	38	A	A	A (1.8)	A (0.5)
			WBT	0.2		0		20		A		A (0.2)	
			WBR	0.5		0		20		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
6	4th Ave and U St	SB	SBL	7.8	7.1	1	1	54	54	A	A	A (7.8)	A (7.1)
			SBR	6.3		1		54		A		A (6.3)	
		EB	EBL	2.4	0.3	0	0	33	33	A	A	A (2.4)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.1	0.2	0	0	0	70	A	A	A (0.1)	A (0.2)
			WBR	0.5		0		70		A		A (0.5)	
		Intersection		0.8						A		A (0.8)	
7	Archibald St and B St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	7.3	7.3	2	2	62	62	A	A	A (7.3)	A (7.3)
		Intersection		1.2						A		A (1.2)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	2	2.1	1	1	61	61	A	A	A (2.5)	A (2.1)
			NBT	2.2		1		61		A		A (2.2)	
			NBR	1.9		1		61		A		A (1.9)	
		SB	SBL	4.8	6.1	0	6	42	85	A	A	A (4.8)	A (6.1)
			SBT	6.4		6		85		A		A (6.4)	
			SBR	7.6		0		5		A		A (7.6)	
		EB	EBL	9.3	8.6	0	0	37	37	A	A	A (9.3)	A (8.6)
			EBT	8.2		0		37		A		A (8.2)	
			EBR	8.0		0		37		A		A (8.0)	
		WB	WBL	11.2	14.9	8	8	109	109	B	B	B (11.2)	B (14.9)
			WBT	18.4		8		109		C		C (18.4)	
			WBR	10.2		8		109		B		B (10.2)	
		Intersection		7.0						A		A (7.0)	
9	William Brooks and B St	NB	NBL	1	0.7	0	0	36	36	A	A	A (1.2)	A (0.7)
			NBT	0.7		0		36		A		A (0.7)	
			NBR	1.1		0		36		A		A (1.1)	
		EB	EBL	8.8	9.3	2	2	72	72	A	A	A (8.8)	A (9.3)
			EBT	9.5		2		72		A		A (9.5)	
		WB	WBT	9.7	9.7	2	2	63	63	A	A	A (9.7)	A (9.7)
		Intersection		3.1						A		A (3.1)	
10	2nd Ave and B St	NB	NBL	7	7.5	2	3	69	79	A	A	A (6.7)	A (7.5)
			NBT	7.9		3		72		A		A (7.9)	
			NBR	5.3		3		79		A		A (5.3)	
		SB	SBL	7.9	7.0	2	2	61	65	A	A	A (7.9)	A (7.0)
			SBT	7.6		2		63		A		A (7.6)	
			SBR	5.5		2		65		A		A (5.5)	
		EB	EBL	1.1	0.4	0	0	16	16	A	A	A (1.1)	A (0.4)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.7		0		0		A		A (0.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	0.8	0.2	0	0	12	12	A	A	A (0.8)	A (0.2)
			WBT	0.0		0		0		-		- (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		3.6						A		A (3.6)	
11	Cesar Chavez St and B St	NB	NBT	7.7	7.5	1	1	55	64	A	A	A (7.7)	A (7.5)
			NBR	4.8		1		64		A		A (4.8)	
		SB	SBT	7.1	6.7	1	1	47	49	A	A	A (7.1)	A (6.7)
			SBR	5.3		1		49		A		A (5.3)	
		EB	EBL	0.7	0.1	0	0	5	5	A	A	A (0.7)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.4	0.5	0	0	15	15	A	A	A (1.4)	A (0.5)
			WBT	0.4		0		0		A		A (0.4)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	6.5	2	2	64	66	A	A	A (6.0)	A (6.5)
			NBT	6.9		2		66		A		A (6.9)	
			NBR	4.7		0		28		A		A (4.7)	
		SB	SBL	5.9	6.2	2	2	59	59	A	A	A (5.9)	A (6.2)
			SBT	6.9		2		59		A		A (6.9)	
			SBR	4.9		0		26		A		A (4.9)	
		EB	EBL	5.9	6.4	1	1	58	60	A	A	A (5.9)	A (6.4)
			EBT	6.9		1		60		A		A (6.9)	
			EBR	5.1		0		26		A		A (5.1)	
		WB	WBL	8.1	8.3	2	3	77	82	A	A	A (8.1)	A (8.3)
			WBT	8.7		3		82		A		A (8.7)	
			WBR	5.6		0		55		A		A (5.6)	
		Intersection		7.0						A		A (7.0)	
13	Archibald St and C St		SBL	0.3		0		7		A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	7	7	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		7		A		A (0.6)	
		EB	EBT	9.9	9.4	1	1	70	70	A	A	A (9.9)	A (9.4)
			EBR	6.9		1		69		A		A (6.9)	
		WB	WBL	6.4	6.9	2	2	66	67	A	A	A (6.4)	A (6.9)
			WBT	7.9		2		67		A		A (7.9)	
		Intersection		1.3						A		A (1.3)	
14	Main St and C St	NB	NBL	1	0.3	0	0	21	21	A	A	A (0.9)	A (0.3)
			NBT	0.0		0		6		A		A (0.0)	
			NBR	0.6		0		3		A		A (0.6)	
		SB	SBL	1.7	0.5	0	0	39	39	A	A	A (1.7)	A (0.5)
			SBT	0.1		0		21		A		A (0.1)	
			SBR	0.6		0		2		A		A (0.6)	
		EB	EBL	9.0	8.3	1	1	59	59	A	A	A (9.0)	A (8.3)
			EBT	9.0		1		59		A		A (9.0)	
			EBR	6.6		1		59		A		A (6.6)	
		WB	WBL	8.9	9.4	2	2	65	65	A	A	A (8.9)	A (9.4)
			WBT	10.1		2		65		B		B (10.1)	
			WBR	7.2		2		65		A		A (7.2)	
		Intersection		1.9						A		A (1.9)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.2)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	7.6	8.7	3	4	87	87	A	A	A (7.6)	A (8.7)
			EBT	9.1		4		86		A		A (9.1)	
		WB	WBT	8.5	7.3	4	4	88	88	A	A	A (8.5)	A (7.3)
			WBR	5.9		4		86		A		A (5.9)	
		Intersection		2.9						A		A (2.9)	
16	Cesar Chavez St and C St		NBL	8		1		52		A		A (8.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.9	7.8	1	1	51	53	A	A	A (7.9)	A (7.8)
			NBR	6.2		1		53		A		A (6.2)	
		SB	SBL	5.5	7.0	1	1	45	56	A	A	A (5.5)	A (7.0)
			SBT	7.6		1		46		A		A (7.6)	
			SBR	5.6		1		56		A		A (5.6)	
		EB	EBL	1.2	0.1	0	0	8	8	A	A	A (1.2)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.0	0.1	0	0	3	3	A	A	A (1.0)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		1.9						A		A (1.9)	
17	4th Ave and C St	NB	NBL	6	6.1	1	2	63	67	A	A	A (6.0)	A (6.1)
			NBT	7.2		2		67		A		A (7.2)	
			NBR	4.7		0		29		A		A (4.7)	
		SB	SBL	6.3	6.6	2	2	67	69	A	A	A (6.3)	A (6.6)
			SBT	7.1		2		69		A		A (7.1)	
			SBR	5.4		0		29		A		A (5.4)	
		EB	EBL	6.4	7.0	2	5	73	105	A	A	A (6.4)	A (7.0)
			EBT	7.1		5		105		A		A (7.1)	
			EBR	4.7		0		33		A		A (4.7)	
		WB	WBL	6.9	7.3	6	6	111	111	A	A	A (6.9)	A (7.3)
			WBT	7.7		6		110		A		A (7.7)	
			WBR	5.9		0		59		A		A (5.9)	
		Intersection		6.9						A		A (6.9)	
18	Archibald St and D St	SB	SBL	0.4	0.1	0	0	2	2	A	A	A (0.4)	A (0.1)
			SBT	0.0		0		2		A		A (0.0)	
		WB	WBL	6.6	6.6	4	4	82	82	A	A	A (6.6)	A (6.6)
		Intersection		1.8						A		A (1.8)	
19	Main St and D St Roundabout	NB	NBL	1	1.1	0	0	51	51	A	A	A (1.1)	A (1.1)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	1.1	1.1	0	0	51	51	A	A	A (1.1)	A (1.1)
		SB	SBT	2.4	2.4	1	1	97	97	A	A	A (2.4)	A (2.4)
			SBR	2.3		1		97		A		A (2.3)	
		EB	EBL	3.4	3.5	0	0	41	41	A	A	A (3.4)	A (3.5)
			EBR	3.6		0		41		A		A (3.6)	
		WB	WBL	1.5	0.4	0	0	38	38	A	A	A (1.5)	A (0.4)
			WBT	1.8		0		38		A		A (1.8)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		1.1						A		A (1.1)	
20	1st Ave and D St	NB	NBL	0	0.4	0	6	0	129	A	A	A (0.2)	A (0.4)
			NBR	0.7		6		129		A		A (0.7)	
		SB	SBL	9.0	6.2	2	2	72	72	A	A	A (9.0)	A (6.2)
			SBR	5.4		2		72		A		A (5.4)	
		WB	WBT	7.3	7.1	3	3	67	67	A	A	A (7.3)	A (7.1)
			WBR	5.6		3		67		A		A (5.6)	
		Intersection		2.6						A		A (2.6)	
21	2nd Ave and D St	NB	NBL	8	8.4	3	4	74	83	A	A	A (8.1)	A (8.4)
			NBT	8.6		4		75		A		A (8.6)	
			NBR	5.5		4		83		A		A (5.5)	
		SB	SBL	10.0	9.3	1	1	47	49	A	A	A (10.0)	A (9.3)
			SBT	9.7		1		48		A		A (9.7)	
			SBR	6.5		1		49		A		A (6.5)	
		EB	EBL	1.8	0.3	0	0	33	33	A	A	A (1.8)	A (0.3)
			EBT	0.1		0		2		A		A (0.1)	
			EBR	0.5		0		2		A		A (0.5)	
		WB	WBL	1.3	0.2	0	0	32	32	A	A	A (1.3)	A (0.2)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		2.7						A		A (2.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	8.2	8.1	1	1	56	62	A	A	A (8.2)	A (8.1)
			NBR	4.8		1		62		A		A (4.8)	
		SB	SBL	6.5	8.0	1	1	51	52	A	A	A (6.5)	A (8.0)
			SBT	8.4		1		52		A		A (8.4)	
			SBR	6.5		1		51		A		A (6.5)	
		EB	EBL	0.5	0.1	0	0	17	17	A	A	A (0.5)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.7	0.4	0	0	5	36	A	A	A (0.7)	A (0.4)
			WBT	0.4		0		36		A		A (0.4)	
			WBR	0.4		0		2		A		A (0.4)	
		Intersection		1.8						A		A (1.8)	
23	4th Ave and D St	NB	NBL	6	6.8	1	2	67	70	A	A	A (6.3)	A (6.8)
			NBT	7.7		2		70		A		A (7.7)	
			NBR	5.0		0		49		A		A (5.0)	
		SB	SBL	6.2	6.5	3	3	73	74	A	A	A (6.2)	A (6.5)
			SBT	7.3		3		74		A		A (7.3)	
			SBR	5.2		0		12		A		A (5.2)	
		EB	EBL	7.3	7.2	4	4	80	84	A	A	A (7.3)	A (7.2)
			EBT	7.3		4		84		A		A (7.3)	
			EBR	5.4		0		50		A		A (5.4)	
		WB	WBL	8.5	8.5	11	11	147	147	A	A	A (8.5)	A (8.5)
			WBT	8.8		11		147		A		A (8.8)	
			WBR	6.8		2		99		A		A (6.8)	
		Intersection		7.5						A		A (7.5)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	11	10.9	5	6	84	84	B	B	B (10.7)	B (10.9)
			NBT	12.3		6		84		B		B (12.3)	
			NBR	6.1		1		52		A		A (6.1)	
			SBL	9.4		1		68		A		A (9.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	11.7	8.9	1	1	68	68	B	A	B (11.7)	A (8.9)
			SBR	7.3		1		68		A		A (7.3)	
		EB	EBL	2.0	0.2	0	0	7	7	A	A	A (2.0)	A (0.2)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	2.5	1.2	1	1	88	88	A	A	A (2.5)	A (1.2)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.6						A		A (2.6)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	17	20.2	5	27	92	167	B	C	B (16.9)	C (20.2)
			NBT	21.8		27		167		C		C (21.8)	
			NBR	15.1		24		167		B		B (15.1)	
		SB	SBL	18.4	18.7	9	24	131	192	B	B	B (18.4)	B (18.7)
			SBT	20.5		24		186		C		C (20.5)	
			SBR	13.7		23		192		B		B (13.7)	
		EB	EBL	16.2	17.4	5	26	127	253	B	B	B (16.2)	B (17.4)
			EBT	21.3		26		253		C		C (21.3)	
			EBR	4.4		0		23		A		A (4.4)	
		WB	WBL	17.4	14.8	11	22	149	184	B	B	B (17.4)	B (14.8)
			WBT	20.3		22		184		C		C (20.3)	
			WBR	4.6		0		38		A		A (4.6)	
		Intersection		17.8						B		B (17.8)	
26	1st St and Cesar Chavez Blvd	NB	NBL	9	7.2	0	0	42	42	A	A	A (8.9)	A (7.2)
			NBR	7.1		0		42		A		A (7.1)	
		EB	EBT	0.2	0.2	0	1	4	69	A	A	A (0.2)	A (0.2)
			EBR	0.4		1		69		A		A (0.4)	
		WB	WBL	2.1	0.1	0	0	28	28	A	A	A (2.1)	A (0.1)
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.3						A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	11	9.9	2	2	61	62	B	A	B (11.2)	A (9.9)
			NBR	8.4		2		62		A		A (8.4)	
		EB	EBT	0.1	0.1	0	0	0	0	A	A	A (0.1)	A (0.1)
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	3.1	0.4	0	0	28	28	A	A	A (3.1)	A (0.4)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.9						A		A (0.9)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	16	15.6	7	9	99	106	C	C	C (16.3)	C (15.6)
			NBT	16.4		8		101		C		C (16.4)	
			NBR	14.6		9		106		B		B (14.6)	
		SB	SBL	11.0	10.7	11	11	167	168	B	B	B (11.0)	B (10.7)
			SBT	11.0		11		168		B		B (11.0)	
			SBR	10.1		6		116		B		B (10.1)	
		EB	EBL	10.2	11.8	2	31	71	229	B	B	B (10.2)	B (11.8)
			EBT	12.2		31		229		B		B (12.2)	
			EBR	10.8		6		161		B		B (10.8)	
		WB	WBL	12.7	15.8	3	52	73	362	B	C	B (12.7)	C (15.8)
			WBT	17.2		52		362		C		C (17.2)	
			WBR	11.4		6		240		B		B (11.4)	
		Intersection		13.8						B		B (13.8)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	10.4	8.7	1	4	67	91	B	A	B (10.4)	A (8.7)
			NBR	8.3		4		91		A		A (8.3)	
		EB	EBT	0.7	0.7	0	0	49	49	A	A	A (0.7)	A (0.7)
			EBR	0.6		0		49		A		A (0.6)	
		WB	WBL	2.8	0.8	1	1	71	71	A	A	A (2.8)	A (0.8)
			WBT	0.1		0		10		A		A (0.1)	
		Intersection		1.7						A		A (1.7)	

Existing PM LOS and Queue Results

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	37.0		54		340		D		D (37.0)	
		SB	SBT	40.7	35.2	54	54	340	340	D	D	D (40.7)	D (35.2)
			SBR	14.2		48		340		B		B (14.2)	
		EB	EBR	36.1	35.7	1	1	43	43	D	D	D (36.1)	D (35.7)
		WB	WBT	20.2	20.2	1	1	43	43	C	C	C (20.2)	C (20.2)
		Intersection		34.9						C		C (34.9)	
2	Main St and U St Roundabout EB 1	NB	NBR	12.3	12.3	18	18	183	183	B	B	B (12.3)	B (12.3)
		SB	SBL	36.4	36.2	29	29	271	271	E	E	E (36.4)	E (36.2)
			SBR	15.2		29		271		C		C (15.2)	
			SBU	36.7		29		271		E		E (36.7)	
		EB	EBL	123.5	93.3	38	38	325	325	F	F	F (123.5)	F (93.3)
			EBT	48.1		38		325		E		E (48.1)	
		WB	WBT	12.3	10.1	8	8	165	165	B	B	B (12.3)	B (10.1)
			WBR	8.0		8		165		A		A (8.0)	
			WBU	25.5		8		165		D		D (25.5)	
		Intersection		20.0						B		B (20.0)	
3	William Brooks and U St	NB	NBL	2	0.4	20	20	113	113	A	A	A (2.4)	A (0.4)
			NBT	0.1		20		113		A		A (0.1)	
			NBR	1.8		20		113		A		A (1.8)	
		EB	EBL	55.7	55.7	120	120	515	515	F	F	F (55.7)	F (55.7)
			EBT	55.7		120		515		F		F (55.7)	
		WB	WBT	45.5	43.3	108	108	330	330	E	E	E (45.5)	E (43.3)
			WBR	40.6		108		330		E		E (40.6)	
		Intersection		34.2						C		C (34.2)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	10.7	11.1	3	3	75	75	B	B	B (10.7)	B (11.1)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	11.3	11.1	3	3	75	75	B	B	B (11.3)	B (11.1)
		EB	EBL	4.1	0.4	0	0	40	40	A	A	A (4.1)	A (0.4)
			EBT	0.3		0		36		A		A (0.3)	
		WB	WBT	10.4	10.1	23	23	242	242	B	B	B (10.4)	B (10.1)
			WBR	7.4		22		240		A		A (7.4)	
		Intersection		7.6						A		A (7.6)	
5	Cesar Chavez St and U St	NB	NBL	13	10.7	10	11	113	119	B	B	B (12.5)	B (10.7)
			NBT	11.3		10		114		B		B (11.3)	
			NBR	7.9		11		119		A		A (7.9)	
		SB	SBL	11.8	10.9	2	2	68	68	B	B	B (11.8)	B (10.9)
			SBT	11.4		2		68		B		B (11.4)	
			SBR	9.1		2		68		A		A (9.1)	
		EB	EBL	1.7	0.2	0	0	18	18	A	A	A (1.7)	A (0.2)
			EBT	0.1		0		18		A		A (0.1)	
			EBR	0.8		0		18		A		A (0.8)	
		WB	WBL	2.5	2.1	0	4	55	106	A	A	A (2.5)	A (2.1)
			WBT	2.1		4		106		A		A (2.1)	
			WBR	1.7		4		106		A		A (1.7)	
		Intersection		3.6						A		A (3.6)	
6	4th Ave and U St	SB	SBL	9.7	9.0	6	6	100	100	A	A	A (9.7)	A (9.0)
			SBR	8.4		6		100		A		A (8.4)	
		EB	EBL	3.6	0.5	0	0	30	30	A	A	A (3.6)	A (0.5)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.5	0.5	0	1	16	82	A	A	A (0.5)	A (0.5)
			WBR	0.5		1		82		A		A (0.5)	
		Intersection		2.1						A		A (2.1)	
7	Archibald St and B St	SB	SBL	1.0	0.5	1	1	32	32	A	A	A (1.0)	A (0.5)
			SBT	0.5		1		32		A		A (0.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	14.3	14.3	5	5	81	81	B	B	B (14.3)	B (14.3)
		Intersection		1.5						A		A (1.5)	
8	Main St and B St	NB	NBL	52	42.8	149	149	557	557	F	E	F (52.1)	E (42.8)
			NBT	42.4		149		557		E		E (42.4)	
			NBR	40.5		149		557		E		E (40.5)	
		SB	SBL	12.3	13.5	12	27	257	339	B	B	B (12.3)	B (13.5)
			SBT	14.7		27		339		B		B (14.7)	
			SBR	6.1		0		29		A		A (6.1)	
		EB	EBL	32.3	25.8	6	6	89	89	E	D	E (32.3)	D (25.8)
			EBT	28.1		6		89		D		D (28.1)	
			EBR	20.6		6		89		C		C (20.6)	
		WB	WBL	29.6	27.0	15	15	130	130	D	D	D (29.6)	D (27.0)
			WBT	32.3		15		130		E		E (32.3)	
			WBR	22.2		15		130		C		C (22.2)	
		Intersection		28.2						C		C (28.2)	
9	William Brooks and B St	NB	NBL	2	1.0	1	1	57	57	A	A	A (1.7)	A (1.0)
			NBT	0.9		1		57		A		A (0.9)	
			NBR	1.0		1		57		A		A (1.0)	
		EB	EBL	20.1	19.3	20	20	194	194	C	C	C (20.1)	C (19.3)
			EBT	18.9		20		194		C		C (18.9)	
		WB	WBT	13.6	13.6	8	8	111	111	B	B	B (13.6)	B (13.6)
		Intersection		7.2						A		A (7.2)	
10	2nd Ave and B St	NB	NBL	12	12.5	12	14	171	180	B	B	B (11.7)	B (12.5)
			NBT	13.0		14		173		B		B (13.0)	
			NBR	9.8		14		180		A		A (9.8)	
		SB	SBL	8.6	8.5	3	3	75	79	A	A	A (8.6)	A (8.5)
			SBT	9.5		3		77		A		A (9.5)	
			SBR	6.5		3		79		A		A (6.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.5	0.4	0	0	38	38	A	A	A (2.5)	A (0.4)
			EBT	0.2		0		7		A		A (0.2)	
			EBR	0.6		0		7		A		A (0.6)	
		WB	WBL	1.6	0.4	0	0	42	42	A	A	A (1.6)	A (0.4)
			WBT	0.1		0		15		A		A (0.1)	
			WBR	0.6		0		15		A		A (0.6)	
		Intersection		5.2						A		A (5.2)	
11	Cesar Chavez St and B St	NB	NBT	8.4	7.6	2	3	72	80	A	A	A (8.4)	A (7.6)
			NBR	6.4		3		80		A		A (6.4)	
		SB	SBT	8.6	7.8	2	2	63	64	A	A	A (8.6)	A (7.8)
			SBR	5.9		2		64		A		A (5.9)	
		EB	EBL	3.3	0.2	0	0	28	28	A	A	A (3.3)	A (0.2)
			EBT	0.1		0		9		A		A (0.1)	
			EBR	0.4		0		9		A		A (0.4)	
		WB	WBL	1.3	0.3	0	0	2	2	A	A	A (1.3)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		2.2						A		A (2.2)	
12	4th Ave and B St	NB	NBL	7	6.5	3	3	66	68	A	A	A (6.8)	A (6.5)
			NBT	7.2		3		68		A		A (7.2)	
			NBR	5.3		0		43		A		A (5.3)	
		SB	SBL	6.5	6.7	5	5	86	87	A	A	A (6.5)	A (6.7)
			SBT	7.8		5		87		A		A (7.8)	
			SBR	5.5		0		61		A		A (5.5)	
		EB	EBL	6.7	6.9	5	5	79	82	A	A	A (6.7)	A (6.9)
			EBT	7.6		5		82		A		A (7.6)	
			EBR	5.5		1		56		A		A (5.5)	
			WBL	7.1		3		82		A		A (7.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	8.9	8.2	3	3	88	88	A	A	A (8.9)	A (8.2)
			WBR	5.6		0		61		A		A (5.6)	
		Intersection		7.0						A		A (7.0)	
13	Archibald St and C St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
			SBR	0.5		0		0		A		A (0.5)	
		EB	EBT	15.8	15.1	3	3	82	82	C	C	C (15.8)	C (15.1)
			EBR	6.9		2		80		A		A (6.9)	
		WB	WBL	11.7	12.2	7	7	102	103	B	B	B (11.7)	B (12.2)
			WBT	15.3		7		103		C		C (15.3)	
		Intersection		2.1						A		A (2.1)	
14	Main St and C St	NB	NBL	6	1.5	2	2	88	88	A	A	A (6.1)	A (1.5)
			NBT	0.3		0		58		A		A (0.3)	
			NBR	0.9		0		27		A		A (0.9)	
		SB	SBL	6.3	2.0	3	3	117	117	A	A	A (6.3)	A (2.0)
			SBT	0.6		1		62		A		A (0.6)	
			SBR	2.3		0		21		A		A (2.3)	
		EB	EBL	24.5	24.9	6	6	82	82	C	C	C (24.5)	C (24.9)
			EBT	28.7		6		82		D		D (28.7)	
			EBR	17.3		6		82		C		C (17.3)	
		WB	WBL	92.4	95.6	115	115	310	310	F	F	F (92.4)	F (95.6)
			WBT	100.2		115		310		F		F (100.2)	
			WBR	86.6		115		310		F		F (86.6)	
		Intersection		17.1						B		B (17.1)	
15	William Brooks and C St	NB	NBL	4	0.4	0	0	11	11	A	A	A (3.6)	A (0.4)
			NBT	0.0		0		11		A		A (0.0)	
			NBR	0.4		0		11		A		A (0.4)	
		EB	EBL	15.5	17.0	21	21	181	181	C	C	C (15.5)	C (17.0)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	17.5	17.6	21	21	180	181	C	C	C (17.5)	C (17.6)
		WB	WBT	31.3	28.7	46	46	243	243	D	D	D (31.3)	D (28.7)
			WBR	24.1		45		242		C		C (24.1)	
		Intersection		11.1						B		B (11.1)	
16	Cesar Chavez St and C St	NB	NBL	9	9.1	1	1	57	59	A	A	A (8.8)	A (9.1)
			NBT	9.3		1		57		A		A (9.3)	
			NBR	7.3		1		59		A		A (7.3)	
		SB	SBL	9.0	9.0	2	2	54	65	A	A	A (9.0)	A (9.0)
			SBT	9.3		2		56		A		A (9.3)	
			SBR	6.6		2		65		A		A (6.6)	
		EB	EBL	1.4	0.1	0	0	17	17	A	A	A (1.4)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.7	0.5	0	0	36	36	A	A	A (1.7)	A (0.5)
			WBT	0.4		0		21		A		A (0.4)	
			WBR	-		-		-		-		- (-)	
		Intersection		1.9						A		A (1.9)	
17	4th Ave and C St	NB	NBL	8	7.1	2	2	68	72	A	A	A (8.3)	A (7.1)
			NBT	8.1		2		72		A		A (8.1)	
			NBR	4.9		0		35		A		A (4.9)	
		SB	SBL	7.1	7.8	5	6	86	88	A	A	A (7.1)	A (7.8)
			SBT	8.3		6		88		A		A (8.3)	
			SBR	6.1		1		63		A		A (6.1)	
		EB	EBL	7.6	7.2	5	11	79	112	A	A	A (7.6)	A (7.2)
			EBT	7.4		11		112		A		A (7.4)	
			EBR	5.4		0		51		A		A (5.4)	
		WB	WBL	10.5	10.2	21	21	184	184	B	B	B (10.5)	B (10.2)
			WBT	10.8		21		183		B		B (10.8)	
			WBR	8.0		5		133		A		A (8.0)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		8.5						A		A (8.5)	
18	Archibald St and D St	SB	SBL	0.6	0.2	0	0	15	15	A	A	A (0.6)	A (0.2)
			SBT	0.1		0		15		A		A (0.1)	
		WB	WBL	10.6	10.6	11	11	140	140	B	B	B (10.6)	B (10.6)
		Intersection		2.2						A		A (2.2)	
19	Main St and D St Roundabout	NB	NBL	4	4.6	6	6	169	169	A	A	A (4.4)	A (4.6)
			NBT	4.6		6		169		A		A (4.6)	
		SB	SBT	15.9	15.9	44	44	468	468	C	C	C (15.9)	C (15.9)
			SBR	16.4		44		468		C		C (16.4)	
		EB	EBL	10.5	10.5	1	1	66	66	B	B	B (10.5)	B (10.5)
			EBR	10.3		1		66		B		B (10.3)	
		WB	WBL	6.7	2.0	3	3	111	111	A	A	A (6.7)	A (2.0)
			WBT	7.2		3		111		A		A (7.2)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		7.0						A		A (7.0)	
20	1st Ave and D St	NB	NBL	0	0.4	0	12	0	143	A	A	A (0.2)	A (0.4)
			NBR	0.7		12		143		A		A (0.7)	
		SB	SBL	9.5	7.0	4	4	86	86	A	A	A (9.5)	A (7.0)
			SBR	6.4		4		86		A		A (6.4)	
		WB	WBT	9.3	9.0	8	8	117	117	A	A	A (9.3)	A (9.0)
			WBR	6.4		8		117		A		A (6.4)	
		Intersection		3.4						A		A (3.4)	
21	2nd Ave and D St	NB	NBL	10	10.4	11	13	110	119	B	B	B (10.1)	B (10.4)
			NBT	11.5		11		111		B		B (11.5)	
			NBR	8.2		13		119		A		A (8.2)	
		SB	SBL	10.7	9.8	2	2	61	63	B	A	B (10.7)	A (9.8)
			SBT	10.1		2		62		B		B (10.1)	
			SBR	7.5		1		63		A		A (7.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.6	0.3	0	0	36	36	A	A	A (1.6)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.8	0.5	0	0	34	34	A	A	A (1.8)	A (0.5)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		4.5						A		A (4.5)	
22	Cesar Chavez St and D St	NB	NBT	9.1	8.5	1	1	49	54	A	A	A (9.1)	A (8.5)
			NBR	6.2		1		54		A		A (6.2)	
		SB	SBL	8.8	9.1	2	3	70	71	A	A	A (8.8)	A (9.1)
			SBT	9.4		3		71		A		A (9.4)	
			SBR	8.8		2		70		A		A (8.8)	
		EB	EBL	0.7	0.1	0	0	21	21	A	A	A (0.7)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.7	0.7	0	0	30	51	A	A	A (1.7)	A (0.7)
			WBT	0.6		0		51		A		A (0.6)	
			WBR	0.5		0		7		A		A (0.5)	
		Intersection		2.3						A		A (2.3)	
23	4th Ave and D St	NB	NBL	9	7.7	3	4	77	80	A	A	A (8.9)	A (7.7)
			NBT	8.7		4		80		A		A (8.7)	
			NBR	5.5		0		61		A		A (5.5)	
		SB	SBL	9.1	9.2	11	11	126	127	A	A	A (9.1)	A (9.2)
			SBT	9.6		11		127		A		A (9.6)	
			SBR	7.4		3		98		A		A (7.4)	
		EB	EBL	8.2	8.1	8	9	107	111	A	A	A (8.2)	A (8.1)
			EBT	8.2		9		111		A		A (8.2)	
			EBR	6.2		1		83		A		A (6.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	11.4	10.3	18	18	169	169	B	B	B (11.4)	B (10.3)
			WBT	10.7		18		169		B		B (10.7)	
			WBR	8.2		4		120		A		A (8.2)	
		Intersection		9.1						A		A (9.1)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	11	8.2	3	7	77	91	B	A	B (10.7)	A (8.2)
			NBT	13.1		3		77		B		B (13.1)	
			NBR	7.1		7		91		A		A (7.1)	
		SB	SBL	13.4	11.3	1	1	63	63	B	B	B (13.4)	B (11.3)
			SBT	12.1		1		63		B		B (12.1)	
			SBR	7.5		1		63		A		A (7.5)	
		EB	EBL	3.2	0.5	0	0	26	26	A	A	A (3.2)	A (0.5)
			EBT	0.4		0		0		A		A (0.4)	
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	2.5	0.9	1	1	61	61	A	A	A (2.5)	A (0.9)
			WBT	0.2		0		0		A		A (0.2)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.8						A		A (2.8)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	30	24.8	25	51	232	280	C	C	C (29.8)	C (24.8)
			NBT	23.8		51		280		C		C (23.8)	
			NBR	20.4		49		280		C		C (20.4)	
		SB	SBL	33.1	32.8	28	125	432	551	C	C	C (33.1)	C (32.8)
			SBT	33.0		122		545		C		C (33.0)	
			SBR	31.1		125		551		C		C (31.1)	
		EB	EBL	25.1	23.3	23	62	265	279	C	C	C (25.1)	C (23.3)
			EBT	27.7		62		279		C		C (27.7)	
			EBR	9.7		4		101		A		A (9.7)	
		WB	WBL	26.9	21.1	26	34	208	228	C	C	C (26.9)	C (21.1)
			WBT	25.8		34		228		C		C (25.8)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	5.7		1		70		A		A (5.7)	
		Intersection		26.9						C		C (26.9)	
26	1st St and Cesar Chavez Blvd	NB	NBL	15	11.9	1	1	46	46	C	B	C (15.3)	B (11.9)
			NBR	9.1		1		46		A		A (9.1)	
		EB	EBT	0.4	0.4	0	3	7	100	A	A	A (0.4)	A (0.4)
			EBR	0.6		3		100		A		A (0.6)	
		WB	WBL	4.4	0.4	1	1	60	60	A	A	A (4.4)	A (0.4)
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.6						A		A (0.6)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	13	11.5	2	2	68	69	B	B	B (13.3)	B (11.5)
			NBR	10.0		2		69		B		B (10.0)	
		EB	EBT	1.4	1.3	1	1	37	37	A	A	A (1.4)	A (1.3)
			EBR	1.0		1		37		A		A (1.0)	
		WB	WBL	3.4	0.4	0	0	26	26	A	A	A (3.4)	A (0.4)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		1.2						A		A (1.2)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	34	28.3	45	48	295	300	E	D	E (33.6)	D (28.3)
			NBT	29.9		46		296		D		D (29.9)	
			NBR	26.1		48		300		D		D (26.1)	
		SB	SBL	15.7	13.3	25	42	254	292	C	B	C (15.7)	B (13.3)
			SBT	13.6		42		292		B		B (13.6)	
			SBR	11.1		6		147		B		B (11.1)	
		EB	EBL	28.3	21.3	8	67	124	359	D	C	D (28.3)	C (21.3)
			EBT	20.7		67		359		C		C (20.7)	
			EBR	17.2		30		294		C		C (17.2)	
		WB	WBL	23.8	27.3	9	123	141	579	C	D	C (23.8)	D (27.3)
			WBT	28.4		123		579		D		D (28.4)	
			WBR	20.8		10		363		C		C (20.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		22.8						C		C (22.8)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	15.4	23.1	4	32	90	245	C	C	C (15.4)	C (23.1)
			NBR	25.1		32		245		D		D (25.1)	
		EB	EBT	5.6	5.3	7	7	302	302	A	A	A (5.6)	A (5.3)
			EBR	3.5		7		302		A		A (3.5)	
		WB	WBL	6.3	3.0	9	9	238	238	A	A	A (6.3)	A (3.0)
			WBT	0.4		2		190		A		A (0.4)	
		Intersection		8.1						A		A (8.1)	

Future Build Year Baseline AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.4		17		126		B		B (12.4)	
		SB	SBT	12.1	11.3	17	17	126	126	B	B	B (12.1)	B (11.3)
			SBR	5.7		8		125		A		A (5.7)	
		EB	EBR	8.5	8.9	0	0	29	29	A	A	A (8.5)	A (8.9)
		WB	WBT	9.3	9.3	2	2	63	63	A	A	A (9.3)	A (9.3)
		Intersection		11.0						B		B (11.0)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.8	2.7	1	1	83	83	A	A	A (2.8)	A (2.7)
			SBR	1.8		1		83		A		A (1.8)	
			SBU	3.1		1		83		A		A (3.1)	
		EB	EBL	2.4	2.0	0	0	49	49	A	A	A (2.4)	A (2.0)
			EBT	1.5		0		49		A		A (1.5)	
		WB	WBT	1.3	1.8	0	0	41	41	A	A	A (1.3)	A (1.8)
			WBR	2.3		0		41		A		A (2.3)	
			WBU	1.6		0		41		A		A (1.6)	
		Intersection		2.1						A		A (2.1)	
3	William Brooks and U St	NB	NBL	18	16.9	25	25	156	156	C	C	C (17.9)	C (16.9)
			NBT	16.1		25		156		C		C (16.1)	
			NBR	19.4		25		156		C		C (19.4)	
		EB	EBL	10.9	11.4	3	3	78	78	B	B	B (10.9)	B (11.4)
			EBT	11.8		3		78		B		B (11.8)	
		WB	WBT	13.0	12.0	10	10	137	137	B	B	B (13.0)	B (12.0)
			WBR	10.8		10		137		B		B (10.8)	
		Intersection		14.7						B		B (14.7)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	7.5	6.8	1	1	55	55	A	A	A (7.5)	A (6.8)
			SBR	6.5		1		55		A		A (6.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.6	0.2	0	2	29	115	A	A	A (1.6)	A (0.2)
			EBT	0.2		2		115		A		A (0.2)	
		WB	WBT	0.2	0.3	0	0	32	32	A	A	A (0.2)	A (0.3)
			WBR	0.6		0		32		A		A (0.6)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	6	6.5	3	4	87	97	A	A	A (6.4)	A (6.5)
			NBT	7.3		4		91		A		A (7.3)	
			NBR	6.4		4		97		A		A (6.4)	
		SB	SBL	6.7	7.9	1	1	55	55	A	A	A (6.7)	A (7.9)
			SBT	8.6		1		55		A		A (8.6)	
			SBR	5.5		1		55		A		A (5.5)	
		EB	EBL	1.5	0.3	0	0	6	19	A	A	A (1.5)	A (0.3)
			EBT	0.2		0		19		A		A (0.2)	
			EBR	0.6		0		19		A		A (0.6)	
		WB	WBL	1.7	0.5	0	0	60	60	A	A	A (1.7)	A (0.5)
			WBT	0.2		0		21		A		A (0.2)	
			WBR	0.5		0		21		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
6	4th Ave and U St	SB	SBL	7.7	7.1	1	1	57	57	A	A	A (7.7)	A (7.1)
			SBR	6.5		1		57		A		A (6.5)	
		EB	EBL	2.2	0.3	0	0	32	32	A	A	A (2.2)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.1	0.2	0	0	0	70	A	A	A (0.1)	A (0.2)
			WBR	0.5		0		70		A		A (0.5)	
		Intersection		0.8						A		A (0.8)	
7	Archibald St and B St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	7.4	7.4	2	2	68	68	A	A	A (7.4)	A (7.4)
		Intersection		1.0						A		A (1.0)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	2	0.8	0	0	28	28	A	A	A (1.6)	A (0.8)
			NBT	0.6		0		28		A		A (0.6)	
			NBR	1.4		0		28		A		A (1.4)	
		SB	SBL	1.2	0.6	0	0	30	30	A	A	A (1.2)	A (0.6)
			SBT	0.4		0		25		A		A (0.4)	
			SBR	0.4		0		0		A		A (0.4)	
		EB	EBL	8.2	6.9	0	0	37	37	A	A	A (8.2)	A (6.9)
			EBT	7.5		0		37		A		A (7.5)	
			EBR	5.8		0		37		A		A (5.8)	
		WB	WBL	9.5	9.6	4	4	83	83	A	A	A (9.5)	A (9.6)
			WBT	10.6		4		83		B		B (10.6)	
			WBR	7.1		4		83		A		A (7.1)	
		Intersection		3.0						A		A (3.0)	
9	William Brooks and B St	NB	NBL	2	0.9	1	1	53	53	A	A	A (1.5)	A (0.9)
			NBT	0.9		1		53		A		A (0.9)	
			NBR	1.4		1		53		A		A (1.4)	
		EB	EBL	8.0	9.3	2	2	67	67	A	A	A (8.0)	A (9.3)
			EBT	9.9		2		67		A		A (9.9)	
		WB	WBT	9.6	9.6	2	2	70	70	A	A	A (9.6)	A (9.6)
		Intersection		2.9						A		A (2.9)	
10	2nd Ave and B St	NB	NBL	7	7.6	2	3	85	94	A	A	A (7.2)	A (7.6)
			NBT	8.2		2		87		A		A (8.2)	
			NBR	5.4		3		94		A		A (5.4)	
		SB	SBL	6.7	6.9	2	2	63	67	A	A	A (6.7)	A (6.9)
			SBT	7.5		2		65		A		A (7.5)	
			SBR	5.3		2		67		A		A (5.3)	
		EB	EBL	1.1	0.4	0	0	24	24	A	A	A (1.1)	A (0.4)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.6		0		3		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	0.7	0.2	0	0	5	5	A	A	A (0.7)	A (0.2)
			WBT	0.0		0		0		-		- (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		3.4						A		A (3.4)	
11	Cesar Chavez St and B St	NB	NBT	7.3	7.1	1	1	57	66	A	A	A (7.3)	A (7.1)
			NBR	5.2		1		66		A		A (5.2)	
		SB	SBT	7.4	6.9	1	1	53	55	A	A	A (7.4)	A (6.9)
			SBR	4.8		1		55		A		A (4.8)	
		EB	EBL	0.8	0.1	0	0	5	5	A	A	A (0.8)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.7	0.4	0	0	8	8	A	A	Updated	
			WBT	0.4		0		2		A			
			WBR	0.5		0		2		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	6.7	2	2	69	71	A	A	A (5.8)	A (6.7)
			NBT	7.3		2		71		A		A (7.3)	
			NBR	4.8		0		37		A		A (4.8)	
		SB	SBL	5.8	6.1	2	2	56	57	A	A	A (5.8)	A (6.1)
			SBT	6.8		2		57		A		A (6.8)	
			SBR	4.9		0		19		A		A (4.9)	
		EB	EBL	6.0	6.4	1	1	53	56	A	A	A (6.0)	A (6.4)
			EBT	6.9		1		56		A		A (6.9)	
			EBR	4.9		0		15		A		A (4.9)	
		WB	WBL	7.1	8.1	2	3	76	82	A	A	A (7.1)	A (8.1)
			WBT	8.5		3		82		A		A (8.5)	
			WBR	5.5		0		54		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.4		0		0		A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	10.9	10.2	1	1	63	63	B	B	B (10.9)	B (10.2)
			EBR	6.3		1		61		A		A (6.3)	
		WB	WBL	6.1	7.1	1	1	51	52	A	A	A (6.1)	A (7.1)
			WBT	7.6		1		52		A		A (7.6)	
		Intersection		0.8						A		A (0.8)	
14	Main St and C St	NB	NBL	1	0.3	0	0	27	27	A	A	A (1.2)	A (0.3)
			NBT	0.1		0		5		A		A (0.1)	
			NBR	0.6		0		3		A		A (0.6)	
		SB	SBL	1.8	0.5	0	0	45	45	A	A	A (1.8)	A (0.5)
			SBT	0.1		0		9		A		A (0.1)	
			SBR	0.8		0		2		A		A (0.8)	
		EB	EBL	7.0	8.0	1	1	47	47	A	A	A (7.0)	A (8.0)
			EBT	10.8		1		47		B		B (10.8)	
			EBR	6.2		1		47		A		A (6.2)	
		WB	WBL	8.4	8.0	1	1	47	47	A	A	A (8.4)	A (8.0)
			WBT	9.1		1		47		A		A (9.1)	
			WBR	5.9		1		47		A		A (5.9)	
		Intersection		1.5						A		A (1.5)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	7.7	8.8	3	3	80	80	A	A	A (7.7)	A (8.8)
			EBT	9.4		3		79		A		A (9.4)	
		WB	WBT	8.6	7.3	3	3	93	93	A	A	A (8.6)	A (7.3)
			WBR	6.5		3		92		A		A (6.5)	
		Intersection		2.3						A		A (2.3)	
16	Cesar Chavez St and C St		NBL	6		1		52		A		A (5.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.4	7.1	1	1	51	53	A	A	A (7.4)	A (7.1)
			NBR	4.9		1		53		A		A (4.9)	
		SB	SBL	5.8	6.6	1	1	55	66	A	A	A (5.8)	A (6.6)
			SBT	7.1		1		57		A		A (7.1)	
			SBR	5.2		1		66		A		A (5.2)	
		EB	EBL	0.4	0.0	0	0	2	2	A	A	A (0.4)	A (0.0)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	0.3	0.1	0	0	0	0	A	A	A (0.3)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
17	4th Ave and C St	NB	NBL	6	6.3	1	2	64	68	A	A	A (6.1)	A (6.3)
			NBT	7.4		2		68		A		A (7.4)	
			NBR	4.9		0		23		A		A (4.9)	
		SB	SBL	6.1	6.6	1	2	66	68	A	A	A (6.1)	A (6.6)
			SBT	7.0		2		68		A		A (7.0)	
			SBR	5.5		0		31		A		A (5.5)	
		EB	EBL	6.4	6.9	2	4	66	98	A	A	A (6.4)	A (6.9)
			EBT	7.0		4		98		A		A (7.0)	
			EBR	5.3		0		31		A		A (5.3)	
		WB	WBL	7.3	7.2	5	5	124	124	A	A	A (7.3)	A (7.2)
			WBT	7.6		5		123		A		A (7.6)	
			WBR	5.9		0		72		A		A (5.9)	
		Intersection		6.8						A		A (6.8)	
18	Archibald St and D St	SB	SBL	0.5	0.1	0	0	18	18	A	A	A (0.5)	A (0.1)
			SBT	0.1		0		18		A		A (0.1)	
		WB	WBL	6.6	6.6	2	2	70	70	A	A	A (6.6)	A (6.6)
		Intersection		0.8						A		A (0.8)	
19	Main St and D St Roundabout	NB	NBL	1	1.1	0	0	38	38	A	A	A (0.9)	A (1.1)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	1.1	1.1	0	0	38	38	A	A	A (1.1)	A (1.1)
		SB	SBT	1.7	1.6	0	0	78	78	A	A	A (1.7)	A (1.6)
			SBR	1.6		0		78		A		A (1.6)	
		EB	EBL	3.1	3.0	0	0	35	35	A	A	A (3.1)	A (3.0)
			EBR	2.8		0		35		A		A (2.8)	
		WB	WBL	1.8	0.2	0	0	30	30	A	A	A (1.8)	A (0.2)
			WBT	1.1		0		30		A		A (1.1)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		0.8						A		A (0.8)	
20	1st Ave and D St	NB	NBL	0	0.4	0	6	12	126	A	A	A (0.3)	A (0.4)
			NBR	0.8		6		126		A		A (0.8)	
		SB	SBL	8.9	6.6	2	2	69	69	A	A	A (8.9)	A (6.6)
			SBR	5.9		2		69		A		A (5.9)	
		WB	WBT	7.3	7.0	2	2	68	68	A	A	A (7.3)	A (7.0)
			WBR	5.6		2		68		A		A (5.6)	
		Intersection		2.1						A		A (2.1)	
21	2nd Ave and D St	NB	NBL	10	8.7	3	3	69	77	A	A	A (9.9)	A (8.7)
			NBT	8.8		3		70		A		A (8.8)	
			NBR	5.5		3		77		A		A (5.5)	
		SB	SBL	6.6	8.9	1	1	50	52	A	A	A (6.6)	A (8.9)
			SBT	9.5		1		51		A		A (9.5)	
			SBR	6.1		1		52		A		A (6.1)	
		EB	EBL	1.2	0.3	0	0	26	26	A	A	A (1.2)	A (0.3)
			EBT	0.1		0		5		A		A (0.1)	
			EBR	0.5		0		5		A		A (0.5)	
		WB	WBL	1.5	0.4	0	0	36	36	A	A	A (1.5)	A (0.4)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		2.7						A		A (2.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	7.9	7.7	1	1	63	69	A	A	A (7.9)	A (7.7)
			NBR	5.4		1		69		A		A (5.4)	
		SB	SBL	6.6	7.7	1	1	64	66	A	A	A (6.6)	A (7.7)
			SBT	8.0		1		66		A		A (8.0)	
			SBR	6.6		1		64		A		A (6.6)	
		EB	EBL	0.7	0.1	0	0	30	30	A	A	A (0.7)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.3		0		0		A		A (0.3)	
		WB	WBL	2.8	0.3	0	0	8	36	A	A	A (2.8)	A (0.3)
			WBT	0.3		0		36		A		A (0.3)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
23	4th Ave and D St	NB	NBL	6	6.7	1	1	57	60	A	A	A (6.2)	A (6.7)
			NBT	7.4		1		60		A		A (7.4)	
			NBR	5.3		0		35		A		A (5.3)	
		SB	SBL	6.2	6.5	4	4	76	77	A	A	A (6.2)	A (6.5)
			SBT	7.3		4		77		A		A (7.3)	
			SBR	5.2		0		14		A		A (5.2)	
		EB	EBL	6.6	7.3	4	4	84	88	A	A	A (6.6)	A (7.3)
			EBT	7.3		4		88		A		A (7.3)	
			EBR	6.0		0		57		A		A (6.0)	
		WB	WBL	8.1	7.9	8	8	123	123	A	A	A (8.1)	A (7.9)
			WBT	8.4		8		123		A		A (8.4)	
			WBR	6.2		1		75		A		A (6.2)	
		Intersection		7.2						A		A (7.2)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	8	9.3	7	7	113	113	A	A	A (8.4)	A (9.3)
			NBT	9.3		7		113		A		A (9.3)	
			NBR	9.7		7		113		A		A (9.7)	
			SBL	11.3		0		67		B		B (11.3)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	10.4	11.0	0	0	67	67	B	B	B (10.4)	B (11.0)
			SBR	10.8		0		67		B		B (10.8)	
		EB	EBL	3.6	3.6	2	2	119	119	A	A	A (3.6)	A (3.6)
			EBT	3.6		2		119		A		A (3.6)	
			EBR	3.3		2		119		A		A (3.3)	
		WB	WBL	3.0	3.3	2	2	153	153	A	A	A (3.0)	A (3.3)
			WBT	3.3		2		153		A		A (3.3)	
			WBR	2.4		2		153		A		A (2.4)	
		Intersection		4.6						A		A (4.6)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	18	21.6	6	34	104	201	B	C	B (17.8)	C (21.6)
			NBT	23.1		34		201		C		C (23.1)	
			NBR	17.6		32		201		B		B (17.6)	
		SB	SBL	19.2	19.8	10	28	132	200	B	B	B (19.2)	B (19.8)
			SBT	21.5		28		195		C		C (21.5)	
			SBR	14.6		27		200		B		B (14.6)	
		EB	EBL	16.2	17.5	5	14	80	130	B	B	B (16.2)	B (17.5)
			EBT	21.2		14		130		C		C (21.2)	
			EBR	4.7		0		51		A		A (4.7)	
		WB	WBL	20.0	16.2	20	20	214	214	C	B	C (20.0)	B (16.2)
			WBT	19.3		11		102		B		B (19.3)	
			WBR	5.3		2		79		A		A (5.3)	
		Intersection		19.0						B		B (19.0)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	5.8	-	0	-	37	-	A	- (-)	A (5.8)
			NBR	5.8		0		37		A		A (5.8)	
		EB	EBT	0.1	0.2	0	0	8	39	A	A	A (0.1)	A (0.2)
			EBR	0.6		0		39		A		A (0.6)	
		WB	WBL	-	-0.1	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	-0.1		0		0		-		- (-0.1)	
		Intersection		0.2						A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.2	-	2	-	67	-	A	- (-)	A (6.2)
			NBR	6.2		2		67		A		A (6.2)	
		EB	EBT	0.1	0.1	0	0	2	2	A	A	A (0.1)	A (0.1)
			EBR	0.6		0		2		A		A (0.6)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	25	27.4	5	22	176	253	C	C	C (24.8)	C (27.4)
			NBT	28.5		22		253		C		C (28.5)	
			NBR	27.7		22		253		C		C (27.7)	
		SB	SBL	16.1	19.3	6	19	147	210	B	B	B (16.1)	B (19.3)
			SBT	20.6		19		210		C		C (20.6)	
			SBR	20.8		19		210		C		C (20.8)	
		EB	EBL	9.9	14.1	2	16	58	129	A	B	A (9.9)	B (14.1)
			EBT	14.5		16		129		B		B (14.5)	
			EBR	15.5		16		129		B		B (15.5)	
		WB	WBL	9.1	9.5	3	10	80	162	A	A	A (9.1)	A (9.5)
			WBT	9.6		10		162		A		A (9.6)	
			WBR	9.5		3		126		A		A (9.5)	
		Intersection		15.7						B		B (15.7)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	8.1	-	3	-	81	-	A	- (-)	A (8.1)
			NBR	8.1		3		81		A		A (8.1)	
		EB	EBT	0.3	0.4	0	0	0	0	A	A	A (0.3)	A (0.4)
			EBR	0.7		0		0		A		A (0.7)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		1.0						A		A (1.0)	

Future Build Year Baseline PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.5		35		246		B		B (12.5)	
		SB	SBT	12.1	11.3	35	35	246	246	B	B	B (12.1)	B (11.3)
			SBR	7.4		30		246		A		A (7.4)	
		EB	EBR	12.7	12.5	1	1	43	43	B	B	B (12.7)	B (12.5)
		WB	WBT	13.2	13.2	1	1	31	31	B	B	B (13.2)	B (13.2)
		Intersection		11.3						B		B (11.3)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	5.3		1		106		A		A (5.3)	
			SBR	2.1	4.3	1	1	106	106	A	A	A (2.1)	A (4.3)
			SBU	2.8		1		106		A		A (2.8)	
		EB	EBL	9.0		1		62		A		A (9.0)	
			EBT	10.6	9.6	1	1	62	62	B	A	B (10.6)	A (9.6)
			WBT	5.6		4		118		A		A (5.6)	
		WB	WBR	5.4	5.8	4	4	118	118	A	A	A (5.4)	A (5.8)
			WBU	9.0		4		118		A		A (9.0)	
		Intersection		5.2						A		A (5.2)	
3	William Brooks and U St		NBL	70		121		300		F		F (70.2)	
		NB	NBT	60.6	64.1	121	121	300	300	F	F	F (60.6)	F (64.1)
			NBR	75.1		121		300		F		F (75.1)	
		EB	EBL	13.5		5		91		B		B (13.5)	
			EBT	21.4	17.4	5	5	91	91	C	C	C (21.4)	C (17.4)
		WB	WBT	104.3		250		357		F		F (104.3)	
			WBR	104.8	104.5	250	250	357	357	F	F	F (104.8)	F (104.5)
		Intersection		70.8						E		E (70.8)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	60.2	60.2	40	40	292	292	F	F	F (60.2)	F (60.2)
			NBR	-		-		-		-		- (-)	
		SB	SBL	18.5		5		89		C		C (18.5)	
			SBR	31.0	26.8	5	5	89	89	D	D	D (31.0)	D (26.8)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	8.0	0.9	1	1	67	77	A	A	A (8.0)	A (0.9)
			EBT	0.6		0		77		A		A (0.6)	
		WB	WBT	96.9	94.8	212	212	345	345	F	F	F (96.9)	F (94.8)
			WBR	79.2		211		345		F		F (79.2)	
		Intersection		55.8						E		E (55.8)	
5	Cesar Chavez St and U St	NB	NBL	16	10.3	5	6	98	106	C	B	C (15.7)	B (10.3)
			NBT	8.6		5		101		A		A (8.6)	
			NBR	6.8		6		106		A		A (6.8)	
		SB	SBL	16.4	17.3	3	3	76	76	C	C	C (16.4)	C (17.3)
			SBT	14.3		3		76		B		B (14.3)	
			SBR	23.8		3		76		C		C (23.8)	
		EB	EBL	9.7	1.1	0	0	27	53	A	A	A (9.7)	A (1.1)
			EBT	0.7		0		53		A		A (0.7)	
			EBR	0.8		0		53		A		A (0.8)	
		WB	WBL	48.4	83.0	21	215	230	378	E	F	E (48.4)	F (83.0)
			WBT	88.6		215		378		F		F (88.6)	
			WBR	76.6		215		378		F		F (76.6)	
		Intersection		41.2						D		D (41.2)	
6	4th Ave and U St	SB	SBL	42.6	48.1	33	33	233	233	E	E	E (42.6)	E (48.1)
			SBR	53.4		33		233		F		F (53.4)	
		EB	EBL	5.2	0.7	1	1	36	36	A	A	A (5.2)	A (0.7)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	104.3	102.4	212	241	428	474	F	F	F (104.3)	F (102.4)
			WBR	92.5		241		474		F		F (92.5)	
		Intersection		56.9						E		E (56.9)	
7	Archibald St and B St	SB	SBL	0.5	0.1	0	0	0	0	A	A	A (0.5)	A (0.1)
			SBT	0.1		0		0		A		A (0.1)	
		WB	WBL	14.0	14.0	5	5	71	71	B	B	B (14.0)	B (14.0)
		Intersection		0.9						A		A (0.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	10	5.4	8	8	220	220	A	A	A (9.7)	A (5.4)
			NBT	5.0		8		220		A		A (5.0)	
			NBR	7.1		8		220		A		A (7.1)	
		SB	SBL	9.7	5.0	7	7	160	160	A	A	A (9.7)	A (5.0)
			SBT	2.6		1		93		A		A (2.6)	
			SBR	2.9		0		23		A		A (2.9)	
		EB	EBL	20.5	16.3	4	4	75	75	C	C	C (20.5)	C (16.3)
			EBT	22.1		4		75		C		C (22.1)	
			EBR	11.0		4		75		B		B (11.0)	
		WB	WBL	37.3	31.4	17	17	141	141	E	D	E (37.3)	D (31.4)
			WBT	42.9		17		141		E		E (42.9)	
			WBR	23.1		17		141		C		C (23.1)	
		Intersection		8.2						A		A (8.2)	
9	William Brooks and B St	NB	NBL	3	1.7	2	2	72	72	A	A	A (2.6)	A (1.7)
			NBT	1.7		2		72		A		A (1.7)	
			NBR	1.5		2		72		A		A (1.5)	
		EB	EBL	20.5	20.4	22	22	213	213	C	C	C (20.5)	C (20.4)
			EBT	20.3		22		213		C		C (20.3)	
		WB	WBT	13.4	13.4	8	8	112	112	B	B	B (13.4)	B (13.4)
		Intersection		7.3						A		A (7.3)	
10	2nd Ave and B St	NB	NBL	16	16.1	21	24	209	218	C	C	C (16.0)	C (16.1)
			NBT	16.5		22		211		C		C (16.5)	
			NBR	13.1		24		218		B		B (13.1)	
		SB	SBL	9.0	8.1	3	3	73	77	A	A	A (9.0)	A (8.1)
			SBT	8.9		3		75		A		A (8.9)	
			SBR	6.1		3		77		A		A (6.1)	
		EB	EBL	2.1	0.3	0	0	32	32	A	A	A (2.1)	A (0.3)
			EBT	0.2		0		2		A		A (0.2)	
			EBR	0.6		0		2		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.6	0.4	0	0	44	44	A	A	A (1.6)	A (0.4)
			WBT	0.1		0		19		A		A (0.1)	
			WBR	0.6		0		19		A		A (0.6)	
		Intersection		6.9						A		A (6.9)	
11	Cesar Chavez St and B St	NB	NBT	8.9	8.0	3	3	76	85	A	A	A (8.9)	A (8.0)
			NBR	6.3		3		85		A		A (6.3)	
		SB	SBT	8.6	7.6	2	2	70	72	A	A	A (8.6)	A (7.6)
			SBR	5.9		2		72		A		A (5.9)	
		EB	EBL	1.0	0.1	0	0	16	16	A	A	A (1.0)	A (0.1)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.7	0.4	0	0	9	9	A	A	A (1.7)	A (0.4)
			WBT	0.3		0		0		A		A (0.3)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.4						A		A (2.4)	
12	4th Ave and B St	NB	NBL	7	6.6	2	3	73	75	A	A	A (6.7)	A (6.6)
			NBT	7.6		3		75		A		A (7.6)	
			NBR	5.4		0		53		A		A (5.4)	
		SB	SBL	6.4	6.7	4	5	87	88	A	A	A (6.4)	A (6.7)
			SBT	7.8		5		88		A		A (7.8)	
			SBR	5.4		0		64		A		A (5.4)	
		EB	EBL	6.6	6.8	5	5	83	85	A	A	A (6.6)	A (6.8)
			EBT	7.5		5		85		A		A (7.5)	
			EBR	5.3		0		61		A		A (5.3)	
		WB	WBL	6.4	8.0	3	3	78	84	A	A	A (6.4)	A (8.0)
			WBT	8.9		3		84		A		A (8.9)	
			WBR	5.5		0		57		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.4		0		0		A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.5		0		0		A		A (0.5)	
		EB	EBT	19.7	19.0	4	4	73	73	C	C	C (19.7)	C (19.0)
			EBR	6.7		2		72		A		A (6.7)	
		WB	WBL	11.2	12.5	4	4	76	77	B	B	B (11.2)	B (12.5)
			WBT	16.4		3		77		C		C (16.4)	
		Intersection		1.3						A		A (1.3)	
14	Main St and C St	NB	NBL	4	1.2	1	1	64	64	A	A	A (4.4)	A (1.2)
			NBT	0.4		0		40		A		A (0.4)	
			NBR	0.9		0		36		A		A (0.9)	
		SB	SBL	5.8	1.7	2	2	81	81	A	A	A (5.8)	A (1.7)
			SBT	0.4		0		48		A		A (0.4)	
			SBR	2.1		0		19		A		A (2.1)	
		EB	EBL	21.4	19.9	5	5	71	71	C	C	C (21.4)	C (19.9)
			EBT	22.4		5		71		C		C (22.4)	
			EBR	10.3		5		71		B		B (10.3)	
		WB	WBL	24.2	24.3	16	16	150	150	C	C	C (24.2)	C (24.3)
			WBT	30.5		16		150		D		D (30.5)	
			WBR	16.2		16		150		C		C (16.2)	
		Intersection		4.7						A		A (4.7)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	3	3	A	A	A (0.3)	A (0.1)
			NBT	0.0		0		3		A		A (0.0)	
			NBR	0.5		0		3		A		A (0.5)	
		EB	EBL	14.9	17.2	22	22	191	191	B	C	B (14.9)	C (17.2)
			EBT	17.9		22		190		C		C (17.9)	
		WB	WBT	10.5	9.1	9	9	111	111	B	A	B (10.5)	A (9.1)
			WBR	7.7		9		110		A		A (7.7)	
		Intersection		5.7						A		A (5.7)	
16	Cesar Chavez St and C St		NBL	8		1		63		A		A (8.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	9.2	8.9	2	2	62	64	A	A	A (9.2)	A (8.9)
			NBR	4.6		1		64		A		A (4.6)	
		SB	SBL	7.5	8.5	2	2	63	74	A	A	A (7.5)	A (8.5)
			SBT	9.0		2		65		A		A (9.0)	
			SBR	6.6		2		74		A		A (6.6)	
		EB	EBL	1.0	0.1	0	0	15	15	A	A	A (1.0)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.0	0.1	0	0	15	15	A	A	A (1.0)	A (0.1)
			WBT	0.1		0		8		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	8	6.9	2	2	70	74	A	A	A (8.0)	A (6.9)
			NBT	7.8		2		74		A		A (7.8)	
			NBR	4.9		0		39		A		A (4.9)	
		SB	SBL	7.3	7.7	5	6	89	91	A	A	A (7.3)	A (7.7)
			SBT	8.3		6		91		A		A (8.3)	
			SBR	6.0		1		68		A		A (6.0)	
		EB	EBL	7.0	7.1	6	12	82	114	A	A	A (7.0)	A (7.1)
			EBT	7.3		12		114		A		A (7.3)	
			EBR	5.3		0		51		A		A (5.3)	
		WB	WBL	9.4	8.6	13	13	151	151	A	A	A (9.4)	A (8.6)
			WBT	9.2		13		151		A		A (9.2)	
			WBR	6.8		2		100		A		A (6.8)	
		Intersection		7.7						A		A (7.7)	
18	Archibald St and D St	SB	SBL	0.9	0.3	0	0	44	44	A	A	A (0.9)	A (0.3)
			SBT	0.2		0		44		A		A (0.2)	
		WB	WBL	13.0	13.0	10	10	123	123	B	B	B (13.0)	B (13.0)
		Intersection		1.7						A		A (1.7)	
19	Main St and D St Roundabout	NB	NBL	5	5.5	7	7	197	197	A	A	A (5.3)	A (5.5)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	5.5	5.5	7	7	197	197	A	A	A (5.5)	A (5.5)
		SB	SBT	12.2	12.2	30	30	345	345	B	B	B (12.2)	B (12.2)
			SBR	12.1		30		345		B		B (12.1)	
		EB	EBL	12.5	12.3	3	3	87	87	B	B	B (12.5)	B (12.3)
			EBR	11.5		3		87		B		B (11.5)	
		WB	WBL	7.2	1.4	2	2	94	94	A	A	A (7.2)	A (1.4)
			WBT	6.3		2		94		A		A (6.3)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		6.0						A		A (6.0)	
20	1st Ave and D St	NB	NBL	0	0.5	0	14	38	158	A	A	A (0.3)	A (0.5)
			NBR	1.0		14		158		A		A (1.0)	
		SB	SBL	10.7	8.0	5	5	101	101	B	A	B (10.7)	A (8.0)
			SBR	7.2		5		101		A		A (7.2)	
		WB	WBT	8.4	8.1	5	5	87	87	A	A	A (8.4)	A (8.1)
			WBR	6.1		5		87		A		A (6.1)	
		Intersection		3.0						A		A (3.0)	
21	2nd Ave and D St	NB	NBL	10	10.4	12	15	126	134	B	B	B (10.4)	B (10.4)
			NBT	11.4		13		128		B		B (11.4)	
			NBR	8.0		15		134		A		A (8.0)	
		SB	SBL	10.2	10.3	2	2	73	75	B	B	B (10.2)	B (10.3)
			SBT	10.6		2		74		B		B (10.6)	
			SBR	8.4		2		75		A		A (8.4)	
		EB	EBL	1.4	0.3	0	0	33	33	A	A	A (1.4)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.9	0.6	0	0	31	31	A	A	A (1.9)	A (0.6)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.7		0		0		A		A (0.7)	
		Intersection		5.1						A		A (5.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.3	9.0	2	2	60	64	A	A	A (9.3)	A (9.0)
			NBR	6.3		1		64		A		A (6.3)	
		SB	SBL	8.3	8.9	3	3	74	76	A	A	A (8.3)	A (8.9)
			SBT	9.3		3		76		A		A (9.3)	
			SBR	8.3		3		74		A		A (8.3)	
		EB	EBL	1.1	0.1	0	0	45	45	A	A	A (1.1)	A (0.1)
			EBT	0.1		0		7		A		A (0.1)	
			EBR	0.4		0		7		A		A (0.4)	
		WB	WBL	2.3	0.9	0	0	37	46	A	A	A (2.3)	A (0.9)
			WBT	0.8		0		46		A		A (0.8)	
			WBR	0.5		0		11		A		A (0.5)	
		Intersection		2.7						A		A (2.7)	
23	4th Ave and D St	NB	NBL	8	7.4	3	4	82	85	A	A	A (7.9)	A (7.4)
			NBT	8.4		4		85		A		A (8.4)	
			NBR	5.5		0		66		A		A (5.5)	
		SB	SBL	10.8	10.8	18	18	188	189	B	B	B (10.8)	B (10.8)
			SBT	11.2		18		189		B		B (11.2)	
			SBR	8.7		5		151		A		A (8.7)	
		EB	EBL	7.9	8.5	9	10	115	119	A	A	A (7.9)	A (8.5)
			EBT	8.6		10		119		A		A (8.6)	
			EBR	6.5		2		91		A		A (6.5)	
		WB	WBL	10.9	9.7	13	13	159	159	B	A	B (10.9)	A (9.7)
			WBT	10.3		13		159		B		B (10.3)	
			WBR	7.2		2		110		A		A (7.2)	
		Intersection		9.4						A		A (9.4)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	14	14.3	21	21	164	164	B	B	B (13.8)	B (14.3)
			NBT	13.7		21		164		B		B (13.7)	
			NBR	14.6		21		164		B		B (14.6)	
			SBL	18.4		1		80		C		C (18.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	17.9	17.2	1	1	80	80	C	C	C (17.9)	C (17.2)
			SBR	14.9		1		80		B		B (14.9)	
		EB	EBL	5.5	5.9	7	7	178	178	A	A	A (5.5)	A (5.9)
			EBT	6.0		7		178		A		A (6.0)	
			EBR	5.6		7		178		A		A (5.6)	
		WB	WBL	5.8	6.2	8	8	284	284	A	A	A (5.8)	A (6.2)
			WBT	5.9		8		284		A		A (5.9)	
			WBR	5.7		8		284		A		A (5.7)	
		Intersection		8.0						A		A (8.0)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	41	30.4	44	74	358	415	D	C	D (40.7)	C (30.4)
			NBT	28.0		74		415		C		C (28.0)	
			NBR	22.8		73		415		C		C (22.8)	
		SB	SBL	54.2	49.3	104	332	724	777	D	D	D (54.2)	D (49.3)
			SBT	48.9		327		771		D		D (48.9)	
			SBR	45.1		332		777		D		D (45.1)	
		EB	EBL	26.9	25.0	24	33	210	218	C	C	C (26.9)	C (25.0)
			EBT	29.7		33		218		C		C (29.7)	
			EBR	10.7		3		114		B		B (10.7)	
		WB	WBL	98.2	59.1	347	347	898	898	F	E	F (98.2)	E (59.1)
			WBT	34.7		50		294		C		C (34.7)	
			WBR	11.6		20		187		B		B (11.6)	
		Intersection		42.5						D		D (42.5)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.6	-	1	-	41	-	A	- (-)	A (6.6)
			NBR	6.6		1		41		A		A (6.6)	
		EB	EBT	0.4	0.5	0	0	40	96	A	A	A (0.4)	A (0.5)
			EBR	1.0		0		96		A		A (1.0)	
		WB	WBL	-	0.2	-	0	-	4	-	A	- (-)	A (0.2)
			WBT	0.2		0		4		A		A (0.2)	
		Intersection		0.4						A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	7.0	-	2	-	62	-	A	- (-)	A (7.0)
			NBR	7.0		2		62		A		A (7.0)	
		EB	EBT	0.2	0.3	0	0	17	17	A	A	A (0.2)	A (0.3)
			EBR	0.8		0		17		A		A (0.8)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.5						A		A (0.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	39	35.5	34	67	351	375	D	D	D (38.8)	D (35.5)
			NBT	34.6		67		375		C		C (34.6)	
			NBR	34.6		67		375		C		C (34.6)	
		SB	SBL	26.2	29.7	6	68	150	385	C	C	C (26.2)	C (29.7)
			SBT	30.5		68		385		C		C (30.5)	
			SBR	29.8		68		385		C		C (29.8)	
		EB	EBL	14.7	22.9	3	32	69	194	B	C	B (14.7)	C (22.9)
			EBT	23.9		32		194		C		C (23.9)	
			EBR	26.1		32		194		C		C (26.1)	
		WB	WBL	13.4	12.6	11	24	155	237	B	B	B (13.4)	B (12.6)
			WBT	12.4		24		237		B		B (12.4)	
			WBR	12.5		2		130		B		B (12.5)	
		Intersection		22.2						C		C (22.2)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	15.1	-	27	-	237	-	C	- (-)	C (15.1)
			NBR	15.1		27		237		C		C (15.1)	
		EB	EBT	0.9	0.9	0	0	12	12	A	A	A (0.9)	A (0.9)
			EBR	0.9		0		12		A		A (0.9)	
		WB	WBL	-	1.2	-	0	-	39	-	A	- (-)	A (1.2)
			WBT	1.2		0		39		A		A (1.2)	
		Intersection		3.5						A		A (3.5)	

Future Build Year Scenario 1 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.1		17		115		B		B (13.1)	
		SB	SBT	12.3	11.5	17	17	115	115	B	B	B (12.3)	B (11.5)
			SBR	6.1		9		113		A		A (6.1)	
		EB	EBR	7.7	8.3	0	0	29	29	A	A	A (7.7)	A (8.3)
		WB	WBT	10.7	10.7	3	3	95	95	B	B	B (10.7)	B (10.7)
		Intersection		11.4						B		B (11.4)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.0	1.9	0	0	65	65	A	A	A (2.0)	A (1.9)
			SBR	1.8		0		65		A		A (1.8)	
			SBU	1.6		0		65		A		A (1.6)	
		EB	EBL	1.9	2.2	0	0	66	66	A	A	A (1.9)	A (2.2)
			EBT	2.8		0		66		A		A (2.8)	
		WB	WBT	3.0	2.9	1	1	116	116	A	A	A (3.0)	A (2.9)
			WBR	2.6		1		116		A		A (2.6)	
			WBU	3.7		1		116		A		A (3.7)	
		Intersection		2.5						A		A (2.5)	
3	William Brooks and U St	NB	NBL	12	13.4	20	20	140	140	B	B	B (12.5)	B (13.4)
			NBT	13.3		20		140		B		B (13.3)	
			NBR	14.0		20		140		B		B (14.0)	
		EB	EBL	27.9	25.7	12	12	108	108	D	D	D (27.9)	D (25.7)
			EBT	24.6		12		108		C		C (24.6)	
		WB	WBT	23.2	22.7	27	27	219	219	C	C	C (23.2)	C (22.7)
			WBR	22.0		27		219		C		C (22.0)	
		Intersection		17.8						B		B (17.8)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	7.0	6.7	1	1	52	52	A	A	A (7.0)	A (6.7)
			SBR	6.6		1		52		A		A (6.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.1	0.2	0	0	34	34	A	A	A (2.1)	A (0.2)
			EBT	0.2		0		34		A		A (0.2)	
		WB	WBT	0.3	0.3	0	0	33	33	A	A	A (0.3)	A (0.3)
			WBR	0.6		0		22		A		A (0.6)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	6	6.5	3	4	88	95	A	A	A (6.3)	A (6.5)
			NBT	7.3		4		90		A		A (7.3)	
			NBR	6.3		4		95		A		A (6.3)	
		SB	SBL	7.3	7.0	1	1	40	40	A	A	A (7.3)	A (7.0)
			SBT	7.4		1		40		A		A (7.4)	
			SBR	4.9		1		40		A		A (4.9)	
		EB	EBL	0.6	0.3	0	0	5	21	A	A	A (0.6)	A (0.3)
			EBT	0.2		0		21		A		A (0.2)	
			EBR	0.6		0		7		A		A (0.6)	
		WB	WBL	0.9	0.3	0	0	21	21	A	A	A (0.9)	A (0.3)
			WBT	0.2		0		16		A		A (0.2)	
			WBR	0.5		0		16		A		A (0.5)	
		Intersection		1.8						A		A (1.8)	
6	4th Ave and U St	SB	SBL	7.7	7.2	1	1	62	62	A	A	A (7.7)	A (7.2)
			SBR	6.7		1		62		A		A (6.7)	
		EB	EBL	1.9	0.3	0	0	25	25	A	A	A (1.9)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.1	0.2	0	0	0	63	A	A	A (0.1)	A (0.2)
			WBR	0.5		0		63		A		A (0.5)	
		Intersection		0.8						A		A (0.8)	
7	Archibald St and B St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	8.2	8.2	3	3	82	82	A	A	A (8.2)	A (8.2)
		Intersection		1.2						A		A (1.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	17	13.8	10	10	139	139	C	B	C (16.5)	B (13.8)
			NBT	13.5		10		139		B		B (13.5)	
			NBR	14.8		10		139		B		B (14.8)	
		SB	SBL	16.3	12.6	3	8	69	126	C	B	C (16.3)	B (12.6)
			SBT	11.6		8		126		B		B (11.6)	
			SBR	7.8		0		15		A		A (7.8)	
		EB	EBL	28.7	19.2	1	1	40	40	D	C	D (28.7)	C (19.2)
			EBT	12.7		1		40		B		B (12.7)	
			EBR	15.0		1		40		B		B (15.0)	
		WB	WBL	20.7	18.4	9	9	120	120	C	C	C (20.7)	C (18.4)
			WBT	17.3		9		120		C		C (17.3)	
			WBR	18.6		9		120		C		C (18.6)	
		Intersection		14.6						B		B (14.6)	
9	William Brooks and B St	NB	NBL	2	1.1	1	1	75	75	A	A	A (1.5)	A (1.1)
			NBT	1.1		1		75		A		A (1.1)	
			NBR	1.6		1		75		A		A (1.6)	
		EB	EBL	9.6	10.8	3	3	78	78	A	B	A (9.6)	B (10.8)
			EBT	11.3		3		78		B		B (11.3)	
		WB	WBT	9.6	9.6	2	2	64	64	A	A	A (9.6)	A (9.6)
		Intersection		3.2						A		A (3.2)	
10	2nd Ave and B St	NB	NBL	6	7.3	2	2	69	78	A	A	A (6.0)	A (7.3)
			NBT	7.9		2		71		A		A (7.9)	
			NBR	5.2		2		78		A		A (5.2)	
		SB	SBL	5.5	6.8	2	2	64	67	A	A	A (5.5)	A (6.8)
			SBT	7.4		2		65		A		A (7.4)	
			SBR	5.5		2		67		A		A (5.5)	
		EB	EBL	1.3	0.5	0	0	26	26	A	A	A (1.3)	A (0.5)
			EBT	0.2		0		5		A		A (0.2)	
			EBR	0.6		0		5		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	0.8	0.2	0	0	11	11	A	A	A (0.8)	A (0.2)
			WBT	0.0		0		0		-		- (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		3.4						A		A (3.4)	
11	Cesar Chavez St and B St	NB	NBT	7.4	7.2	1	1	55	64	A	A	A (7.4)	A (7.2)
			NBR	5.0		1		64		A		A (5.0)	
		SB	SBT	7.3	6.9	1	1	47	49	A	A	A (7.3)	A (6.9)
			SBR	5.1		1		49		A		A (5.1)	
		EB	EBL	0.3	0.1	0	0	0	0	A	A	A (0.3)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.8	0.4	0	0	12	12	A	A	A (0.8)	A (0.4)
			WBT	0.4		0		3		A		A (0.4)	
			WBR	0.5		0		3		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	6.7	2	2	68	70	A	A	A (5.9)	A (6.7)
			NBT	7.2		2		70		A		A (7.2)	
			NBR	4.7		0		33		A		A (4.7)	
		SB	SBL	5.7	6.1	2	2	65	66	A	A	A (5.7)	A (6.1)
			SBT	6.8		2		66		A		A (6.8)	
			SBR	4.9		0		23		A		A (4.9)	
		EB	EBL	6.1	6.4	1	1	67	70	A	A	A (6.1)	A (6.4)
			EBT	6.9		1		70		A		A (6.9)	
			EBR	4.9		0		28		A		A (4.9)	
		WB	WBL	5.8	8.0	2	3	76	82	A	A	A (5.8)	A (8.0)
			WBT	8.5		3		82		A		A (8.5)	
			WBR	5.5		0		54		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.3		0		0		A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	10.2	9.6	1	1	63	63	B	A	B (10.2)	A (9.6)
			EBR	6.4		1		61		A		A (6.4)	
		WB	WBL	6.5	7.9	1	1	47	48	A	A	A (6.5)	A (7.9)
			WBT	8.5		1		48		A		A (8.5)	
		Intersection		0.8						A		A (0.8)	
14	Main St and C St	NB	NBL	1	0.3	0	0	25	25	A	A	A (1.2)	A (0.3)
			NBT	0.1		0		0		A		A (0.1)	
			NBR	0.6		0		5		A		A (0.6)	
		SB	SBL	1.8	0.6	0	0	38	38	A	A	A (1.8)	A (0.6)
			SBT	0.1		0		11		A		A (0.1)	
			SBR	0.5		0		0		A		A (0.5)	
		EB	EBL	7.1	7.7	1	1	51	51	A	A	A (7.1)	A (7.7)
			EBT	9.8		1		51		A		A (9.8)	
			EBR	6.2		1		51		A		A (6.2)	
		WB	WBL	7.7	7.7	1	1	48	48	A	A	A (7.7)	A (7.7)
			WBT	8.9		1		48		A		A (8.9)	
			WBR	6.3		1		48		A		A (6.3)	
		Intersection		1.4						A		A (1.4)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.2)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	8.0	9.4	4	4	92	92	A	A	A (8.0)	A (9.4)
			EBT	10.0		4		91		B		B (10.0)	
		WB	WBT	9.0	7.3	3	3	94	94	A	A	A (9.0)	A (7.3)
			WBR	6.3		3		92		A		A (6.3)	
		Intersection		2.4						A		A (2.4)	
16	Cesar Chavez St and C St		NBL	7		1		55		A		A (6.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.5	7.2	1	1	54	56	A	A	A (7.5)	A (7.2)
			NBR	5.1		1		56		A		A (5.1)	
		SB	SBL	6.0	7.0	1	1	43	54	A	A	A (6.0)	A (7.0)
			SBT	7.6		1		44		A		A (7.6)	
			SBR	5.2		1		54		A		A (5.2)	
		EB	EBL	0.9	0.1	0	0	7	7	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.2	0.1	0	0	0	0	A	A	A (1.2)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	6	6.2	1	2	65	68	A	A	A (6.3)	A (6.2)
			NBT	7.2		2		68		A		A (7.2)	
			NBR	4.9		0		23		A		A (4.9)	
		SB	SBL	6.0	6.5	1	2	63	65	A	A	A (6.0)	A (6.5)
			SBT	7.0		2		65		A		A (7.0)	
			SBR	5.4		0		14		A		A (5.4)	
		EB	EBL	6.0	7.0	2	4	73	105	A	A	A (6.0)	A (7.0)
			EBT	7.1		4		105		A		A (7.1)	
			EBR	4.9		0		27		A		A (4.9)	
		WB	WBL	7.5	7.2	5	5	124	124	A	A	A (7.5)	A (7.2)
			WBT	7.5		5		123		A		A (7.5)	
			WBR	5.9		0		72		A		A (5.9)	
		Intersection		6.8						A		A (6.8)	
18	Archibald St and D St	SB	SBL	0.7	0.1	0	0	13	13	A	A	A (0.7)	A (0.1)
			SBT	0.1		0		13		A		A (0.1)	
		WB	WBL	6.3	6.3	2	2	62	62	A	A	A (6.3)	A (6.3)
		Intersection		0.8						A		A (0.8)	
19	Main St and D St Roundabout	NB	NBL	1	1.4	0	0	61	61	A	A	A (1.4)	A (1.4)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	1.4	1.4	0	0	61	61	A	A	A (1.4)	A (1.4)
		SB	SBT	1.8	1.8	0	0	85	85	A	A	A (1.8)	A (1.8)
			SBR	1.7		0		85		A		A (1.7)	
		EB	EBL	3.5	3.4	0	0	35	35	A	A	A (3.5)	A (3.4)
			EBR	3.1		0		35		A		A (3.1)	
		WB	WBL	1.5	0.2	0	0	17	17	A	A	A (1.5)	A (0.2)
			WBT	1.5		0		17		A		A (1.5)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		0.9						A		A (0.9)	
20	1st Ave and D St	NB	NBL	0	0.5	0	7	37	129	A	A	A (0.3)	A (0.5)
			NBR	1.0		7		129		A		A (1.0)	
		SB	SBL	8.8	8.1	2	2	72	72	A	A	A (8.8)	A (8.1)
			SBR	6.2		2		72		A		A (6.2)	
		WB	WBT	7.3	6.9	2	2	67	67	A	A	A (7.3)	A (6.9)
			WBR	5.5		2		67		A		A (5.5)	
		Intersection		2.3						A		A (2.3)	
21	2nd Ave and D St	NB	NBL	7	8.5	2	3	76	84	A	A	A (7.5)	A (8.5)
			NBT	8.7		3		81		A		A (8.7)	
			NBR	6.1		3		84		A		A (6.1)	
		SB	SBL	6.7	8.8	1	1	50	52	A	A	A (6.7)	A (8.8)
			SBT	9.4		1		51		A		A (9.4)	
			SBR	6.1		1		52		A		A (6.1)	
		EB	EBL	1.2	0.3	0	0	29	29	A	A	A (1.2)	A (0.3)
			EBT	0.1		0		2		A		A (0.1)	
			EBR	0.5		0		2		A		A (0.5)	
		WB	WBL	1.4	0.4	0	0	33	33	A	A	A (1.4)	A (0.4)
			WBT	0.1		0		2		A		A (0.1)	
			WBR	0.6		0		2		A		A (0.6)	
		Intersection		2.4						A		A (2.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	7.9	7.7	1	1	67	72	A	A	A (7.9)	A (7.7)
			NBR	5.9		1		72		A		A (5.9)	
		SB	SBL	7.4	8.3	1	1	56	58	A	A	A (7.4)	A (8.3)
			SBT	8.5		1		58		A		A (8.5)	
			SBR	7.4		1		56		A		A (7.4)	
		EB	EBL	0.9	0.1	0	0	24	24	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.3	0.3	0	0	5	26	A	A	A (0.3)	A (0.3)
			WBT	0.3		0		26		A		A (0.3)	
			WBR	0.7		0		3		A		A (0.7)	
		Intersection		1.8						A		A (1.8)	
23	4th Ave and D St	NB	NBL	6	6.7	1	1	61	64	A	A	A (6.1)	A (6.7)
			NBT	7.4		1		64		A		A (7.4)	
			NBR	5.1		0		19		A		A (5.1)	
		SB	SBL	6.3	6.5	4	4	75	76	A	A	A (6.3)	A (6.5)
			SBT	7.3		4		76		A		A (7.3)	
			SBR	5.3		0		9		A		A (5.3)	
		EB	EBL	6.8	7.5	5	6	95	99	A	A	A (6.8)	A (7.5)
			EBT	7.6		6		99		A		A (7.6)	
			EBR	6.3		0		56		A		A (6.3)	
		WB	WBL	8.4	7.9	8	8	123	123	A	A	A (8.4)	A (7.9)
			WBT	8.3		8		123		A		A (8.3)	
			WBR	6.2		0		62		A		A (6.2)	
		Intersection		7.3						A		A (7.3)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	10	9.1	7	7	108	108	A	A	A (9.5)	A (9.1)
			NBT	9.0		7		108		A		A (9.0)	
			NBR	9.0		7		108		A		A (9.0)	
			SBL	12.4		0		72		B		B (12.4)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	9.3	11.4	0	0	72	72	A	B	A (9.3)	B (11.4)
			SBR	10.4		0		72		B		B (10.4)	
		EB	EBL	6.4	3.5	2	2	117	117	A	A	A (6.4)	A (3.5)
			EBT	3.6		2		117		A		A (3.6)	
			EBR	3.0		2		117		A		A (3.0)	
		WB	WBL	3.2	3.2	2	2	133	133	A	A	A (3.2)	A (3.2)
			WBT	3.1		2		133		A		A (3.1)	
			WBR	2.7		2		133		A		A (2.7)	
		Intersection		4.6						A		A (4.6)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	17	20.4	6	30	99	179	B	C	B (16.8)	C (20.4)
			NBT	22.1		30		179		C		C (22.1)	
			NBR	15.3		27		179		B		B (15.3)	
		SB	SBL	18.7	19.5	10	28	128	189	B	B	B (18.7)	B (19.5)
			SBT	21.2		28		183		C		C (21.2)	
			SBR	14.2		26		189		B		B (14.2)	
		EB	EBL	46.4	24.6	16	19	109	134	D	C	D (46.4)	C (24.6)
			EBT	22.8		19		134		C		C (22.8)	
			EBR	4.3		0		19		A		A (4.3)	
		WB	WBL	48.2	29.2	38	38	176	176	D	C	D (48.2)	C (29.2)
			WBT	21.3		12		105		C		C (21.3)	
			WBR	5.7		1		81		A		A (5.7)	
		Intersection		23.1						C		C (23.1)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.0	-	0	-	37	-	A	- (-)	A (6.0)
			NBR	6.0		0		37		A		A (6.0)	
		EB	EBT	0.1	0.2	0	0	12	43	A	A	A (0.1)	A (0.2)
			EBR	0.6		0		43		A		A (0.6)	
		WB	WBL	-	-0.1	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	-0.1		0		0		-		- (-0.1)	
		Intersection		0.2						A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.3	-	2	-	73	-	A	- (-)	A (6.3)
			NBR	6.3		2		73		A		A (6.3)	
		EB	EBT	0.1	0.1	0	0	5	5	A	A	A (0.1)	A (0.1)
			EBR	0.6		0		5		A		A (0.6)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	25	28.4	6	23	181	223	C	C	C (25.1)	C (28.4)
			NBT	29.5		23		223		C		C (29.5)	
			NBR	29.2		23		223		C		C (29.2)	
		SB	SBL	15.3	14.8	6	13	125	179	B	B	B (15.3)	B (14.8)
			SBT	18.0		12		164		B		B (18.0)	
			SBR	9.7		13		179		A		A (9.7)	
		EB	EBL	10.3	12.6	2	14	60	138	B	B	B (10.3)	B (12.6)
			EBT	13.6		14		138		B		B (13.6)	
			EBR	7.9		3		99		A		A (7.9)	
		WB	WBL	7.6	8.7	2	11	85	163	A	A	A (7.6)	A (8.7)
			WBT	9.6		11		163		A		A (9.6)	
			WBR	4.9		1		121		A		A (4.9)	
		Intersection		14.4						B		B (14.4)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	8.2	-	3	-	84	-	A	- (-)	A (8.2)
			NBR	8.2		3		84		A		A (8.2)	
		EB	EBT	0.3	0.4	0	0	0	0	A	A	A (0.3)	A (0.4)
			EBR	0.7		0		0		A		A (0.7)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		1.0						A		A (1.0)	

Future Build Year Scenario 1 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.6		36		250		B		B (13.6)	
		SB	SBT	12.1	11.4	36	36	250	250	B	B	B (12.1)	B (11.4)
			SBR	8.2		30		250		A		A (8.2)	
		EB	EBR	12.2	12.4	2	2	61	61	B	B	B (12.2)	B (12.4)
		WB	WBT	17.6	17.6	1	1	47	47	B	B	B (17.6)	B (17.6)
		Intersection		11.5						B		B (11.5)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	6.3		2		132		A		A (6.3)	
			SBR	4.4	5.4	2	2	132	132	A	A	A (4.4)	A (5.4)
			SBU	4.1		2		132		A		A (4.1)	
		EB	EBL	9.5		1		60		A		A (9.5)	
			EBT	10.3	9.8	1	1	60	60	B	A	B (10.3)	A (9.8)
			WBT	8.1		9		188		A		A (8.1)	
		WB	WBR	8.1	8.3	9	9	188	188	A	A	A (8.1)	A (8.3)
			WBU	10.5		9		188		B		B (10.5)	
		Intersection		7.1						A		A (7.1)	
3	William Brooks and U St		NBL	10		30		166		A		A (9.9)	
		NB	NBT	13.9	14.3	30	30	166	166	B	B	B (13.9)	B (14.3)
			NBR	15.8		30		166		B		B (15.8)	
		EB	EBL	30.2		18		156		C		C (30.2)	
			EBT	26.9	28.6	18	18	156	156	C	C	C (26.9)	C (28.6)
			WBT	23.3		51		297		C		C (23.3)	
		WB	WBR	24.6	23.8	51	51	297	297	C	C	C (24.6)	C (23.8)
		Intersection		19.2						B		B (19.2)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	10.0		2		72		B		B (10.0)	
			SBR	8.5	9.0	2	2	72	72	A	A	A (8.5)	A (9.0)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	5.1	0.5	0	0	60	82	A	A	A (5.1)	A (0.5)
			EBT	0.3		0		82		A		A (0.3)	
		WB	WBT	1.0	1.0	1	1	114	115	A	A	A (1.0)	A (1.0)
			WBR	1.5		1		115		A		A (1.5)	
		Intersection		1.6						A		A (1.6)	
5	Cesar Chavez St and U St	NB	NBL	7	7.3	5	6	101	107	A	A	A (6.7)	A (7.3)
			NBT	8.1		5		102		A		A (8.1)	
			NBR	6.9		6		107		A		A (6.9)	
		SB	SBL	10.6	8.4	1	1	51	51	B	A	B (10.6)	A (8.4)
			SBT	8.6		1		51		A		A (8.6)	
			SBR	6.1		1		51		A		A (6.1)	
		EB	EBL	1.9	0.3	0	0	17	17	A	A	A (1.9)	A (0.3)
			EBT	0.2		0		9		A		A (0.2)	
			EBR	0.5		0		2		A		A (0.5)	
		WB	WBL	1.3	0.4	0	0	24	24	A	A	A (1.3)	A (0.4)
			WBT	0.3		0		20		A		A (0.3)	
			WBR	1.2		0		20		A		A (1.2)	
		Intersection		2.0						A		A (2.0)	
6	4th Ave and U St	SB	SBL	9.2	8.4	4	4	76	76	A	A	A (9.2)	A (8.4)
			SBR	7.8		4		76		A		A (7.8)	
		EB	EBL	4.1	0.6	0	0	39	39	A	A	A (4.1)	A (0.6)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.3	0.3	0	1	5	79	A	A	A (0.3)	A (0.3)
			WBR	0.5		1		79		A		A (0.5)	
		Intersection		1.5						A		A (1.5)	
7	Archibald St and B St	SB	SBL	0.6	0.1	0	0	5	5	A	A	A (0.6)	A (0.1)
			SBT	0.1		0		5		A		A (0.1)	
		WB	WBL	15.3	15.3	5	5	85	85	C	C	C (15.3)	C (15.3)
		Intersection		1.0						A		A (1.0)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	28	21.5	63	63	421	421	C	C	C (27.8)	C (21.5)
			NBT	21.2		63		421		C		C (21.2)	
			NBR	20.6		63		421		C		C (20.6)	
		SB	SBL	36.3	24.6	40	40	421	421	D	C	D (36.3)	C (24.6)
			SBT	18.7		28		376		B		B (18.7)	
			SBR	21.1		1		36		C		C (21.1)	
		EB	EBL	32.1	28.5	7	7	89	89	C	C	C (32.1)	C (28.5)
			EBT	22.3		7		89		C		C (22.3)	
			EBR	28.6		7		89		C		C (28.6)	
		WB	WBL	32.2	31.4	14	14	116	116	C	C	C (32.2)	C (31.4)
			WBT	30.7		14		116		C		C (30.7)	
			WBR	31.1		14		116		C		C (31.1)	
		Intersection		24.0						C		C (24.0)	
9	William Brooks and B St	NB	NBL	3	2.1	3	3	103	103	A	A	A (3.0)	A (2.1)
			NBT	2.1		3		103		A		A (2.1)	
			NBR	2.0		3		103		A		A (2.0)	
		EB	EBL	21.7	22.6	24	24	207	207	C	C	C (21.7)	C (22.6)
			EBT	23.1		24		207		C		C (23.1)	
		WB	WBT	13.0	13.0	7	7	104	104	B	B	B (13.0)	B (13.0)
		Intersection		7.5						A		A (7.5)	
10	2nd Ave and B St	NB	NBL	10	10.7	9	11	127	136	A	B	A (9.6)	B (10.7)
			NBT	11.3		11		129		B		B (11.3)	
			NBR	7.7		11		136		A		A (7.7)	
		SB	SBL	7.9	7.9	3	3	77	80	A	A	A (7.9)	A (7.9)
			SBT	8.8		3		80		A		A (8.8)	
			SBR	5.9		3		80		A		A (5.9)	
		EB	EBL	1.8	0.3	0	0	30	30	A	A	A (1.8)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.6		0		3		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	2.2	0.5	0	0	46	46	A	A	A (2.2)	A (0.5)
			WBT	0.1		0		20		A		A (0.1)	
			WBR	0.5		0		20		A		A (0.5)	
		Intersection		4.7						A		A (4.7)	
11	Cesar Chavez St and B St	NB	NBT	8.9	7.9	3	3	72	80	A	A	A (8.9)	A (7.9)
			NBR	6.6		3		80		A		A (6.6)	
		SB	SBT	8.4	7.5	2	2	69	72	A	A	A (8.4)	A (7.5)
			SBR	5.6		2		72		A		A (5.6)	
		EB	EBL	0.6	0.1	0	0	8	8	A	A	A (0.6)	A (0.1)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.6	0.4	0	0	9	9	A	A	A (1.6)	A (0.4)
			WBT	0.3		0		2		A		A (0.3)	
			WBR	0.5		0		2		A		A (0.5)	
		Intersection		2.5						A		A (2.5)	
12	4th Ave and B St	NB	NBL	7	6.4	3	3	79	81	A	A	A (6.5)	A (6.4)
			NBT	7.4		3		81		A		A (7.4)	
			NBR	5.3		0		57		A		A (5.3)	
		SB	SBL	6.6	6.4	2	3	70	71	A	A	A (6.6)	A (6.4)
			SBT	7.4		3		71		A		A (7.4)	
			SBR	5.2		0		42		A		A (5.2)	
		EB	EBL	6.7	7.0	5	5	91	93	A	A	A (6.7)	A (7.0)
			EBT	7.7		5		93		A		A (7.7)	
			EBR	5.7		1		72		A		A (5.7)	
		WB	WBL	6.5	7.8	3	3	78	84	A	A	A (6.5)	A (7.8)
			WBT	8.6		3		84		A		A (8.6)	
			WBR	5.5		0		57		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.5		0		11		A		A (0.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	11	11	A	A	A (0.0)	A (0.0)
			SBR	0.7		0		11		A		A (0.7)	
		EB	EBT	20.7	20.0	4	4	79	79	C	C	C (20.7)	C (20.0)
			EBR	7.2		3		78		A		A (7.2)	
		WB	WBL	12.5	13.2	4	4	76	77	B	B	B (12.5)	B (13.2)
			WBT	15.4		4		77		C		C (15.4)	
		Intersection		1.4						A		A (1.4)	
14	Main St and C St	NB	NBL	5	1.6	1	1	86	96	A	A	A (5.3)	A (1.6)
			NBT	0.7		0		96		A		A (0.7)	
			NBR	1.2		0		37		A		A (1.2)	
		SB	SBL	6.6	2.2	3	3	127	127	A	A	A (6.6)	A (2.2)
			SBT	0.8		1		124		A		A (0.8)	
			SBR	2.8		0		21		A		A (2.8)	
		EB	EBL	20.2	19.5	5	5	85	85	C	C	C (20.2)	C (19.5)
			EBT	21.8		5		85		C		C (21.8)	
			EBR	13.0		5		85		B		B (13.0)	
		WB	WBL	22.6	21.2	13	13	131	131	C	C	C (22.6)	C (21.2)
			WBT	25.5		13		131		D		D (25.5)	
			WBR	14.3		13		131		B		B (14.3)	
		Intersection		4.7						A		A (4.7)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	8	8	A	A	A (0.4)	A (0.1)
			NBT	0.1		0		8		A		A (0.1)	
			NBR	0.6		0		8		A		A (0.6)	
		EB	EBL	15.8	18.0	23	24	175	175	C	C	C (15.8)	C (18.0)
			EBT	18.7		24		174		C		C (18.7)	
		WB	WBT	11.0	9.5	8	8	107	107	B	A	B (11.0)	A (9.5)
			WBR	7.9		8		106		A		A (7.9)	
		Intersection		5.6						A		A (5.6)	
16	Cesar Chavez St and C St		NBL	8		1		64		A		A (8.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	8.9	8.8	2	2	64	66	A	A	A (8.9)	A (8.8)
			NBR	7.0		1		66		A		A (7.0)	
		SB	SBL	7.9	8.4	2	2	66	77	A	A	A (7.9)	A (8.4)
			SBT	8.8		2		67		A		A (8.8)	
			SBR	6.3		2		77		A		A (6.3)	
		EB	EBL	0.5	0.0	0	0	7	7	A	A	A (0.5)	A (0.0)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.9	0.1	0	0	22	22	A	A	A (1.9)	A (0.1)
			WBT	0.1		0		7		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	7	6.8	2	2	65	68	A	A	A (7.2)	A (6.8)
			NBT	7.7		2		68		A		A (7.7)	
			NBR	4.9		0		37		A		A (4.9)	
		SB	SBL	7.0	7.1	2	2	71	73	A	A	A (7.0)	A (7.1)
			SBT	7.5		2		73		A		A (7.5)	
			SBR	5.5		0		29		A		A (5.5)	
		EB	EBL	7.2	7.3	6	12	79	112	A	A	A (7.2)	A (7.3)
			EBT	7.5		12		112		A		A (7.5)	
			EBR	5.3		0		51		A		A (5.3)	
		WB	WBL	9.1	8.3	13	13	149	149	A	A	A (9.1)	A (8.3)
			WBT	8.8		13		149		A		A (8.8)	
			WBR	6.7		2		98		A		A (6.7)	
		Intersection		7.6						A		A (7.6)	
18	Archibald St and D St	SB	SBL	1.1	0.3	0	0	45	45	A	A	A (1.1)	A (0.3)
			SBT	0.3		0		45		A		A (0.3)	
		WB	WBL	14.7	14.7	11	11	148	148	B	B	B (14.7)	B (14.7)
		Intersection		1.9						A		A (1.9)	
19	Main St and D St Roundabout	NB	NBL	7	7.3	11	11	266	266	A	A	A (7.0)	A (7.3)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.3	7.3	11	11	266	266	A	A	A (7.3)	A (7.3)
		SB	SBT	12.7	12.8	32	32	412	412	B	B	B (12.7)	B (12.8)
			SBR	14.1		32		412		B		B (14.1)	
		EB	EBL	14.6	14.8	4	4	112	112	B	B	B (14.6)	B (14.8)
			EBR	15.7		4		112		C		C (15.7)	
		WB	WBL	8.1	1.6	2	2	74	74	A	A	A (8.1)	A (1.6)
			WBT	7.6		2		74		A		A (7.6)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		7.0						A		A (7.0)	
20	1st Ave and D St	NB	NBL	0	0.6	0	18	44	169	A	A	A (0.4)	A (0.6)
			NBR	1.1		18		169		A		A (1.1)	
		SB	SBL	12.1	11.2	7	7	112	112	B	B	B (12.1)	B (11.2)
			SBR	8.7		7		112		A		A (8.7)	
		WB	WBT	8.2	7.9	4	4	82	82	A	A	A (8.2)	A (7.9)
			WBR	6.0		4		82		A		A (6.0)	
		Intersection		3.2						A		A (3.2)	
21	2nd Ave and D St	NB	NBL	10	10.4	10	12	107	116	B	B	B (10.3)	B (10.4)
			NBT	11.1		10		108		B		B (11.1)	
			NBR	8.7		12		116		A		A (8.7)	
		SB	SBL	10.7	10.7	2	2	71	73	B	B	B (10.7)	B (10.7)
			SBT	11.2		2		72		B		B (11.2)	
			SBR	7.5		2		73		A		A (7.5)	
		EB	EBL	1.0	0.3	0	0	28	28	A	A	A (1.0)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.5		0		3		A		A (0.5)	
		WB	WBL	2.3	0.8	0	0	37	37	A	A	A (2.3)	A (0.8)
			WBT	0.2		0		0		A		A (0.2)	
			WBR	0.7		0		0		A		A (0.7)	
		Intersection		4.3						A		A (4.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.3	8.7	2	2	58	63	A	A	A (9.3)	A (8.7)
			NBR	6.5		2		63		A		A (6.5)	
		SB	SBL	9.0	9.4	3	3	80	81	A	A	A (9.0)	A (9.4)
			SBT	9.7		3		81		A		A (9.7)	
			SBR	9.0		3		80		A		A (9.0)	
		EB	EBL	0.6	0.1	0	0	24	24	A	A	A (0.6)	A (0.1)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	2.3	1.0	0	0	23	34	A	A	A (2.3)	A (1.0)
			WBT	0.9		0		34		A		A (0.9)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.5						A		A (2.5)	
23	4th Ave and D St	NB	NBL	6	7.4	3	4	78	83	A	A	A (6.4)	A (7.4)
			NBT	8.5		4		83		A		A (8.5)	
			NBR	5.3		0		49		A		A (5.3)	
		SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	8.8	9.2	13	14	140	144	A	A	A (8.8)	A (9.2)
			EBT	9.3		14		144		A		A (9.3)	
			EBR	7.9		3		111		A		A (7.9)	
		WB	WBL	8.8	8.2	12	12	149	150	A	A	A (8.8)	A (8.2)
			WBT	8.6		12		150		A		A (8.6)	
			WBR	6.9		1		94		A		A (6.9)	
		Intersection		8.5						A		A (8.5)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	13	13.8	21	21	148	148	B	B	B (13.4)	B (13.8)
			NBT	13.0		21		148		B		B (13.0)	
			NBR	14.0		21		148		B		B (14.0)	
			SBL	17.8		1		99		C		C (17.8)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	18.8	17.9	1	1	99	99	C	C	C (18.8)	C (17.9)
			SBR	16.2		1		99		C		C (16.2)	
		EB	EBL	5.8	6.2	7	7	185	185	A	A	A (5.8)	A (6.2)
			EBT	6.4		7		185		A		A (6.4)	
			EBR	5.5		7		185		A		A (5.5)	
		WB	WBL	6.3	6.4	8	8	311	311	A	A	A (6.3)	A (6.4)
			WBT	6.1		8		311		A		A (6.1)	
			WBR	5.4		8		311		A		A (5.4)	
		Intersection		8.1						A		A (8.1)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	65	39.3	78	86	379	466	E	D	E (65.2)	D (39.3)
			NBT	31.5		86		466		C		C (31.5)	
			NBR	32.0		86		466		C		C (32.0)	
		SB	SBL	66.4	58.0	134	435	760	783	E	E	E (66.4)	E (58.0)
			SBT	57.1		430		778		E		E (57.1)	
			SBR	53.1		435		783		D		D (53.1)	
		EB	EBL	64.9	40.6	65	65	254	255	E	D	E (64.9)	D (40.6)
			EBT	39.6		57		255		D		D (39.6)	
			EBR	13.7		3		106		B		B (13.7)	
		WB	WBL	63.6	43.1	84	84	343	343	E	D	E (63.6)	D (43.1)
			WBT	34.8		35		202		C		C (34.8)	
			WBR	7.5		3		93		A		A (7.5)	
		Intersection		47.2						D		D (47.2)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.8	-	1	-	42	-	A	- (-)	A (6.8)
			NBR	6.8		1		42		A		A (6.8)	
		EB	EBT	0.4	0.6	0	1	65	131	A	A	A (0.4)	A (0.6)
			EBR	1.1		1		131		A		A (1.1)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.3						A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.1	-	2	-	61	-	A	- (-)	A (6.1)
			NBR	6.1		2		61		A		A (6.1)	
		EB	EBT	0.2	0.3	0	0	16	16	A	A	A (0.2)	A (0.3)
			EBR	0.8		0		16		A		A (0.8)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.5						A		A (0.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	30	28.5	18	44	306	354	C	C	C (30.3)	C (28.5)
			NBT	27.8		44		354		C		C (27.8)	
			NBR	28.1		44		354		C		C (28.1)	
		SB	SBL	22.8	27.0	5	60	161	398	C	C	C (22.8)	C (27.0)
			SBT	27.6		60		398		C		C (27.6)	
			SBR	28.1		60		398		C		C (28.1)	
		EB	EBL	14.2	16.9	3	23	75	172	B	B	B (14.2)	B (16.9)
			EBT	17.3		23		172		B		B (17.3)	
			EBR	17.9		23		172		B		B (17.9)	
		WB	WBL	11.3	12.3	9	24	155	225	B	B	B (11.3)	B (12.3)
			WBT	12.6		24		225		B		B (12.6)	
			WBR	11.9		2		127		B		B (11.9)	
		Intersection		19.0						B		B (19.0)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	21.3	-	37	-	296	-	C	- (-)	C (21.3)
			NBR	21.3		37		296		C		C (21.3)	
		EB	EBT	2.5	2.0	1	1	110	110	A	A	A (2.5)	A (2.0)
			EBR	1.3		1		110		A		A (1.3)	
		WB	WBL	-	1.2	-	0	-	46	-	A	- (-)	A (1.2)
			WBT	1.2		0		46		A		A (1.2)	
		Intersection		5.0						A		A (5.0)	

Future Build Year Scenario 2 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.5		17		116		B		B (12.5)	
		SB	SBT	12.2	11.4	17	17	116	116	B	B	B (12.2)	B (11.4)
			SBR	5.5		9		116		A		A (5.5)	
		EB	EBR	11.7	11.3	0	0	38	38	B	B	B (11.7)	B (11.3)
		WB	WBT	8.5	8.5	2	2	64	64	A	A	A (8.5)	A (8.5)
		Intersection		11.0						B		B (11.0)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.3		0		79		A		A (2.3)	
			SBR	1.5	2.1	0	0	79	79	A	A	A (1.5)	A (2.1)
			SBU	1.8		0		79		A		A (1.8)	
		EB	EBL	1.4		0		65		A		A (1.4)	
			EBT	2.9	1.9	0	0	65	65	A	A	A (2.9)	A (1.9)
		WB	WBT	1.8		1		45		A		A (1.8)	
			WBR	1.8	1.8	1	1	45	45	A	A	A (1.8)	A (1.8)
			WBU	2.1		1		45		A		A (2.1)	
		Intersection		2.0						A		A (2.0)	
3	William Brooks and U St	NB	NBL	8		9		82		A		A (7.5)	
			NBT	6.6	6.7	9	9	82	82	A	A	A (6.6)	A (6.7)
			NBR	6.9		9		82		A		A (6.9)	
		EB	EBL	8.4		2		62		A		A (8.4)	
			EBT	8.6	8.5	2	2	62	62	A	A	A (8.6)	A (8.5)
		WB	WBT	8.8		7		115		A		A (8.8)	
			WBR	8.1	8.5	7	7	115	115	A	A	A (8.1)	A (8.5)
		Intersection		7.5						A		A (7.5)	
4	2nd Ave and U St	NB	NBL	-		-		-		-		- (-)	
			NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	7.1		1		46		A		A (7.1)	
			SBR	6.8	6.9	1	1	46	46	A	A	A (6.8)	A (6.9)

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.2	0.2	0	0	29	31	A	A	A (2.2)	A (0.2)
			EBT	0.2		0		31		A		A (0.2)	
		WB	WBT	0.2	0.3	0	0	33	33	A	A	A (0.2)	A (0.3)
			WBR	0.6		0		22		A		A (0.6)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	6	6.4	3	4	90	97	A	A	A (6.3)	A (6.4)
			NBT	7.3		4		92		A		A (7.3)	
			NBR	6.2		4		97		A		A (6.2)	
		SB	SBL	6.8	7.5	1	1	49	49	A	A	A (6.8)	A (7.5)
			SBT	8.1		1		49		A		A (8.1)	
			SBR	5.1		1		49		A		A (5.1)	
		EB	EBL	2.1	0.3	0	0	14	16	A	A	A (2.1)	A (0.3)
			EBT	0.2		0		16		A		A (0.2)	
			EBR	0.7		0		16		A		A (0.7)	
		WB	WBL	2.1	0.6	0	0	40	40	A	A	A (2.1)	A (0.6)
			WBT	0.2		0		28		A		A (0.2)	
			WBR	0.5		0		28		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
6	4th Ave and U St	SB	SBL	7.7	7.1	1	1	63	63	A	A	A (7.7)	A (7.1)
			SBR	6.6		1		63		A		A (6.6)	
		EB	EBL	2.1	0.3	0	0	30	30	A	A	A (2.1)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.1	0.2	0	0	0	67	A	A	A (0.1)	A (0.2)
			WBR	0.5		0		67		A		A (0.5)	
		Intersection		0.8						A		A (0.8)	
7	Archibald St and B St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	7.2	7.2	2	2	64	64	A	A	A (7.2)	A (7.2)
		Intersection		1.0						A		A (1.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	4	3.8	3	3	102	102	A	A	A (4.3)	A (3.8)
			NBT	3.6		3		102		A		A (3.6)	
			NBR	4.9		3		102		A		A (4.9)	
		SB	SBL	1.6	2.7	0	2	34	136	A	A	A (1.6)	A (2.7)
			SBT	3.1		2		136		A		A (3.1)	
			SBR	0.3		0		37		A		A (0.3)	
		EB	EBL	7.9	6.6	0	0	32	32	A	A	A (7.9)	A (6.6)
			EBT	7.3		0		32		A		A (7.3)	
			EBR	5.5		0		32		A		A (5.5)	
		WB	WBL	8.4	9.2	4	4	73	73	A	A	A (8.4)	A (9.2)
			WBT	10.4		4		73		B		B (10.4)	
			WBR	7.1		4		73		A		A (7.1)	
		Intersection		4.8						A		A (4.8)	
9	William Brooks and B St	NB	NBL	1	0.9	1	1	48	48	A	A	A (1.5)	A (0.9)
			NBT	0.8		1		48		A		A (0.8)	
			NBR	1.2		1		48		A		A (1.2)	
		EB	EBL	8.5	9.4	2	2	60	60	A	A	A (8.5)	A (9.4)
			EBT	9.8		2		60		A		A (9.8)	
		WB	WBT	9.7	9.7	2	2	65	65	A	A	A (9.7)	A (9.7)
		Intersection		2.9						A		A (2.9)	
10	2nd Ave and B St	NB	NBL	6	7.4	2	2	73	82	A	A	A (6.1)	A (7.4)
			NBT	8.0		2		75		A		A (8.0)	
			NBR	5.1		2		82		A		A (5.1)	
		SB	SBL	6.9	6.7	2	2	61	65	A	A	A (6.9)	A (6.7)
			SBT	7.3		2		63		A		A (7.3)	
			SBR	5.4		2		65		A		A (5.4)	
		EB	EBL	1.0	0.4	0	0	18	18	A	A	A (1.0)	A (0.4)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.7		0		0		A		A (0.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	0.6	0.1	0	0	2	2	A	A	A (0.6)	A (0.1)
			WBT	0.0		0		0		-		- (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		3.4						A		A (3.4)	
11	Cesar Chavez St and B St	NB	NBT	7.4	7.2	1	1	58	67	A	A	A (7.4)	A (7.2)
			NBR	4.8		1		67		A		A (4.8)	
		SB	SBT	7.1	6.7	1	1	54	56	A	A	A (7.1)	A (6.7)
			SBR	5.0		1		56		A		A (5.0)	
		EB	EBL	1.1	0.1	0	0	2	2	A	A	A (1.1)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.8	0.4	0	0	16	16	A	A	A (0.8)	A (0.4)
			WBT	0.4		0		3		A		A (0.4)	
			WBR	0.5		0		3		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	6.7	2	2	67	69	A	A	A (5.9)	A (6.7)
			NBT	7.1		2		69		A		A (7.1)	
			NBR	4.9		0		37		A		A (4.9)	
		SB	SBL	5.9	6.2	2	2	65	66	A	A	A (5.9)	A (6.2)
			SBT	6.9		2		66		A		A (6.9)	
			SBR	4.9		0		22		A		A (4.9)	
		EB	EBL	6.3	6.5	1	1	57	60	A	A	A (6.3)	A (6.5)
			EBT	6.9		1		60		A		A (6.9)	
			EBR	5.0		0		22		A		A (5.0)	
		WB	WBL	6.5	8.1	2	3	76	82	A	A	A (6.5)	A (8.1)
			WBT	8.5		3		82		A		A (8.5)	
			WBR	5.5		0		54		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.4		0		0		A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	10.0	9.4	1	1	63	63	A	A	A (10.0)	A (9.4)
			EBR	6.3		1		61		A		A (6.3)	
		WB	WBL	6.0	7.5	1	1	52	53	A	A	A (6.0)	A (7.5)
			WBT	8.3		1		53		A		A (8.3)	
		Intersection		0.8						A		A (0.8)	
14	Main St and C St	NB	NBL	1	0.3	0	0	9	9	A	A	A (0.9)	A (0.3)
			NBT	0.1		0		3		A		A (0.1)	
			NBR	0.7		0		3		A		A (0.7)	
		SB	SBL	1.6	0.5	0	0	33	33	A	A	A (1.6)	A (0.5)
			SBT	0.1		0		9		A		A (0.1)	
			SBR	0.7		0		2		A		A (0.7)	
		EB	EBL	7.7	8.1	1	1	54	54	A	A	A (7.7)	A (8.1)
			EBT	9.9		1		54		A		A (9.9)	
			EBR	6.5		1		54		A		A (6.5)	
		WB	WBL	7.6	7.8	1	1	49	49	A	A	A (7.6)	A (7.8)
			WBT	9.6		1		49		A		A (9.6)	
			WBR	6.4		1		49		A		A (6.4)	
		Intersection		1.4						A		A (1.4)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	7.9	9.4	4	4	92	92	A	A	A (7.9)	A (9.4)
			EBT	10.1		4		91		B		B (10.1)	
		WB	WBT	8.9	7.3	3	3	92	92	A	A	A (8.9)	A (7.3)
			WBR	6.4		3		91		A		A (6.4)	
		Intersection		2.4						A		A (2.4)	
16	Cesar Chavez St and C St		NBL	5		1		60		A		A (5.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.6	7.3	1	1	60	62	A	A	A (7.6)	A (7.3)
			NBR	5.1		1		62		A		A (5.1)	
		SB	SBL	6.2	6.7	1	1	47	58	A	A	A (6.2)	A (6.7)
			SBT	7.2		1		48		A		A (7.2)	
			SBR	5.1		1		58		A		A (5.1)	
		EB	EBL	1.6	0.1	0	0	9	9	A	A	A (1.6)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	0.3	0.1	0	0	0	0	A	A	A (0.3)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	6	6.2	1	2	66	70	A	A	A (6.2)	A (6.2)
			NBT	7.3		2		70		A		A (7.3)	
			NBR	4.9		0		27		A		A (4.9)	
		SB	SBL	5.9	6.5	1	2	68	70	A	A	A (5.9)	A (6.5)
			SBT	7.1		2		70		A		A (7.1)	
			SBR	5.4		0		32		A		A (5.4)	
		EB	EBL	5.7	7.0	2	4	69	101	A	A	A (5.7)	A (7.0)
			EBT	7.1		4		101		A		A (7.1)	
			EBR	5.3		0		30		A		A (5.3)	
		WB	WBL	7.1	7.1	5	5	125	125	A	A	A (7.1)	A (7.1)
			WBT	7.5		5		124		A		A (7.5)	
			WBR	5.9		0		73		A		A (5.9)	
		Intersection		6.8						A		A (6.8)	
18	Archibald St and D St	SB	SBL	0.6	0.1	0	0	9	9	A	A	A (0.6)	A (0.1)
			SBT	0.1		0		9		A		A (0.1)	
		WB	WBL	6.3	6.3	2	2	60	60	A	A	A (6.3)	A (6.3)
		Intersection		0.8						A		A (0.8)	
19	Main St and D St Roundabout	NB	NBL	1	1.2	0	0	43	43	A	A	A (1.0)	A (1.2)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	1.3	1.2	0	0	43	43	A	A	A (1.3)	A (1.2)
		SB	SBT	1.9	1.8	1	1	89	89	A	A	A (1.9)	A (1.8)
			SBR	1.5		1		89		A		A (1.5)	
		EB	EBL	3.8	3.6	0	0	44	44	A	A	A (3.8)	A (3.6)
			EBR	2.8		0		44		A		A (2.8)	
		WB	WBL	1.6	0.2	0	0	23	23	A	A	A (1.6)	A (0.2)
			WBT	1.7		0		23		A		A (1.7)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		0.9						A		A (0.9)	
20	1st Ave and D St	NB	NBL	0	0.4	0	7	0	133	A	A	A (0.3)	A (0.4)
			NBR	0.8		7		133		A		A (0.8)	
		SB	SBL	9.0	8.2	2	2	76	76	A	A	A (9.0)	A (8.2)
			SBR	6.2		2		76		A		A (6.2)	
		WB	WBT	7.3	7.0	2	2	70	70	A	A	A (7.3)	A (7.0)
			WBR	5.5		2		70		A		A (5.5)	
		Intersection		2.2						A		A (2.2)	
21	2nd Ave and D St	NB	NBL	8	8.8	3	3	70	79	A	A	A (7.9)	A (8.8)
			NBT	9.0		3		72		A		A (9.0)	
			NBR	6.6		3		79		A		A (6.6)	
		SB	SBL	6.8	9.1	1	1	50	52	A	A	A (6.8)	A (9.1)
			SBT	9.8		1		51		A		A (9.8)	
			SBR	6.1		1		52		A		A (6.1)	
		EB	EBL	1.1	0.3	0	0	25	25	A	A	A (1.1)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.6	0.4	0	0	44	44	A	A	A (1.6)	A (0.4)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		2.5						A		A (2.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	8.0	7.9	1	1	68	74	A	A	A (8.0)	A (7.9)
			NBR	6.9		1		74		A		A (6.9)	
		SB	SBL	6.2	7.9	1	1	58	60	A	A	A (6.2)	A (7.9)
			SBT	8.4		1		60		A		A (8.4)	
			SBR	6.2		1		58		A		A (6.2)	
		EB	EBL	0.7	0.1	0	0	37	37	A	A	A (0.7)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.3		0		0		A		A (0.3)	
		WB	WBL	0.4	0.4	0	0	5	30	A	A	A (0.4)	A (0.4)
			WBT	0.4		0		30		A		A (0.4)	
			WBR	0.4		0		3		A		A (0.4)	
		Intersection		1.9						A		A (1.9)	
23	4th Ave and D St	NB	NBL	6	6.7	1	1	61	64	A	A	A (6.1)	A (6.7)
			NBT	7.5		1		64		A		A (7.5)	
			NBR	5.2		0		37		A		A (5.2)	
		SB	SBL	6.3	6.5	4	4	76	77	A	A	A (6.3)	A (6.5)
			SBT	7.3		4		77		A		A (7.3)	
			SBR	5.3		0		13		A		A (5.3)	
		EB	EBL	6.9	7.4	5	5	87	91	A	A	A (6.9)	A (7.4)
			EBT	7.5		5		91		A		A (7.5)	
			EBR	5.6		1		58		A		A (5.6)	
		WB	WBL	8.1	7.9	8	8	124	124	A	A	A (8.1)	A (7.9)
			WBT	8.3		8		124		A		A (8.3)	
			WBR	6.2		1		75		A		A (6.2)	
		Intersection		7.3						A		A (7.3)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	9	9.0	7	7	98	98	A	A	A (9.1)	A (9.0)
			NBT	9.1		7		98		A		A (9.1)	
			NBR	8.6		7		98		A		A (8.6)	
			SBL	11.7		0		61		B		B (11.7)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	10.6	11.0	0	0	61	61	B	B	B (10.6)	B (11.0)
			SBR	9.9		0		61		A		A (9.9)	
		EB	EBL	3.7	3.4	2	2	119	119	A	A	A (3.7)	A (3.4)
			EBT	3.5		2		119		A		A (3.5)	
			EBR	3.0		2		119		A		A (3.0)	
		WB	WBL	2.9	2.8	2	2	142	142	A	A	A (2.9)	A (2.8)
			WBT	2.6		2		142		A		A (2.6)	
			WBR	3.1		2		142		A		A (3.1)	
		Intersection		4.4						A		A (4.4)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	15	19.3	5	28	80	178	B	B	B (15.4)	B (19.3)
			NBT	21.0		28		178		C		C (21.0)	
			NBR	14.4		26		178		B		B (14.4)	
		SB	SBL	17.5	18.2	9	26	123	183	B	B	B (17.5)	B (18.2)
			SBT	19.9		26		177		B		B (19.9)	
			SBR	13.0		25		183		B		B (13.0)	
		EB	EBL	43.5	23.7	15	16	107	117	D	C	D (43.5)	C (23.7)
			EBT	22.1		16		117		C		C (22.1)	
			EBR	5.0		0		29		A		A (5.0)	
		WB	WBL	42.7	27.0	34	34	164	180	D	C	D (42.7)	C (27.0)
			WBT	21.9		17		180		C		C (21.9)	
			WBR	6.0		2		85		A		A (6.0)	
		Intersection		21.7						C		C (21.7)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.1	-	0	-	37	-	A	- (-)	A (6.1)
			NBR	6.1		0		37		A		A (6.1)	
		EB	EBT	0.1	0.2	0	0	17	55	A	A	A (0.1)	A (0.2)
			EBR	0.7		0		55		A		A (0.7)	
		WB	WBL	-	0.0	-	0	-	0	-	A	- (-)	A (0.0)
			WBT	0.0		0		0		A		A (0.0)	
		Intersection		0.2						A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.5	-	2	-	71	-	A	- (-)	A (6.5)
			NBR	6.5		2		71		A		A (6.5)	
		EB	EBT	0.1	0.1	0	0	2	2	A	A	A (0.1)	A (0.1)
			EBR	0.7		0		2		A		A (0.7)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	25	28.0	6	24	205	251	C	C	C (25.2)	C (28.0)
			NBT	29.4		24		251		C		C (29.4)	
			NBR	28.3		24		251		C		C (28.3)	
		SB	SBL	16.3	14.8	6	13	131	205	B	B	B (16.3)	B (14.8)
			SBT	17.7		11		176		B		B (17.7)	
			SBR	9.4		13		205		A		A (9.4)	
		EB	EBL	10.9	13.5	2	16	76	167	B	B	B (10.9)	B (13.5)
			EBT	14.4		16		147		B		B (14.4)	
			EBR	9.9		15		167		A		A (9.9)	
		WB	WBL	8.3	8.5	2	10	87	154	A	A	A (8.3)	A (8.5)
			WBT	9.4		10		154		A		A (9.4)	
			WBR	3.8		0		57		A		A (3.8)	
		Intersection		14.5						B		B (14.5)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	8.2	-	3	-	85	-	A	- (-)	A (8.2)
			NBR	8.2		3		85		A		A (8.2)	
		EB	EBT	0.3	0.4	0	0	0	0	A	A	A (0.3)	A (0.4)
			EBR	0.7		0		0		A		A (0.7)	
		WB	WBL	-	0.1	-	0	-	0	-	A	- (-)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
		Intersection		1.0						A		A (1.0)	

Future Build Year Scenario 2 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.9		35		237		B		B (12.9)	
		SB	SBT	12.1	11.3	35	35	237	237	B	B	B (12.1)	B (11.3)
			SBR	7.6		29		236		A		A (7.6)	
		EB	EBR	14.3	13.9	2	2	61	61	B	B	B (14.3)	B (13.9)
		WB	WBT	16.5	16.5	1	1	43	43	B	B	B (16.5)	B (16.5)
		Intersection		11.4						B		B (11.4)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	5.7		2		122		A		A (5.7)	
			SBR	1.8	4.7	2	2	122	122	A	A	A (1.8)	A (4.7)
			SBU	3.3		2		122		A		A (3.3)	
		EB	EBL	10.0	10.7	1	1	56	56	B	B	B (10.0)	B (10.7)
			EBT	11.9		1		56		B		B (11.9)	
		WB	WBT	6.6		6		125		A		A (6.6)	
			WBR	5.9	6.3	6	6	125	125	A	A	A (5.9)	A (6.3)
			WBU	9.4		6		125		A		A (9.4)	
		Intersection		5.7						A		A (5.7)	
3	William Brooks and U St		NBL	12		21		134		B		B (11.8)	
		NB	NBT	10.0	10.2	21	21	134	134	B	B	B (10.0)	B (10.2)
			NBR	10.7		21		134		B		B (10.7)	
		EB	EBL	10.9	10.4	3	3	101	101	B	B	B (10.9)	B (10.4)
			EBT	10.0		3		101		A		A (10.0)	
		WB	WBT	12.7	12.6	23	23	208	208	B	B	B (12.7)	B (12.6)
			WBR	12.5		23		208		B		B (12.5)	
		Intersection		11.0						B		B (11.0)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	9.5	8.6	2	2	61	61	A	A	A (9.5)	A (8.6)
			SBR	8.2		2		61		A		A (8.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	5.7	0.6	1	1	82	99	A	A	A (5.7)	A (0.6)
			EBT	0.4		0		99		A		A (0.4)	
		WB	WBT	0.5	0.6	0	0	64	64	A	A	A (0.5)	A (0.6)
			WBR	1.4		0		60		A		A (1.4)	
		Intersection		1.4						A		A (1.4)	
5	Cesar Chavez St and U St	NB	NBL	14	12.5	12	14	132	139	B	B	B (13.7)	B (12.5)
			NBT	13.9		12		134		B		B (13.9)	
			NBR	9.5		14		139		A		A (9.5)	
		SB	SBL	12.0	11.5	2	2	60	60	B	B	B (12.0)	B (11.5)
			SBT	12.5		2		60		B		B (12.5)	
			SBR	9.1		2		60		A		A (9.1)	
		EB	EBL	2.3	0.2	0	0	23	23	A	A	A (2.3)	A (0.2)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.6		0		3		A		A (0.6)	
		WB	WBL	1.9	0.4	0	0	33	33	A	A	A (1.9)	A (0.4)
			WBT	0.2		0		24		A		A (0.2)	
			WBR	1.4		0		24		A		A (1.4)	
		Intersection		3.1						A		A (3.1)	
6	4th Ave and U St	SB	SBL	9.3	8.6	4	4	83	83	A	A	A (9.3)	A (8.6)
			SBR	7.9		4		83		A		A (7.9)	
		EB	EBL	3.3	0.4	0	0	30	30	A	A	A (3.3)	A (0.4)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.2	0.3	0	1	5	70	A	A	A (0.2)	A (0.3)
			WBR	0.5		1		70		A		A (0.5)	
		Intersection		1.5						A		A (1.5)	
7	Archibald St and B St	SB	SBL	0.6	0.1	0	0	5	5	A	A	A (0.6)	A (0.1)
			SBT	0.1		0		5		A		A (0.1)	
		WB	WBL	14.1	14.1	5	5	72	72	B	B	B (14.1)	B (14.1)
		Intersection		0.9						A		A (0.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	14	9.6	24	24	320	320	B	A	B (14.2)	A (9.6)
			NBT	9.2		24		320		A		A (9.2)	
			NBR	10.7		24		320		B		B (10.7)	
		SB	SBL	11.9	7.6	9	29	172	279	B	A	B (11.9)	A (7.6)
			SBT	5.6		29		273		A		A (5.6)	
			SBR	3.7		9		279		A		A (3.7)	
		EB	EBL	21.9	17.5	5	5	84	84	C	C	C (21.9)	C (17.5)
			EBT	21.8		5		84		C		C (21.8)	
			EBR	12.9		5		84		B		B (12.9)	
		WB	WBL	30.6	26.1	14	14	137	137	D	D	D (30.6)	D (26.1)
			WBT	35.1		14		137		E		E (35.1)	
			WBR	19.4		14		137		C		C (19.4)	
		Intersection		10.7						B		B (10.7)	
9	William Brooks and B St	NB	NBL	2	1.9	2	2	81	81	A	A	A (2.5)	A (1.9)
			NBT	1.8		2		81		A		A (1.8)	
			NBR	1.4		2		81		A		A (1.4)	
		EB	EBL	20.0	20.8	21	21	185	185	C	C	C (20.0)	C (20.8)
			EBT	21.2		21		185		C		C (21.2)	
		WB	WBT	15.2	15.2	8	8	118	118	C	C	C (15.2)	C (15.2)
		Intersection		7.2						A		A (7.2)	
10	2nd Ave and B St	NB	NBL	10	11.4	10	12	147	157	B	B	B (10.1)	B (11.4)
			NBT	12.0		11		150		B		B (12.0)	
			NBR	8.0		12		157		A		A (8.0)	
		SB	SBL	8.7	7.9	3	3	70	75	A	A	A (8.7)	A (7.9)
			SBT	8.6		3		75		A		A (8.6)	
			SBR	6.4		3		74		A		A (6.4)	
		EB	EBL	2.0	0.3	0	0	35	35	A	A	A (2.0)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.6		0		3		A		A (0.6)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	2.2	0.5	0	0	38	38	A	A	A (2.2)	A (0.5)
			WBT	0.1		0		15		A		A (0.1)	
			WBR	0.5		0		15		A		A (0.5)	
		Intersection		4.9						A		A (4.9)	
11	Cesar Chavez St and B St	NB	NBT	9.0	7.7	2	3	75	84	A	A	A (9.0)	A (7.7)
			NBR	5.9		3		84		A		A (5.9)	
		SB	SBT	8.8	7.7	2	2	65	67	A	A	A (8.8)	A (7.7)
			SBR	5.5		2		67		A		A (5.5)	
		EB	EBL	1.1	0.1	0	0	17	17	A	A	A (1.1)	A (0.1)
			EBT	0.1		0		7		A		A (0.1)	
			EBR	0.4		0		7		A		A (0.4)	
		WB	WBL	2.2	0.4	0	0	10	10	A	A	A (2.2)	A (0.4)
			WBT	0.3		0		0		A		A (0.3)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.5						A		A (2.5)	
12	4th Ave and B St	NB	NBL	6	6.4	3	3	78	80	A	A	A (6.5)	A (6.4)
			NBT	7.4		3		80		A		A (7.4)	
			NBR	5.2		0		51		A		A (5.2)	
		SB	SBL	6.1	6.4	2	3	67	68	A	A	A (6.1)	A (6.4)
			SBT	7.4		3		68		A		A (7.4)	
			SBR	5.2		0		34		A		A (5.2)	
		EB	EBL	6.6	6.8	5	5	80	83	A	A	A (6.6)	A (6.8)
			EBT	7.5		5		83		A		A (7.5)	
			EBR	5.5		0		52		A		A (5.5)	
		WB	WBL	6.2	7.8	3	3	78	84	A	A	A (6.2)	A (7.8)
			WBT	8.7		3		84		A		A (8.7)	
			WBR	5.5		0		56		A		A (5.5)	
		Intersection		6.8						A		A (6.8)	
13	Archibald St and C St		SBL	0.4		0		9		A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	9	9	A	A	A (0.0)	A (0.0)
			SBR	0.8		0		9		A		A (0.8)	
		EB	EBT	20.7	19.9	4	4	74	74	C	C	C (20.7)	C (19.9)
			EBR	7.1		2		72		A		A (7.1)	
		WB	WBL	12.3	13.0	4	4	76	77	B	B	B (12.3)	B (13.0)
			WBT	15.3		3		77		C		C (15.3)	
		Intersection		1.4						A		A (1.4)	
14	Main St and C St	NB	NBL	5	1.3	1	1	58	77	A	A	A (5.0)	A (1.3)
			NBT	0.4		0		77		A		A (0.4)	
			NBR	1.0		0		27		A		A (1.0)	
		SB	SBL	6.4	1.9	2	2	113	113	A	A	A (6.4)	A (1.9)
			SBT	0.6		0		84		A		A (0.6)	
			SBR	2.4		0		16		A		A (2.4)	
		EB	EBL	20.1	20.1	5	5	84	84	C	C	C (20.1)	C (20.1)
			EBT	22.5		5		84		C		C (22.5)	
			EBR	14.8		5		84		B		B (14.8)	
		WB	WBL	22.0	22.9	15	15	135	135	C	C	C (22.0)	C (22.9)
			WBT	29.3		15		135		D		D (29.3)	
			WBR	15.7		15		135		C		C (15.7)	
		Intersection		4.7						A		A (4.7)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	0	0	A	A	A (0.3)	A (0.1)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.6		0		0		A		A (0.6)	
		EB	EBL	14.8	18.5	24	25	188	188	B	C	B (14.8)	C (18.5)
			EBT	19.6		25		187		C		C (19.6)	
		WB	WBT	10.9	9.5	8	8	107	107	B	A	B (10.9)	A (9.5)
			WBR	8.1		8		104		A		A (8.1)	
		Intersection		5.7						A		A (5.7)	
16	Cesar Chavez St and C St		NBL	8		1		63		A		A (8.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	8.8	8.6	2	2	62	64	A	A	A (8.8)	A (8.6)
			NBR	6.4		1		64		A		A (6.4)	
		SB	SBL	8.4	8.5	2	3	67	77	A	A	A (8.4)	A (8.5)
			SBT	9.0		2		69		A		A (9.0)	
			SBR	5.8		3		77		A		A (5.8)	
		EB	EBL	1.8	0.1	0	0	33	33	A	A	A (1.8)	A (0.1)
			EBT	0.1		0		17		A		A (0.1)	
		WB	WBL	1.0	0.1	0	0	11	11	A	A	A (1.0)	A (0.1)
			WBT	0.1		0		3		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.2						A		A (2.2)	
17	4th Ave and C St	NB	NBL	7	6.7	2	2	64	68	A	A	A (7.0)	A (6.7)
			NBT	7.6		2		68		A		A (7.6)	
			NBR	4.8		0		37		A		A (4.8)	
		SB	SBL	7.2	7.1	2	2	71	73	A	A	A (7.2)	A (7.1)
			SBT	7.5		2		73		A		A (7.5)	
			SBR	5.5		0		41		A		A (5.5)	
		EB	EBL	7.3	7.4	6	13	93	126	A	A	A (7.3)	A (7.4)
			EBT	7.6		13		126		A		A (7.6)	
			EBR	5.8		1		66		A		A (5.8)	
		WB	WBL	8.9	8.2	13	13	151	151	A	A	A (8.9)	A (8.2)
			WBT	8.8		13		150		A		A (8.8)	
			WBR	6.8		2		100		A		A (6.8)	
		Intersection		7.6						A		A (7.6)	
18	Archibald St and D St	SB	SBL	1.0	0.3	0	0	53	53	A	A	A (1.0)	A (0.3)
			SBT	0.3		0		53		A		A (0.3)	
		WB	WBL	13.1	13.1	10	10	121	121	B	B	B (13.1)	B (13.1)
		Intersection		1.7						A		A (1.7)	
19	Main St and D St Roundabout	NB	NBL	6	6.4	10	10	235	235	A	A	A (6.1)	A (6.4)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	6.4	6.4	10	10	235	235	A	A	A (6.4)	A (6.4)
		SB	SBT	12.9	13.0	33	33	382	382	B	B	B (12.9)	B (13.0)
			SBR	14.3		33		382		B		B (14.3)	
		EB	EBL	12.7	12.8	3	3	94	94	B	B	B (12.7)	B (12.8)
			EBR	13.0		3		94		B		B (13.0)	
		WB	WBL	7.8	1.5	2	2	70	70	A	A	A (7.8)	A (1.5)
			WBT	7.4		2		70		A		A (7.4)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		6.7						A		A (6.7)	
20	1st Ave and D St	NB	NBL	0	0.5	0	18	36	158	A	A	A (0.3)	A (0.5)
			NBR	1.0		18		158		A		A (1.0)	
		SB	SBL	12.0	11.0	6	6	101	101	B	B	B (12.0)	B (11.0)
			SBR	8.2		6		101		A		A (8.2)	
		WB	WBT	8.2	7.9	4	4	82	82	A	A	A (8.2)	A (7.9)
			WBR	5.9		4		82		A		A (5.9)	
		Intersection		3.1						A		A (3.1)	
21	2nd Ave and D St	NB	NBL	11	10.5	10	12	113	123	B	B	B (10.6)	B (10.5)
			NBT	11.4		11		118		B		B (11.4)	
			NBR	8.2		12		123		A		A (8.2)	
		SB	SBL	10.5	11.0	2	2	73	75	B	B	B (10.5)	B (11.0)
			SBT	11.5		2		74		B		B (11.5)	
			SBR	8.5		2		75		A		A (8.5)	
		EB	EBL	1.1	0.3	0	0	39	39	A	A	A (1.1)	A (0.3)
			EBT	0.2		0		10		A		A (0.2)	
			EBR	0.5		0		10		A		A (0.5)	
		WB	WBL	3.1	1.1	0	0	41	41	A	A	A (3.1)	A (1.1)
			WBT	0.3		0		0		A		A (0.3)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		4.4						A		A (4.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.9	9.2	2	2	66	72	A	A	A (9.9)	A (9.2)
			NBR	7.3		2		72		A		A (7.3)	
		SB	SBL	9.9	10.4	3	4	89	91	A	B	A (9.9)	B (10.4)
			SBT	10.7		4		91		B		B (10.7)	
			SBR	9.9		3		89		A		A (9.9)	
		EB	EBL	0.4	0.1	0	0	11	11	A	A	A (0.4)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	3.4	0.9	0	0	44	44	A	A	A (3.4)	A (0.9)
			WBT	0.7		0		42		A		A (0.7)	
			WBR	0.4		0		8		A		A (0.4)	
		Intersection		2.7						A		A (2.7)	
23	4th Ave and D St	NB	NBL	6	7.3	3	4	82	85	A	A	A (6.4)	A (7.3)
			NBT	8.3		4		85		A		A (8.3)	
			NBR	5.5		0		65		A		A (5.5)	
		SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	8.2	8.9	12	14	124	128	A	A	A (8.2)	A (8.9)
			EBT	9.0		14		128		A		A (9.0)	
			EBR	7.1		3		99		A		A (7.1)	
		WB	WBL	8.7	8.1	12	12	146	146	A	A	A (8.7)	A (8.1)
			WBT	8.5		12		146		A		A (8.5)	
			WBR	6.8		2		98		A		A (6.8)	
		Intersection		8.3						A		A (8.3)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	15	14.7	22	22	170	170	B	B	B (14.6)	B (14.7)
			NBT	13.5		22		170		B		B (13.5)	
			NBR	14.8		22		170		B		B (14.8)	
			SBL	23.6		1		80		C		C (23.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	17.5	18.6	1	1	80	80	C	C	C (17.5)	C (18.6)
			SBR	16.6		1		80		C		C (16.6)	
		EB	EBL	5.9	6.1	7	7	181	181	A	A	A (5.9)	A (6.1)
			EBT	6.3		7		181		A		A (6.3)	
			EBR	5.5		7		181		A		A (5.5)	
		WB	WBL	5.9	6.3	11	11	325	325	A	A	A (5.9)	A (6.3)
			WBT	6.1		11		325		A		A (6.1)	
			WBR	4.5		11		325		A		A (4.5)	
		Intersection		8.2						A		A (8.2)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	43	32.1	41	77	301	390	D	C	D (42.8)	C (32.1)
			NBT	29.5		77		390		C		C (29.5)	
			NBR	24.5		75		390		C		C (24.5)	
		SB	SBL	65.6	56.6	158	433	765	783	E	E	E (65.6)	E (56.6)
			SBT	55.8		429		777		E		E (55.8)	
			SBR	49.8		433		783		D		D (49.8)	
		EB	EBL	72.6	40.4	76	76	250	250	E	D	E (72.6)	D (40.4)
			EBT	35.6		60		243		D		D (35.6)	
			EBR	15.0		2		133		B		B (15.0)	
		WB	WBL	50.5	37.2	65	65	240	456	D	D	D (50.5)	D (37.2)
			WBT	34.6		62		456		C		C (34.6)	
			WBR	8.8		3		105		A		A (8.8)	
		Intersection		43.4						D		D (43.4)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.9	-	1	-	47	-	A	- (-)	A (6.9)
			NBR	6.9		1		47		A		A (6.9)	
		EB	EBT	0.3	0.5	0	0	48	127	A	A	A (0.3)	A (0.5)
			EBR	1.0		0		127		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.3						A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.4	-	2	-	54	-	A	- (-)	A (6.4)
			NBR	6.4		2		54		A		A (6.4)	
		EB	EBT	0.2	0.3	0	0	16	16	A	A	A (0.2)	A (0.3)
			EBR	0.8		0		16		A		A (0.8)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.5						A		A (0.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	34	32.1	25	57	322	371	C	C	C (34.0)	C (32.1)
			NBT	30.8		57		371		C		C (30.8)	
			NBR	32.1		57		371		C		C (32.1)	
		SB	SBL	26.4	30.2	6	69	153	389	C	C	C (26.4)	C (30.2)
			SBT	31.1		69		389		C		C (31.1)	
			SBR	30.2		69		389		C		C (30.2)	
		EB	EBL	15.1	21.9	3	30	86	186	B	C	B (15.1)	C (21.9)
			EBT	22.8		30		186		C		C (22.8)	
			EBR	23.0		30		186		C		C (23.0)	
		WB	WBL	10.9	12.0	9	24	156	212	B	B	B (10.9)	B (12.0)
			WBT	12.3		24		212		B		B (12.3)	
			WBR	11.8		2		115		B		B (11.8)	
		Intersection		21.2						C		C (21.2)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	41.1	-	72	-	339	-	E	- (-)	E (41.1)
			NBR	41.1		72		339		E		E (41.1)	
		EB	EBT	4.8	3.5	3	3	168	168	A	A	A (4.8)	A (3.5)
			EBR	1.8		3		168		A		A (1.8)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		8.7						A		A (8.7)	

Future Build Year Scenario 3 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	11.5		8		84		B		B (11.5)	
		SB	SBT	12.0	11.2	8	8	84	84	B	B	B (12.0)	B (11.2)
			SBR	4.2		1		70		A		A (4.2)	
		EB	EBR	7.5	7.5	0	0	30	30	A	A	A (7.5)	A (7.5)
		WB	WBT	8.2	8.2	2	2	69	69	A	A	A (8.2)	A (8.2)
		Intersection		10.3						B		B (10.3)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.6	2.4	1	1	92	92	A	A	A (2.6)	A (2.4)
			SBR	1.5		1		92		A		A (1.5)	
			SBU	1.9		1		92		A		A (1.9)	
		EB	EBL	2.1	2.1	0	0	30	30	A	A	A (2.1)	A (2.1)
			EBT	2.3		0		30		A		A (2.3)	
		WB	WBT	2.2	2.2	1	1	68	68	A	A	A (2.2)	A (2.2)
			WBR	2.0		1		68		A		A (2.0)	
			WBU	2.7		1		68		A		A (2.7)	
		Intersection		2.3						A		A (2.3)	
3	William Brooks and U St	NB	NBL	8	6.9	9	9	79	79	A	A	A (7.6)	A (6.9)
			NBT	6.8		9		79		A		A (6.8)	
			NBR	7.4		9		79		A		A (7.4)	
		EB	EBL	9.6	9.4	4	4	90	90	A	A	A (9.6)	A (9.4)
			EBT	9.3		4		90		A		A (9.3)	
		WB	WBT	8.5	8.3	7	7	122	122	A	A	A (8.5)	A (8.3)
			WBR	8.1		7		122		A		A (8.1)	
		Intersection		7.8						A		A (7.8)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	7.3	6.5	1	1	50	50	A	A	A (7.3)	A (6.5)
			SBR	6.2		1		50		A		A (6.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.9	0.2	0	0	15	34	A	A	A (1.9)	A (0.2)
			EBT	0.1		0		34		A		A (0.1)	
		WB	WBT	0.2	0.3	0	0	34	34	A	A	A (0.2)	A (0.3)
			WBR	0.6		0		23		A		A (0.6)	
		Intersection		0.8						A		A (0.8)	
5	Cesar Chavez St and U St	NB	NBL	6	6.7	3	4	88	95	A	A	A (6.4)	A (6.7)
			NBT	7.5		4		90		A		A (7.5)	
			NBR	6.6		4		95		A		A (6.6)	
		SB	SBL	7.7	7.7	1	1	52	52	A	A	A (7.7)	A (7.7)
			SBT	8.0		1		52		A		A (8.0)	
			SBR	5.9		1		52		A		A (5.9)	
		EB	EBL	1.2	0.4	0	0	12	32	A	A	A (1.2)	A (0.4)
			EBT	0.4		0		32		A		A (0.4)	
			EBR	0.9		0		24		A		A (0.9)	
		WB	WBL	2.1	0.6	0	0	39	39	A	A	A (2.1)	A (0.6)
			WBT	0.2		0		20		A		A (0.2)	
			WBR	0.5		0		20		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
6	4th Ave and U St	SB	SBL	8.3	7.4	2	2	61	61	A	A	A (8.3)	A (7.4)
			SBR	6.6		2		61		A		A (6.6)	
		EB	EBL	2.6	0.3	0	0	30	30	A	A	A (2.6)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	0.1	0.2	0	1	0	67	A	A	A (0.1)	A (0.2)
			WBR	0.5		1		67		A		A (0.5)	
		Intersection		0.9						A		A (0.9)	
7	Archibald St and B St	SB	SBL	0.4	0.0	0	0	0	0	A	A	A (0.4)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	6.3	6.3	2	2	71	71	A	A	A (6.3)	A (6.3)
		Intersection		2.5						A		A (2.5)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	5	4.2	3	3	94	94	A	A	A (5.1)	A (4.2)
			NBT	4.3		3		94		A		A (4.3)	
			NBR	3.7		3		94		A		A (3.7)	
		SB	SBL	5.1	5.6	8	17	276	279	A	A	A (5.1)	A (5.6)
			SBT	5.8		6		279		A		A (5.8)	
			SBR	4.6		17		273		A		A (4.6)	
		EB	EBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			EBT	-		-		-		-		- (-)	
			EBR	-		-		-		-		- (-)	
		WB	WBL	3.8	3.0	0	0	39	39	A	A	A (3.8)	A (3.0)
			WBT	3.1		0		39		A		A (3.1)	
			WBR	1.9		0		39		A		A (1.9)	
		Intersection		4.9						A		A (4.9)	
9	William Brooks and B St	NB	NBL	1	0.9	1	1	46	46	A	A	A (1.3)	A (0.9)
			NBT	0.9		1		46		A		A (0.9)	
			NBR	1.3		1		46		A		A (1.3)	
		EB	EBL	11.2	11.7	6	6	91	91	B	B	B (11.2)	B (11.7)
			EBT	12.0		6		91		B		B (12.0)	
		WB	WBT	9.4	9.4	2	2	67	67	A	A	A (9.4)	A (9.4)
		Intersection		3.7						A		A (3.7)	
10	2nd Ave and B St	NB	NBL	7	7.5	2	2	67	76	A	A	A (6.6)	A (7.5)
			NBT	8.0		2		69		A		A (8.0)	
			NBR	5.6		2		76		A		A (5.6)	
		SB	SBL	6.3	6.9	2	2	65	69	A	A	A (6.3)	A (6.9)
			SBT	7.7		2		67		A		A (7.7)	
			SBR	5.2		2		69		A		A (5.2)	
		EB	EBL	0.9	0.3	0	0	26	26	A	A	A (0.9)	A (0.3)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.6		0		0		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.3	0.2	0	0	19	19	A	A	A (1.3)	A (0.2)
			WBT	0.0		0		0		-		- (0.0)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		3.0						A		A (3.0)	
11	Cesar Chavez St and B St	NB	NBT	7.7	7.5	1	1	56	65	A	A	A (7.7)	A (7.5)
			NBR	5.3		1		65		A		A (5.3)	
		SB	SBT	7.6	7.1	1	1	60	62	A	A	A (7.6)	A (7.1)
			SBR	5.1		1		62		A		A (5.1)	
		EB	EBL	1.4	0.1	0	0	12	12	A	A	A (1.4)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.0	0.5	0	0	13	13	A	A	A (1.0)	A (0.5)
			WBT	0.4		0		2		A		A (0.4)	
			WBR	0.5		0		2		A		A (0.5)	
		Intersection		1.9						A		A (1.9)	
12	4th Ave and B St	NB	NBL	6	6.8	2	2	66	68	A	A	A (6.2)	A (6.8)
			NBT	7.2		2		68		A		A (7.2)	
			NBR	5.0		0		38		A		A (5.0)	
		SB	SBL	6.0	6.3	2	2	60	61	A	A	A (6.0)	A (6.3)
			SBT	7.0		2		61		A		A (7.0)	
			SBR	5.0		0		20		A		A (5.0)	
		EB	EBL	5.8	6.5	2	2	62	65	A	A	A (5.8)	A (6.5)
			EBT	6.9		2		65		A		A (6.9)	
			EBR	5.0		0		22		A		A (5.0)	
		WB	WBL	5.7	8.0	2	3	76	82	A	A	A (5.7)	A (8.0)
			WBT	8.5		3		82		A		A (8.5)	
			WBR	5.5		0		54		A		A (5.5)	
		Intersection		6.9						A		A (6.9)	
13	Archibald St and C St		SBL	0.2		0		0		A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.4		0		0		A		A (0.4)	
		EB	EBT	8.9	8.5	1	1	63	63	A	A	A (8.9)	A (8.5)
			EBR	6.4		1		61		A		A (6.4)	
		WB	WBL	5.6	6.8	1	1	55	56	A	A	A (5.6)	A (6.8)
			WBT	7.3		1		56		A		A (7.3)	
		Intersection		2.3						A		A (2.3)	
14	Main St and C St	NB	NBL	2	0.4	0	0	26	26	A	A	A (2.1)	A (0.4)
			NBT	0.1		0		6		A		A (0.1)	
			NBR	0.5		0		4		A		A (0.5)	
		SB	SBL	1.7	0.6	0	0	51	51	A	A	A (1.7)	A (0.6)
			SBT	0.2		0		41		A		A (0.2)	
			SBR	0.6		0		6		A		A (0.6)	
		EB	EBL	8.7	10.3	1	1	44	44	A	B	A (8.7)	B (10.3)
			EBT	14.3		1		44		B		B (14.3)	
			EBR	7.9		1		44		A		A (7.9)	
		WB	WBL	13.0	12.2	2	2	57	57	B	B	B (13.0)	B (12.2)
			WBT	14.5		2		57		B		B (14.5)	
			WBR	7.1		2		57		A		A (7.1)	
		Intersection		1.2						A		A (1.2)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	10.0	11.6	10	10	123	123	A	B	A (10.0)	B (11.6)
			EBT	12.4		10		122		B		B (12.4)	
		WB	WBT	9.1	7.4	3	3	87	87	A	A	A (9.1)	A (7.4)
			WBR	6.4		3		86		A		A (6.4)	
		Intersection		3.7						A		A (3.7)	
16	Cesar Chavez St and C St		NBL	6		1		52		A		A (5.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.6	7.4	1	1	52	53	A	A	A (7.6)	A (7.4)
			NBR	6.2		1		53		A		A (6.2)	
		SB	SBL	7.5	7.1	1	1	52	63	A	A	A (7.5)	A (7.1)
			SBT	7.8		1		54		A		A (7.8)	
			SBR	4.7		1		63		A		A (4.7)	
		EB	EBL	0.9	0.1	0	0	14	14	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	0.4	0.1	0	0	0	0	A	A	A (0.4)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		1.7						A		A (1.7)	
17	4th Ave and C St	NB	NBL	7	6.2	2	2	61	64	A	A	A (6.6)	A (6.2)
			NBT	7.2		2		64		A		A (7.2)	
			NBR	4.9		0		33		A		A (4.9)	
		SB	SBL	6.8	6.8	2	2	61	64	A	A	A (6.8)	A (6.8)
			SBT	7.2		2		64		A		A (7.2)	
			SBR	5.4		0		23		A		A (5.4)	
		EB	EBL	6.2	7.0	4	8	75	107	A	A	A (6.2)	A (7.0)
			EBT	7.1		8		107		A		A (7.1)	
			EBR	4.8		0		41		A		A (4.8)	
		WB	WBL	7.6	7.3	5	5	124	124	A	A	A (7.6)	A (7.3)
			WBT	7.5		5		123		A		A (7.5)	
			WBR	5.9		0		72		A		A (5.9)	
		Intersection		6.9						A		A (6.9)	
18	Archibald St and D St	SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
		WB	WBL	5.8	5.8	3	3	86	86	A	A	A (5.8)	A (5.8)
		Intersection		5.8						A		A (5.8)	
19	Main St and D St Roundabout	NB	NBL	3	2.9	1	1	84	84	A	A	A (2.9)	A (2.9)

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	2.9	2.9	1	1	84	84	A	A	A (2.9)	A (2.9)
		SB	SBT	5.8	5.9	13	13	321	321	A	A	A (5.8)	A (5.9)
			SBR	6.2		13		321		A		A (6.2)	
		EB	EBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			EBR	-		-		-		-		- (-)	
		WB	WBL	1.5	0.1	0	0	29	29	A	A	A (1.5)	A (0.1)
			WBT	1.2		0		29		A		A (1.2)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		3.2						A		A (3.2)	
20	1st Ave and D St	NB	NBL	0	0.4	0	6	5	135	A	A	A (0.3)	A (0.4)
			NBR	0.9		6		135		A		A (0.9)	
		SB	SBL	9.2	6.6	2	2	79	79	A	A	A (9.2)	A (6.6)
			SBR	5.9		2		79		A		A (5.9)	
		WB	WBT	7.4	7.0	2	2	66	66	A	A	A (7.4)	A (7.0)
			WBR	5.4		2		66		A		A (5.4)	
		Intersection		1.9						A		A (1.9)	
21	2nd Ave and D St	NB	NBL	9	8.2	3	4	73	82	A	A	A (8.8)	A (8.2)
			NBT	8.3		3		74		A		A (8.3)	
			NBR	5.5		4		82		A		A (5.5)	
		SB	SBL	6.9	9.3	1	1	51	53	A	A	A (6.9)	A (9.3)
			SBT	9.9		1		52		A		A (9.9)	
			SBR	6.0		1		53		A		A (6.0)	
		EB	EBL	1.2	0.3	0	0	28	28	A	A	A (1.2)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.9	0.5	0	0	45	45	A	A	A (1.9)	A (0.5)
			WBT	0.1		0		4		A		A (0.1)	
			WBR	0.7		0		4		A		A (0.7)	
		Intersection		2.7						A		A (2.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	8.1	8.0	2	2	68	73	A	A	A (8.1)	A (8.0)
			NBR	6.2		2		73		A		A (6.2)	
		SB	SBL	7.6	8.1	1	1	60	62	A	A	A (7.6)	A (8.1)
			SBT	8.2		1		62		A		A (8.2)	
			SBR	7.6		1		60		A		A (7.6)	
		EB	EBL	0.9	0.1	0	0	33	33	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		3		A		A (0.0)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.1	0.4	0	0	5	38	A	A	A (1.1)	A (0.4)
			WBT	0.4		0		38		A		A (0.4)	
			WBR	0.4		0		2		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
23	4th Ave and D St	NB	NBL	6	6.7	1	2	60	63	A	A	A (6.4)	A (6.7)
			NBT	7.5		2		63		A		A (7.5)	
			NBR	5.1		0		41		A		A (5.1)	
		SB	SBL	6.3	6.5	4	4	75	76	A	A	A (6.3)	A (6.5)
			SBT	7.3		4		76		A		A (7.3)	
			SBR	5.3		0		7		A		A (5.3)	
		EB	EBL	6.5	7.4	5	5	80	84	A	A	A (6.5)	A (7.4)
			EBT	7.4		5		84		A		A (7.4)	
			EBR	6.2		1		55		A		A (6.2)	
		WB	WBL	8.0	7.8	8	8	123	123	A	A	A (8.0)	A (7.8)
			WBT	8.2		8		123		A		A (8.2)	
			WBR	6.2		1		75		A		A (6.2)	
		Intersection		7.2						A		A (7.2)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	9	8.6	5	5	92	92	A	A	A (9.1)	A (8.6)
			NBT	8.5		5		92		A		A (8.5)	
			NBR	9.0		5		92		A		A (9.0)	
			SBL	12.1		1		87		B		B (12.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	10.7	11.2	1	1	87	87	B	B	B (10.7)	B (11.2)
			SBR	10.0		1		87		B		B (10.0)	
		EB	EBL	4.8	3.8	3	3	133	133	A	A	A (4.8)	A (3.8)
			EBT	3.8		3		133		A		A (3.8)	
			EBR	3.6		3		133		A		A (3.6)	
		WB	WBL	3.3	3.4	2	2	151	151	A	A	A (3.3)	A (3.4)
			WBT	3.3		2		151		A		A (3.3)	
			WBR	2.5		2		151		A		A (2.5)	
		Intersection		4.5						A		A (4.5)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	19	23.2	7	36	107	193	B	C	B (19.5)	C (23.2)
			NBT	26.9		36		193		C		C (26.9)	
			NBR	5.2		2		90		A		A (5.2)	
		SB	SBL	20.7	20.4	11	27	136	140	C	C	C (20.7)	C (20.4)
			SBT	24.9		27		140		C		C (24.9)	
			SBR	5.0		2		68		A		A (5.0)	
		EB	EBL	49.2	32.2	13	19	122	130	D	C	D (49.2)	C (32.2)
			EBT	33.2		19		130		C		C (33.2)	
			EBR	6.8		1		48		A		A (6.8)	
			EBU	-		-		-		-		- (-)	
		WB	WBL	35.8	24.5	22	22	146	146	D	C	D (35.8)	C (24.5)
			WBT	22.4		13		105		C		C (22.4)	
			WBR	8.6		3		110		A		A (8.6)	
		Intersection		24.2						C		C (24.2)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.0	-	0	-	45	-	A	- (-)	A (6.0)
			NBR	6.0		0		45		A		A (6.0)	
		EB	EBT	0.2	0.3	0	0	26	79	A	A	A (0.2)	A (0.3)
			EBR	0.8		0		79		A		A (0.8)	
		WB	WBL	-	-0.1	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	-0.1		0		0		-		- (-0.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		0.2						A		A (0.2)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.3	-	2	-	65	-	A	- (-)	A (6.3)
			NBR	6.3		2		65		A		A (6.3)	
		EB	EBT	0.1	0.1	0	0	0	0	A	A	A (0.1)	A (0.1)
			EBR	0.7		0		0		A		A (0.7)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	24	27.5	7	23	204	303	C	C	C (24.1)	C (27.5)
			NBT	28.2		23		303		C		C (28.2)	
			NBR	28.9		23		303		C		C (28.9)	
		SB	SBL	16.9	15.8	7	13	139	201	B	B	B (16.9)	B (15.8)
			SBT	19.4		12		182		B		B (19.4)	
			SBR	9.8		13		201		A		A (9.8)	
		EB	EBL	10.4	13.3	2	15	70	160	B	B	B (10.4)	B (13.3)
			EBT	14.2		15		160		B		B (14.2)	
			EBR	9.8		4		121		A		A (9.8)	
		WB	WBL	8.4	8.0	3	9	84	137	A	A	A (8.4)	A (8.0)
			WBT	8.6		9		137		A		A (8.6)	
			WBR	4.4		1		107		A		A (4.4)	
		Intersection		14.4						B		B (14.4)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	8.3	-	3	-	81	-	A	- (-)	A (8.3)
			NBR	8.3		3		81		A		A (8.3)	
		EB	EBT	0.3	0.4	0	0	0	0	A	A	A (0.3)	A (0.4)
			EBR	0.7		0		0		A		A (0.7)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		1.1						A		A (1.1)	

Future Build Year Scenario 3 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.1		37		247		B		B (13.1)	
		SB	SBT	12.2	11.4	37	37	247	247	B	B	B (12.2)	B (11.4)
			SBR	7.8		32		247		A		A (7.8)	
		EB	EBR	12.9	12.6	1	1	54	54	B	B	B (12.9)	B (12.6)
		WB	WBT	17.7	17.7	1	1	44	44	B	B	B (17.7)	B (17.7)
		Intersection		11.6						B		B (11.6)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	6.2	5.2	2	2	108	108	A	A	A (6.2)	A (5.2)
			SBR	3.1		2		108		A		A (3.1)	
			SBU	3.7		2		108		A		A (3.7)	
		EB	EBL	11.1	11.7	1	1	62	62	B	B	B (11.1)	B (11.7)
			EBT	12.6		1		62		B		B (12.6)	
		WB	WBT	7.2	6.8	7	7	125	125	A	A	A (7.2)	A (6.8)
			WBR	6.5		7		125		A		A (6.5)	
			WBU	9.3		7		125		A		A (9.3)	
		Intersection		6.2						A		A (6.2)	
3	William Brooks and U St	NB	NBL	12	10.2	21	21	127	127	B	B	B (11.5)	B (10.2)
			NBT	10.1		21		127		B		B (10.1)	
			NBR	10.7		21		127		B		B (10.7)	
		EB	EBL	11.0	10.5	4	4	93	93	B	B	B (11.0)	B (10.5)
			EBT	10.0		4		93		B		B (10.0)	
		WB	WBT	13.0	13.2	26	26	209	209	B	B	B (13.0)	B (13.2)
			WBR	13.4		26		209		B		B (13.4)	
		Intersection		11.3						B		B (11.3)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	9.4	9.0	3	3	80	80	A	A	A (9.4)	A (9.0)
			SBR	8.8		3		80		A		A (8.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	6.2	0.5	0	0	55	63	A	A	A (6.2)	A (0.5)
			EBT	0.3		0		63		A		A (0.3)	
		WB	WBT	0.5	0.6	0	0	71	71	A	A	A (0.5)	A (0.6)
			WBR	1.5		0		69		A		A (1.5)	
		Intersection		1.4						A		A (1.4)	
5	Cesar Chavez St and U St	NB	NBL	13	12.0	12	13	138	145	B	B	B (13.1)	B (12.0)
			NBT	13.6		12		140		B		B (13.6)	
			NBR	9.0		13		145		A		A (9.0)	
		SB	SBL	12.7	11.3	2	2	57	57	B	B	B (12.7)	B (11.3)
			SBT	12.1		2		57		B		B (12.1)	
			SBR	8.6		2		57		A		A (8.6)	
		EB	EBL	2.8	0.2	0	0	26	26	A	A	A (2.8)	A (0.2)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.9	0.4	0	0	42	42	A	A	A (1.9)	A (0.4)
			WBT	0.2		0		37		A		A (0.2)	
			WBR	1.2		0		37		A		A (1.2)	
		Intersection		2.9						A		A (2.9)	
6	4th Ave and U St	SB	SBL	10.1	9.4	7	7	94	94	B	A	B (10.1)	A (9.4)
			SBR	8.8		7		94		A		A (8.8)	
		EB	EBL	3.4	0.5	0	0	35	35	A	A	A (3.4)	A (0.5)
			EBT	0.0		0		5		A		A (0.0)	
		WB	WBT	0.2	0.3	0	1	5	73	A	A	A (0.2)	A (0.3)
			WBR	0.5		1		73		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
7	Archibald St and B St	SB	SBL	0.7	0.1	0	0	0	0	A	A	A (0.7)	A (0.1)
			SBT	0.1		0		0		A		A (0.1)	
		WB	WBL	15.8	15.8	6	6	86	86	C	C	C (15.8)	C (15.8)
		Intersection		1.0						A		A (1.0)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	24	20.2	74	74	465	465	C	C	C (24.0)	C (20.2)
			NBT	19.8		74		465		C		C (19.8)	
			NBR	22.3		74		465		C		C (22.3)	
		SB	SBL	7.7	6.7	96	96	501	501	A	A	A (7.7)	A (6.7)
			SBT	6.2		14		259		A		A (6.2)	
			SBR	6.4		19		264		A		A (6.4)	
		EB	EBL	10.5	10.4	2	2	63	63	B	B	B (10.5)	B (10.4)
			EBT	12.0		2		63		B		B (12.0)	
			EBR	9.7		2		63		A		A (9.7)	
		WB	WBL	9.4	8.4	3	3	78	78	A	A	A (9.4)	A (8.4)
			WBT	9.1		3		78		A		A (9.1)	
			WBR	7.5		3		78		A		A (7.5)	
		Intersection		13.2						B		B (13.2)	
9	William Brooks and B St	NB	NBL	2	1.8	2	2	82	82	A	A	A (2.3)	A (1.8)
			NBT	1.8		2		82		A		A (1.8)	
			NBR	1.6		2		82		A		A (1.6)	
		EB	EBL	26.4	26.1	30	30	222	222	D	D	D (26.4)	D (26.1)
			EBT	26.0		30		222		D		D (26.0)	
		WB	WBT	15.4	15.4	9	9	115	115	C	C	C (15.4)	C (15.4)
		Intersection		8.4						A		A (8.4)	
10	2nd Ave and B St	NB	NBL	11	11.7	10	13	137	146	B	B	B (11.4)	B (11.7)
			NBT	12.1		12		139		B		B (12.1)	
			NBR	8.6		13		146		A		A (8.6)	
		SB	SBL	8.8	8.2	3	4	81	85	A	A	A (8.8)	A (8.2)
			SBT	9.2		4		83		A		A (9.2)	
			SBR	5.9		3		85		A		A (5.9)	
		EB	EBL	1.9	0.3	0	0	31	31	A	A	A (1.9)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.7		0		3		A		A (0.7)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.9	0.5	0	0	39	39	A	A	A (1.9)	A (0.5)
			WBT	0.2		0		10		A		A (0.2)	
			WBR	0.5		0		10		A		A (0.5)	
		Intersection		4.9						A		A (4.9)	
11	Cesar Chavez St and B St	NB	NBT	8.8	7.9	3	3	73	82	A	A	A (8.8)	A (7.9)
			NBR	6.2		3		82		A		A (6.2)	
		SB	SBT	8.6	7.6	2	2	69	71	A	A	A (8.6)	A (7.6)
			SBR	5.6		2		71		A		A (5.6)	
		EB	EBL	1.4	0.1	0	0	14	14	A	A	A (1.4)	A (0.1)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.5	0.4	0	0	15	15	A	A	A (1.5)	A (0.4)
			WBT	0.3		0		4		A		A (0.3)	
			WBR	0.5		0		4		A		A (0.5)	
		Intersection		2.3						A		A (2.3)	
12	4th Ave and B St	NB	NBL	7	6.5	3	3	75	77	A	A	A (6.7)	A (6.5)
			NBT	7.3		3		77		A		A (7.3)	
			NBR	5.3		0		51		A		A (5.3)	
		SB	SBL	6.5	6.7	5	5	81	82	A	A	A (6.5)	A (6.7)
			SBT	7.9		5		82		A		A (7.9)	
			SBR	5.4		0		53		A		A (5.4)	
		EB	EBL	6.8	7.1	5	6	91	93	A	A	A (6.8)	A (7.1)
			EBT	7.7		6		93		A		A (7.7)	
			EBR	5.7		1		71		A		A (5.7)	
		WB	WBL	6.9	8.0	3	3	78	84	A	A	A (6.9)	A (8.0)
			WBT	8.9		3		84		A		A (8.9)	
			WBR	5.5		0		57		A		A (5.5)	
		Intersection		7.0						A		A (7.0)	
13	Archibald St and C St		SBL	0.6		0		0		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	19.5	18.8	4	4	76	76	C	C	C (19.5)	C (18.8)
			EBR	6.9		2		75		A		A (6.9)	
		WB	WBL	14.0	15.0	7	7	109	110	B	B	B (14.0)	B (15.0)
			WBT	18.0		7		110		C		C (18.0)	
		Intersection		1.8						A		A (1.8)	
14	Main St and C St	NB	NBL	5	1.4	1	1	73	73	A	A	A (5.3)	A (1.4)
			NBT	0.4		0		65		A		A (0.4)	
			NBR	1.0		0		45		A		A (1.0)	
		SB	SBL	7.3	2.1	3	3	127	127	A	A	A (7.3)	A (2.1)
			SBT	0.6		0		77		A		A (0.6)	
			SBR	1.8		0		24		A		A (1.8)	
		EB	EBL	22.4	21.9	5	5	81	81	C	C	C (22.4)	C (21.9)
			EBT	24.3		5		81		C		C (24.3)	
			EBR	14.9		5		81		B		B (14.9)	
		WB	WBL	26.1	27.8	20	20	163	163	D	D	D (26.1)	D (27.8)
			WBT	35.3		20		163		E		E (35.3)	
			WBR	19.6		20		163		C		C (19.6)	
		Intersection		5.5						A		A (5.5)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	3	3	A	A	A (0.3)	A (0.1)
			NBT	0.0		0		3		A		A (0.0)	
			NBR	0.6		0		3		A		A (0.6)	
		EB	EBL	17.9	20.6	28	29	204	204	C	C	C (17.9)	C (20.6)
			EBT	21.4		29		203		C		C (21.4)	
		WB	WBT	11.8	10.3	10	10	115	115	B	B	B (11.8)	B (10.3)
			WBR	8.8		10		111		A		A (8.8)	
		Intersection		6.4						A		A (6.4)	
16	Cesar Chavez St and C St		NBL	9		2		63		A		A (8.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	9.2	9.1	2	2	62	64	A	A	A (9.2)	A (9.1)
			NBR	6.2		1		64		A		A (6.2)	
		SB	SBL	8.5	8.8	2	2	70	81	A	A	A (8.5)	A (8.8)
			SBT	9.1		2		72		A		A (9.1)	
			SBR	6.7		2		81		A		A (6.7)	
		EB	EBL	2.6	0.1	0	0	27	27	A	A	A (2.6)	A (0.1)
			EBT	0.0		0		5		A		A (0.0)	
		WB	WBL	2.4	0.1	0	0	25	25	A	A	A (2.4)	A (0.1)
			WBT	0.1		0		3		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.2						A		A (2.2)	
17	4th Ave and C St	NB	NBL	9	7.1	2	2	66	69	A	A	A (8.8)	A (7.1)
			NBT	7.9		2		69		A		A (7.9)	
			NBR	4.8		0		34		A		A (4.8)	
		SB	SBL	7.2	7.9	5	6	86	88	A	A	A (7.2)	A (7.9)
			SBT	8.4		6		88		A		A (8.4)	
			SBR	6.4		1		64		A		A (6.4)	
		EB	EBL	7.5	7.3	6	13	96	129	A	A	A (7.5)	A (7.3)
			EBT	7.5		13		129		A		A (7.5)	
			EBR	5.4		0		67		A		A (5.4)	
		WB	WBL	9.5	8.7	13	13	148	148	A	A	A (9.5)	A (8.7)
			WBT	9.3		13		147		A		A (9.3)	
			WBR	6.8		2		97		A		A (6.8)	
		Intersection		7.9						A		A (7.9)	
18	Archibald St and D St	SB	SBL	0.9	0.2	0	0	36	36	A	A	A (0.9)	A (0.2)
			SBT	0.2		0		36		A		A (0.2)	
		WB	WBL	12.5	12.5	10	10	109	109	B	B	B (12.5)	B (12.5)
		Intersection		1.6						A		A (1.6)	
19	Main St and D St Roundabout	NB	NBL	4	4.5	6	6	188	188	A	A	A (4.4)	A (4.5)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	4.5	4.5	6	6	188	188	A	A	A (4.5)	A (4.5)
		SB	SBT	12.7	12.7	35	35	422	422	B	B	B (12.7)	B (12.7)
			SBR	13.1		35		422		B		B (13.1)	
		EB	EBL	11.3	11.6	1	1	62	62	B	B	B (11.3)	B (11.6)
			EBR	12.3		1		62		B		B (12.3)	
		WB	WBL	6.6	1.3	2	2	72	72	A	A	A (6.6)	A (1.3)
			WBT	6.4		2		72		A		A (6.4)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		5.8						A		A (5.8)	
20	1st Ave and D St	NB	NBL	0	0.5	0	17	21	159	A	A	A (0.3)	A (0.5)
			NBR	1.1		17		159		A		A (1.1)	
		SB	SBL	12.1	11.1	6	6	102	102	B	B	B (12.1)	B (11.1)
			SBR	8.3		6		102		A		A (8.3)	
		WB	WBT	8.4	8.1	5	5	86	86	A	A	A (8.4)	A (8.1)
			WBR	6.1		5		86		A		A (6.1)	
		Intersection		3.1						A		A (3.1)	
21	2nd Ave and D St	NB	NBL	11	10.8	11	12	106	116	B	B	B (10.6)	B (10.8)
			NBT	11.8		11		113		B		B (11.8)	
			NBR	8.8		12		116		A		A (8.8)	
		SB	SBL	11.5	11.3	2	2	73	75	B	B	B (11.5)	B (11.3)
			SBT	11.8		2		74		B		B (11.8)	
			SBR	7.6		2		75		A		A (7.6)	
		EB	EBL	0.9	0.3	0	0	25	25	A	A	A (0.9)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	3.2	1.0	0	0	53	53	A	A	A (3.2)	A (1.0)
			WBT	0.2		0		0		A		A (0.2)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		4.5						A		A (4.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.8	9.3	2	2	61	66	A	A	A (9.8)	A (9.3)
			NBR	7.6		2		66		A		A (7.6)	
		SB	SBL	9.8	10.1	3	3	82	84	A	B	A (9.8)	B (10.1)
			SBT	10.4		3		84		B		B (10.4)	
			SBR	9.8		3		82		A		A (9.8)	
		EB	EBL	0.6	0.1	0	0	33	33	A	A	A (0.6)	A (0.1)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	2.8	1.0	0	0	43	51	A	A	A (2.8)	A (1.0)
			WBT	0.9		0		51		A		A (0.9)	
			WBR	0.6		0		15		A		A (0.6)	
		Intersection		2.6						A		A (2.6)	
23	4th Ave and D St	NB	NBL	8	7.5	3	4	87	90	A	A	A (8.1)	A (7.5)
			NBT	8.3		4		90		A		A (8.3)	
			NBR	5.7		0		71		A		A (5.7)	
		SB	SBL	10.7	10.7	17	17	168	169	B	B	B (10.7)	B (10.7)
			SBT	11.1		17		169		B		B (11.1)	
			SBR	8.4		5		131		A		A (8.4)	
		EB	EBL	9.2	9.2	13	15	125	129	A	A	A (9.2)	A (9.2)
			EBT	9.3		15		129		A		A (9.3)	
			EBR	7.4		4		101		A		A (7.4)	
		WB	WBL	11.2	9.9	13	13	156	156	B	A	B (11.2)	A (9.9)
			WBT	10.5		13		156		B		B (10.5)	
			WBR	7.5		2		108		A		A (7.5)	
		Intersection		9.6						A		A (9.6)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	27	26.0	41	41	284	284	D	D	D (27.1)	D (26.0)
			NBT	21.6		41		284		C		C (21.6)	
			NBR	25.9		41		284		D		D (25.9)	
			SBL	23.7		2		89		C		C (23.7)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	20.4	20.3	2	2	89	89	C	C	C (20.4)	C (20.3)
			SBR	17.4		2		89		C		C (17.4)	
		EB	EBL	8.7	8.9	8	8	190	190	A	A	A (8.7)	A (8.9)
			EBT	9.3		8		190		A		A (9.3)	
			EBR	7.1		8		190		A		A (7.1)	
		WB	WBL	6.6	7.5	7	7	248	248	A	A	A (6.6)	A (7.5)
			WBT	6.3		7		248		A		A (6.3)	
			WBR	6.1		7		248		A		A (6.1)	
		Intersection		12.0						B		B (12.0)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	32	24.9	21	60	191	343	C	C	C (31.7)	C (24.9)
			NBT	25.8		60		343		C		C (25.8)	
			NBR	6.2		3		98		A		A (6.2)	
		SB	SBL	40.0	35.1	55	190	613	715	D	D	D (40.0)	D (35.1)
			SBT	36.2		190		715		D		D (36.2)	
			SBR	15.9		0		58		B		B (15.9)	
		EB	EBL	115.1	48.2	137	137	275	275	F	D	F (115.1)	D (48.2)
			EBT	34.2		92		274		C		C (34.2)	
			EBR	16.1		2		118		B		B (16.1)	
		WB	WBL	45.0	33.5	59	59	298	298	D	C	D (45.0)	C (33.5)
			WBT	31.3		31		191		C		C (31.3)	
			WBR	8.7		3		125		A		A (8.7)	
		Intersection		33.8						C		C (33.8)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.4	-	1	-	46	-	A	- (-)	A (7.4)
			NBR	7.4		1		46		A		A (7.4)	
		EB	EBT	1.8	1.6	1	2	78	144	A	A	A (1.8)	A (1.6)
			EBR	1.0		2		144		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.7						A		A (0.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.9	-	2	-	62	-	A	- (-)	A (6.9)
			NBR	6.9		2		62		A		A (6.9)	
		EB	EBT	0.1	0.2	0	0	0	0	A	A	A (0.1)	A (0.2)
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.5						A		A (0.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	39	34.9	39	70	368	380	D	C	D (39.0)	C (34.9)
			NBT	34.1		70		380		C		C (34.1)	
			NBR	33.5		70		380		C		C (33.5)	
		SB	SBL	27.4	31.2	7	72	185	391	C	C	C (27.4)	C (31.2)
			SBT	31.8		72		391		C		C (31.8)	
			SBR	32.1		72		391		C		C (32.1)	
		EB	EBL	14.8	22.7	3	31	81	190	B	C	B (14.8)	C (22.7)
			EBT	23.7		31		190		C		C (23.7)	
			EBR	25.3		31		190		C		C (25.3)	
		WB	WBL	12.2	12.4	10	24	165	236	B	B	B (12.2)	B (12.4)
			WBT	12.5		24		236		B		B (12.5)	
			WBR	13.0		2		112		B		B (13.0)	
		Intersection		22.3						C		C (22.3)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	148.4	-	209	-	392	-	F	- (-)	F (148.4)
			NBR	148.4		209		392		F		F (148.4)	
		EB	EBT	21.0	15.2	33	33	485	485	C	C	C (21.0)	C (15.2)
			EBR	8.2		33		485		A		A (8.2)	
		WB	WBL	-	1.3	-	0	-	30	-	A	- (-)	A (1.3)
			WBT	1.3		0		30		A		A (1.3)	
		Intersection		28.5						C		C (28.5)	

Future Build Year Scenario 4 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	14.6		11		84		B		B (14.6)	
		SB	SBT	12.6	11.9	11	11	84	84	B	B	B (12.6)	B (11.9)
			SBR	4.8		1		71		A		A (4.8)	
		EB	EBR	7.8	7.8	1	1	46	46	A	A	A (7.8)	A (7.8)
		WB	WBT	8.4	8.4	3	3	70	70	A	A	A (8.4)	A (8.4)
		Intersection		10.7						B		B (10.7)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	3.0		3		112		A		A (3.0)	
			SBR	2.6	3.0	3	3	112	112	A	A	A (2.6)	A (3.0)
			SBU	3.1		3		112		A		A (3.1)	
		EB	EBL	4.2		0		48		A		A (4.2)	
			EBT	3.6	4.0	0	0	48	48	A	A	A (3.6)	A (4.0)
		WB	WBT	2.4		1		78		A		A (2.4)	
			WBR	2.5	2.5	1	1	78	78	A	A	A (2.5)	A (2.5)
			WBU	2.7		1		78		A		A (2.7)	
		Intersection		2.8						A		A (2.8)	
3	William Brooks and U St	NB	NBL	10		13		88		B		B (10.2)	
			NBT	7.8	7.9	13	13	88	88	A	A	A (7.8)	A (7.9)
			NBR	8.4		13		88		A		A (8.4)	
		EB	EBL	11.2		6		113		B		B (11.2)	
			EBT	10.1	10.5	6	6	113	113	B	B	B (10.1)	B (10.5)
		WB	WBT	10.5		14		174		B		B (10.5)	
			WBR	10.2	10.4	14	14	174	174	B	B	B (10.2)	B (10.4)
		Intersection		9.2						A		A (9.2)	
4	2nd Ave and U St	NB	NBL	-		-		-		-		- (-)	
			NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	8.5		1		55		A		A (8.5)	
			SBR	6.9	7.4	1	1	55	55	A	A	A (6.9)	A (7.4)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.3	0.2	0	2	43	116	A	A	A (2.3)	A (0.2)
			EBT	0.2		2		116		A		A (0.2)	
		WB	WBT	0.2	0.3	0	0	22	22	A	A	A (0.2)	A (0.3)
			WBR	0.6		0		11		A		A (0.6)	
		Intersection		0.8						A		A (0.8)	
5	Cesar Chavez St and U St	NB	NBL	12	10.5	8	9	120	128	B	B	B (12.4)	B (10.5)
			NBT	11.9		8		123		B		B (11.9)	
			NBR	8.7		9		128		A		A (8.7)	
		SB	SBL	13.0	11.2	3	3	69	69	B	B	B (13.0)	B (11.2)
			SBT	11.6		3		69		B		B (11.6)	
			SBR	7.3		3		69		A		A (7.3)	
		EB	EBL	1.7	0.3	0	0	13	29	A	A	A (1.7)	A (0.3)
			EBT	0.2		0		29		A		A (0.2)	
			EBR	0.8		0		28		A		A (0.8)	
		WB	WBL	2.2	0.6	0	0	62	67	A	A	A (2.2)	A (0.6)
			WBT	0.2		0		67		A		A (0.2)	
			WBR	0.6		0		67		A		A (0.6)	
		Intersection		2.5						A		A (2.5)	
6	4th Ave and U St	SB	SBL	9.6	8.5	3	3	70	70	A	A	A (9.6)	A (8.5)
			SBR	7.5		3		70		A		A (7.5)	
		EB	EBL	3.6	0.5	0	0	38	38	A	A	A (3.6)	A (0.5)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.2	0.2	0	1	0	75	A	A	A (0.2)	A (0.2)
			WBR	0.5		1		75		A		A (0.5)	
		Intersection		1.1						A		A (1.1)	
7	Archibald St and B St	SB	SBL	0.2	0.0	0	0	0	0	A	A	A (0.2)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	6.4	6.4	3	3	69	69	A	A	A (6.4)	A (6.4)
		Intersection		2.8						A		A (2.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	-	6.8	-	0	-	0	-	A	- (-)	A (6.8)
			EBT	-		-		-		-		- (-)	
			EBR	6.8		0		0		A		A (6.8)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
			WBR	-		-		-		-		- (-)	
		Intersection		6.8						A		A (6.8)	
9	William Brooks and B St	NB	NBL	2	1.2	1	1	57	57	A	A	A (1.8)	A (1.2)
			NBT	1.1		1		57		A		A (1.1)	
			NBR	1.2		1		57		A		A (1.2)	
		EB	EBL	13.6	14.1	10	10	142	142	B	B	B (13.6)	B (14.1)
			EBT	14.3		10		142		B		B (14.3)	
		WB	WBT	11.5	11.5	4	4	80	80	B	B	B (11.5)	B (11.5)
		Intersection		4.7						A		A (4.7)	
10	2nd Ave and B St	NB	NBL	8	8.8	4	5	95	104	A	A	A (7.8)	A (8.8)
			NBT	9.3		4		98		A		A (9.3)	
			NBR	5.8		5		104		A		A (5.8)	
		SB	SBL	9.3	7.3	2	2	62	66	A	A	A (9.3)	A (7.3)
			SBT	7.9		2		64		A		A (7.9)	
			SBR	5.8		2		66		A		A (5.8)	
		EB	EBL	1.5	0.6	0	0	37	37	A	A	A (1.5)	A (0.6)
			EBT	0.2		0		5		A		A (0.2)	
			EBR	0.9		0		5		A		A (0.9)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.5	0.3	0	0	24	24	A	A	A (1.5)	A (0.3)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		3.5						A		A (3.5)	
11	Cesar Chavez St and B St	NB	NBT	8.0	7.9	1	1	55	64	A	A	A (8.0)	A (7.9)
			NBR	4.9		1		64		A		A (4.9)	
		SB	SBT	8.3	7.7	1	1	45	48	A	A	A (8.3)	A (7.7)
			SBR	5.5		1		48		A		A (5.5)	
		EB	EBL	2.6	0.2	0	0	9	9	A	A	A (2.6)	A (0.2)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.4	0.6	0	0	28	28	A	A	A (1.4)	A (0.6)
			WBT	0.4		0		7		A		A (0.4)	
			WBR	0.6		0		7		A		A (0.6)	
		Intersection		1.9						A		A (1.9)	
12	4th Ave and B St	NB	NBL	7	7.3	3	3	84	86	A	A	A (6.8)	A (7.3)
			NBT	7.8		3		86		A		A (7.8)	
			NBR	5.8		0		60		A		A (5.8)	
		SB	SBL	6.2	6.5	2	3	74	75	A	A	A (6.2)	A (6.5)
			SBT	7.3		3		75		A		A (7.3)	
			SBR	5.2		0		36		A		A (5.2)	
		EB	EBL	6.6	6.6	2	2	73	76	A	A	A (6.6)	A (6.6)
			EBT	7.2		2		76		A		A (7.2)	
			EBR	4.9		0		35		A		A (4.9)	
		WB	WBL	7.1	8.5	3	4	86	92	A	A	A (7.1)	A (8.5)
			WBT	8.8		4		92		A		A (8.8)	
			WBR	5.8		0		62		A		A (5.8)	
		Intersection		7.3						A		A (7.3)	
13	Archibald St and C St		SBL	0.2		0		0		A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.5		0		0		A		A (0.5)	
		EB	EBT	9.0	8.4	1	1	69	69	A	A	A (9.0)	A (8.4)
			EBR	6.8		1		68		A		A (6.8)	
		WB	WBL	5.9	6.8	1	1	45	46	A	A	A (5.9)	A (6.8)
			WBT	7.1		1		46		A		A (7.1)	
		Intersection		1.9						A		A (1.9)	
14	Main St and C St	NB	NBL	3	1.7	0	0	33	33	A	A	A (3.2)	A (1.7)
			NBT	-		-		-		-		- (-)	
			NBR	0.5		0		5		A		A (0.5)	
		SB	SBL	2.4	0.8	1	1	129	129	A	A	A (2.4)	A (0.8)
			SBT	0.3		0		74		A		A (0.3)	
			SBR	0.9		0		4		A		A (0.9)	
		EB	EBL	-	13.2	-	1	-	47	-	B	- (-)	B (13.2)
			EBT	17.0		1		47		C		C (17.0)	
			EBR	8.1		1		47		A		A (8.1)	
		WB	WBL	14.1	15.2	3	3	69	69	B	C	B (14.1)	C (15.2)
			WBT	20.3		3		69		C		C (20.3)	
			WBR	-		-		-		-		- (-)	
		Intersection		1.6						A		A (1.6)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.4)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	12.8	14.5	17	18	162	162	B	B	B (12.8)	B (14.5)
			EBT	15.4		18		161		C		C (15.4)	
		WB	WBT	10.2	8.1	5	5	95	95	B	A	B (10.2)	A (8.1)
			WBR	6.9		5		94		A		A (6.9)	
		Intersection		4.6						A		A (4.6)	
16	Cesar Chavez St and C St		NBL	8		1		50		A		A (8.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	8.1	8.0	1	1	49	51	A	A	A (8.1)	A (8.0)
			NBR	6.2		1		51		A		A (6.2)	
		SB	SBL	7.5	7.3	1	1	46	56	A	A	A (7.5)	A (7.3)
			SBT	7.9		1		47		A		A (7.9)	
			SBR	5.5		1		56		A		A (5.5)	
		EB	EBL	0.7	0.1	0	0	10	10	A	A	A (0.7)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.3	0.1	0	0	2	2	A	A	A (1.3)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		1.8						A		A (1.8)	
17	4th Ave and C St	NB	NBL	8	6.7	2	3	80	84	A	A	A (7.8)	A (6.7)
			NBT	7.6		3		84		A		A (7.6)	
			NBR	5.1		0		48		A		A (5.1)	
		SB	SBL	6.6	7.0	2	2	73	76	A	A	A (6.6)	A (7.0)
			SBT	7.4		2		76		A		A (7.4)	
			SBR	5.5		0		37		A		A (5.5)	
		EB	EBL	7.0	7.2	5	10	76	108	A	A	A (7.0)	A (7.2)
			EBT	7.3		10		108		A		A (7.3)	
			EBR	5.0		0		43		A		A (5.0)	
		WB	WBL	7.8	7.9	9	9	141	141	A	A	A (7.8)	A (7.9)
			WBT	8.6		8		140		A		A (8.6)	
			WBR	6.4		1		89		A		A (6.4)	
		Intersection		7.3						A		A (7.3)	
18	Archibald St and D St	SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
		WB	WBL	5.9	5.9	4	4	84	84	A	A	A (5.9)	A (5.9)
		Intersection		5.9						A		A (5.9)	
19	Main St and D St Roundabout	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	-		-		-		-		- (-)	
		SB	SBT	9.0	9.1	41	41	484	484	A	A	A (9.0)	A (9.1)
			SBR	9.3		41		484		A		A (9.3)	
		EB	EBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			EBR	-		-		-		-		- (-)	
		WB	WBL	1.8	0.2	0	0	29	29	A	A	A (1.8)	A (0.2)
			WBT	2.2		0		29		A		A (2.2)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		4.9						A		A (4.9)	
20	1st Ave and D St	NB	NBL	0	0.5	0	10	29	145	A	A	A (0.3)	A (0.5)
			NBR	1.0		10		145		A		A (1.0)	
		SB	SBL	10.4	7.6	3	3	88	88	B	A	B (10.4)	A (7.6)
			SBR	6.9		3		88		A		A (6.9)	
		WB	WBT	7.9	7.5	3	3	78	78	A	A	A (7.9)	A (7.5)
			WBR	6.0		3		78		A		A (6.0)	
		Intersection		2.3						A		A (2.3)	
21	2nd Ave and D St	NB	NBL	9	10.0	6	7	89	98	A	A	A (9.3)	A (10.0)
			NBT	10.2		7		91		B		B (10.2)	
			NBR	7.3		7		98		A		A (7.3)	
		SB	SBL	9.2	10.5	1	1	54	56	A	B	A (9.2)	B (10.5)
			SBT	11.0		1		55		B		B (11.0)	
			SBR	7.7		1		56		A		A (7.7)	
		EB	EBL	1.6	0.3	0	0	32	32	A	A	A (1.6)	A (0.3)
			EBT	0.2		0		2		A		A (0.2)	
			EBR	0.5		0		2		A		A (0.5)	
		WB	WBL	1.5	0.3	0	0	34	34	A	A	A (1.5)	A (0.3)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		3.4						A		A (3.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	8.7	8.6	2	2	63	68	A	A	A (8.7)	A (8.6)
			NBR	6.0		2		68		A		A (6.0)	
		SB	SBL	7.0	8.3	1	1	55	56	A	A	A (7.0)	A (8.3)
			SBT	8.7		1		56		A		A (8.7)	
			SBR	7.0		1		55		A		A (7.0)	
		EB	EBL	1.0	0.1	0	0	50	50	A	A	A (1.0)	A (0.1)
			EBT	0.0		0		2		A		A (0.0)	
			EBR	0.4		0		2		A		A (0.4)	
		WB	WBL	1.9	0.6	0	0	11	39	A	A	A (1.9)	A (0.6)
			WBT	0.6		0		39		A		A (0.6)	
			WBR	0.4		0		3		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
23	4th Ave and D St	NB	NBL	7	7.1	2	3	72	76	A	A	A (6.7)	A (7.1)
			NBT	8.0		3		76		A		A (8.0)	
			NBR	5.4		0		56		A		A (5.4)	
		SB	SBL	6.8	6.9	5	5	84	85	A	A	A (6.8)	A (6.9)
			SBT	7.4		4		85		A		A (7.4)	
			SBR	5.6		0		17		A		A (5.6)	
		EB	EBL	7.0	7.7	6	7	93	97	A	A	A (7.0)	A (7.7)
			EBT	7.8		7		97		A		A (7.8)	
			EBR	5.8		1		67		A		A (5.8)	
		WB	WBL	8.9	9.0	15	15	170	170	A	A	A (8.9)	A (9.0)
			WBT	9.5		15		170		A		A (9.5)	
			WBR	7.5		3		121		A		A (7.5)	
		Intersection		8.0						A		A (8.0)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	12	11.6	7	7	112	112	B	B	B (11.6)	B (11.6)
			NBT	11.4		7		112		B		B (11.4)	
			NBR	12.3		7		112		B		B (12.3)	
			SBL	13.3		2		55		B		B (13.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	10.7	13.0	2	2	55	55	B	B	B (10.7)	B (13.0)
			SBR	13.2		2		55		B		B (13.2)	
		EB	EBL	9.9	9.8	20	20	262	262	A	A	A (9.9)	A (9.8)
			EBT	9.8		20		262		A		A (9.8)	
			EBR	9.5		20		262		A		A (9.5)	
		WB	WBL	9.8	9.7	20	20	352	352	A	A	A (9.8)	A (9.7)
			WBT	9.8		20		352		A		A (9.8)	
			WBR	8.2		20		352		A		A (8.2)	
		Intersection		10.1						B		B (10.1)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	19	23.3	8	47	104	263	B	C	B (19.0)	C (23.3)
			NBT	27.2		47		263		C		C (27.2)	
			NBR	5.1		3		79		A		A (5.1)	
		SB	SBL	22.4	21.4	17	28	191	191	C	C	C (22.4)	C (21.4)
			SBT	26.3		28		173		C		C (26.3)	
			SBR	1.7		1		68		A		A (1.7)	
		EB	EBL	43.6	32.0	25	35	177	212	D	C	D (43.6)	C (32.0)
			EBT	31.6		35		212		C		C (31.6)	
			EBR	19.6		6		131		B		B (19.6)	
			EBU	-		-		-		-		- (-)	
		WB	WBL	31.1	22.3	21	33	138	221	C	C	C (31.1)	C (22.3)
			WBT	26.2		33		202		C		C (26.2)	
			WBR	10.7		13		221		B		B (10.7)	
		Intersection		24.0						C		C (24.0)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	8.1	-	1	-	48	-	A	- (-)	A (8.1)
			NBR	8.1		1		48		A		A (8.1)	
		EB	EBT	3.1	2.7	2	8	103	176	A	A	A (3.1)	A (2.7)
			EBR	1.1		8		176		A		A (1.1)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		1.2						A		A (1.2)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	8.6	-	3	-	76	-	A	- (-)	A (8.6)
			NBR	8.6		3		76		A		A (8.6)	
		EB	EBT	0.4	0.4	0	0	3	3	A	A	A (0.4)	A (0.4)
			EBR	0.5		0		3		A		A (0.5)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.8						A		A (0.8)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	27	26.5	10	28	243	326	C	C	C (26.9)	C (26.5)
			NBT	32.5		24		317		C		C (32.5)	
			NBR	19.7		28		326		B		B (19.7)	
		SB	SBL	19.4	16.7	11	16	197	242	B	B	B (19.4)	B (16.7)
			SBT	22.0		16		242		C		C (22.0)	
			SBR	7.2		4		75		A		A (7.2)	
		EB	EBL	13.2	18.1	3	31	83	226	B	B	B (13.2)	B (18.1)
			EBT	19.3		31		226		B		B (19.3)	
			EBR	15.0		13		187		B		B (15.0)	
		WB	WBL	12.1	10.8	8	26	157	306	B	B	B (12.1)	B (10.8)
			WBT	11.2		26		306		B		B (11.2)	
			WBR	6.8		4		229		A		A (6.8)	
		Intersection		15.5						B		B (15.5)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	9.8	-	6	-	94	-	A	- (-)	A (9.8)
			NBR	9.8		6		94		A		A (9.8)	
		EB	EBT	0.7	0.7	0	0	24	24	A	A	A (0.7)	A (0.7)
			EBR	0.9		0		24		A		A (0.9)	
		WB	WBL	-	1.0	-	0	-	29	-	A	- (-)	A (1.0)
			WBT	1.0		0		29		A		A (1.0)	
		Intersection		1.6						A		A (1.6)	

Future Build Year Scenario 4 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.6		58		364		B		B (13.6)	
		SB	SBT	13.9	14.1	58	58	364	364	B	B	B (13.9)	B (14.1)
			SBR	14.7		55		364		B		B (14.7)	
		EB	EBR	16.5	17.0	3	3	63	63	B	B	B (16.5)	B (17.0)
		WB	WBT	18.5	18.5	2	2	59	59	B	B	B (18.5)	B (18.5)
		Intersection		14.2						B		B (14.2)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	9.9	17.5	10	10	182	182	A	C	A (9.9)	C (17.5)
			SBR	12.4		10		182		B		B (12.4)	
			SBU	29.5		10		182		D		D (29.5)	
		EB	EBL	31.8	24.2	1	1	58	58	D	C	D (31.8)	C (24.2)
			EBT	15.1		1		58		C		C (15.1)	
		WB	WBT	44.9	50.5	89	89	363	363	E	F	E (44.9)	F (50.5)
			WBR	52.0		89		363		F		F (52.0)	
			WBU	43.5		89		363		E		E (43.5)	
		Intersection		35.0						C		C (35.0)	
3	William Brooks and U St	NB	NBL	55	33.4	84	84	288	288	F	E	F (54.5)	E (33.4)
			NBT	32.9		84		288		E		E (32.9)	
			NBR	34.3		84		288		E		E (34.3)	
		EB	EBL	14.1	12.8	6	6	118	118	B	B	B (14.1)	B (12.8)
			EBT	11.3		6		118		B		B (11.3)	
		WB	WBT	51.4	50.9	182	182	341	341	F	F	F (51.4)	F (50.9)
			WBR	50.3		182		341		F		F (50.3)	
		Intersection		37.2						D		D (37.2)	
4	2nd Ave and U St	NB	NBL	-	38.5	-	5	-	127	-	E	- (-)	E (38.5)
			NBT	38.5		5		127		E		E (38.5)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	16.0	18.8	7	7	100	100	C	C	C (16.0)	C (18.8)
			SBR	20.1		7		100		C		C (20.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	10.2	1.2	2	24	101	203	B	A	B (10.2)	A (1.2)
			EBT	0.7		24		203		A		A (0.7)	
		WB	WBT	33.4	32.9	108	108	293	294	E	E	E (33.4)	E (32.9)
			WBR	29.2		106		294		D		D (29.2)	
		Intersection		22.4						C		C (22.4)	
5	Cesar Chavez St and U St	NB	NBL	41	31.8	30	33	201	209	E	D	E (41.3)	D (31.8)
			NBT	29.0		31		203		D		D (29.0)	
			NBR	25.5		33		209		D		D (25.5)	
		SB	SBL	23.7	20.8	6	6	79	79	C	C	C (23.7)	C (20.8)
			SBT	18.8		6		79		C		C (18.8)	
			SBR	21.7		6		79		C		C (21.7)	
		EB	EBL	8.1	0.5	0	0	27	27	A	A	A (8.1)	A (0.5)
			EBT	0.1		0		5		A		A (0.1)	
			EBR	0.6		0		3		A		A (0.6)	
		WB	WBL	16.3	24.0	25	105	264	286	C	C	C (16.3)	C (24.0)
			WBT	25.2		105		286		D		D (25.2)	
			WBR	24.9		105		286		C		C (24.9)	
		Intersection		18.4						B		B (18.4)	
6	4th Ave and U St	SB	SBL	29.9	31.5	33	33	252	252	D	D	D (29.9)	D (31.5)
			SBR	32.8		33		252		E		E (32.8)	
		EB	EBL	7.3	1.1	1	1	43	43	A	A	A (7.3)	A (1.1)
			EBT	0.0		0		5		A		A (0.0)	
		WB	WBT	30.9	30.1	310	323	1,056	1,085	D	D	D (30.9)	D (30.1)
			WBR	25.8		323		1,085		D		D (25.8)	
		Intersection		22.0						C		C (22.0)	
7	Archibald St and B St	SB	SBL	0.8	0.1	0	0	11	11	A	A	A (0.8)	A (0.1)
			SBT	0.1		0		11		A		A (0.1)	
		WB	WBL	13.2	13.2	5	5	85	85	B	B	B (13.2)	B (13.2)
		Intersection		0.8						A		A (0.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	-	9.1	-	5	-	92	-	A	- (-)	A (9.1)
			EBT	-		-		-		-		- (-)	
			EBR	9.1		5		92		A		A (9.1)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
			WBR	-		-		-		-		- (-)	
		Intersection		9.1						A		A (9.1)	
9	William Brooks and B St	NB	NBL	5	3.8	10	10	158	158	A	A	A (4.7)	A (3.8)
			NBT	3.6		10		158		A		A (3.6)	
			NBR	4.8		10		158		A		A (4.8)	
		EB	EBL	12.0	12.1	13	13	205	205	B	B	B (12.0)	B (12.1)
			EBT	12.1		13		205		B		B (12.1)	
		WB	WBT	29.8	29.8	31	31	216	216	D	D	D (29.8)	D (29.8)
		Intersection		9.6						A		A (9.6)	
10	2nd Ave and B St	NB	NBL	17	17.0	28	32	210	219	C	C	C (17.0)	C (17.0)
			NBT	17.6		30		212		C		C (17.6)	
			NBR	12.9		32		219		B		B (12.9)	
		SB	SBL	11.3	9.6	4	5	73	77	B	A	B (11.3)	A (9.6)
			SBT	10.7		5		75		B		B (10.7)	
			SBR	7.1		4		77		A		A (7.1)	
		EB	EBL	2.9	0.5	0	0	49	49	A	A	A (2.9)	A (0.5)
			EBT	0.3		0		22		A		A (0.3)	
			EBR	0.6		0		22		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	2.5	0.9	6	6	101	101	A	A	A (2.5)	A (0.9)
			WBT	0.5		6		80		A		A (0.5)	
			WBR	0.9		6		80		A		A (0.9)	
		Intersection		6.5						A		A (6.5)	
11	Cesar Chavez St and B St	NB	NBT	10.3	9.1	4	4	81	89	B	A	B (10.3)	A (9.1)
			NBR	6.7		4		89		A		A (6.7)	
		SB	SBT	9.8	8.6	3	3	70	72	A	A	A (9.8)	A (8.6)
			SBR	6.3		3		72		A		A (6.3)	
		EB	EBL	2.3	0.1	0	0	26	26	A	A	A (2.3)	A (0.1)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.1	0.4	2	2	34	34	A	A	A (1.1)	A (0.4)
			WBT	0.4		2		26		A		A (0.4)	
			WBR	0.5		2		26		A		A (0.5)	
		Intersection		2.3						A		A (2.3)	
12	4th Ave and B St	NB	NBL	8	7.8	5	5	105	106	A	A	A (8.2)	A (7.8)
			NBT	8.5		5		106		A		A (8.5)	
			NBR	6.3		1		85		A		A (6.3)	
		SB	SBL	7.3	7.5	8	8	95	96	A	A	A (7.3)	A (7.5)
			SBT	8.7		8		96		A		A (8.7)	
			SBR	6.1		1		75		A		A (6.1)	
		EB	EBL	7.8	7.6	7	7	90	92	A	A	A (7.8)	A (7.6)
			EBT	8.2		7		92		A		A (8.2)	
			EBR	6.1		1		71		A		A (6.1)	
		WB	WBL	8.2	9.0	4	5	98	104	A	A	A (8.2)	A (9.0)
			WBT	9.7		5		104		A		A (9.7)	
			WBR	6.2		1		80		A		A (6.2)	
		Intersection		7.8						A		A (7.8)	
13	Archibald St and C St		SBL	0.5		0		14		A		A (0.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.1	0.1	0	0	14	14	A	A	A (0.1)	A (0.1)
			SBR	1.0		0		14		A		A (1.0)	
		EB	EBT	21.7	21.4	4	4	90	90	C	C	C (21.7)	C (21.4)
			EBR	11.8		2		88		B		B (11.8)	
		WB	WBL	12.9	15.8	8	8	98	99	B	C	B (12.9)	C (15.8)
			WBT	24.4		8		99		C		C (24.4)	
		Intersection		1.6						A		A (1.6)	
14	Main St and C St	NB	NBL	7	4.3	2	13	132	159	A	A	A (7.1)	A (4.3)
			NBT	-		-		-		-		- (-)	
			NBR	1.8		13		159		A		A (1.8)	
		SB	SBL	10.3	3.7	19	19	266	266	B	A	B (10.3)	A (3.7)
			SBT	1.8		5		169		A		A (1.8)	
			SBR	2.9		0		24		A		A (2.9)	
		EB	EBL	-	35.4	-	11	-	149	-	E	- (-)	E (35.4)
			EBT	37.9		11		149		E		E (37.9)	
			EBR	30.3		11		149		D		D (30.3)	
		WB	WBL	7.8	8.8	5	5	104	104	A	A	A (7.8)	A (8.8)
			WBT	9.6		5		104		A		A (9.6)	
			WBR	-		-		-		-		- (-)	
		Intersection		5.4						A		A (5.4)	
15	William Brooks and C St	NB	NBL	4	1.9	10	10	66	66	A	A	A (3.7)	A (1.9)
			NBT	1.8		10		66		A		A (1.8)	
			NBR	0.6		10		66		A		A (0.6)	
		EB	EBL	33.9	35.0	67	67	256	256	E	E	E (33.9)	E (35.0)
			EBT	35.4		67		255		E		E (35.4)	
		WB	WBT	15.4	13.2	20	20	159	159	C	B	C (15.4)	B (13.2)
			WBR	11.0		19		157		B		B (11.0)	
		Intersection		11.1						B		B (11.1)	
16	Cesar Chavez St and C St		NBL	9		2		62		A		A (9.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	10.4	10.0	2	2	62	63	B	B	B (10.4)	B (10.0)
			NBR	6.2		2		63		A		A (6.2)	
		SB	SBL	9.3	9.9	3	3	73	84	A	A	A (9.3)	A (9.9)
			SBT	10.3		3		75		B		B (10.3)	
			SBR	7.9		3		84		A		A (7.9)	
		EB	EBL	3.0	0.1	0	0	34	34	A	A	A (3.0)	A (0.1)
			EBT	0.0		0		12		A		A (0.0)	
		WB	WBL	2.6	0.2	0	0	33	33	A	A	A (2.6)	A (0.2)
			WBT	0.1		0		12		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.2						A		A (2.2)	
17	4th Ave and C St	NB	NBL	9	7.9	10	11	112	116	A	A	A (9.3)	A (7.9)
			NBT	9.0		11		116		A		A (9.0)	
			NBR	5.3		8		87		A		A (5.3)	
		SB	SBL	9.0	9.3	10	11	127	134	A	A	A (9.0)	A (9.3)
			SBT	9.8		11		134		A		A (9.8)	
			SBR	7.7		3		111		A		A (7.7)	
		EB	EBL	8.2	7.7	13	21	98	131	A	A	A (8.2)	A (7.7)
			EBT	7.8		21		131		A		A (7.8)	
			EBR	5.2		5		67		A		A (5.2)	
		WB	WBL	13.8	12.0	36	36	259	259	B	B	B (13.8)	B (12.0)
			WBT	12.4		36		259		B		B (12.4)	
			WBR	9.9		15		209		A		A (9.9)	
		Intersection		9.7						A		A (9.7)	
18	Archibald St and D St	SB	SBL	1.4	0.3	0	0	82	82	A	A	A (1.4)	A (0.3)
			SBT	0.2		0		82		A		A (0.2)	
		WB	WBL	10.9	10.9	10	10	110	110	B	B	B (10.9)	B (10.9)
		Intersection		1.3						A		A (1.3)	
19	Main St and D St Roundabout	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	-		-		-		-		- (-)	( )
		SB	SBT	30.0	30.0	176	176	804	804	D	D	D (30.0)	D (30.0)
			SBR	30.5		176		804		D		D (30.5)	
		EB	EBL	18.8	18.4	4	4	93	93	C	C	C (18.8)	C (18.4)
			EBR	17.3		4		93		C		C (17.3)	
		WB	WBL	10.0	2.0	4	4	120	120	B	A	B (10.0)	A (2.0)
			WBT	10.1		4		120		B		B (10.1)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		13.9						B		B (13.9)	
20	1st Ave and D St	NB	NBL	2	1.5	16	50	98	269	A	A	A (1.7)	A (1.5)
			NBR	1.2		50		269		A		A (1.2)	
		SB	SBL	15.0	14.2	32	32	212	212	C	B	C (15.0)	B (14.2)
			SBR	12.1		32		212		B		B (12.1)	
		WB	WBT	9.7	9.4	9	9	103	103	A	A	A (9.7)	A (9.4)
			WBR	6.8		9		103		A		A (6.8)	
		Intersection		4.6						A		A (4.6)	
21	2nd Ave and D St	NB	NBL	18	17.8	43	47	227	236	C	C	C (17.8)	C (17.8)
			NBT	18.5		44		229		C		C (18.5)	
			NBR	16.1		47		236		C		C (16.1)	
		SB	SBL	11.5	11.5	8	8	91	93	B	B	B (11.5)	B (11.5)
			SBT	12.0		8		92		B		B (12.0)	
			SBR	8.2		8		93		A		A (8.2)	
		EB	EBL	1.5	0.4	6	6	73	73	A	A	A (1.5)	A (0.4)
			EBT	0.2		5		34		A		A (0.2)	
			EBR	0.6		5		34		A		A (0.6)	
		WB	WBL	4.3	1.4	1	1	59	59	A	A	A (4.3)	A (1.4)
			WBT	0.4		0		11		A		A (0.4)	
			WBR	0.7		0		11		A		A (0.7)	
		Intersection		6.8						A		A (6.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	11.6	10.3	2	2	66	71	B	B	B (11.6)	B (10.3)
			NBR	5.8		2		71		A		A (5.8)	
		SB	SBL	11.1	11.9	12	12	115	116	B	B	B (11.1)	B (11.9)
			SBT	12.5		12		116		B		B (12.5)	
			SBR	11.1		12		115		B		B (11.1)	
		EB	EBL	0.9	0.1	15	15	74	74	A	A	A (0.9)	A (0.1)
			EBT	0.1		13		38		A		A (0.1)	
			EBR	0.4		13		38		A		A (0.4)	
		WB	WBL	4.7	1.5	0	0	55	61	A	A	A (4.7)	A (1.5)
			WBT	1.2		0		61		A		A (1.2)	
			WBR	0.6		0		32		A		A (0.6)	
		Intersection		3.0						A		A (3.0)	
23	4th Ave and D St	NB	NBL	10	8.4	25	26	151	154	A	A	A (9.6)	A (8.4)
			NBT	9.5		26		154		A		A (9.5)	
			NBR	6.0		20		135		A		A (6.0)	
		SB	SBL	16.1	15.9	36	36	241	242	C	C	C (16.1)	C (15.9)
			SBT	16.1		36		242		C		C (16.1)	
			SBR	12.7		17		204		B		B (12.7)	
		EB	EBL	10.6	11.0	33	35	187	191	B	B	B (10.6)	B (11.0)
			EBT	11.1		35		191		B		B (11.1)	
			EBR	8.7		21		164		A		A (8.7)	
		WB	WBL	17.5	15.4	53	53	280	280	C	C	C (17.5)	C (15.4)
			WBT	15.6		53		280		C		C (15.6)	
			WBR	12.6		32		231		B		B (12.6)	
		Intersection		13.3						B		B (13.3)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	39	38.8	82	82	382	382	E	E	E (38.7)	E (38.8)
			NBT	43.6		82		382		E		E (43.6)	
			NBR	38.6		82		382		E		E (38.6)	
			SBL	21.9		5		77		C		C (21.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	26.5	28.3	5	5	77	77	D	D	D (26.5)	D (28.3)
			SBR	36.9		5		77		E		E (36.9)	
		EB	EBL	14.7	13.6	32	32	257	257	B	B	B (14.7)	B (13.6)
			EBT	13.7		32		257		B		B (13.7)	
			EBR	13.2		32		257		B		B (13.2)	
		WB	WBL	15.2	15.3	64	64	433	433	C	C	C (15.2)	C (15.3)
			WBT	14.9		64		433		B		B (14.9)	
			WBR	15.5		64		433		C		C (15.5)	
		Intersection		20.4						C		C (20.4)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	39	32.5	40	96	278	432	D	C	D (39.2)	C (32.5)
			NBT	34.1		96		432		C		C (34.1)	
			NBR	8.8		4		88		A		A (8.8)	
		SB	SBL	56.0	44.1	102	195	666	761	E	D	E (56.0)	D (44.1)
			SBT	44.5		195		761		D		D (44.5)	
			SBR	20.5		4		116		C		C (20.5)	
		EB	EBL	70.8	46.5	117	117	270	279	E	D	E (70.8)	D (46.5)
			EBT	46.1		107		279		D		D (46.1)	
			EBR	16.9		3		145		B		B (16.9)	
		WB	WBL	110.7	67.6	393	393	989	989	F	E	F (110.7)	E (67.6)
			WBT	40.5		105		620		D		D (40.5)	
			WBR	13.0		10		180		B		B (13.0)	
		Intersection		47.1						D		D (47.1)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.8	-	1	-	49	-	A	- (-)	A (7.8)
			NBR	7.8		1		49		A		A (7.8)	
		EB	EBT	2.7	2.3	13	15	168	246	A	A	A (2.7)	A (2.3)
			EBR	1.3		15		246		A		A (1.3)	
		WB	WBL	-	12.4	-	43	-	199	-	B	- (-)	B (12.4)
			WBT	12.4		43		199		B		B (12.4)	
		Intersection		8.5						A		A (8.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	10.7	-	7	-	86	-	B	- (-)	B (10.7)
			NBR	10.7		7		86		B		B (10.7)	
		EB	EBT	4.8	4.7	7	7	63	63	A	A	A (4.8)	A (4.7)
			EBR	4.1		7		63		A		A (4.1)	
		WB	WBL	-	9.3	-	26	-	186	-	A	- (-)	A (9.3)
			WBT	9.3		26		186		A		A (9.3)	
		Intersection		7.9						A		A (7.9)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	49	32.9	95	95	430	430	D	C	D (49.5)	C (32.9)
			NBT	30.4		93		424		C		C (30.4)	
			NBR	26.6		93		424		C		C (26.6)	
		SB	SBL	49.4	48.7	125	366	917	1,207	D	D	D (49.4)	D (48.7)
			SBT	52.7		366		1,207		D		D (52.7)	
			SBR	38.9		108		750		D		D (38.9)	
		EB	EBL	25.6	33.7	5	67	116	291	C	C	C (25.6)	C (33.7)
			EBT	35.5		67		291		D		D (35.5)	
			EBR	25.2		40		252		C		C (25.2)	
		WB	WBL	27.5	25.1	126	222	771	935	C	C	C (27.5)	C (25.1)
			WBT	24.9		222		935		C		C (24.9)	
			WBR	16.2		30		324		B		B (16.2)	
		Intersection		32.9						C		C (32.9)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	144.7	-	250	-	393	-	F	- (-)	F (144.7)
			NBR	144.7		250		393		F		F (144.7)	
		EB	EBT	14.5	10.6	13	13	379	379	B	B	B (14.5)	B (10.6)
			EBR	6.0		13		379		A		A (6.0)	
		WB	WBL	-	3.1	-	2	-	116	-	A	- (-)	A (3.1)
			WBT	3.1		2		116		A		A (3.1)	
		Intersection		26.3						C		C (26.3)	

20-Year Future Baseline AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.4		23		173		B		B (13.4)	
		SB	SBT	12.1	10.9	23	23	173	173	B	B	B (12.1)	B (10.9)
			SBR	6.6		17		172		A		A (6.6)	
		EB	EBR	12.0	12.0	2	2	57	57	B	B	B (12.0)	B (12.0)
		WB	WBT	11.4	11.4	1	1	43	43	B	B	B (11.4)	B (11.4)
		Intersection		11.0						B		B (11.0)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.9		2		98		A		A (2.9)	
			SBR	2.6	2.9	2	2	98	98	A	A	A (2.6)	A (2.9)
			SBU	2.9		2		98		A		A (2.9)	
		EB	EBL	2.2		0		39		A		A (2.2)	
			EBT	3.5	2.9	0	0	39	39	A	A	A (3.5)	A (2.9)
		WB	WBT	2.0		1		61		A		A (2.0)	
			WBR	2.2	2.2	1	1	61	61	A	A	A (2.2)	A (2.2)
			WBU	2.0		1		61		A		A (2.0)	
		Intersection		2.5						A		A (2.5)	
3	William Brooks and U St	NB	NBL	39		26		151		E		E (39.3)	
			NBT	15.3	15.7	26	26	151	151	C	C	C (15.3)	C (15.7)
			NBR	16.2		26		151		C		C (16.2)	
		EB	EBL	21.6	21.7	9	9	106	106	C	C	C (21.6)	C (21.7)
			EBT	21.8		9		106		C		C (21.8)	
		WB	WBT	40.2	39.1	83	83	307	307	E	E	E (40.2)	E (39.1)
			WBR	37.6		83		307		E		E (37.6)	
		Intersection		25.0						C		C (25.0)	
4	2nd Ave and U St	NB	NBL	-		-		-		-		- (-)	
			NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	8.2	8.8	2	2	57	57	A	A	A (8.2)	A (8.8)
			SBR	9.1		2		57		A		A (9.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	3.0	0.5	0	3	36	118	A	A	A (3.0)	A (0.5)
			EBT	0.3		3		118		A		A (0.3)	
		WB	WBT	9.2	8.8	19	19	178	178	A	A	A (9.2)	A (8.8)
			WBR	6.7		19		176		A		A (6.7)	
		Intersection		7.0						A		A (7.0)	
5	Cesar Chavez St and U St	NB	NBL	11	9.7	7	8	111	119	B	A	B (10.8)	A (9.7)
			NBT	10.8		7		114		B		B (10.8)	
			NBR	7.5		8		119		A		A (7.5)	
		SB	SBL	10.7	9.3	1	1	53	53	B	A	B (10.7)	A (9.3)
			SBT	9.9		1		53		A		A (9.9)	
			SBR	7.0		1		53		A		A (7.0)	
		EB	EBL	3.0	0.5	0	0	13	30	A	A	A (3.0)	A (0.5)
			EBT	0.3		0		30		A		A (0.3)	
			EBR	0.9		0		29		A		A (0.9)	
		WB	WBL	2.3	2.4	0	5	52	117	A	A	A (2.3)	A (2.4)
			WBT	2.5		5		117		A		A (2.5)	
			WBR	0.5		5		117		A		A (0.5)	
		Intersection		3.5						A		A (3.5)	
6	4th Ave and U St	SB	SBL	8.9	8.6	5	5	96	96	A	A	A (8.9)	A (8.6)
			SBR	8.4		5		96		A		A (8.4)	
		EB	EBL	3.2	0.6	0	0	39	39	A	A	A (3.2)	A (0.6)
			EBT	0.1		0		6		A		A (0.1)	
		WB	WBT	0.4	0.4	0	1	10	79	A	A	A (0.4)	A (0.4)
			WBR	0.5		1		79		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
7	Archibald St and B St	SB	SBL	0.5	0.1	0	0	0	0	A	A	A (0.5)	A (0.1)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	9.5	9.5	2	2	73	73	A	A	A (9.5)	A (9.5)
		Intersection		0.7						A		A (0.7)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	3	1.4	1	1	62	62	A	A	A (3.3)	A (1.4)
			NBT	1.2		1		62		A		A (1.2)	
			NBR	1.5		1		62		A		A (1.5)	
		SB	SBL	2.9	1.6	1	1	62	62	A	A	A (2.9)	A (1.6)
			SBT	1.0		0		52		A		A (1.0)	
			SBR	0.5		0		2		A		A (0.5)	
		EB	EBL	12.6	10.5	2	2	63	63	B	B	B (12.6)	B (10.5)
			EBT	13.5		2		63		B		B (13.5)	
			EBR	8.2		2		63		A		A (8.2)	
		WB	WBL	13.8	12.0	6	6	106	106	B	B	B (13.8)	B (12.0)
			WBT	15.7		6		106		C		C (15.7)	
			WBR	9.6		6		106		A		A (9.6)	
		Intersection		3.3						A		A (3.3)	
9	William Brooks and B St	NB	NBL	2	1.6	2	2	78	78	A	A	A (2.2)	A (1.6)
			NBT	1.5		2		78		A		A (1.5)	
			NBR	1.8		2		78		A		A (1.8)	
		EB	EBL	13.7	15.0	10	10	135	135	B	C	B (13.7)	C (15.0)
			EBT	15.8		10		135		C		C (15.8)	
		WB	WBT	13.4	13.4	7	7	107	107	B	B	B (13.4)	B (13.4)
		Intersection		5.6						A		A (5.6)	
10	2nd Ave and B St	NB	NBL	9	10.0	5	6	115	124	A	B	A (9.0)	B (10.0)
			NBT	10.5		6		117		B		B (10.5)	
			NBR	7.3		6		124		A		A (7.3)	
		SB	SBL	7.6	7.9	2	2	61	65	A	A	A (7.6)	A (7.9)
			SBT	8.7		2		63		A		A (8.7)	
			SBR	6.2		2		65		A		A (6.2)	
		EB	EBL	2.3	0.4	0	0	36	36	A	A	A (2.3)	A (0.4)
			EBT	0.2		0		8		A		A (0.2)	
			EBR	0.6		0		8		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.3	0.4	0	0	38	38	A	A	A (1.3)	A (0.4)
			WBT	0.1		0		16		A		A (0.1)	
			WBR	0.5		0		16		A		A (0.5)	
		Intersection		3.5						A		A (3.5)	
11	Cesar Chavez St and B St	NB	NBT	8.5	7.4	2	2	69	77	A	A	A (8.5)	A (7.4)
			NBR	5.7		2		77		A		A (5.7)	
		SB	SBT	8.1	7.4	1	1	69	71	A	A	A (8.1)	A (7.4)
			SBR	6.0		1		71		A		A (6.0)	
		EB	EBL	1.4	0.1	0	0	13	13	A	A	A (1.4)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.3	0.4	0	0	2	2	A	A	A (1.3)	A (0.4)
			WBT	0.3		0		0		A		A (0.3)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	7	6.5	3	3	80	82	A	A	A (6.7)	A (6.5)
			NBT	7.5		3		82		A		A (7.5)	
			NBR	5.1		0		55		A		A (5.1)	
		SB	SBL	6.1	6.5	4	4	85	86	A	A	A (6.1)	A (6.5)
			SBT	7.5		4		86		A		A (7.5)	
			SBR	5.3		0		54		A		A (5.3)	
		EB	EBL	6.7	6.8	3	4	85	87	A	A	A (6.7)	A (6.8)
			EBT	7.5		4		87		A		A (7.5)	
			EBR	5.3		0		63		A		A (5.3)	
		WB	WBL	7.1	8.2	3	4	84	90	A	A	A (7.1)	A (8.2)
			WBT	9.0		4		90		A		A (9.0)	
			WBR	5.5		0		60		A		A (5.5)	
		Intersection		7.0						A		A (7.0)	
13	Archibald St and C St		SBL	0.4		0		0		A		A (0.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	0	0	A	A	A (0.0)	A (0.0)
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	12.0	11.5	1	1	72	72	B	B	B (12.0)	B (11.5)
			EBR	6.9		1		71		A		A (6.9)	
		WB	WBL	7.9	8.6	2	2	70	71	A	A	A (7.9)	A (8.6)
			WBT	10.8		2		71		B		B (10.8)	
		Intersection		1.0						A		A (1.0)	
14	Main St and C St	NB	NBL	2	0.6	0	0	38	38	A	A	A (2.2)	A (0.6)
			NBT	0.2		0		17		A		A (0.2)	
			NBR	0.9		0		10		A		A (0.9)	
		SB	SBL	3.5	0.9	1	1	63	63	A	A	A (3.5)	A (0.9)
			SBT	0.2		0		34		A		A (0.2)	
			SBR	1.4		0		17		A		A (1.4)	
		EB	EBL	11.8	12.2	1	1	50	50	B	B	B (11.8)	B (12.2)
			EBT	14.6		1		50		B		B (14.6)	
			EBR	8.5		1		50		A		A (8.5)	
		WB	WBL	13.3	13.4	6	6	98	98	B	B	B (13.3)	B (13.4)
			WBT	16.6		6		98		C		C (16.6)	
			WBR	8.9		6		98		A		A (8.9)	
		Intersection		2.7						A		A (2.7)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	0	0	A	A	A (0.3)	A (0.1)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	10.0	12.1	8	8	116	116	B	B	B (10.0)	B (12.1)
			EBT	12.7		8		115		B		B (12.7)	
		WB	WBT	10.2	8.5	6	6	93	93	B	A	B (10.2)	A (8.5)
			WBR	6.9		6		92		A		A (6.9)	
		Intersection		3.5						A		A (3.5)	
16	Cesar Chavez St and C St		NBL	7		1		49		A		A (6.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	8.2	7.9	1	1	48	49	A	A	A (8.2)	A (7.9)
			NBR	-		-		-		-		- (-)	
		SB	SBL	6.9	7.6	1	2	59	70	A	A	A (6.9)	A (7.6)
			SBT	8.1		2		61		A		A (8.1)	
			SBR	5.8		2		70		A		A (5.8)	
		EB	EBL	1.6	0.1	0	0	9	9	A	A	A (1.6)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.8	0.1	0	0	13	13	A	A	A (1.8)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.0						A		A (2.0)	
17	4th Ave and C St	NB	NBL	7	6.7	1	2	69	72	A	A	A (7.5)	A (6.7)
			NBT	7.4		2		72		A		A (7.4)	
			NBR	4.9		0		32		A		A (4.9)	
		SB	SBL	7.2	7.8	5	6	104	107	A	A	A (7.2)	A (7.8)
			SBT	8.2		6		107		A		A (8.2)	
			SBR	6.6		1		84		A		A (6.6)	
		EB	EBL	6.3	7.0	4	8	77	109	A	A	A (6.3)	A (7.0)
			EBT	7.2		8		109		A		A (7.2)	
			EBR	5.2		0		42		A		A (5.2)	
		WB	WBL	8.1	7.9	8	8	125	125	A	A	A (8.1)	A (7.9)
			WBT	8.5		8		125		A		A (8.5)	
			WBR	6.3		1		74		A		A (6.3)	
		Intersection		7.5						A		A (7.5)	
18	Archibald St and D St	SB	SBL	0.9	0.3	0	0	40	40	A	A	A (0.9)	A (0.3)
			SBT	0.2		0		40		A		A (0.2)	
		WB	WBL	8.4	8.4	4	4	80	80	A	A	A (8.4)	A (8.4)
		Intersection		1.3						A		A (1.3)	
19	Main St and D St Roundabout	NB	NBL	3	2.9	2	2	111	111	A	A	A (2.6)	A (2.9)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	3.0	2.5	2	2	111	111	A	A	A (3.0)	A (2.5)
		SB	SBT	5.5	5.5	7	7	195	195	A	A	A (5.5)	A (5.5)
			SBR	5.7		7		195		A		A (5.7)	
		EB	EBL	8.3	8.6	2	2	85	85	A	A	A (8.3)	A (8.6)
			EBR	10.0		2		85		A		A (10.0)	
		WB	WBL	3.9	0.8	1	1	49	49	A	A	A (3.9)	A (0.8)
			WBT	3.8		1		49		A		A (3.8)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		3.0						A		A (3.0)	
20	1st Ave and D St	NB	NBL	0	0.5	0	10	6	151	A	A	A (0.3)	A (0.5)
			NBR	1.0		10		151		A		A (1.0)	
		SB	SBL	10.6	9.6	3	3	94	94	B	A	B (10.6)	A (9.6)
			SBR	7.0		3		94		A		A (7.0)	
		WB	WBT	7.7	7.4	3	3	73	73	A	A	A (7.7)	A (7.4)
			WBR	5.6		3		73		A		A (5.6)	
		Intersection		2.6						A		A (2.6)	
21	2nd Ave and D St	NB	NBL	9	9.5	6	8	96	106	A	A	A (9.3)	A (9.5)
			NBT	10.5		7		98		B		B (10.5)	
			NBR	7.7		8		106		A		A (7.7)	
		SB	SBL	10.0	10.7	1	1	47	49	A	B	A (10.0)	B (10.7)
			SBT	11.7		1		48		B		B (11.7)	
			SBR	6.7		1		49		A		A (6.7)	
		EB	EBL	1.2	0.3	0	0	32	32	A	A	A (1.2)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	2.8	1.0	0	0	41	41	A	A	A (2.8)	A (1.0)
			WBT	0.2		0		3		A		A (0.2)	
			WBR	0.6		0		3		A		A (0.6)	
		Intersection		3.4						A		A (3.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.1	8.9	1	1	44	49	A	A	A (9.1)	A (8.9)
			NBR	6.3		1		49		A		A (6.3)	
		SB	SBL	8.9	9.2	2	2	69	70	A	A	A (8.9)	A (9.2)
			SBT	9.3		2		70		A		A (9.3)	
			SBR	8.9		2		69		A		A (8.9)	
		EB	EBL	0.9	0.1	0	0	33	33	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		3		A		A (0.0)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	2.2	0.8	0	0	35	44	A	A	A (2.2)	A (0.8)
			WBT	0.7		0		44		A		A (0.7)	
			WBR	0.5		0		9		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
23	4th Ave and D St	NB	NBL	7	7.3	2	3	81	85	A	A	A (7.4)	A (7.3)
			NBT	8.3		3		85		A		A (8.3)	
			NBR	5.5		0		61		A		A (5.5)	
		SB	SBL	9.4	9.8	14	14	156	157	A	A	A (9.4)	A (9.8)
			SBT	10.5		14		157		B		B (10.5)	
			SBR	8.0		3		119		A		A (8.0)	
		EB	EBL	8.5	8.5	10	11	112	116	A	A	A (8.5)	A (8.5)
			EBT	8.6		11		116		A		A (8.6)	
			EBR	7.0		2		84		A		A (7.0)	
		WB	WBL	11.0	10.0	15	15	177	177	B	B	B (11.0)	B (10.0)
			WBT	10.4		15		177		B		B (10.4)	
			WBR	8.3		3		129		A		A (8.3)	
		Intersection		9.2						A		A (9.2)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	17	17.7	20	20	177	177	C	C	C (17.2)	C (17.7)
			NBT	18.1		20		177		C		C (18.1)	
			NBR	17.8		20		177		C		C (17.8)	
			SBL	16.8		2		100		C		C (16.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	16.2	17.3	2	2	100	100	C	C	C (16.2)	C (17.3)
			SBR	19.6		2		100		C		C (19.6)	
		EB	EBL	5.9	7.9	15	15	258	258	A	A	A (5.9)	A (7.9)
			EBT	8.1		15		258		A		A (8.1)	
			EBR	7.6		15		258		A		A (7.6)	
		WB	WBL	6.2	6.8	8	8	299	299	A	A	A (6.2)	A (6.8)
			WBT	6.4		8		299		A		A (6.4)	
			WBR	7.4		8		299		A		A (7.4)	
		Intersection		9.1						A		A (9.1)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	22	22.4	16	42	156	227	C	C	C (21.7)	C (22.4)
			NBT	25.4		42		227		C		C (25.4)	
			NBR	5.0		1		62		A		A (5.0)	
		SB	SBL	22.7	26.5	11	52	128	305	C	C	C (22.7)	C (26.5)
			SBT	29.5		52		305		C		C (29.5)	
			SBR	7.1		1		69		A		A (7.1)	
		EB	EBL	59.4	35.5	41	41	210	215	E	D	E (59.4)	D (35.5)
			EBT	34.5		31		215		C		C (34.5)	
			EBR	9.2		2		76		A		A (9.2)	
		WB	WBL	38.3	27.7	51	51	236	236	D	C	D (38.3)	C (27.7)
			WBT	25.4		27		194		C		C (25.4)	
			WBR	7.7		4		136		A		A (7.7)	
		Intersection		27.2						C		C (27.2)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.3	-	0	-	41	-	A	- (-)	A (6.3)
			NBR	6.3		0		41		A		A (6.3)	
		EB	EBT	0.3	0.4	0	0	34	88	A	A	A (0.3)	A (0.4)
			EBR	0.9		0		88		A		A (0.9)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.2						A		A (0.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.4	-	1	-	55	-	A	- (-)	A (6.4)
			NBR	6.4		1		55		A		A (6.4)	
		EB	EBT	0.9	0.8	0	0	40	40	A	A	A (0.9)	A (0.8)
			EBR	0.8		0		40		A		A (0.8)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	38	38.0	49	96	401	404	D	D	D (38.1)	D (38.0)
			NBT	38.2		96		404		D		D (38.2)	
			NBR	37.9		96		404		D		D (37.9)	
		SB	SBL	19.2	19.5	4	36	93	283	B	B	B (19.2)	B (19.5)
			SBT	21.4		32		269		C		C (21.4)	
			SBR	15.4		36		283		B		B (15.4)	
		EB	EBL	14.0	20.1	2	22	66	153	B	C	B (14.0)	C (20.1)
			EBT	21.5		22		153		C		C (21.5)	
			EBR	13.4		5		114		B		B (13.4)	
		WB	WBL	12.4	11.9	11	27	179	279	B	B	B (12.4)	B (11.9)
			WBT	12.0		27		279		B		B (12.0)	
			WBR	6.8		1		123		A		A (6.8)	
		Intersection		19.6						B		B (19.6)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	10.2	-	6	-	97	-	B	- (-)	B (10.2)
			NBR	10.2		6		97		B		B (10.2)	
		EB	EBT	0.9	1.1	0	0	46	46	A	A	A (0.9)	A (1.1)
			EBR	1.2		0		46		A		A (1.2)	
		WB	WBL	-	0.6	-	0	-	8	-	A	- (-)	A (0.6)
			WBT	0.6		0		8		A		A (0.6)	
		Intersection		1.6						A		A (1.6)	

20-Year Future Baseline PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.8		38		222		B		B (12.8)	
		SB	SBT	12.3	11.4	38	38	222	222	B	B	B (12.3)	B (11.4)
			SBR	8.2		34		222		A		A (8.2)	
		EB	EBR	14.0	14.0	2	2	64	64	B	B	B (14.0)	B (14.0)
		WB	WBT	17.9	17.9	1	1	40	40	B	B	B (17.9)	B (17.9)
		Intersection		11.6						B		B (11.6)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	4.9	5.3	7	7	139	139	A	A	A (4.9)	A (5.3)
			SBR	4.2		7		139		A		A (4.2)	
			SBU	6.1		7		139		A		A (6.1)	
		EB	EBL	9.8	9.2	1	1	61	61	A	A	A (9.8)	A (9.2)
			EBT	8.8		1		61		A		A (8.8)	
		WB	WBT	2.6	3.2	1	1	63	63	A	A	A (2.6)	A (3.2)
			WBR	3.5		1		63		A		A (3.5)	
			WBU	2.1		1		63		A		A (2.1)	
		Intersection		4.6						A		A (4.6)	
3	William Brooks and U St	NB	NBL	50	43.7	101	101	293	293	E	E	E (49.9)	E (43.7)
			NBT	42.3		101		293		E		E (42.3)	
			NBR	51.4		101		293		F		F (51.4)	
		EB	EBL	28.9	32.2	18	18	152	152	D	E	D (28.9)	E (32.2)
			EBT	35.8		18		152		E		E (35.8)	
		WB	WBT	118.6	116.0	258	258	355	355	F	F	F (118.6)	F (116.0)
			WBR	112.7		258		355		F		F (112.7)	
		Intersection		61.2						E		E (61.2)	
4	2nd Ave and U St	NB	NBL	-	35.1	-	6	-	153	-	E	- (-)	E (35.1)
			NBT	36.0		6		153		E		E (36.0)	
			NBR	30.1		6		153		D		D (30.1)	
		SB	SBL	17.2	27.4	7	7	103	103	C	D	C (17.2)	D (27.4)

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	32.3	27.4	7	1	103	103	E	D	E (32.3)	D (27.4)
		EB	EBL	10.6	1.1	1	25	76	217	B	A	B (10.6)	A (1.1)
			EBT	0.7		25		217		A		A (0.7)	
		WB	WBT	122.5	118.8	247	247	340	341	F	F	F (122.5)	F (118.8)
			WBR	93.8		246		341		F		F (93.8)	
		Intersection		65.8						E		E (65.8)	
5	Cesar Chavez St and U St	NB	NBL	79	57.9	52	56	240	248	F	F	F (79.0)	F (57.9)
			NBT	52.3		53		243		F		F (52.3)	
			NBR	46.1		56		248		E		E (46.1)	
		SB	SBL	14.1	16.4	4	4	79	79	B	C	B (14.1)	C (16.4)
			SBT	14.7		4		79		B		B (14.7)	
			SBR	21.5		4		79		C		C (21.5)	
		EB	EBL	9.3	0.7	0	0	28	28	A	A	A (9.3)	A (0.7)
			EBT	0.1		0		13		A		A (0.1)	
			EBR	0.8		0		13		A		A (0.8)	
		WB	WBL	78.8	115.9	118	289	373	379	F	F	F (78.8)	F (115.9)
			WBT	122.1		289		379		F		F (122.1)	
			WBR	106.0		289		379		F		F (106.0)	
		Intersection		63.3						E		E (63.3)	
6	4th Ave and U St	SB	SBL	58.9	69.2	69	69	312	312	F	F	F (58.9)	F (69.2)
			SBR	78.9		69		312		F		F (78.9)	
		EB	EBL	6.7	1.0	1	1	45	45	A	A	A (6.7)	A (1.0)
			EBT	0.1		0		7		A		A (0.1)	
		WB	WBT	202.4	199.4	1,322	1,330	1,688	1,688	F	F	F (202.4)	F (199.4)
			WBR	181.5		1,330		1,686		F		F (181.5)	
		Intersection		95.9						F		F (95.9)	
7	Archibald St and B St	SB	SBL	0.7	0.1	0	0	4	4	A	A	A (0.7)	A (0.1)
			SBT	0.1		0		4		A		A (0.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	16.5	16.5	7	7	86	86	C	C	C (16.5)	C (16.5)
		Intersection		1.1						A		A (1.1)	
8	Main St and B St	NB	NBL	12	5.8	10	10	228	228	B	A	B (11.8)	A (5.8)
			NBT	5.3		10		228		A		A (5.3)	
			NBR	6.3		10		228		A		A (6.3)	
		SB	SBL	12.9	6.2	11	11	232	232	B	A	B (12.9)	A (6.2)
			SBT	2.9		2		96		A		A (2.9)	
			SBR	3.0		0		18		A		A (3.0)	
		EB	EBL	27.9	21.7	8	8	101	101	D	C	D (27.9)	C (21.7)
			EBT	27.5		8		101		D		D (27.5)	
			EBR	15.8		8		101		C		C (15.8)	
		WB	WBL	35.7	33.9	27	27	218	218	E	E	E (35.7)	E (33.9)
			WBT	49.0		27		218		E		E (49.0)	
			WBR	26.9		27		218		D		D (26.9)	
		Intersection		10.0						A		A (10.0)	
9	William Brooks and B St	NB	NBL	4	3.0	4	4	113	113	A	A	A (4.4)	A (3.0)
			NBT	2.9		4		113		A		A (2.9)	
			NBR	2.1		4		113		A		A (2.1)	
		EB	EBL	10.1	10.7	10	10	160	160	B	B	B (10.1)	B (10.7)
			EBT	11.0		10		160		B		B (11.0)	
		WB	WBT	24.8	24.8	22	22	190	190	C	C	C (24.8)	C (24.8)
		Intersection		8.0						A		A (8.0)	
10	2nd Ave and B St	NB	NBL	16	17.0	20	23	214	223	C	C	C (16.0)	C (17.0)
			NBT	17.4		21		216		C		C (17.4)	
			NBR	14.5		23		223		B		B (14.5)	
		SB	SBL	9.9	9.1	4	4	80	84	A	A	A (9.9)	A (9.1)
			SBT	10.0		4		83		A		A (10.0)	
			SBR	7.1		4		84		A		A (7.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	2.7	0.5	0	0	51	51	A	A	A (2.7)	A (0.5)
			EBT	0.3		0		21		A		A (0.3)	
			EBR	0.7		0		21		A		A (0.7)	
		WB	WBL	2.3	0.7	0	0	55	55	A	A	A (2.3)	A (0.7)
			WBT	0.3		0		34		A		A (0.3)	
			WBR	0.7		0		34		A		A (0.7)	
		Intersection		6.4						A		A (6.4)	
11	Cesar Chavez St and B St	NB	NBT	9.6	8.3	3	3	77	86	A	A	A (9.6)	A (8.3)
			NBR	6.2		3		86		A		A (6.2)	
		SB	SBT	9.4	8.2	2	2	69	71	A	A	A (9.4)	A (8.2)
			SBR	6.1		2		71		A		A (6.1)	
		EB	EBL	1.9	0.1	0	0	19	19	A	A	A (1.9)	A (0.1)
			EBT	0.1		0		2		A		A (0.1)	
			EBR	0.4		0		2		A		A (0.4)	
		WB	WBL	3.2	0.5	0	0	25	25	A	A	A (3.2)	A (0.5)
			WBT	0.4		0		8		A		A (0.4)	
			WBR	0.5		0		8		A		A (0.5)	
		Intersection		2.3						A		A (2.3)	
12	4th Ave and B St	NB	NBL	7	6.9	2	2	73	75	A	A	A (7.3)	A (6.9)
			NBT	7.8		2		75		A		A (7.8)	
			NBR	5.6		0		52		A		A (5.6)	
		SB	SBL	6.9	7.1	7	8	96	97	A	A	A (6.9)	A (7.1)
			SBT	8.2		8		97		A		A (8.2)	
			SBR	5.8		1		75		A		A (5.8)	
		EB	EBL	7.2	7.1	6	6	86	89	A	A	A (7.2)	A (7.1)
			EBT	7.7		6		89		A		A (7.7)	
			EBR	5.9		1		66		A		A (5.9)	
			WBL	7.7		4		95		A		A (7.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	9.8	9.0	5	5	101	101	A	A	A (9.8)	A (9.0)
			WBR	6.1		1		77		A		A (6.1)	
		Intersection		7.5						A		A (7.5)	
13	Archibald St and C St	SB	SBL	0.4	0.0	0	0	0	0	A	A	A (0.4)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
			SBR	0.7		0		0		A		A (0.7)	
		EB	EBT	24.0	23.7	6	6	107	107	C	C	C (24.0)	C (23.7)
			EBR	9.1		4		106		A		A (9.1)	
		WB	WBL	14.4	15.8	9	9	111	112	B	C	B (14.4)	C (15.8)
			WBT	20.6		8		112		C		C (20.6)	
		Intersection		2.1						A		A (2.1)	
14	Main St and C St	NB	NBL	7	1.9	2	2	79	79	A	A	A (6.9)	A (1.9)
			NBT	0.7		0		44		A		A (0.7)	
			NBR	1.1		0		42		A		A (1.1)	
		SB	SBL	8.2	2.6	4	4	169	169	A	A	A (8.2)	A (2.6)
			SBT	0.9		1		89		A		A (0.9)	
			SBR	2.8		0		31		A		A (2.8)	
		EB	EBL	34.2	34.4	11	11	124	124	E	E	E (34.2)	E (34.4)
			EBT	40.1		11		124		E		E (40.1)	
			EBR	17.8		11		124		C		C (17.8)	
		WB	WBL	8.5	9.0	6	6	105	105	A	A	A (8.5)	A (9.0)
			WBT	10.6		6		105		B		B (10.6)	
			WBR	7.4		6		105		A		A (7.4)	
		Intersection		4.5						A		A (4.5)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	0	0	A	A	A (0.4)	A (0.1)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.6		0		0		A		A (0.6)	
		EB	EBL	27.0	29.3	49	49	243	243	D	D	D (27.0)	D (29.3)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	29.9	29.9	49	49	242	242	D	D	D (29.9)	D (29.9)
		WB	WBT	14.4	12.2	18	18	155	155	B	B	B (14.4)	B (12.2)
			WBR	10.2		18		153		B		B (10.2)	
		Intersection		8.9						A		A (8.9)	
16	Cesar Chavez St and C St	NB	NBL	11	10.1	1	2	54	55	B	B	B (10.6)	B (10.1)
			NBT	10.2		2		54		B		B (10.2)	
			NBR	7.5		1		55		A		A (7.5)	
		SB	SBL	9.8	9.6	2	3	78	87	A	A	A (9.8)	A (9.6)
			SBT	9.9		3		80		A		A (9.9)	
			SBR	7.1		3		87		A		A (7.1)	
		EB	EBL	2.0	0.1	0	0	19	19	A	A	A (2.0)	A (0.1)
			EBT	0.0		0		3		A		A (0.0)	
		WB	WBL	1.8	0.1	0	0	23	23	A	A	A (1.8)	A (0.1)
			WBT	0.1		0		2		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		1.9						A		A (1.9)	
17	4th Ave and C St	NB	NBL	11	7.7	2	2	67	70	B	A	B (10.7)	A (7.7)
			NBT	8.4		2		70		A		A (8.4)	
			NBR	5.1		0		44		A		A (5.1)	
		SB	SBL	8.5	8.8	9	10	105	107	A	A	A (8.5)	A (8.8)
			SBT	9.3		10		107		A		A (9.3)	
			SBR	7.4		2		83		A		A (7.4)	
		EB	EBL	7.9	7.4	7	14	90	123	A	A	A (7.9)	A (7.4)
			EBT	7.5		14		123		A		A (7.5)	
			EBR	5.5		0		59		A		A (5.5)	
		WB	WBL	13.5	12.2	30	30	257	257	B	B	B (13.5)	B (12.2)
			WBT	12.9		30		257		B		B (12.9)	
			WBR	10.0		10		206		B		B (10.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		9.6						A		A (9.6)	
18	Archibald St and D St	SB	SBL	1.5	0.4	1	1	62	62	A	A	A (1.5)	A (0.4)
			SBT	0.3		1		62		A		A (0.3)	
		WB	WBL	16.0	16.0	15	15	168	168	C	C	C (16.0)	C (16.0)
		Intersection		2.3						A		A (2.3)	
19	Main St and D St Roundabout	NB	NBL	10	9.6	17	17	282	282	B	A	B (10.1)	A (9.6)
			NBT	9.6		17		282		A		A (9.6)	
		SB	SBT	21.7	21.6	99	99	730	730	C	C	C (21.7)	C (21.6)
			SBR	21.2		99		730		C		C (21.2)	
		EB	EBL	19.8	19.8	10	10	120	120	C	C	C (19.8)	C (19.8)
			EBR	19.6		10		120		C		C (19.6)	
		WB	WBL	10.6	2.0	4	4	111	111	B	A	B (10.6)	A (2.0)
			WBT	10.9		4		111		B		B (10.9)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		10.8						B		B (10.8)	
20	1st Ave and D St	NB	NBL	0	0.6	0	21	39	176	A	A	A (0.4)	A (0.6)
			NBR	1.2		21		176		A		A (1.2)	
		SB	SBL	13.4	12.2	7	7	119	119	B	B	B (13.4)	B (12.2)
			SBR	8.6		7		119		A		A (8.6)	
		WB	WBT	9.2	8.9	7	7	100	100	A	A	A (9.2)	A (8.9)
			WBR	6.4		7		100		A		A (6.4)	
		Intersection		3.5						A		A (3.5)	
21	2nd Ave and D St	NB	NBL	17	17.7	24	26	184	193	C	C	C (17.4)	C (17.7)
			NBT	18.9		24		185		C		C (18.9)	
			NBR	15.4		26		193		C		C (15.4)	
		SB	SBL	12.9	11.7	2	2	70	72	B	B	B (12.9)	B (11.7)
			SBT	12.5		2		71		B		B (12.5)	
			SBR	6.8		2		72		A		A (6.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.5	0.3	0	0	44	44	A	A	A (1.5)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	3.5	1.3	1	1	64	64	A	A	A (3.5)	A (1.3)
			WBT	0.4		0		18		A		A (0.4)	
			WBR	0.6		0		18		A		A (0.6)	
		Intersection		6.5						A		A (6.5)	
22	Cesar Chavez St and D St	NB	NBT	11.0	10.2	2	2	56	60	B	B	B (11.0)	B (10.2)
			NBR	7.6		1		60		A		A (7.6)	
		SB	SBL	10.2	11.0	3	4	91	92	B	B	B (10.2)	B (11.0)
			SBT	11.5		4		92		B		B (11.5)	
			SBR	10.2		3		91		B		B (10.2)	
		EB	EBL	0.9	0.1	0	0	50	50	A	A	A (0.9)	A (0.1)
			EBT	0.1		0		10		A		A (0.1)	
			EBR	0.4		0		10		A		A (0.4)	
		WB	WBL	4.2	1.4	0	0	51	61	A	A	A (4.2)	A (1.4)
			WBT	1.2		0		61		A		A (1.2)	
			WBR	0.5		0		27		A		A (0.5)	
		Intersection		2.5						A		A (2.5)	
23	4th Ave and D St	NB	NBL	9	8.4	5	5	83	86	A	A	A (9.2)	A (8.4)
			NBT	9.7		5		86		A		A (9.7)	
			NBR	5.7		1		67		A		A (5.7)	
		SB	SBL	15.8	15.9	38	39	231	232	C	C	C (15.8)	C (15.9)
			SBT	16.4		39		232		C		C (16.4)	
			SBR	13.9		18		194		B		B (13.9)	
		EB	EBL	11.6	11.1	20	22	165	169	B	B	B (11.6)	B (11.1)
			EBT	11.2		22		169		B		B (11.2)	
			EBR	9.5		8		141		A		A (9.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	17.3	15.0	32	32	223	223	C	B	C (17.3)	B (15.0)
			WBT	15.2		31		223		C		C (15.2)	
			WBR	11.8		10		175		B		B (11.8)	
		Intersection		13.4						B		B (13.4)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	143	142.4	470	470	1,194	1,194	F	F	F (142.7)	F (142.4)
			NBT	139.5		470		1,194		F		F (139.5)	
			NBR	142.5		470		1,194		F		F (142.5)	
		SB	SBL	35.5	34.8	5	5	102	102	E	E	E (35.5)	E (34.8)
			SBT	33.8		5		102		E		E (33.8)	
			SBR	35.7		5		102		E		E (35.7)	
		EB	EBL	21.3	27.4	69	69	273	273	C	D	C (21.3)	D (27.4)
			EBT	28.6		69		273		D		D (28.6)	
			EBR	23.6		69		273		C		C (23.6)	
		WB	WBL	13.2	15.3	41	41	420	420	B	C	B (13.2)	C (15.3)
			WBT	12.9		41		420		B		B (12.9)	
			WBR	12.9		41		420		B		B (12.9)	
		Intersection		40.5						D		D (40.5)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	40	28.3	46	71	297	368	D	C	D (39.6)	C (28.3)
			NBT	27.7		71		368		C		C (27.7)	
			NBR	6.8		2		71		A		A (6.8)	
		SB	SBL	58.5	54.3	1,129	1,313	1,686	1,687	E	D	E (58.5)	D (54.3)
			SBT	55.7		1,313		1,687		E		E (55.7)	
			SBR	35.5		93		249		D		D (35.5)	
		EB	EBL	148.8	59.1	176	176	293	293	F	E	F (148.8)	E (59.1)
			EBT	38.5		138		290		D		D (38.5)	
			EBR	21.0		17		228		C		C (21.0)	
		WB	WBL	92.3	57.1	276	276	817	817	F	E	F (92.3)	E (57.1)
			WBT	35.5		49		306		D		D (35.5)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	12.5		11		230		B		B (12.5)	
		Intersection		49.0						D		D (49.0)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.8	-	1	-	47	-	A	- (-)	A (6.8)
			NBR	6.8		1		47		A		A (6.8)	
		EB	EBT	0.3	0.5	0	0	49	77	A	A	A (0.3)	A (0.5)
			EBR	1.0		0		77		A		A (1.0)	
		WB	WBL	-	2.8	-	8	-	99	-	A	- (-)	A (2.8)
			WBT	2.8		8		99		A		A (2.8)	
		Intersection		2.0						A		A (2.0)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.7	-	2	-	64	-	A	- (-)	A (6.7)
			NBR	6.7		2		64		A		A (6.7)	
		EB	EBT	0.2	0.3	0	0	16	16	A	A	A (0.2)	A (0.3)
			EBR	0.8		0		16		A		A (0.8)	
		WB	WBL	-	1.3	-	1	-	71	-	A	- (-)	A (1.3)
			WBT	1.3		1		71		A		A (1.3)	
		Intersection		1.1						A		A (1.1)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	56	49.4	109	157	421	421	E	D	E (56.4)	D (49.4)
			NBT	47.6		157		420		D		D (47.6)	
			NBR	47.9		157		420		D		D (47.9)	
		SB	SBL	61.2	61.1	441	648	1,248	1,327	E	E	E (61.2)	E (61.1)
			SBT	61.0		648		1,327		E		E (61.0)	
			SBR	61.2		648		1,327		E		E (61.2)	
		EB	EBL	19.7	27.9	4	45	94	218	B	C	B (19.7)	C (27.9)
			EBT	28.8		45		218		C		C (28.8)	
			EBR	29.6		45		218		C		C (29.6)	
		WB	WBL	21.8	17.4	33	56	364	404	C	B	C (21.8)	B (17.4)
			WBT	16.1		56		404		B		B (16.1)	
			WBR	17.0		6		304		B		B (17.0)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		33.2						C		C (33.2)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	294.6	-	307	-	395	-	F	- (-)	F (294.6)
			NBR	294.6		307		395		F		F (294.6)	
		EB	EBT	35.4	27.2	83	83	642	642	E	D	E (35.4)	D (27.2)
			EBR	17.5		83		642		C		C (17.5)	
		WB	WBL	-	2.5	-	1	-	94	-	A	- (-)	A (2.5)
			WBT	2.5		1		94		A		A (2.5)	
		Intersection		39.2						D		D (39.2)	

20-Year Future Scenario 1 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	12.0		22		162		B		B (12.0)	
		SB	SBT	11.5	11.1	22	22	162	162	B	B	B (11.5)	B (11.1)
			SBR	7.3		14		161		A		A (7.3)	
		EB	EBR	10.6	10.6	1	1	49	49	B	B	B (10.6)	B (10.6)
		WB	WBT	11.7	11.7	4	4	101	101	B	B	B (11.7)	B (11.7)
		Intersection		11.1						B		B (11.1)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.9		2		99		A		A (2.9)	
			SBR	3.1	3.0	2	2	99	99	A	A	A (3.1)	A (3.0)
			SBU	3.6		2		99		A		A (3.6)	
		EB	EBL	2.9		0		77		A		A (2.9)	
			EBT	1.9	2.6	0	0	77	77	A	A	A (1.9)	A (2.6)
			WBT	2.7		1		108		A		A (2.7)	
		WB	WBR	2.6	2.7	1	1	108	108	A	A	A (2.6)	A (2.7)
			WBU	2.8		1		108		A		A (2.8)	
		Intersection		2.8						A		A (2.8)	
3	William Brooks and U St		NBL	14		21		148		B		B (13.6)	
		NB	NBT	12.3	11.5	21	30	148	169	B	B	B (12.3)	B (11.5)
			NBR	8.6		30		169		A		A (8.6)	
		EB	EBL	28.3		18		150		C		C (28.3)	
			EBT	24.3	25.7	18	18	150	150	C	C	C (24.3)	C (25.7)
			WBT	21.1		27		241		C		C (21.1)	
		WB	WBR	13.4	17.7	27	27	275	275	B	B	B (13.4)	B (17.7)
		Intersection		15.5						B		B (15.5)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	7.5	7.1	1	1	54	54	A	A	A (7.5)	A (7.1)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	6.8	7.1	1	1	54	54	A	A	A (6.8)	A (7.1)
		EB	EBL	2.3	0.2	0	2	44	114	A	A	A (2.3)	A (0.2)
			EBT	0.2		2		114		A		A (0.2)	
		WB	WBT	0.2	0.3	0	0	33	33	A	A	A (0.2)	A (0.3)
			WBR	0.7		0		27		A		A (0.7)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	12	9.7	7	8	107	115	B	A	B (11.6)	A (9.7)
			NBT	10.9		7		110		B		B (10.9)	
			NBR	8.1		8		115		A		A (8.1)	
		SB	SBL	10.0	10.5	2	2	75	75	A	B	A (10.0)	B (10.5)
			SBT	11.3		2		75		B		B (11.3)	
			SBR	7.1		2		75		A		A (7.1)	
		EB	EBL	2.5	0.4	0	0	11	31	A	A	A (2.5)	A (0.4)
			EBT	0.3		0		31		A		A (0.3)	
			EBR	0.7		0		31		A		A (0.7)	
		WB	WBL	1.8	0.5	0	0	46	46	A	A	A (1.8)	A (0.5)
			WBT	0.2		0		16		A		A (0.2)	
			WBR	0.4		0		16		A		A (0.4)	
		Intersection		2.4						A		A (2.4)	
6	4th Ave and U St	SB	SBL	9.0	8.3	2	2	73	73	A	A	A (9.0)	A (8.3)
			SBR	7.3		2		73		A		A (7.3)	
		EB	EBL	3.8	0.5	0	0	40	40	A	A	A (3.8)	A (0.5)
			EBT	0.1		0		5		A		A (0.1)	
		WB	WBT	0.2	0.2	0	1	0	78	A	A	A (0.2)	A (0.2)
			WBR	0.5		1		78		A		A (0.5)	
		Intersection		1.1						A		A (1.1)	
7	Archibald St and B St	SB	SBL	0.4	0.0	0	0	0	0	A	A	A (0.4)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	10.7	10.7	5	5	112	112	B	B	B (10.7)	B (10.7)
		Intersection		1.5						A		A (1.5)	
8	Main St and B St	NB	NBL	16	11.6	10	19	141	188	B	B	B (15.7)	B (11.6)
			NBT	12.1		10		141		B		B (12.1)	
			NBR	8.6		19		188		A		A (8.6)	
		SB	SBL	16.1	11.4	3	10	92	158	B	B	B (16.1)	B (11.4)
			SBT	10.4		10		158		B		B (10.4)	
			SBR	3.3		0		78		A		A (3.3)	
		EB	EBL	2.9	13.9	1	1	29	29	A	B	A (2.9)	B (13.9)
			EBT	0.5		1		29		A		A (0.5)	
			EBR	21.0		0		25		C		C (21.0)	
		WB	WBL	22.1	19.7	15	24	142	167	C	B	C (22.1)	B (19.7)
			WBT	21.8		15		142		C		C (21.8)	
			WBR	10.7		24		167		B		B (10.7)	
		Intersection		13.7						B		B (13.7)	
9	William Brooks and B St	NB	NBL	2	1.5	1	1	75	75	A	A	A (2.4)	A (1.5)
			NBT	1.4		1		75		A		A (1.4)	
			NBR	1.5		1		75		A		A (1.5)	
		EB	EBL	7.2	8.1	2	2	79	79	A	A	A (7.2)	A (8.1)
			EBT	8.5		2		79		A		A (8.5)	
		WB	WBT	11.5	11.5	4	4	93	93	B	B	B (11.5)	B (11.5)
		Intersection		3.7						A		A (3.7)	
10	2nd Ave and B St	NB	NBL	8	8.1	3	4	77	86	A	A	A (8.1)	A (8.1)
			NBT	8.6		4		79		A		A (8.6)	
			NBR	5.7		4		86		A		A (5.7)	
		SB	SBL	6.5	7.1	2	2	70	73	A	A	A (6.5)	A (7.1)
			SBT	7.7		2		71		A		A (7.7)	
			SBR	5.8		2		73		A		A (5.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.6	0.6	0	0	33	33	A	A	A (1.6)	A (0.6)
			EBT	0.2		0		5		A		A (0.2)	
			EBR	0.6		0		5		A		A (0.6)	
		WB	WBL	0.9	0.2	0	0	15	15	A	A	A (0.9)	A (0.2)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		3.9						A		A (3.9)	
11	Cesar Chavez St and B St	NB	NBT	7.6	7.5	1	1	63	72	A	A	A (7.6)	A (7.5)
			NBR	5.4		1		72		A		A (5.4)	
		SB	SBT	7.8	7.2	1	1	51	53	A	A	A (7.8)	A (7.2)
			SBR	5.5		1		53		A		A (5.5)	
		EB	EBL	1.6	0.1	0	0	6	6	A	A	A (1.6)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.2	0.5	0	0	28	28	A	A	A (1.2)	A (0.5)
			WBT	0.4		0		10		A		A (0.4)	
			WBR	0.5		0		10		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	7.0	2	3	75	76	A	A	A (6.3)	A (7.0)
			NBT	7.5		3		76		A		A (7.5)	
			NBR	4.8		0		48		A		A (4.8)	
		SB	SBL	6.0	6.4	2	2	74	75	A	A	A (6.0)	A (6.4)
			SBT	7.1		2		75		A		A (7.1)	
			SBR	5.1		0		27		A		A (5.1)	
		EB	EBL	5.9	6.4	1	2	58	60	A	A	A (5.9)	A (6.4)
			EBT	7.0		2		60		A		A (7.0)	
			EBR	4.9		0		17		A		A (4.9)	
			WBL	6.9		3		83		A		A (6.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	9.0	8.6	4	4	89	89	A	A	A (9.0)	A (8.6)
			WBR	5.6		1		61		A		A (5.6)	
		Intersection		7.2						A		A (7.2)	
13	Archibald St and C St	SB	SBL	0.4	0.0	0	0	2	2	A	A	A (0.4)	A (0.0)
			SBT	0.0		0		2		A		A (0.0)	
			SBR	0.6		0		2		A		A (0.6)	
		EB	EBT	11.8	11.4	1	1	72	72	B	B	B (11.8)	B (11.4)
			EBR	7.3		1		71		A		A (7.3)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
		Intersection		0.3						A		A (0.3)	
14	Main St and C St	NB	NBL	2	0.5	0	0	29	29	A	A	A (1.8)	A (0.5)
			NBT	0.1		0		8		A		A (0.1)	
			NBR	0.7		0		15		A		A (0.7)	
		SB	SBL	2.0	0.7	0	0	55	55	A	A	A (2.0)	A (0.7)
			SBT	0.2		0		26		A		A (0.2)	
			SBR	0.9		0		6		A		A (0.9)	
		EB	EBL	8.9	9.2	1	1	52	52	A	A	A (8.9)	A (9.2)
			EBT	10.3		1		52		B		B (10.3)	
			EBR	8.3		1		52		A		A (8.3)	
		WB	WBL	6.2	6.2	1	1	42	42	A	A	A (6.2)	A (6.2)
			WBT	7.0		1		42		A		A (7.0)	
			WBR	5.6		1		42		A		A (5.6)	
		Intersection		1.4						A		A (1.4)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	9.1	11.2	6	7	97	97	A	B	A (9.1)	B (11.2)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	12.3	11.2	7		96		B	B	B (12.3)	B (11.2)
		WB	WBT	8.9	7.6	4	4	81	81	A	A	A (8.9)	A (7.6)
			WBR	6.9		4		80		A		A (6.9)	
		Intersection		3.0						A		A (3.0)	
16	Cesar Chavez St and C St	NB	NBL	-	7.7	-	1	-	55	-	A	- (-)	A (7.7)
			NBT	8.0		1		54		A		A (8.0)	
			NBR	5.4		1		55		A		A (5.4)	
		SB	SBL	6.6	7.1	1	1	50	61	A	A	A (6.6)	A (7.1)
			SBT	7.6		1		52		A		A (7.6)	
			SBR	5.4		1		61		A		A (5.4)	
		EB	EBL	1.5	0.1	0	0	18	18	A	A	A (1.5)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	0.7	0.1	0	0	0	0	A	A	A (0.7)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	7	6.6	2	2	63	67	A	A	A (7.2)	A (6.6)
			NBT	7.7		2		67		A		A (7.7)	
			NBR	4.9		0		35		A		A (4.9)	
		SB	SBL	6.4	6.7	2	2	68	70	A	A	A (6.4)	A (6.7)
			SBT	7.1		2		70		A		A (7.1)	
			SBR	5.6		0		29		A		A (5.6)	
		EB	EBL	6.2	7.2	3	6	77	111	A	A	A (6.2)	A (7.2)
			EBT	7.3		6		111		A		A (7.3)	
			EBR	4.8		0		32		A		A (4.8)	
		WB	WBL	7.6	7.7	9	9	133	133	A	A	A (7.6)	A (7.7)
			WBT	8.2		9		132		A		A (8.2)	
			WBR	6.6		1		82		A		A (6.6)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		7.2						A		A (7.2)	
18	Archibald St and D St	SB	SBL	0.8	0.2	0	0	43	43	A	A	A (0.8)	A (0.2)
			SBT	0.2		0		43		A		A (0.2)	
		WB	WBL	7.7	7.7	3	3	71	71	A	A	A (7.7)	A (7.7)
		Intersection		1.0						A		A (1.0)	
19	Main St and D St Roundabout	NB	NBL	2	2.0	0	0	57	57	A	A	A (1.6)	A (2.0)
			NBT	2.1		0		57		A		A (2.1)	
		SB	SBT	2.9	2.9	2	2	136	136	A	A	A (2.9)	A (2.9)
			SBR	2.5		2		136		A		A (2.5)	
		EB	EBL	5.2	5.2	1	1	65	65	A	A	A (5.2)	A (5.2)
			EBR	5.0		1		65		A		A (5.0)	
		WB	WBL	2.0	0.2	0	0	40	40	A	A	A (2.0)	A (0.2)
			WBT	2.6		0		40		A		A (2.6)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		1.5						A		A (1.5)	
20	1st Ave and D St	NB	NBL	0	0.6	0	13	31	160	A	A	A (0.3)	A (0.6)
			NBR	1.1		13		160		A		A (1.1)	
		SB	SBL	11.0	10.1	4	4	103	103	B	B	B (11.0)	B (10.1)
			SBR	7.4		4		103		A		A (7.4)	
		WB	WBT	7.8	7.3	3	3	79	79	A	A	A (7.8)	A (7.3)
			WBR	5.7		3		79		A		A (5.7)	
		Intersection		2.8						A		A (2.8)	
21	2nd Ave and D St	NB	NBL	9	9.8	5	6	82	91	A	A	A (9.2)	A (9.8)
			NBT	10.1		6		84		B		B (10.1)	
			NBR	6.8		6		91		A		A (6.8)	
		SB	SBL	9.4	10.5	1	1	53	55	A	B	A (9.4)	B (10.5)
			SBT	10.8		1		54		B		B (10.8)	
			SBR	7.3		1		55		A		A (7.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.7	0.4	0	0	46	46	A	A	A (1.7)	A (0.4)
			EBT	0.2		0		10		A		A (0.2)	
			EBR	0.5		0		10		A		A (0.5)	
		WB	WBL	2.4	0.6	0	0	51	51	A	A	A (2.4)	A (0.6)
			WBT	0.1		0		6		A		A (0.1)	
			WBR	0.6		0		6		A		A (0.6)	
		Intersection		3.0						A		A (3.0)	
22	Cesar Chavez St and D St	NB	NBT	8.9	8.8	2	2	62	68	A	A	A (8.9)	A (8.8)
			NBR	5.8		2		68		A		A (5.8)	
		SB	SBL	7.9	9.0	1	2	64	65	A	A	A (7.9)	A (9.0)
			SBT	9.3		2		65		A		A (9.3)	
			SBR	7.9		1		64		A		A (7.9)	
		EB	EBL	0.8	0.1	0	0	49	49	A	A	A (0.8)	A (0.1)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.0	0.6	0	0	9	41	A	A	A (1.0)	A (0.6)
			WBT	0.6		0		41		A		A (0.6)	
			WBR	0.4		0		2		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
23	4th Ave and D St	NB	NBL	7	7.2	2	3	79	82	A	A	A (6.9)	A (7.2)
			NBT	8.0		3		82		A		A (8.0)	
			NBR	5.3		0		61		A		A (5.3)	
		SB	SBL	6.8	6.9	4	4	84	85	A	A	A (6.8)	A (6.9)
			SBT	7.5		4		85		A		A (7.5)	
			SBR	5.3		0		11		A		A (5.3)	
		EB	EBL	9.2	8.1	7	8	105	109	A	A	A (9.2)	A (8.1)
			EBT	8.2		8		109		A		A (8.2)	
			EBR	5.7		1		75		A		A (5.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	9.0	8.9	14	14	153	153	A	A	A (9.0)	A (8.9)
			WBT	9.3		14		153		A		A (9.3)	
			WBR	7.4		2		104		A		A (7.4)	
		Intersection		8.1						A		A (8.1)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	17	16.3	16	16	151	151	C	C	C (16.7)	C (16.3)
			NBT	16.4		16		151		C		C (16.4)	
			NBR	15.8		16		151		C		C (15.8)	
		SB	SBL	16.1	15.3	2	2	95	95	C	C	C (16.1)	C (15.3)
			SBT	13.4		2		95		B		B (13.4)	
			SBR	14.8		2		95		B		B (14.8)	
		EB	EBL	5.4	7.8	14	14	243	243	A	A	A (5.4)	A (7.8)
			EBT	7.9		14		243		A		A (7.9)	
			EBR	7.2		14		243		A		A (7.2)	
		WB	WBL	6.9	7.0	12	12	308	308	A	A	A (6.9)	A (7.0)
			WBT	6.9		12		308		A		A (6.9)	
			WBR	7.6		12		308		A		A (7.6)	
		Intersection		8.8						A		A (8.8)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	20	24.4	10	43	115	215	B	C	B (19.8)	C (24.4)
			NBT	28.6		43		215		C		C (28.6)	
			NBR	5.6		1		59		A		A (5.6)	
		SB	SBL	22.7	22.1	19	38	171	224	C	C	C (22.7)	C (22.1)
			SBT	27.1		38		224		C		C (27.1)	
			SBR	6.4		3		93		A		A (6.4)	
		EB	EBL	59.1	34.3	34	38	231	233	E	C	E (59.1)	C (34.3)
			EBT	33.3		38		233		C		C (33.3)	
			EBR	9.4		1		55		A		A (9.4)	
		WB	WBL	37.9	26.3	47	47	222	222	D	C	D (37.9)	C (26.3)
			WBT	24.3		22		142		C		C (24.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	7.8		6		138		A		A (7.8)	
		Intersection		26.1						C		C (26.1)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.3	-	1	-	37	-	A	- (-)	A (6.3)
			NBR	6.3		1		37		A		A (6.3)	
		EB	EBT	0.3	0.4	0	0	53	100	A	A	A (0.3)	A (0.4)
			EBR	1.0		0		100		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.3						A		A (0.3)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.7	-	2	-	71	-	A	- (-)	A (6.7)
			NBR	6.7		2		71		A		A (6.7)	
		EB	EBT	0.2	0.2	0	0	10	10	A	A	A (0.2)	A (0.2)
			EBR	0.8		0		10		A		A (0.8)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	31	27.7	10	27	228	318	C	C	C (30.6)	C (27.7)
			NBT	32.9		27		318		C		C (32.9)	
			NBR	20.6		26		310		C		C (20.6)	
		SB	SBL	20.7	20.2	12	30	227	326	C	C	C (20.7)	C (20.2)
			SBT	23.8		27		319		C		C (23.8)	
			SBR	15.3		30		326		B		B (15.3)	
		EB	EBL	14.5	19.8	3	33	93	217	B	B	B (14.5)	B (19.8)
			EBT	21.3		33		217		C		C (21.3)	
			EBR	14.9		14		178		B		B (14.9)	
		WB	WBL	12.7	11.0	9	26	152	261	B	B	B (12.7)	B (11.0)
			WBT	11.4		26		261		B		B (11.4)	
			WBR	6.3		3		127		A		A (6.3)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		16.8						B		B (16.8)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	11.5	-	7	-	116	-	B	- (-)	B (11.5)
			NBR	11.5		7		116		B		B (11.5)	
		EB	EBT	1.1	1.1	0	0	29	29	A	A	A (1.1)	A (1.1)
			EBR	1.1		0		29		A		A (1.1)	
		WB	WBL	-	0.4	-	0	-	3	-	A	- (-)	A (0.4)
			WBT	0.4		0		3		A		A (0.4)	
		Intersection		1.7						A		A (1.7)	

20-Year Future Scenario 1 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St	SB	SBL	11.4	11.2	34	34	222	222	B	B	B (11.4)	B (11.2)
			SBT	12.1		34		222		B		B (12.1)	
			SBR	8.0		30		221		A		A (8.0)	
		EB	EBR	12.8	12.8	2	2	58	58	B	B	B (12.8)	B (12.8)
		WB	WBT	13.0	13.0	2	2	57	57	B	B	B (13.0)	B (13.0)
		Intersection		11.3						B		B (11.3)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	36.3	39.6	65	65	472	472	E	E	E (36.3)	E (39.6)
			SBR	47.5		65		472		E		E (47.5)	
			SBU	44.1		65		472		E		E (44.1)	
		EB	EBL	11.7	9.4	0	0	52	52	B	A	B (11.7)	A (9.4)
			EBT	7.0		0		52		A		A (7.0)	
		WB	WBT	35.3	42.2	94	94	360	360	E	E	E (35.3)	E (42.2)
			WBR	43.9		94		360		E		E (43.9)	
			WBU	35.1		94		360		E		E (35.1)	
		Intersection		40.1						D		D (40.1)	
3	William Brooks and U St	NB	NBL	14	16.8	42	42	200	200	B	B	B (14.2)	B (16.8)
			NBT	16.8		42		200		B		B (16.8)	
			NBR	17.5		42		200		B		B (17.5)	
		EB	EBL	38.3	35.0	25	25	195	195	D	C	D (38.3)	C (35.0)
			EBT	31.6		25		195		C		C (31.6)	
		WB	WBT	38.4	37.8	132	132	332	332	D	D	D (38.4)	D (37.8)
			WBR	37.0		132		332		D		D (37.0)	
		Intersection		26.5						C		C (26.5)	
4	2nd Ave and U St	NB	NBL	-	18.5	-	3	-	48	-	C	- (-)	C (18.5)
			NBT	17.4		3		48		C		C (17.4)	
			NBR	21.9		3		48		C		C (21.9)	
		SB	SBL	17.5	20.0	8	8	93	93	C	C	C (17.5)	C (20.0)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	21.1	20.0	8	8	93	93	C	C	C (21.1)	C (20.0)
		EB	EBL	14.0	1.6	1	23	84	204	B	A	B (14.0)	A (1.6)
			EBT	1.0		23		204		A		A (1.0)	
		WB	WBT	17.2	17.0	71	71	311	312	C	C	C (17.2)	C (17.0)
			WBR	15.6		70		312		C		C (15.6)	
		Intersection		13.8						B		B (13.8)	
5	Cesar Chavez St and U St	NB	NBL	23	19.0	39	41	196	204	C	C	C (23.4)	C (19.0)
			NBT	20.0		39		199		C		C (20.0)	
			NBR	14.0		41		204		B		B (14.0)	
		SB	SBL	20.1	19.0	6	6	81	81	C	C	C (20.1)	C (19.0)
			SBT	19.5		6		81		C		C (19.5)	
			SBR	16.8		6		81		C		C (16.8)	
		EB	EBL	10.8	0.8	0	0	37	37	B	A	B (10.8)	A (0.8)
			EBT	0.2		0		21		A		A (0.2)	
			EBR	0.6		0		18		A		A (0.6)	
		WB	WBL	6.7	8.9	1	56	114	274	A	A	A (6.7)	A (8.9)
			WBT	9.3		56		274		A		A (9.3)	
			WBR	6.5		56		274		A		A (6.5)	
		Intersection		9.1						A		A (9.1)	
6	4th Ave and U St	SB	SBL	22.1	22.2	27	27	177	177	C	C	C (22.1)	C (22.2)
			SBR	22.3		27		177		C		C (22.3)	
		EB	EBL	7.6	1.1	1	1	42	42	A	A	A (7.6)	A (1.1)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	9.5	9.6	170	178	841	885	A	A	A (9.5)	A (9.6)
			WBR	10.2		178		885		B		B (10.2)	
		Intersection		10.0						A		A (10.0)	
7	Archibald St and B St	SB	SBL	0.6	0.1	0	0	0	0	A	A	A (0.6)	A (0.1)
			SBT	0.1		0		0		A		A (0.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	15.3	15.3	6	6	93	93	C	C	C (15.3)	C (15.3)
		Intersection		1.1						A		A (1.1)	
8	Main St and B St	NB	NBL	45	31.4	158	158	616	616	D	C	D (44.8)	C (31.4)
			NBT	30.5		158		616		C		C (30.5)	
			NBR	30.5		158		616		C		C (30.5)	
		SB	SBL	97.0	67.6	345	345	707	707	F	E	F (97.0)	E (67.6)
			SBT	53.0		260		700		D		D (53.0)	
			SBR	54.8		2		51		D		D (54.8)	
		EB	EBL	28.5	29.6	15	15	104	104	C	C	C (28.5)	C (29.6)
			EBT	30.9		15		104		C		C (30.9)	
			EBR	29.9		15		104		C		C (29.9)	
		WB	WBL	33.9	30.6	41	41	208	208	C	C	C (33.9)	C (30.6)
			WBT	29.0		41		208		C		C (29.0)	
			WBR	29.1		41		208		C		C (29.1)	
		Intersection		45.4						D		D (45.4)	
9	William Brooks and B St	NB	NBL	7	6.2	32	32	207	207	A	A	A (6.9)	A (6.2)
			NBT	6.1		32		207		A		A (6.1)	
			NBR	5.8		32		207		A		A (5.8)	
		EB	EBL	12.7	13.8	14	14	211	211	B	B	B (12.7)	B (13.8)
			EBT	14.4		14		211		B		B (14.4)	
		WB	WBT	34.6	34.6	53	53	244	244	E	E	E (34.6)	E (34.6)
		Intersection		11.8						B		B (11.8)	
10	2nd Ave and B St	NB	NBL	15	14.7	27	30	200	209	B	B	B (14.5)	B (14.7)
			NBT	15.3		28		202		C		C (15.3)	
			NBR	10.4		30		209		B		B (10.4)	
		SB	SBL	9.8	9.3	12	12	107	111	A	A	A (9.8)	A (9.3)
			SBT	10.2		12		109		B		B (10.2)	
			SBR	7.3		12		111		A		A (7.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	3.1	0.6	0	0	61	61	A	A	A (3.1)	A (0.6)
			EBT	0.3		0		34		A		A (0.3)	
			EBR	0.7		0		34		A		A (0.7)	
		WB	WBL	2.7	0.7	16	16	94	94	A	A	A (2.7)	A (0.7)
			WBT	0.3		15		75		A		A (0.3)	
			WBR	0.6		15		75		A		A (0.6)	
		Intersection		5.9						A		A (5.9)	
11	Cesar Chavez St and B St	NB	NBT	9.6	8.6	3	3	82	90	A	A	A (9.6)	A (8.6)
			NBR	7.0		3		90		A		A (7.0)	
		SB	SBT	9.6	8.5	3	3	75	77	A	A	A (9.6)	A (8.5)
			SBR	6.4		3		77		A		A (6.4)	
		EB	EBL	2.3	0.2	0	0	21	21	A	A	A (2.3)	A (0.2)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.2	0.4	11	11	37	37	A	A	A (1.2)	A (0.4)
			WBT	0.4		10		28		A		A (0.4)	
			WBR	0.5		10		28		A		A (0.5)	
		Intersection		2.5						A		A (2.5)	
12	4th Ave and B St	NB	NBL	7	6.9	4	4	81	83	A	A	A (7.3)	A (6.9)
			NBT	8.0		4		83		A		A (8.0)	
			NBR	5.4		0		57		A		A (5.4)	
		SB	SBL	6.8	7.2	7	7	89	90	A	A	A (6.8)	A (7.2)
			SBT	8.3		7		90		A		A (8.3)	
			SBR	5.7		1		67		A		A (5.7)	
		EB	EBL	7.2	7.4	6	6	88	90	A	A	A (7.2)	A (7.4)
			EBT	8.1		6		90		A		A (8.1)	
			EBR	5.9		1		69		A		A (5.9)	
			WBL	7.9		15		141		A		A (7.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	9.6	8.9	16	16	147	147	A	A	A (9.6)	A (8.9)
			WBR	6.0		11		123		A		A (6.0)	
		Intersection		7.5						A		A (7.5)	
13	Archibald St and C St	SB	SBL	1.2	0.0	1	1	8	8	A	A	A (1.2)	A (0.0)
			SBT	0.0		1		8		A		A (0.0)	
			SBR	0.5		1		8		A		A (0.5)	
		EB	EBT	18.5	18.0	13	13	98	98	C	C	C (18.5)	C (18.0)
			EBR	7.5		11		96		A		A (7.5)	
		WB	WBL	13.7	15.0	8	8	103	104	B	C	B (13.7)	C (15.0)
			WBT	19.7		8		104		C		C (19.7)	
		Intersection		2.0						A		A (2.0)	
14	Main St and C St	NB	NBL	27	9.8	29	52	420	420	D	A	D (26.7)	A (9.8)
			NBT	6.3		52		386		A		A (6.3)	
			NBR	4.9		1		115		A		A (4.9)	
		SB	SBL	28.6	27.8	28	240	476	1,039	D	D	D (28.6)	D (27.8)
			SBT	27.7		240		1,039		D		D (27.7)	
			SBR	23.6		0		25		C		C (23.6)	
		EB	EBL	75.1	71.8	43	43	179	179	F	F	F (75.1)	F (71.8)
			EBT	78.3		43		179		F		F (78.3)	
			EBR	43.5		43		179		E		E (43.5)	
		WB	WBL	14.4	11.7	27	27	158	158	B	B	B (14.4)	B (11.7)
			WBT	11.8		27		158		B		B (11.8)	
			WBR	8.4		27		158		A		A (8.4)	
		Intersection		20.0						C		C (20.0)	
15	William Brooks and C St	NB	NBL	0	0.1	16	16	49	49	A	A	A (0.3)	A (0.1)
			NBT	0.1		16		49		A		A (0.1)	
			NBR	0.6		16		49		A		A (0.6)	
		EB	EBL	39.4	40.0	69	70	302	302	E	F	E (39.4)	F (40.0)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	40.2	40.0	70	70	301	302	E	E	E (40.2)	E (40.0)
		WB	WBT	14.9	12.9	39	39	195	195	B	B	B (14.9)	B (12.9)
			WBR	10.9		38		193		B		B (10.9)	
		Intersection		10.3						B		B (10.3)	
16	Cesar Chavez St and C St	NB	NBL	10	9.2	1	2	62	64	A	A	A (9.6)	A (9.2)
			NBT	9.4		2		62		A		A (9.4)	
			NBR	5.2		1		64		A		A (5.2)	
		SB	SBL	8.9	9.4	3	3	76	85	A	A	A (8.9)	A (9.4)
			SBT	9.9		3		77		A		A (9.9)	
			SBR	6.7		3		85		A		A (6.7)	
		EB	EBL	2.0	0.1	0	0	19	19	A	A	A (2.0)	A (0.1)
			EBT	0.0		0		2		A		A (0.0)	
		WB	WBL	2.9	0.2	13	13	67	67	A	A	A (2.9)	A (0.2)
			WBT	0.1		12		47		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	11	7.9	2	2	68	71	B	A	B (11.2)	A (7.9)
			NBT	8.6		2		71		A		A (8.6)	
			NBR	5.1		0		45		A		A (5.1)	
		SB	SBL	8.1	8.8	21	22	154	156	A	A	A (8.1)	A (8.8)
			SBT	9.3		22		156		A		A (9.3)	
			SBR	7.5		14		134		A		A (7.5)	
		EB	EBL	7.5	7.6	7	14	81	114	A	A	A (7.5)	A (7.6)
			EBT	7.8		14		114		A		A (7.8)	
			EBR	5.6		1		55		A		A (5.6)	
		WB	WBL	12.7	11.8	46	46	266	266	B	B	B (12.7)	B (11.8)
			WBT	12.5		46		266		B		B (12.5)	
			WBR	9.9		25		215		A		A (9.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		9.5						A		A (9.5)	
18	Archibald St and D St	SB	SBL	6.8	1.2	7	7	156	156	A	A	A (6.8)	A (1.2)
			SBT	0.5		7		156		A		A (0.5)	
		WB	WBL	13.8	13.8	12	12	141	141	B	B	B (13.8)	B (13.8)
		Intersection		2.8						A		A (2.8)	
19	Main St and D St Roundabout	NB	NBL	18	16.5	33	33	433	433	C	C	C (18.4)	C (16.5)
			NBT	16.2		33		433		C		C (16.2)	
		SB	SBT	48.1	47.9	313	313	815	815	E	E	E (48.1)	E (47.9)
			SBR	45.2		313		815		E		E (45.2)	
		EB	EBL	39.5	40.3	31	31	185	185	E	E	E (39.5)	E (40.3)
			EBR	44.0		31		185		E		E (44.0)	
		WB	WBL	27.3	4.8	34	34	224	224	D	A	D (27.3)	A (4.8)
			WBT	22.6		34		224		C		C (22.6)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		21.2						C		C (21.2)	
20	1st Ave and D St	NB	NBL	1	1.4	1	30	83	218	A	A	A (0.6)	A (1.4)
			NBR	3.5		30		218		A		A (3.5)	
		SB	SBL	19.6	17.4	13	13	159	159	C	C	C (19.6)	C (17.4)
			SBR	11.4		13		159		B		B (11.4)	
		WB	WBT	9.9	9.6	7	7	123	123	A	A	A (9.9)	A (9.6)
			WBR	7.1		7		123		A		A (7.1)	
		Intersection		4.8						A		A (4.8)	
21	2nd Ave and D St	NB	NBL	19	19.6	28	31	205	214	C	C	C (19.4)	C (19.6)
			NBT	19.9		28		207		C		C (19.9)	
			NBR	19.5		31		214		C		C (19.5)	
		SB	SBL	12.2	12.0	2	2	70	72	B	B	B (12.2)	B (12.0)
			SBT	12.8		2		71		B		B (12.8)	
			SBR	7.9		2		72		A		A (7.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	4.2	2.7	4	4	75	75	A	A	A (4.2)	A (2.7)
			EBT	2.7		2		39		A		A (2.7)	
			EBR	0.7		2		39		A		A (0.7)	
		WB	WBL	4.9	1.9	1	1	65	65	A	A	A (4.9)	A (1.9)
			WBT	0.6		0		21		A		A (0.6)	
			WBR	1.2		0		21		A		A (1.2)	
		Intersection		8.2						A		A (8.2)	
22	Cesar Chavez St and D St	NB	NBT	10.5	10.1	2	2	58	63	B	B	B (10.5)	B (10.1)
			NBR	7.4		1		63		A		A (7.4)	
		SB	SBL	13.1	13.1	4	5	94	100	B	B	B (13.1)	B (13.1)
			SBT	13.0		5		100		B		B (13.0)	
			SBR	13.1		4		94		B		B (13.1)	
		EB	EBL	7.2	4.7	11	11	83	83	A	A	A (7.2)	A (4.7)
			EBT	4.7		9		51		A		A (4.7)	
			EBR	0.4		9		51		A		A (0.4)	
		WB	WBL	3.3	1.3	0	0	48	56	A	A	A (3.3)	A (1.3)
			WBT	1.1		0		56		A		A (1.1)	
			WBR	0.5		0		18		A		A (0.5)	
		Intersection		5.3						A		A (5.3)	
23	4th Ave and D St	NB	NBL	9	8.7	5	6	83	86	A	A	A (9.5)	A (8.7)
			NBT	10.1		6		86		B		B (10.1)	
			NBR	5.9		1		67		A		A (5.9)	
		SB	SBL	16.3	16.2	36	36	239	240	C	C	C (16.3)	C (16.2)
			SBT	16.4		36		240		C		C (16.4)	
			SBR	14.0		18		201		B		B (14.0)	
		EB	EBL	20.9	18.0	34	36	211	215	C	C	C (20.9)	C (18.0)
			EBT	18.1		36		215		C		C (18.1)	
			EBR	8.9		21		187		A		A (8.9)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	23.4	23.5	52	52	246	246	C	C	C (23.4)	C (23.5)
			WBT	22.4		51		246		C		C (22.4)	
			WBR	25.4		30		198		D		D (25.4)	
		Intersection		17.7						B		B (17.7)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	61	59.7	129	129	528	528	F	F	F (61.4)	F (59.7)
			NBT	52.8		129		528		F		F (52.8)	
			NBR	59.5		129		528		F		F (59.5)	
		SB	SBL	27.0	27.7	4	4	97	97	D	D	D (27.0)	D (27.7)
			SBT	27.1		4		97		D		D (27.1)	
			SBR	28.9		4		97		D		D (28.9)	
		EB	EBL	12.6	14.6	34	34	265	265	B	B	B (12.6)	B (14.6)
			EBT	15.1		34		265		C		C (15.1)	
			EBR	13.1		34		265		B		B (13.1)	
		WB	WBL	11.5	11.5	28	28	394	394	B	B	B (11.5)	B (11.5)
			WBT	10.7		28		394		B		B (10.7)	
			WBR	11.7		28		394		B		B (11.7)	
		Intersection		21.7						C		C (21.7)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	38	27.2	48	66	370	499	D	C	D (38.1)	C (27.2)
			NBT	23.5		66		499		C		C (23.5)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	54.3	66.2	909	1,248	1,562	1,682	D	E	D (54.3)	E (66.2)
			SBT	68.5		1,248		1,682		E		E (68.5)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	40.5	40.5	66	79	257	273	D	D	D (40.5)	D (40.5)
			EBT	37.8		79		262		D		D (37.8)	
			EBR	47.7		38		273		D		D (47.7)	
		WB	WBL	179.6	96.3	657	657	1,127	1,127	F	F	F (179.6)	F (96.3)
			WBT	40.7		178		496		D		D (40.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	15.1		11		197		B		B (15.1)	
		Intersection		58.6						E		E (58.6)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.3	-	1	-	49	-	A	- (-)	A (7.3)
			NBR	7.3		1		49		A		A (7.3)	
		EB	EBT	0.5	0.6	0	1	67	134	A	A	A (0.5)	A (0.6)
			EBR	1.2		1		134		A		A (1.2)	
		WB	WBL	-	32.2	-	103	-	304	-	E	- (-)	E (32.2)
			WBT	32.2		103		304		E		E (32.2)	
		Intersection		19.0						B		B (19.0)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	7.2	-	2	-	62	-	A	- (-)	A (7.2)
			NBR	7.2		2		62		A		A (7.2)	
		EB	EBT	0.3	0.4	0	0	20	20	A	A	A (0.3)	A (0.4)
			EBR	0.9		0		20		A		A (0.9)	
		WB	WBL	-	26.4	-	72	-	275	-	D	- (-)	D (26.4)
			WBT	26.4		72		275		D		D (26.4)	
		Intersection		16.8						B		B (16.8)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	108	78.2	201	231	485	485	F	E	F (108.0)	E (78.2)
			NBT	67.5		231		482		E		E (67.5)	
			NBR	74.2		231		482		E		E (74.2)	
		SB	SBL	83.6	87.8	518	915	1,370	1,518	F	F	F (83.6)	F (87.8)
			SBT	88.0		915		1,518		F		F (88.0)	
			SBR	89.8		915		1,518		F		F (89.8)	
		EB	EBL	24.2	27.6	5	47	103	247	C	C	C (24.2)	C (27.6)
			EBT	27.8		47		247		C		C (27.8)	
			EBR	30.8		47		247		C		C (30.8)	
		WB	WBL	40.4	41.8	267	436	1,023	1,279	D	D	D (40.4)	D (41.8)
			WBT	42.5		436		1,279		D		D (42.5)	
			WBR	36.4		209		923		D		D (36.4)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		53.4						D		D (53.4)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	53.4	-	126	-	373	-	F	- (-)	F (53.4)
			NBR	53.4		126		373		F		F (53.4)	
		EB	EBT	10.2	7.9	15	15	255	255	B	A	B (10.2)	A (7.9)
			EBR	5.3		15		255		A		A (5.3)	
		WB	WBL	-	1.8	-	0	-	51	-	A	- (-)	A (1.8)
			WBT	1.8		0		51		A		A (1.8)	
		Intersection		12.9						B		B (12.9)	

20-Year Future Scenario 2 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	14.7		22		161		B		B (14.7)	
		SB	SBT	11.3	10.9	22	22	161	161	B	B	B (11.3)	B (10.9)
			SBR	7.0		15		161		A		A (7.0)	
		EB	EBR	9.2	9.2	1	1	41	41	A	A	A (9.2)	A (9.2)
		WB	WBT	10.8	10.8	3	3	83	83	B	B	B (10.8)	B (10.8)
		Intersection		10.9						B		B (10.9)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	3.1		2		97		A		A (3.1)	
			SBR	2.3	3.0	2	2	97	97	A	A	A (2.3)	A (3.0)
			SBU	3.0		2		97		A		A (3.0)	
		EB	EBL	2.9		0		62		A		A (2.9)	
			EBT	2.3	2.7	0	0	62	62	A	A	A (2.3)	A (2.7)
			WBT	2.0		1		61		A		A (2.0)	
		WB	WBR	2.3	2.1	1	1	61	61	A	A	A (2.3)	A (2.1)
			WBU	2.0		1		61		A		A (2.0)	
		Intersection		2.5						A		A (2.5)	
3	William Brooks and U St		NBL	9		12		88		A		A (8.7)	
		NB	NBT	7.4	7.5	12	12	88	88	A	A	A (7.4)	A (7.5)
			NBR	7.6		12		88		A		A (7.6)	
		EB	EBL	9.7		3		86		A		A (9.7)	
			EBT	9.4	9.5	3	3	86	86	A	A	A (9.4)	A (9.5)
			WBT	9.6		11		174		A		A (9.6)	
		WB	WBR	9.2	9.4	11	11	174	174	A	A	A (9.2)	A (9.4)
		Intersection		8.4						A		A (8.4)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	8.2		1		56		A		A (8.2)	
			SBR	6.8	7.3	1	1	56	56	A	A	A (6.8)	A (7.3)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	3.4	0.3	0	2	47	116	A	A	A (3.4)	A (0.3)
			EBT	0.2		2		116		A		A (0.2)	
		WB	WBT	0.2	0.3	0	0	27	27	A	A	A (0.2)	A (0.3)
			WBR	0.6		0		14		A		A (0.6)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	11	9.6	6	8	105	113	B	A	B (11.5)	A (9.6)
			NBT	11.2		7		108		B		B (11.2)	
			NBR	7.9		8		113		A		A (7.9)	
		SB	SBL	10.9	9.8	2	2	58	58	B	A	B (10.9)	A (9.8)
			SBT	10.3		2		58		B		B (10.3)	
			SBR	7.1		2		58		A		A (7.1)	
		EB	EBL	1.0	0.2	0	0	5	22	A	A	A (1.0)	A (0.2)
			EBT	0.2		0		22		A		A (0.2)	
			EBR	0.7		0		22		A		A (0.7)	
		WB	WBL	1.8	0.5	0	0	45	45	A	A	A (1.8)	A (0.5)
			WBT	0.1		0		19		A		A (0.1)	
			WBR	0.4		0		19		A		A (0.4)	
		Intersection		2.2						A		A (2.2)	
6	4th Ave and U St	SB	SBL	8.5	7.9	2	2	70	70	A	A	A (8.5)	A (7.9)
			SBR	7.2		2		70		A		A (7.2)	
		EB	EBL	3.6	0.5	0	0	40	40	A	A	A (3.6)	A (0.5)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.2	0.2	0	1	0	77	A	A	A (0.2)	A (0.2)
			WBR	0.5		1		77		A		A (0.5)	
		Intersection		1.0						A		A (1.0)	
7	Archibald St and B St	SB	SBL	0.5	0.0	0	0	0	0	A	A	A (0.5)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
		WB	WBL	8.5	8.5	4	4	73	73	A	A	A (8.5)	A (8.5)
		Intersection		1.2						A		A (1.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	4	4.0	3	3	104	104	A	A	A (4.0)	A (4.0)
			NBT	3.9		3		104		A		A (3.9)	
			NBR	4.4		3		104		A		A (4.4)	
		SB	SBL	2.3	3.1	0	2	47	136	A	A	A (2.3)	A (3.1)
			SBT	3.4		2		136		A		A (3.4)	
			SBR	0.5		1		100		A		A (0.5)	
		EB	EBL	8.5	7.1	0	0	41	41	A	A	A (8.5)	A (7.1)
			EBT	7.7		0		41		A		A (7.7)	
			EBR	6.5		0		41		A		A (6.5)	
		WB	WBL	9.8	11.0	8	8	98	98	A	B	A (9.8)	B (11.0)
			WBT	12.5		8		98		B		B (12.5)	
			WBR	8.4		8		98		A		A (8.4)	
		Intersection		5.5						A		A (5.5)	
9	William Brooks and B St	NB	NBL	2	1.4	1	1	64	64	A	A	A (2.0)	A (1.4)
			NBT	1.3		1		64		A		A (1.3)	
			NBR	1.5		1		64		A		A (1.5)	
		EB	EBL	6.7	7.6	2	2	72	72	A	A	A (6.7)	A (7.6)
			EBT	8.0		2		72		A		A (8.0)	
		WB	WBT	11.8	11.8	4	4	89	89	B	B	B (11.8)	B (11.8)
		Intersection		3.5						A		A (3.5)	
10	2nd Ave and B St	NB	NBL	8	8.4	3	4	82	91	A	A	A (8.4)	A (8.4)
			NBT	8.9		4		84		A		A (8.9)	
			NBR	5.6		4		91		A		A (5.6)	
		SB	SBL	6.3	7.0	2	2	74	77	A	A	A (6.3)	A (7.0)
			SBT	7.7		2		76		A		A (7.7)	
			SBR	5.6		2		77		A		A (5.6)	
		EB	EBL	1.7	0.7	0	0	34	34	A	A	A (1.7)	A (0.7)
			EBT	0.2		0		8		A		A (0.2)	
			EBR	0.6		0		8		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	1.0	0.2	0	0	19	19	A	A	A (1.0)	A (0.2)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		4.0						A		A (4.0)	
11	Cesar Chavez St and B St	NB	NBT	7.8	7.7	1	1	52	61	A	A	A (7.8)	A (7.7)
			NBR	4.9		1		61		A		A (4.9)	
		SB	SBT	7.9	7.2	1	1	51	53	A	A	A (7.9)	A (7.2)
			SBR	5.0		1		53		A		A (5.0)	
		EB	EBL	1.0	0.1	0	0	3	3	A	A	A (1.0)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.2	0.6	0	0	30	30	A	A	A (1.2)	A (0.6)
			WBT	0.4		0		11		A		A (0.4)	
			WBR	1.1		0		11		A		A (1.1)	
		Intersection		2.1						A		A (2.1)	
12	4th Ave and B St	NB	NBL	6	7.0	2	3	71	72	A	A	A (6.4)	A (7.0)
			NBT	7.5		3		72		A		A (7.5)	
			NBR	5.0		0		38		A		A (5.0)	
		SB	SBL	6.1	6.4	2	2	74	75	A	A	A (6.1)	A (6.4)
			SBT	7.0		2		75		A		A (7.0)	
			SBR	5.1		0		42		A		A (5.1)	
		EB	EBL	6.9	6.6	1	2	66	69	A	A	A (6.9)	A (6.6)
			EBT	7.0		2		69		A		A (7.0)	
			EBR	5.0		0		35		A		A (5.0)	
		WB	WBL	6.2	8.6	3	4	83	88	A	A	A (6.2)	A (8.6)
			WBT	9.0		4		88		A		A (9.0)	
			WBR	5.6		0		61		A		A (5.6)	
		Intersection		7.3						A		A (7.3)	
13	Archibald St and C St		SBL	0.5		0		8		A		A (0.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.1	0	0	8	8	A	A	A (0.0)	A (0.1)
			SBR	0.6		0		8		A		A (0.6)	
		EB	EBT	12.5	12.1	1	1	71	71	B	B	B (12.5)	B (12.1)
			EBR	7.2		1		69		A		A (7.2)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
		Intersection		0.3						A		A (0.3)	
14	Main St and C St	NB	NBL	1	0.4	0	0	17	18	A	A	A (1.1)	A (0.4)
			NBT	0.1		0		7		A		A (0.1)	
			NBR	0.6		0		18		A		A (0.6)	
		SB	SBL	2.2	0.7	0	0	58	58	A	A	A (2.2)	A (0.7)
			SBT	0.2		0		25		A		A (0.2)	
			SBR	1.4		0		5		A		A (1.4)	
		EB	EBL	8.8	8.8	1	1	57	57	A	A	A (8.8)	A (8.8)
			EBT	9.8		1		57		A		A (9.8)	
			EBR	7.0		1		57		A		A (7.0)	
		WB	WBL	6.2	6.3	1	1	52	52	A	A	A (6.2)	A (6.3)
			WBT	7.1		1		52		A		A (7.1)	
			WBR	5.8		1		52		A		A (5.8)	
		Intersection		1.4						A		A (1.4)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.2)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.5		0		0		A		A (0.5)	
		EB	EBL	9.4	11.0	6	7	124	124	A	B	A (9.4)	B (11.0)
			EBT	11.7		7		123		B		B (11.7)	
		WB	WBT	9.6	7.8	4	4	86	86	A	A	A (9.6)	A (7.8)
			WBR	6.8		4		83		A		A (6.8)	
		Intersection		3.0						A		A (3.0)	
16	Cesar Chavez St and C St		NBL	-		-		-		-		- (-)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	7.8	7.6	1	1	52	54	A	A	A (7.8)	A (7.6)
			NBR	5.5		1		54		A		A (5.5)	
		SB	SBL	7.1	7.4	1	1	53	64	A	A	A (7.1)	A (7.4)
			SBT	7.7		1		55		A		A (7.7)	
			SBR	5.7		1		64		A		A (5.7)	
		EB	EBL	0.7	0.0	0	0	10	10	A	A	A (0.7)	A (0.0)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.5	0.1	0	0	3	3	A	A	A (1.5)	A (0.1)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
17	4th Ave and C St	NB	NBL	7	6.4	2	2	65	69	A	A	A (6.8)	A (6.4)
			NBT	7.4		2		69		A		A (7.4)	
			NBR	4.9		0		25		A		A (4.9)	
		SB	SBL	6.4	6.7	2	2	73	75	A	A	A (6.4)	A (6.7)
			SBT	7.1		2		75		A		A (7.1)	
			SBR	5.4		0		31		A		A (5.4)	
		EB	EBL	6.3	7.1	3	6	75	108	A	A	A (6.3)	A (7.1)
			EBT	7.2		6		108		A		A (7.2)	
			EBR	5.0		0		38		A		A (5.0)	
		WB	WBL	7.9	7.9	9	9	134	134	A	A	A (7.9)	A (7.9)
			WBT	8.3		9		133		A		A (8.3)	
			WBR	6.7		1		83		A		A (6.7)	
		Intersection		7.2						A		A (7.2)	
18	Archibald St and D St	SB	SBL	0.8	0.2	0	0	23	23	A	A	A (0.8)	A (0.2)
			SBT	0.2		0		23		A		A (0.2)	
		WB	WBL	7.5	7.5	3	3	73	73	A	A	A (7.5)	A (7.5)
		Intersection		1.0						A		A (1.0)	
19	Main St and D St Roundabout	NB	NBL	2	1.9	0	0	59	59	A	A	A (1.7)	A (1.9)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	1.9	1.9	0	0	59	59	A	A	A (1.9)	A (1.9)
		SB	SBT	3.2	3.1	2	2	130	130	A	A	A (3.2)	A (3.1)
			SBR	2.6		2		130		A		A (2.6)	
		EB	EBL	5.7	5.6	1	1	65	65	A	A	A (5.7)	A (5.6)
			EBR	5.0		1		65		A		A (5.0)	
		WB	WBL	2.3	0.2	0	0	38	38	A	A	A (2.3)	A (0.2)
			WBT	1.4		0		38		A		A (1.4)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		1.6						A		A (1.6)	
20	1st Ave and D St	NB	NBL	0	0.4	0	12	6	151	A	A	A (0.3)	A (0.4)
			NBR	0.9		12		151		A		A (0.9)	
		SB	SBL	10.6	9.9	4	4	94	94	B	A	B (10.6)	A (9.9)
			SBR	7.6		4		94		A		A (7.6)	
		WB	WBT	7.6	7.2	3	3	71	71	A	A	A (7.6)	A (7.2)
			WBR	5.7		3		71		A		A (5.7)	
		Intersection		2.7						A		A (2.7)	
21	2nd Ave and D St	NB	NBL	9	10.1	5	7	98	106	A	B	A (9.0)	B (10.1)
			NBT	10.4		7		99		B		B (10.4)	
			NBR	7.2		7		106		A		A (7.2)	
		SB	SBL	8.5	9.6	0	1	54	57	A	A	A (8.5)	A (9.6)
			SBT	10.3		1		55		B		B (10.3)	
			SBR	6.8		0		57		A		A (6.8)	
		EB	EBL	1.4	0.4	0	0	35	35	A	A	A (1.4)	A (0.4)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.5		0		3		A		A (0.5)	
		WB	WBL	2.8	0.7	0	0	48	48	A	A	A (2.8)	A (0.7)
			WBT	0.1		0		3		A		A (0.1)	
			WBR	0.6		0		3		A		A (0.6)	
		Intersection		3.1						A		A (3.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	9.0	8.8	2	2	62	68	A	A	A (9.0)	A (8.8)
			NBR	5.6		2		68		A		A (5.6)	
		SB	SBL	8.8	9.6	1	2	67	69	A	A	A (8.8)	A (9.6)
			SBT	9.8		2		69		A		A (9.8)	
			SBR	8.8		1		67		A		A (8.8)	
		EB	EBL	0.9	0.1	0	0	47	47	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		6		A		A (0.0)	
			EBR	0.4		0		6		A		A (0.4)	
		WB	WBL	1.5	0.6	0	0	13	42	A	A	A (1.5)	A (0.6)
			WBT	0.6		0		42		A		A (0.6)	
			WBR	0.5		0		6		A		A (0.5)	
		Intersection		2.1						A		A (2.1)	
23	4th Ave and D St	NB	NBL	7	7.3	2	2	64	67	A	A	A (7.1)	A (7.3)
			NBT	8.2		2		67		A		A (8.2)	
			NBR	5.1		0		47		A		A (5.1)	
		SB	SBL	6.8	6.9	4	4	83	84	A	A	A (6.8)	A (6.9)
			SBT	7.4		4		84		A		A (7.4)	
			SBR	5.4		0		9		A		A (5.4)	
		EB	EBL	8.1	8.0	7	8	102	106	A	A	A (8.1)	A (8.0)
			EBT	8.1		8		106		A		A (8.1)	
			EBR	6.1		1		77		A		A (6.1)	
		WB	WBL	9.1	9.0	14	14	155	155	A	A	A (9.1)	A (9.0)
			WBT	9.4		14		155		A		A (9.4)	
			WBR	7.5		2		107		A		A (7.5)	
		Intersection		8.1						A		A (8.1)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	16	14.5	14	14	126	126	C	B	C (16.2)	B (14.5)
			NBT	14.5		14		126		B		B (14.5)	
			NBR	13.7		14		126		B		B (13.7)	
			SBL	15.8		2		85		C		C (15.8)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	15.5	15.3	2	2	85	85	C	C	C (15.5)	C (15.3)
			SBR	14.8		2		85		B		B (14.8)	
		EB	EBL	8.4	8.1	16	16	244	244	A	A	A (8.4)	A (8.1)
			EBT	8.2		16		244		A		A (8.2)	
			EBR	7.4		16		244		A		A (7.4)	
		WB	WBL	6.7	6.9	11	11	282	282	A	A	A (6.7)	A (6.9)
			WBT	6.9		11		282		A		A (6.9)	
			WBR	6.4		11		282		A		A (6.4)	
		Intersection		8.6						A		A (8.6)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	20	24.0	10	43	118	208	B	C	B (19.8)	C (24.0)
			NBT	28.1		43		208		C		C (28.1)	
			NBR	5.8		2		61		A		A (5.8)	
		SB	SBL	23.0	22.4	19	40	197	240	C	C	C (23.0)	C (22.4)
			SBT	27.5		40		240		C		C (27.5)	
			SBR	6.7		3		92		A		A (6.7)	
		EB	EBL	59.0	34.6	33	38	211	220	E	C	E (59.0)	C (34.6)
			EBT	33.6		38		220		C		C (33.6)	
			EBR	9.6		1		66		A		A (9.6)	
		WB	WBL	38.2	26.7	49	49	234	234	D	C	D (38.2)	C (26.7)
			WBT	24.5		22		151		C		C (24.5)	
			WBR	8.3		6		156		A		A (8.3)	
		Intersection		26.3						C		C (26.3)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	6.8	-	1	-	42	-	A	- (-)	A (6.8)
			NBR	6.8		1		42		A		A (6.8)	
		EB	EBT	0.4	0.5	0	0	65	139	A	A	A (0.4)	A (0.5)
			EBR	1.0		0		139		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.3						A		A (0.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.7	-	2	-	62	-	A	- (-)	A (6.7)
			NBR	6.7		2		62		A		A (6.7)	
		EB	EBT	0.2	0.2	0	0	3	3	A	A	A (0.2)	A (0.2)
			EBR	0.7		0		3		A		A (0.7)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.6						A		A (0.6)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	31	34.2	13	44	321	381	C	C	C (31.4)	C (34.2)
			NBT	35.1		44		381		D		D (35.1)	
			NBR	34.9		44		381		C		C (34.9)	
		SB	SBL	21.6	20.7	13	32	275	354	C	C	C (21.6)	C (20.7)
			SBT	24.0		29		353		C		C (24.0)	
			SBR	15.5		32		354		B		B (15.5)	
		EB	EBL	16.1	20.1	4	34	92	236	B	C	B (16.1)	C (20.1)
			EBT	21.2		34		236		C		C (21.2)	
			EBR	16.3		14		197		B		B (16.3)	
		WB	WBL	13.1	11.8	9	29	166	302	B	B	B (13.1)	B (11.8)
			WBT	12.4		29		302		B		B (12.4)	
			WBR	6.8		4		194		A		A (6.8)	
		Intersection		18.1						B		B (18.1)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	10.6	-	7	-	107	-	B	- (-)	B (10.6)
			NBR	10.6		7		107		B		B (10.6)	
		EB	EBT	0.9	0.9	0	0	16	16	A	A	A (0.9)	A (0.9)
			EBR	0.9		0		16		A		A (0.9)	
		WB	WBL	-	0.4	-	0	-	4	-	A	- (-)	A (0.4)
			WBT	0.4		0		4		A		A (0.4)	
		Intersection		1.5						A		A (1.5)	

20-Year Future Scenario 2 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St	SB	SBL	15.8	11.6	39	39	229	229	B	B	B (15.8)	B (11.6)
			SBT	12.5		39		229		B		B (12.5)	
			SBR	8.5		35		229		A		A (8.5)	
		EB	EBR	14.6	14.6	2	2	63	63	B	B	B (14.6)	B (14.6)
		WB	WBT	21.5	21.5	2	2	60	60	C	C	C (21.5)	C (21.5)
		Intersection		12.0						B		B (12.0)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	7.6	7.6	8	8	176	176	A	A	A (7.6)	A (7.6)
			SBR	10.4		8		176		B		B (10.4)	
			SBU	7.6		8		176		A		A (7.6)	
		EB	EBL	11.3	11.4	2	2	68	68	B	B	B (11.3)	B (11.4)
			EBT	11.4		2		68		B		B (11.4)	
		WB	WBT	4.5	3.9	3	3	89	89	A	A	A (4.5)	A (3.9)
			WBR	3.8		3		89		A		A (3.8)	
			WBU	4.3		3		89		A		A (4.3)	
		Intersection		5.6						A		A (5.6)	
3	William Brooks and U St	NB	NBL	46	36.9	91	91	295	295	E	E	E (45.5)	E (36.9)
			NBT	36.7		91		295		E		E (36.7)	
			NBR	37.1		91		295		E		E (37.1)	
		EB	EBL	14.9	13.2	6	6	114	114	B	B	B (14.9)	B (13.2)
			EBT	11.3		6		114		B		B (11.3)	
		WB	WBT	33.0	33.4	133	133	342	342	E	E	E (33.0)	E (33.4)
			WBR	33.9		133		342		E		E (33.9)	
		Intersection		32.7						C		C (32.7)	
4	2nd Ave and U St	NB	NBL	-	45.6	-	7	-	167	-	E	- (-)	E (45.6)
			NBT	46.6		7		167		E		E (46.6)	
			NBR	40.3		7		167		E		E (40.3)	
		SB	SBL	12.4	12.1	4	4	81	81	B	B	B (12.4)	B (12.1)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	11.9	12.1	4	4	81	81	B	B	B (11.9)	B (12.1)
		EB	EBL	10.3	0.8	1	20	77	216	B	A	B (10.3)	A (0.8)
			EBT	0.5		20		216		A		A (0.5)	
		WB	WBT	12.1	12.0	40	40	265	266	B	B	B (12.1)	B (12.0)
			WBR	10.8		40		266		B		B (10.8)	
		Intersection		10.5						B		B (10.5)	
5	Cesar Chavez St and U St	NB	NBL	17	15.1	14	16	132	140	C	C	C (17.3)	C (15.1)
			NBT	16.6		15		135		C		C (16.6)	
			NBR	11.3		16		140		B		B (11.3)	
		SB	SBL	16.4	13.9	4	4	76	76	C	B	C (16.4)	B (13.9)
			SBT	14.5		4		76		B		B (14.5)	
			SBR	10.4		4		76		B		B (10.4)	
		EB	EBL	5.1	0.5	0	0	29	29	A	A	A (5.1)	A (0.5)
			EBT	0.2		0		20		A		A (0.2)	
			EBR	0.7		0		20		A		A (0.7)	
		WB	WBL	4.9	4.8	3	20	131	168	A	A	A (4.9)	A (4.8)
			WBT	4.8		20		168		A		A (4.8)	
			WBR	4.9		20		168		A		A (4.9)	
		Intersection		5.8						A		A (5.8)	
6	4th Ave and U St	SB	SBL	13.7	13.1	13	13	129	129	B	B	B (13.7)	B (13.1)
			SBR	12.6		13		129		B		B (12.6)	
		EB	EBL	6.1	0.9	1	1	37	37	A	A	A (6.1)	A (0.9)
			EBT	0.1		0		0		A		A (0.1)	
		WB	WBT	3.1	3.0	11	14	179	240	A	A	A (3.1)	A (3.0)
			WBR	2.8		14		240		A		A (2.8)	
		Intersection		4.4						A		A (4.4)	
7	Archibald St and B St	SB	SBL	0.6	0.1	0	0	11	11	A	A	A (0.6)	A (0.1)
			SBT	0.1		0		11		A		A (0.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	15.4	15.4	7	7	88	88	C	C	C (15.4)	C (15.4)
		Intersection		1.1						A		A (1.1)	
8	Main St and B St	NB	NBL	17	11.7	38	38	385	385	C	B	C (17.3)	B (11.7)
			NBT	11.2		38		385		B		B (11.2)	
			NBR	13.3		38		385		B		B (13.3)	
		SB	SBL	17.4	10.2	19	42	268	422	C	B	C (17.4)	B (10.2)
			SBT	6.9		42		350		A		A (6.9)	
			SBR	3.9		22		422		A		A (3.9)	
		EB	EBL	24.4	21.6	8	8	103	103	C	C	C (24.4)	C (21.6)
			EBT	30.3		8		103		D		D (30.3)	
			EBR	17.0		8		103		C		C (17.0)	
		WB	WBL	37.8	35.1	32	32	249	249	E	E	E (37.8)	E (35.1)
			WBT	48.1		32		249		E		E (48.1)	
			WBR	28.3		32		249		D		D (28.3)	
		Intersection		14.2						B		B (14.2)	
9	William Brooks and B St	NB	NBL	5	3.2	5	5	134	134	A	A	A (5.0)	A (3.2)
			NBT	3.1		5		134		A		A (3.1)	
			NBR	2.5		5		134		A		A (2.5)	
		EB	EBL	12.1	12.9	14	14	188	188	B	B	B (12.1)	B (12.9)
			EBT	13.4		14		188		B		B (13.4)	
		WB	WBT	33.8	33.8	37	37	254	254	E	E	E (33.8)	E (33.8)
		Intersection		9.9						A		A (9.9)	
10	2nd Ave and B St	NB	NBL	19	19.5	26	29	201	210	C	C	C (19.3)	C (19.5)
			NBT	20.0		27		203		C		C (20.0)	
			NBR	16.2		29		210		C		C (16.2)	
		SB	SBL	12.2	9.4	4	5	80	83	B	A	B (12.2)	A (9.4)
			SBT	10.3		5		81		B		B (10.3)	
			SBR	7.0		4		83		A		A (7.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	3.0	0.6	0	0	49	49	A	A	A (3.0)	A (0.6)
			EBT	0.3		0		23		A		A (0.3)	
			EBR	0.6		0		23		A		A (0.6)	
		WB	WBL	2.5	1.0	1	1	88	88	A	A	A (2.5)	A (1.0)
			WBT	0.7		1		67		A		A (0.7)	
			WBR	0.7		1		67		A		A (0.7)	
		Intersection		7.4						A		A (7.4)	
11	Cesar Chavez St and B St	NB	NBT	10.1	9.0	3	4	82	91	B	A	B (10.1)	A (9.0)
			NBR	6.3		4		91		A		A (6.3)	
		SB	SBT	9.2	8.2	3	3	69	71	A	A	A (9.2)	A (8.2)
			SBR	5.9		2		71		A		A (5.9)	
		EB	EBL	2.1	0.1	0	0	20	20	A	A	A (2.1)	A (0.1)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	1.3	0.4	0	0	7	7	A	A	A (1.3)	A (0.4)
			WBT	0.4		0		0		A		A (0.4)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		2.4						A		A (2.4)	
12	4th Ave and B St	NB	NBL	7	6.8	4	4	80	80	A	A	A (7.3)	A (6.8)
			NBT	7.8		4		80		A		A (7.8)	
			NBR	5.4		0		51		A		A (5.4)	
		SB	SBL	7.3	7.3	8	8	102	103	A	A	A (7.3)	A (7.3)
			SBT	8.5		8		103		A		A (8.5)	
			SBR	5.9		1		81		A		A (5.9)	
		EB	EBL	7.6	7.9	7	8	107	109	A	A	A (7.6)	A (7.9)
			EBT	8.6		8		109		A		A (8.6)	
			EBR	6.3		2		85		A		A (6.3)	
			WBL	7.9		4		92		A		A (7.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	9.5	8.8	5	5	98	98	A	A	A (9.5)	A (8.8)
			WBR	6.0		1		74		A		A (6.0)	
		Intersection		7.7						A		A (7.7)	
13	Archibald St and C St	SB	SBL	0.4	0.0	0	0	0	0	A	A	A (0.4)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	20.8	20.5	5	5	90	90	C	C	C (20.8)	C (20.5)
			EBR	8.0		3		88		A		A (8.0)	
		WB	WBL	14.9	16.3	10	10	117	118	B	C	B (14.9)	C (16.3)
			WBT	21.0		9		118		C		C (21.0)	
		Intersection		2.2						A		A (2.2)	
14	Main St and C St	NB	NBL	8	2.8	3	3	180	180	A	A	A (8.3)	A (2.8)
			NBT	1.3		1		176		A		A (1.3)	
			NBR	2.4		1		106		A		A (2.4)	
		SB	SBL	13.7	4.5	15	15	361	361	B	A	B (13.7)	A (4.5)
			SBT	1.7		7		290		A		A (1.7)	
			SBR	4.1		0		31		A		A (4.1)	
		EB	EBL	43.7	40.0	13	13	137	137	E	E	E (43.7)	E (40.0)
			EBT	41.9		13		137		E		E (41.9)	
			EBR	25.0		13		137		C		C (25.0)	
		WB	WBL	7.9	8.4	6	6	99	99	A	A	A (7.9)	A (8.4)
			WBT	9.7		6		99		A		A (9.7)	
			WBR	7.4		6		99		A		A (7.4)	
		Intersection		5.7						A		A (5.7)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	0	0	A	A	A (0.4)	A (0.1)
			NBT	0.1		0		0		A		A (0.1)	
			NBR	0.6		0		0		A		A (0.6)	
		EB	EBL	46.7	48.6	94	94	340	340	E	F	E (46.7)	F (48.6)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	49.1	48.0	94	94	339	340	E	E	E (49.1)	E (48.0)
		WB	WBT	15.9	13.9	21	21	191	191	C	B	C (15.9)	B (13.9)
			WBR	12.0		20		190		B		B (12.0)	
		Intersection		12.8						B		B (12.8)	
16	Cesar Chavez St and C St	NB	NBL	9	10.2	2	2	61	62	A	B	A (9.2)	B (10.2)
			NBT	10.7		2		60		B		B (10.7)	
			NBR	6.5		2		62		A		A (6.5)	
		SB	SBL	8.9	9.5	2	3	67	77	A	A	A (8.9)	A (9.5)
			SBT	10.0		3		69		B		B (10.0)	
			SBR	7.2		3		77		A		A (7.2)	
		EB	EBL	1.8	0.1	0	0	18	18	A	A	A (1.8)	A (0.1)
			EBT	0.0		0		3		A		A (0.0)	
		WB	WBL	2.4	0.2	0	0	33	33	A	A	A (2.4)	A (0.2)
			WBT	0.1		0		10		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	10	7.8	2	2	69	72	B	A	B (10.2)	A (7.8)
			NBT	8.7		2		72		A		A (8.7)	
			NBR	4.9		0		43		A		A (4.9)	
		SB	SBL	8.6	9.0	10	11	116	119	A	A	A (8.6)	A (9.0)
			SBT	9.5		11		119		A		A (9.5)	
			SBR	7.4		3		96		A		A (7.4)	
		EB	EBL	7.3	7.4	7	15	80	113	A	A	A (7.3)	A (7.4)
			EBT	7.6		15		113		A		A (7.6)	
			EBR	5.4		0		52		A		A (5.4)	
		WB	WBL	13.3	12.1	30	30	260	260	B	B	B (13.3)	B (12.1)
			WBT	12.8		30		260		B		B (12.8)	
			WBR	10.0		10		209		B		B (10.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		9.5						A		A (9.5)	
18	Archibald St and D St	SB	SBL	1.5	0.4	1	1	77	77	A	A	A (1.5)	A (0.4)
			SBT	0.3		1		77		A		A (0.3)	
		WB	WBL	15.1	15.1	16	16	141	141	C	C	C (15.1)	C (15.1)
		Intersection		2.3						A		A (2.3)	
19	Main St and D St Roundabout	NB	NBL	12	12.0	26	26	308	308	B	B	B (11.7)	B (12.0)
			NBT	12.0		26		308		B		B (12.0)	
		SB	SBT	32.0	32.0	153	153	801	801	D	E	D (32.0)	E (32.0)
			SBR	32.9		153		801		E		E (32.9)	
		EB	EBL	21.2	20.9	9	9	154	154	C	C	C (21.2)	C (20.9)
			EBR	19.3		9		154		C		C (19.3)	
		WB	WBL	17.8	3.4	10	10	152	152	C	A	C (17.8)	A (3.4)
			WBT	18.2		10		152		C		C (18.2)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		14.3						B		B (14.3)	
20	1st Ave and D St	NB	NBL	0	0.6	0	29	68	201	A	A	A (0.4)	A (0.6)
			NBR	1.3		29		201		A		A (1.3)	
		SB	SBL	16.9	15.4	12	12	144	144	C	C	C (16.9)	C (15.4)
			SBR	11.2		12		144		B		B (11.2)	
		WB	WBT	10.8	10.3	9	9	148	148	B	B	B (10.8)	B (10.3)
			WBR	6.9		9		148		A		A (6.9)	
		Intersection		4.1						A		A (4.1)	
21	2nd Ave and D St	NB	NBL	22	23.0	37	41	223	231	C	C	C (22.4)	C (23.0)
			NBT	24.3		38		223		C		C (24.3)	
			NBR	21.0		41		231		C		C (21.0)	
		SB	SBL	12.9	11.7	2	2	70	72	B	B	B (12.9)	B (11.7)
			SBT	12.4		2		71		B		B (12.4)	
			SBR	7.3		2		72		A		A (7.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.6	0.4	0	0	62	62	A	A	A (1.6)	A (0.4)
			EBT	0.3		0		23		A		A (0.3)	
			EBR	0.6		0		23		A		A (0.6)	
		WB	WBL	5.3	2.0	1	1	60	60	A	A	A (5.3)	A (2.0)
			WBT	0.8		0		12		A		A (0.8)	
			WBR	0.8		0		12		A		A (0.8)	
		Intersection		8.4						A		A (8.4)	
22	Cesar Chavez St and D St	NB	NBT	10.7	10.3	2	2	57	62	B	B	B (10.7)	B (10.3)
			NBR	8.6		2		62		A		A (8.6)	
		SB	SBL	11.2	11.6	4	4	81	82	B	B	B (11.2)	B (11.6)
			SBT	11.9		4		82		B		B (11.9)	
			SBR	11.2		4		81		B		B (11.2)	
		EB	EBL	1.2	0.1	0	0	50	50	A	A	A (1.2)	A (0.1)
			EBT	0.1		0		11		A		A (0.1)	
			EBR	0.4		0		11		A		A (0.4)	
		WB	WBL	3.5	1.5	0	0	48	64	A	A	A (3.5)	A (1.5)
			WBT	1.4		0		64		A		A (1.4)	
			WBR	0.8		0		28		A		A (0.8)	
		Intersection		2.6						A		A (2.6)	
23	4th Ave and D St	NB	NBL	9	8.6	5	6	91	94	A	A	A (9.4)	A (8.6)
			NBT	9.8		6		94		A		A (9.8)	
			NBR	6.1		1		75		A		A (6.1)	
		SB	SBL	15.5	15.5	36	36	238	239	C	C	C (15.5)	C (15.5)
			SBT	16.0		36		239		C		C (16.0)	
			SBR	12.3		16		201		B		B (12.3)	
		EB	EBL	13.4	12.7	27	29	208	212	B	B	B (13.4)	B (12.7)
			EBT	12.7		29		212		B		B (12.7)	
			EBR	10.3		14		184		B		B (10.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	17.9	15.6	33	33	228	228	C	C	C (17.9)	C (15.6)
			WBT	16.0		33		228		C		C (16.0)	
			WBR	12.3		12		179		B		B (12.3)	
		Intersection		13.8						B		B (13.8)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	62	59.9	133	133	469	469	F	F	F (62.4)	F (59.9)
			NBT	52.7		133		469		F		F (52.7)	
			NBR	59.5		133		469		F		F (59.5)	
		SB	SBL	36.8	34.5	5	5	111	111	E	E	E (36.8)	E (34.5)
			SBT	34.0		5		111		E		E (34.0)	
			SBR	33.7		5		111		E		E (33.7)	
		EB	EBL	13.3	13.8	33	33	266	266	B	B	B (13.3)	B (13.8)
			EBT	14.0		33		266		B		B (14.0)	
			EBR	13.1		33		266		B		B (13.1)	
		WB	WBL	11.2	11.5	45	45	375	375	B	B	B (11.2)	B (11.5)
			WBT	11.2		45		375		B		B (11.2)	
			WBR	8.7		45		375		A		A (8.7)	
		Intersection		21.8						C		C (21.8)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	46	36.4	76	131	457	647	D	D	D (46.0)	D (36.4)
			NBT	33.3		131		647		C		C (33.3)	
			NBR	35.4		131		647		D		D (35.4)	
		SB	SBL	69.4	63.5	1,084	1,355	1,682	1,688	E	E	E (69.4)	E (63.5)
			SBT	63.0		1,355		1,683		E		E (63.0)	
			SBR	57.9		1,349		1,688		E		E (57.9)	
		EB	EBL	68.9	43.6	112	112	271	271	E	D	E (68.9)	D (43.6)
			EBT	40.0		91		271		D		D (40.0)	
			EBR	23.2		11		237		C		C (23.2)	
		WB	WBL	76.0	63.6	238	386	960	1,080	E	E	E (76.0)	E (63.6)
			WBT	66.0		386		1,080		E		E (66.0)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	29.1		16		208		C		C (29.1)	
		Intersection		52.9						D		D (52.9)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.8	-	1	-	53	-	A	- (-)	A (7.8)
			NBR	7.8		1		53		A		A (7.8)	
		EB	EBT	0.5	0.6	0	1	58	125	A	A	A (0.5)	A (0.6)
			EBR	1.2		1		125		A		A (1.2)	
		WB	WBL	-	3.7	-	10	-	128	-	A	- (-)	A (3.7)
			WBT	3.7		10		128		A		A (3.7)	
		Intersection		2.6						A		A (2.6)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	7.4	-	2	-	58	-	A	- (-)	A (7.4)
			NBR	7.4		2		58		A		A (7.4)	
		EB	EBT	0.3	0.4	0	0	38	38	A	A	A (0.3)	A (0.4)
			EBR	0.9		0		38		A		A (0.9)	
		WB	WBL	-	1.8	-	4	-	60	-	A	- (-)	A (1.8)
			WBT	1.8		4		60		A		A (1.8)	
		Intersection		1.5						A		A (1.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	59	51.4	120	171	418	418	E	D	E (59.0)	D (51.4)
			NBT	49.1		171		414		D		D (49.1)	
			NBR	50.1		171		414		D		D (50.1)	
		SB	SBL	62.2	62.5	384	645	1,156	1,356	E	E	E (62.2)	E (62.5)
			SBT	62.3		645		1,356		E		E (62.3)	
			SBR	63.2		645		1,356		E		E (63.2)	
		EB	EBL	20.0	27.3	5	48	98	253	C	C	C (20.0)	C (27.3)
			EBT	28.0		48		253		C		C (28.0)	
			EBR	31.3		48		253		C		C (31.3)	
		WB	WBL	22.6	18.1	33	59	381	452	C	B	C (22.6)	B (18.1)
			WBT	16.7		59		452		B		B (16.7)	
			WBR	18.8		6		284		B		B (18.8)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		33.8						C		C (33.8)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	105.5	-	213	-	392	-	F	- (-)	F (105.5)
			NBR	105.5		213		392		F		F (105.5)	
		EB	EBT	9.5	7.0	6	6	267	267	A	A	A (9.5)	A (7.0)
			EBR	4.0		6		267		A		A (4.0)	
		WB	WBL	-	0.4	-	0	-	0	-	A	- (-)	A (0.4)
			WBT	0.4		0		0		A		A (0.4)	
		Intersection		18.8						B		B (18.8)	

20-Year Future Scenario 3 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.1		22		152		B		B (13.1)	
		SB	SBT	11.3	11.0	22	22	152	152	B	B	B (11.3)	B (11.0)
			SBR	6.9		15		151		A		A (6.9)	
		EB	EBR	10.1	10.1	1	1	48	48	B	B	B (10.1)	B (10.1)
		WB	WBT	10.6	10.6	4	4	81	81	B	B	B (10.6)	B (10.6)
		Intersection		10.9						B		B (10.9)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	2.5		1		84		A		A (2.5)	
			SBR	2.5	2.6	1	1	84	84	A	A	A (2.5)	A (2.6)
			SBU	3.0		1		84		A		A (3.0)	
		EB	EBL	2.3		0		67		A		A (2.3)	
			EBT	2.8	2.4	0	0	67	67	A	A	A (2.8)	A (2.4)
			WBT	2.0		1		70		A		A (2.0)	
		WB	WBR	2.1	2.1	1	1	70	70	A	A	A (2.1)	A (2.1)
			WBU	2.2		1		70		A		A (2.2)	
		Intersection		2.3						A		A (2.3)	
3	William Brooks and U St		NBL	10		13		92		B		B (10.2)	
		NB	NBT	7.9	8.0	13	13	92	92	A	A	A (7.9)	A (8.0)
			NBR	8.2		13		92		A		A (8.2)	
		EB	EBL	9.9		3		75		A		A (9.9)	
			EBT	9.4	9.6	3	3	75	75	A	A	A (9.4)	A (9.6)
			WBT	10.3		14		175		B		B (10.3)	
		WB	WBR	10.5	10.4	14	14	175	175	B	B	B (10.5)	B (10.4)
		Intersection		9.0						A		A (9.0)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	8.2	7.4	1	1	52	52	A	A	A (8.2)	A (7.4)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	6.9	7.4	1	1	52	32	A	A	A (6.9)	A (7.4)
		EB	EBL	2.5	0.3	0	2	34	111	A	A	A (2.5)	A (0.3)
			EBT	0.2		2		111		A		A (0.2)	
		WB	WBT	0.3	0.3	0	0	30	30	A	A	A (0.3)	A (0.3)
			WBR	0.5		0		11		A		A (0.5)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	12	10.1	8	9	124	132	B	B	B (12.2)	B (10.1)
			NBT	11.0		8		127		B		B (11.0)	
			NBR	8.4		9		132		A		A (8.4)	
		SB	SBL	10.5	10.2	2	2	60	60	B	B	B (10.5)	B (10.2)
			SBT	10.8		2		60		B		B (10.8)	
			SBR	6.9		2		60		A		A (6.9)	
		EB	EBL	1.3	0.2	0	0	8	25	A	A	A (1.3)	A (0.2)
			EBT	0.2		0		25		A		A (0.2)	
			EBR	0.6		0		24		A		A (0.6)	
		WB	WBL	1.8	0.5	0	0	38	38	A	A	A (1.8)	A (0.5)
			WBT	0.1		0		13		A		A (0.1)	
			WBR	0.4		0		13		A		A (0.4)	
		Intersection		2.4						A		A (2.4)	
6	4th Ave and U St	SB	SBL	9.2	8.2	2	2	71	71	A	A	A (9.2)	A (8.2)
			SBR	7.2		2		71		A		A (7.2)	
		EB	EBL	3.9	0.5	0	0	41	41	A	A	A (3.9)	A (0.5)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.2	0.2	0	1	0	79	A	A	A (0.2)	A (0.2)
			WBR	0.5		1		79		A		A (0.5)	
		Intersection		1.1						A		A (1.1)	
7	Archibald St and B St	SB	SBL	0.3	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	8.7	8.7	4	4	84	84	A	A	A (8.7)	A (8.7)
		Intersection		1.2						A		A (1.2)	
8	Main St and B St	NB	NBL	1	0.2	0	0	0	0	A	A	A (0.6)	A (0.2)
			NBT	0.2		0		0		A		A (0.2)	
			NBR	0.1		0		0		A		A (0.1)	
		SB	SBL	0.8	0.7	0	0	10	10	A	A	A (0.8)	A (0.7)
			SBT	0.7		0		10		A		A (0.7)	
			SBR	0.8		0		10		A		A (0.8)	
		EB	EBL	7.3	6.9	0	0	0	0	A	A	A (7.3)	A (6.9)
			EBT	6.9		0		0		A		A (6.9)	
			EBR	6.6		0		0		A		A (6.6)	
		WB	WBL	6.2	6.6	3	3	81	81	A	A	A (6.2)	A (6.6)
			WBT	6.9		3		81		A		A (6.9)	
			WBR	6.3		3		81		A		A (6.3)	
		Intersection		2.2						A		A (2.2)	
9	William Brooks and B St	NB	NBL	2	1.1	1	1	57	57	A	A	A (1.7)	A (1.1)
			NBT	1.0		1		57		A		A (1.0)	
			NBR	1.7		1		57		A		A (1.7)	
		EB	EBL	11.0	11.7	4	4	82	82	B	B	B (11.0)	B (11.7)
			EBT	12.0		4		82		B		B (12.0)	
		WB	WBT	10.7	10.7	4	4	79	79	B	B	B (10.7)	B (10.7)
		Intersection		3.7						A		A (3.7)	
10	2nd Ave and B St	NB	NBL	9	8.3	3	4	87	96	A	A	A (8.6)	A (8.3)
			NBT	8.8		4		89		A		A (8.8)	
			NBR	5.5		4		96		A		A (5.5)	
		SB	SBL	7.0	7.1	2	2	62	66	A	A	A (7.0)	A (7.1)
			SBT	7.8		2		64		A		A (7.8)	
			SBR	5.7		2		66		A		A (5.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.5	0.6	0	0	32	32	A	A	A (1.5)	A (0.6)
			EBT	0.2		0		4		A		A (0.2)	
			EBR	0.6		0		4		A		A (0.6)	
		WB	WBL	1.0	0.2	0	0	21	21	A	A	A (1.0)	A (0.2)
			WBT	0.0		0		0		A		A (0.0)	
			WBR	0.5		0		0		A		A (0.5)	
		Intersection		3.7						A		A (3.7)	
11	Cesar Chavez St and B St	NB	NBT	7.7	7.5	1	1	57	65	A	A	A (7.7)	A (7.5)
			NBR	4.6		1		65		A		A (4.6)	
		SB	SBT	7.8	7.5	1	1	67	69	A	A	A (7.8)	A (7.5)
			SBR	5.8		1		69		A		A (5.8)	
		EB	EBL	2.0	0.2	0	0	14	14	A	A	A (2.0)	A (0.2)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.1	0.5	0	0	22	22	A	A	A (1.1)	A (0.5)
			WBT	0.4		0		3		A		A (0.4)	
			WBR	0.6		0		3		A		A (0.6)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	7.0	3	3	79	81	A	A	A (6.2)	A (7.0)
			NBT	7.6		3		81		A		A (7.6)	
			NBR	4.9		0		55		A		A (4.9)	
		SB	SBL	6.0	6.3	2	2	72	73	A	A	A (6.0)	A (6.3)
			SBT	7.1		2		73		A		A (7.1)	
			SBR	5.0		0		32		A		A (5.0)	
		EB	EBL	5.9	6.3	2	2	58	60	A	A	A (5.9)	A (6.3)
			EBT	6.9		2		60		A		A (6.9)	
			EBR	4.9		0		8		A		A (4.9)	
			WBL	6.7		3		86		A		A (6.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	8.8	8.4	4	4	92	92	A	A	A (8.8)	A (8.4)
			WBR	5.8		0		63		A		A (5.8)	
		Intersection		7.2						A		A (7.2)	
13	Archibald St and C St	SB	SBL	0.3	0.0	0	0	2	2	A	A	A (0.3)	A (0.0)
			SBT	0.0		0		2		A		A (0.0)	
			SBR	0.7		0		2		A		A (0.7)	
		EB	EBT	12.9	11.4	1	1	69	69	B	B	B (12.9)	B (11.4)
			EBR	6.8		1		68		A		A (6.8)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
		Intersection		0.3						A		A (0.3)	
14	Main St and C St	NB	NBL	1	0.3	0	0	25	25	A	A	A (1.3)	A (0.3)
			NBT	0.1		0		6		A		A (0.1)	
			NBR	0.6		0		8		A		A (0.6)	
		SB	SBL	1.8	0.5	0	0	34	34	A	A	A (1.8)	A (0.5)
			SBT	0.1		0		27		A		A (0.1)	
			SBR	0.7		0		3		A		A (0.7)	
		EB	EBL	9.4	9.2	1	1	56	56	A	A	A (9.4)	A (9.2)
			EBT	10.3		1		56		B		B (10.3)	
			EBR	7.3		1		56		A		A (7.3)	
		WB	WBL	9.3	9.2	1	1	59	59	A	A	A (9.3)	A (9.2)
			WBT	10.7		1		59		B		B (10.7)	
			WBR	7.0		1		59		A		A (7.0)	
		Intersection		1.5						A		A (1.5)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.6		0		0		A		A (0.6)	
		EB	EBL	8.4	10.3	5	6	96	96	A	B	A (8.4)	B (10.3)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	11.2	10.3	6	6	95	90	B	B	B (11.2)	B (10.3)
		WB	WBT	9.3	7.7	4	4	90		A	A	A (9.3)	A (7.7)
			WBR	6.9		4		89		A		A (6.9)	
		Intersection		2.8						A		A (2.8)	
16	Cesar Chavez St and C St	NB	NBL	7	7.6	1	1	52	53	A	A	A (7.1)	A (7.6)
			NBT	7.9		1		51		A		A (7.9)	
			NBR	4.9		1		53		A		A (4.9)	
		SB	SBL	6.2	6.6	1	1	69	80	A	A	A (6.2)	A (6.6)
			SBT	7.1		1		71		A		A (7.1)	
			SBR	5.3		1		80		A		A (5.3)	
		EB	EBL	0.8	0.1	0	0	9	9	A	A	A (0.8)	A (0.1)
			EBT	0.0		0		2		A		A (0.0)	
		WB	WBL	0.9	0.1	0	0	3	3	A	A	A (0.9)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
17	4th Ave and C St	NB	NBL	7	6.6	2	2	76	80	A	A	A (7.0)	A (6.6)
			NBT	7.8		2		80		A		A (7.8)	
			NBR	4.8		0		50		A		A (4.8)	
		SB	SBL	6.7	6.9	2	2	73	75	A	A	A (6.7)	A (6.9)
			SBT	7.3		2		75		A		A (7.3)	
			SBR	5.6		0		40		A		A (5.6)	
		EB	EBL	6.0	7.1	3	6	68	100	A	A	A (6.0)	A (7.1)
			EBT	7.2		6		100		A		A (7.2)	
			EBR	5.2		0		28		A		A (5.2)	
		WB	WBL	7.3	7.8	8	8	143	143	A	A	A (7.3)	A (7.8)
			WBT	8.5		8		142		A		A (8.5)	
			WBR	6.4		1		91		A		A (6.4)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		7.2						A		A (7.2)	
18	Archibald St and D St	SB	SBL	0.7	0.2	0	0	17	17	A	A	A (0.7)	A (0.2)
			SBT	0.1		0		17		A		A (0.1)	
		WB	WBL	7.6	7.6	3	3	81	81	A	A	A (7.6)	A (7.6)
		Intersection		0.9						A		A (0.9)	
19	Main St and D St Roundabout	NB	NBL	2	1.8	0	0	56	56	A	A	A (1.5)	A (1.8)
			NBT	1.8		0		56		A		A (1.8)	
		SB	SBT	2.8	2.8	2	2	117	117	A	A	A (2.8)	A (2.8)
			SBR	2.6		2		117		A		A (2.6)	
		EB	EBL	5.4	5.5	1	1	64	64	A	A	A (5.4)	A (5.5)
			EBR	6.1		1		64		A		A (6.1)	
		WB	WBL	2.1	0.2	0	0	29	29	A	A	A (2.1)	A (0.2)
			WBT	1.7		0		29		A		A (1.7)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		1.4						A		A (1.4)	
20	1st Ave and D St	NB	NBL	0	0.5	0	11	9	143	A	A	A (0.3)	A (0.5)
			NBR	0.9		11		143		A		A (0.9)	
		SB	SBL	10.4	9.3	4	4	86	86	B	A	B (10.4)	A (9.3)
			SBR	6.6		4		86		A		A (6.6)	
		WB	WBT	7.9	7.5	3	3	72	72	A	A	A (7.9)	A (7.5)
			WBR	6.0		3		72		A		A (6.0)	
		Intersection		2.7						A		A (2.7)	
21	2nd Ave and D St	NB	NBL	10	10.2	5	7	94	103	B	B	B (10.0)	B (10.2)
			NBT	10.4		7		95		B		B (10.4)	
			NBR	8.1		7		103		A		A (8.1)	
		SB	SBL	10.9	10.4	1	1	53	55	B	B	B (10.9)	B (10.4)
			SBT	10.7		1		54		B		B (10.7)	
			SBR	8.0		1		55		A		A (8.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.7	0.4	0	0	36	36	A	A	A (1.7)	A (0.4)
			EBT	0.2		0		6		A		A (0.2)	
			EBR	0.5		0		6		A		A (0.5)	
		WB	WBL	2.4	0.6	0	0	46	46	A	A	A (2.4)	A (0.6)
			WBT	0.2		0		9		A		A (0.2)	
			WBR	0.6		0		9		A		A (0.6)	
		Intersection		3.2						A		A (3.2)	
22	Cesar Chavez St and D St	NB	NBT	9.3	9.1	2	2	72	78	A	A	A (9.3)	A (9.1)
			NBR	6.5		2		78		A		A (6.5)	
		SB	SBL	8.2	9.5	1	2	79	81	A	A	A (8.2)	A (9.5)
			SBT	9.8		2		81		A		A (9.8)	
			SBR	8.2		1		79		A		A (8.2)	
		EB	EBL	0.9	0.1	0	0	40	40	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	0.7	0.6	0	0	10	44	A	A	A (0.7)	A (0.6)
			WBT	0.6		0		44		A		A (0.6)	
			WBR	0.4		0		2		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
23	4th Ave and D St	NB	NBL	7	6.9	2	2	69	72	A	A	A (7.3)	A (6.9)
			NBT	7.8		2		72		A		A (7.8)	
			NBR	5.2		0		53		A		A (5.2)	
		SB	SBL	6.5	6.7	4	4	84	85	A	A	A (6.5)	A (6.7)
			SBT	7.6		4		85		A		A (7.6)	
			SBR	5.6		0		10		A		A (5.6)	
		EB	EBL	9.4	8.1	7	8	101	105	A	A	A (9.4)	A (8.1)
			EBT	8.1		8		105		A		A (8.1)	
			EBR	6.0		1		76		A		A (6.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	9.4	9.2	15	15	178	178	A	A	A (9.4)	A (9.2)
			WBT	9.7		15		178		A		A (9.7)	
			WBR	7.6		3		130		A		A (7.6)	
		Intersection		8.1						A		A (8.1)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	14	13.8	14	14	134	134	B	B	B (13.6)	B (13.8)
			NBT	13.5		14		134		B		B (13.5)	
			NBR	14.9		14		134		B		B (14.9)	
		SB	SBL	16.5	16.0	2	2	109	109	C	C	C (16.5)	C (16.0)
			SBT	15.4		2		109		C		C (15.4)	
			SBR	15.4		2		109		C		C (15.4)	
		EB	EBL	6.9	7.8	15	15	230	230	A	A	A (6.9)	A (7.8)
			EBT	8.0		15		230		A		A (8.0)	
			EBR	6.6		15		230		A		A (6.6)	
		WB	WBL	7.1	7.2	12	12	321	321	A	A	A (7.1)	A (7.2)
			WBT	6.8		12		321		A		A (6.8)	
			WBR	6.5		12		321		A		A (6.5)	
		Intersection		8.5						A		A (8.5)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	20	24.4	10	45	129	221	C	C	C (20.3)	C (24.4)
			NBT	28.9		45		221		C		C (28.9)	
			NBR	4.4		2		77		A		A (4.4)	
		SB	SBL	23.3	21.4	20	37	192	259	C	C	C (23.3)	C (21.4)
			SBT	25.6		37		259		C		C (25.6)	
			SBR	5.0		4		92		A		A (5.0)	
		EB	EBL	60.5	35.1	42	42	213	213	E	D	E (60.5)	D (35.1)
			EBT	34.4		36		207		C		C (34.4)	
			EBR	9.3		1		59		A		A (9.3)	
		WB	WBL	38.3	26.8	48	48	224	224	D	C	D (38.3)	C (26.8)
			WBT	25.2		24		168		C		C (25.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	8.5		7		158		A		A (8.5)	
		Intersection		26.1						C		C (26.1)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	8.6	-	1	-	43	-	A	- (-)	A (8.6)
			NBR	8.6		1		43		A		A (8.6)	
		EB	EBT	2.6	2.3	1	6	87	170	A	A	A (2.6)	A (2.3)
			EBR	0.9		6		170		A		A (0.9)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		1.0						A		A (1.0)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	7.5	-	3	-	73	-	A	- (-)	A (7.5)
			NBR	7.5		3		73		A		A (7.5)	
		EB	EBT	0.4	0.4	0	0	3	3	A	A	A (0.4)	A (0.4)
			EBR	0.5		0		3		A		A (0.5)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.7						A		A (0.7)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	28	26.6	7	24	184	245	C	C	C (28.0)	C (26.6)
			NBT	32.2		20		236		C		C (32.2)	
			NBR	19.5		24		245		B		B (19.5)	
		SB	SBL	20.6	19.6	12	31	262	304	C	B	C (20.6)	B (19.6)
			SBT	23.2		25		284		C		C (23.2)	
			SBR	14.1		31		304		B		B (14.1)	
		EB	EBL	14.6	18.0	3	29	83	188	B	B	B (14.6)	B (18.0)
			EBT	19.0		29		188		B		B (19.0)	
			EBR	14.3		11		148		B		B (14.3)	
		WB	WBL	13.0	11.3	9	28	177	291	B	B	B (13.0)	B (11.3)
			WBT	11.7		28		291		B		B (11.7)	
			WBR	6.9		4		216		A		A (6.9)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		16.1						B		B (16.1)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	10.2	-	6	-	96	-	B	- (-)	B (10.2)
			NBR	10.2		6		96		B		B (10.2)	
		EB	EBT	0.8	0.8	0	0	15	15	A	A	A (0.8)	A (0.8)
			EBR	1.0		0		15		A		A (1.0)	
		WB	WBL	-	0.5	-	0	-	0	-	A	- (-)	A (0.5)
			WBT	0.5		0		0		A		A (0.5)	
		Intersection		1.5						A		A (1.5)	

20-Year Future Scenario 3 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.1		37		247		B		B (13.1)	
		SB	SBT	12.2	11.4	37	37	247	247	B	B	B (12.2)	B (11.4)
			SBR	7.8		32		247		A		A (7.8)	
		EB	EBR	12.9	12.9	1	1	54	54	B	B	B (12.9)	B (12.9)
		WB	WBT	17.7	17.7	1	1	44	44	B	B	B (17.7)	B (17.7)
		Intersection		11.6						B		B (11.6)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	6.2		2		108		A		A (6.2)	
			SBR	3.1	5.2	2	2	108	108	A	A	A (3.1)	A (5.2)
			SBU	3.7		2		108		A		A (3.7)	
		EB	EBL	11.1		1		62		B		B (11.1)	
			EBT	12.6	11.7	1	1	62	62	B	B	B (12.6)	B (11.7)
			WBT	7.2		7		125		A		A (7.2)	
		WB	WBR	6.5	6.8	7	7	125	125	A	A	A (6.5)	A (6.8)
			WBU	9.3		7		125		A		A (9.3)	
		Intersection		6.2						A		A (6.2)	
3	William Brooks and U St		NBL	12		21		127		B		B (11.5)	
		NB	NBT	10.1	10.2	21	21	127	127	B	B	B (10.1)	B (10.2)
			NBR	10.7		21		127		B		B (10.7)	
		EB	EBL	11.0		4		93		B		B (11.0)	
			EBT	10.0	10.5	4	4	93	93	B	B	B (10.0)	B (10.5)
			WBT	13.0		26		209		B		B (13.0)	
		WB	WBR	13.4	13.2	26	26	209	209	B	B	B (13.4)	B (13.2)
		Intersection		11.3						B		B (11.3)	
4	2nd Ave and U St		NBL	-		-		-		-		- (-)	
		NB	NBT	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBR	-		-		-		-		- (-)	
		SB	SBL	9.4		3		80		A		A (9.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	8.8	9.0	3	3	80	80	A	A	A (8.8)	A (9.0)
		EB	EBL	6.2	0.5	0	0	55	63	A	A	A (6.2)	A (0.5)
			EBT	0.3		0		63		A		A (0.3)	
		WB	WBT	0.5	0.6	0	0	71	71	A	A	A (0.5)	A (0.6)
			WBR	1.5		0		69		A		A (1.5)	
		Intersection		1.4						A		A (1.4)	
5	Cesar Chavez St and U St	NB	NBL	13	12.0	12	13	138	145	B	B	B (13.1)	B (12.0)
			NBT	13.6		12		140		B		B (13.6)	
			NBR	9.0		13		145		A		A (9.0)	
		SB	SBL	12.7	11.3	2	2	57	57	B	B	B (12.7)	B (11.3)
			SBT	12.1		2		57		B		B (12.1)	
			SBR	8.6		2		57		A		A (8.6)	
		EB	EBL	2.8	0.2	0	0	26	26	A	A	A (2.8)	A (0.2)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	1.9	0.4	0	0	42	42	A	A	A (1.9)	A (0.4)
			WBT	0.2		0		37		A		A (0.2)	
			WBR	1.2		0		37		A		A (1.2)	
		Intersection		2.9						A		A (2.9)	
6	4th Ave and U St	SB	SBL	10.1	9.4	7	7	94	94	B	A	B (10.1)	A (9.4)
			SBR	8.8		7		94		A		A (8.8)	
		EB	EBL	3.4	0.5	0	0	35	35	A	A	A (3.4)	A (0.5)
			EBT	0.0		0		5		A		A (0.0)	
		WB	WBT	0.2	0.3	0	1	5	73	A	A	A (0.2)	A (0.3)
			WBR	0.5		1		73		A		A (0.5)	
		Intersection		2.0						A		A (2.0)	
7	Archibald St and B St	SB	SBL	0.7	0.1	0	0	0	0	A	A	A (0.7)	A (0.1)
			SBT	0.1		0		0		A		A (0.1)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	15.8	15.8	6	6	86	86	C	C	C (15.8)	C (15.8)
		Intersection		1.0						A		A (1.0)	
8	Main St and B St	NB	NBL	6	6.2	19	19	264	264	A	A	A (6.4)	A (6.2)
			NBT	6.2		14		259		A		A (6.2)	
			NBR	6.4		19		264		A		A (6.4)	
		SB	SBL	22.3	20.2	74	74	465	465	C	C	C (22.3)	C (20.2)
			SBT	19.8		74		465		C		C (19.8)	
			SBR	24.0		74		465		C		C (24.0)	
		EB	EBL	10.5	10.4	2	2	63	63	B	B	B (10.5)	B (10.4)
			EBT	12.0		2		63		B		B (12.0)	
			EBR	9.7		2		63		A		A (9.7)	
		WB	WBL	9.4	12.3	3	74	78	465	A	B	A (9.4)	B (12.3)
			WBT	24.0		74		465		C		C (24.0)	
			WBR	7.5		3		78		A		A (7.5)	
		Intersection		14.2						B		B (14.2)	
9	William Brooks and B St	NB	NBL	2	1.8	2	2	82	82	A	A	A (2.3)	A (1.8)
			NBT	1.8		2		82		A		A (1.8)	
			NBR	1.6		2		82		A		A (1.6)	
		EB	EBL	26.4	26.1	30	30	222	222	D	D	D (26.4)	D (26.1)
			EBT	26.0		30		222		D		D (26.0)	
		WB	WBT	15.4	15.4	9	9	115	115	C	C	C (15.4)	C (15.4)
		Intersection		8.4						A		A (8.4)	
10	2nd Ave and B St	NB	NBL	11	11.7	10	13	137	146	B	B	B (11.4)	B (11.7)
			NBT	12.1		12		139		B		B (12.1)	
			NBR	8.6		13		146		A		A (8.6)	
		SB	SBL	8.8	8.2	3	4	81	85	A	A	A (8.8)	A (8.2)
			SBT	9.2		4		83		A		A (9.2)	
			SBR	5.9		3		85		A		A (5.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.9	0.3	0	0	31	31	A	A	A (1.9)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.7		0		3		A		A (0.7)	
		WB	WBL	1.9	0.5	0	0	39	39	A	A	A (1.9)	A (0.5)
			WBT	0.2		0		10		A		A (0.2)	
			WBR	0.5		0		10		A		A (0.5)	
		Intersection		4.9						A		A (4.9)	
11	Cesar Chavez St and B St	NB	NBT	8.8	7.9	3	3	73	82	A	A	A (8.8)	A (7.9)
			NBR	6.2		3		82		A		A (6.2)	
		SB	SBT	8.6	7.6	2	2	69	71	A	A	A (8.6)	A (7.6)
			SBR	5.6		2		71		A		A (5.6)	
		EB	EBL	1.4	0.1	0	0	14	14	A	A	A (1.4)	A (0.1)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.5	0.4	0	0	15	15	A	A	A (1.5)	A (0.4)
			WBT	0.3		0		4		A		A (0.3)	
			WBR	0.5		0		4		A		A (0.5)	
		Intersection		2.3						A		A (2.3)	
12	4th Ave and B St	NB	NBL	7	6.5	3	3	75	77	A	A	A (6.7)	A (6.5)
			NBT	7.3		3		77		A		A (7.3)	
			NBR	5.3		0		51		A		A (5.3)	
		SB	SBL	6.5	6.7	5	5	81	82	A	A	A (6.5)	A (6.7)
			SBT	7.9		5		82		A		A (7.9)	
			SBR	5.4		0		53		A		A (5.4)	
		EB	EBL	6.8	7.1	5	6	91	93	A	A	A (6.8)	A (7.1)
			EBT	7.7		6		93		A		A (7.7)	
			EBR	5.7		1		71		A		A (5.7)	
			WBL	6.9		3		78		A		A (6.9)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	8.9	8.0	3	3	84	84	A	A	A (8.9)	A (8.0)
			WBR	5.5		0		57		A		A (5.5)	
		Intersection		7.0						A		A (7.0)	
13	Archibald St and C St	SB	SBL	0.6	0.0	0	0	0	0	A	A	A (0.6)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	
			SBR	0.6		0		0		A		A (0.6)	
		EB	EBT	19.5	18.8	4	4	76	76	C	C	C (19.5)	C (18.8)
			EBR	6.9		2		75		A		A (6.9)	
		WB	WBL	14.0	15.0	7	7	109	110	B	B	B (14.0)	B (15.0)
			WBT	18.0		7		110		C		C (18.0)	
		Intersection		1.8						A		A (1.8)	
14	Main St and C St	NB	NBL	5	3.0	1	1	73	73	A	A	A (5.3)	A (3.0)
			NBT	-		-		-		-		- (-)	
			NBR	1.0		0		45		A		A (1.0)	
		SB	SBL	7.3	2.1	3	3	127	127	A	A	A (7.3)	A (2.1)
			SBT	0.6		0		77		A		A (0.6)	
			SBR	1.8		0		24		A		A (1.8)	
		EB	EBL	-	21.6	-	5	-	81	-	C	- (-)	C (21.6)
			EBT	24.3		5		81		C		C (24.3)	
			EBR	14.9		5		81		B		B (14.9)	
		WB	WBL	26.1	31.3	20	20	163	163	D	D	D (26.1)	D (31.3)
			WBT	35.3		20		163		E		E (35.3)	
			WBR	-		-		-		-		- (-)	
		Intersection		6.3						A		A (6.3)	
15	William Brooks and C St	NB	NBL	0	0.1	0	0	3	3	A	A	A (0.3)	A (0.1)
			NBT	0.0		0		3		A		A (0.0)	
			NBR	0.6		0		3		A		A (0.6)	
		EB	EBL	17.9	20.6	28	29	204	204	C	C	C (17.9)	C (20.6)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	21.4	20.6	29	29	203	204	C	C	C (21.4)	C (20.6)
		WB	WBT	11.8	10.3	10	10	115	115	B	B	B (11.8)	B (10.3)
			WBR	8.8		10		111		A		A (8.8)	
		Intersection		6.4						A		A (6.4)	
16	Cesar Chavez St and C St	NB	NBL	9	9.1	2	2	63	64	A	A	A (8.9)	A (9.1)
			NBT	9.2		2		62		A		A (9.2)	
			NBR	6.2		1		64		A		A (6.2)	
		SB	SBL	8.5	8.8	2	2	70	81	A	A	A (8.5)	A (8.8)
			SBT	9.1		2		72		A		A (9.1)	
			SBR	6.7		2		81		A		A (6.7)	
		EB	EBL	2.6	0.1	0	0	27	27	A	A	A (2.6)	A (0.1)
			EBT	0.0		0		5		A		A (0.0)	
		WB	WBL	2.4	0.1	0	0	25	25	A	A	A (2.4)	A (0.1)
			WBT	0.1		0		3		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.2						A		A (2.2)	
17	4th Ave and C St	NB	NBL	9	7.1	2	2	66	69	A	A	A (8.8)	A (7.1)
			NBT	7.9		2		69		A		A (7.9)	
			NBR	4.8		0		34		A		A (4.8)	
		SB	SBL	7.2	7.9	5	6	86	88	A	A	A (7.2)	A (7.9)
			SBT	8.4		6		88		A		A (8.4)	
			SBR	6.4		1		64		A		A (6.4)	
		EB	EBL	7.5	7.3	6	13	96	129	A	A	A (7.5)	A (7.3)
			EBT	7.5		13		129		A		A (7.5)	
			EBR	5.4		0		67		A		A (5.4)	
		WB	WBL	9.5	8.7	13	13	148	148	A	A	A (9.5)	A (8.7)
			WBT	9.3		13		147		A		A (9.3)	
			WBR	6.8		2		97		A		A (6.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		7.9						A		A (7.9)	
18	Archibald St and D St	SB	SBL	0.9	0.2	0	0	36	36	A	A	A (0.9)	A (0.2)
			SBT	0.2		0		36		A		A (0.2)	
		WB	WBL	12.5	12.5	10	10	109	109	B	B	B (12.5)	B (12.5)
		Intersection		1.6						A		A (1.6)	
19	Main St and D St Roundabout	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
		SB	SBT	12.7	12.7	35	35	422	422	B	B	B (12.7)	B (12.7)
			SBR	13.1		35		422		B		B (13.1)	
		EB	EBL	11.3	11.6	1	1	62	62	B	B	B (11.3)	B (11.6)
			EBR	12.3		1		62		B		B (12.3)	
		WB	WBL	6.6	1.3	2	2	72	72	A	A	A (6.6)	A (1.3)
			WBT	6.4		2		72		A		A (6.4)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		6.2						A		A (6.2)	
20	1st Ave and D St	NB	NBL	0	0.5	0	17	21	159	A	A	A (0.3)	A (0.5)
			NBR	1.1		17		159		A		A (1.1)	
		SB	SBL	12.1	11.1	6	6	102	102	B	B	B (12.1)	B (11.1)
			SBR	8.3		6		102		A		A (8.3)	
		WB	WBT	8.4	8.1	5	5	86	86	A	A	A (8.4)	A (8.1)
			WBR	6.1		5		86		A		A (6.1)	
		Intersection		3.1						A		A (3.1)	
21	2nd Ave and D St	NB	NBL	11	10.8	11	12	106	116	B	B	B (10.6)	B (10.8)
			NBT	11.8		11		113		B		B (11.8)	
			NBR	8.8		12		116		A		A (8.8)	
		SB	SBL	11.5	11.3	2	2	73	75	B	B	B (11.5)	B (11.3)
			SBT	11.8		2		74		B		B (11.8)	
			SBR	7.6		2		75		A		A (7.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	0.9	0.3	0	0	25	25	A	A	A (0.9)	A (0.3)
			EBT	0.2		0		0		A		A (0.2)	
			EBR	0.5		0		0		A		A (0.5)	
		WB	WBL	3.2	1.0	0	0	53	53	A	A	A (3.2)	A (1.0)
			WBT	0.2		0		0		A		A (0.2)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		4.5						A		A (4.5)	
22	Cesar Chavez St and D St	NB	NBT	9.8	9.3	2	2	61	66	A	A	A (9.8)	A (9.3)
			NBR	7.6		2		66		A		A (7.6)	
		SB	SBL	9.8	10.1	3	3	82	84	A	B	A (9.8)	B (10.1)
			SBT	10.4		3		84		B		B (10.4)	
			SBR	9.8		3		82		A		A (9.8)	
		EB	EBL	0.6	0.1	0	0	33	33	A	A	A (0.6)	A (0.1)
			EBT	0.1		0		0		A		A (0.1)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	2.8	1.0	0	0	43	51	A	A	A (2.8)	A (1.0)
			WBT	0.9		0		51		A		A (0.9)	
			WBR	0.6		0		15		A		A (0.6)	
		Intersection		2.6						A		A (2.6)	
23	4th Ave and D St	NB	NBL	8	7.5	3	4	87	90	A	A	A (8.1)	A (7.5)
			NBT	8.3		4		90		A		A (8.3)	
			NBR	5.7		0		71		A		A (5.7)	
		SB	SBL	10.7	10.7	17	17	168	169	B	B	B (10.7)	B (10.7)
			SBT	11.1		17		169		B		B (11.1)	
			SBR	8.4		5		131		A		A (8.4)	
		EB	EBL	9.2	9.2	13	15	125	129	A	A	A (9.2)	A (9.2)
			EBT	9.3		15		129		A		A (9.3)	
			EBR	7.4		4		101		A		A (7.4)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	11.2	9.9	13	13	156	156	B	A	B (11.2)	A (9.9)
			WBT	10.5		13		156		B		B (10.5)	
			WBR	7.5		2		108		A		A (7.5)	
		Intersection		9.6						A		A (9.6)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	27	26.0	41	41	284	284	D	D	D (27.1)	D (26.0)
			NBT	21.6		41		284		C		C (21.6)	
			NBR	25.9		41		284		D		D (25.9)	
		SB	SBL	23.7	20.3	2	2	89	89	C	C	C (23.7)	C (20.3)
			SBT	20.4		2		89		C		C (20.4)	
			SBR	17.4		2		89		C		C (17.4)	
		EB	EBL	8.7	8.9	8	8	190	190	A	A	A (8.7)	A (8.9)
			EBT	9.3		8		190		A		A (9.3)	
			EBR	7.1		8		190		A		A (7.1)	
		WB	WBL	6.6	7.5	7	7	248	248	A	A	A (6.6)	A (7.5)
			WBT	6.3		7		248		A		A (6.3)	
			WBR	6.1		7		248		A		A (6.1)	
		Intersection		12.0						B		B (12.0)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	32	24.9	21	60	191	343	C	C	C (31.7)	C (24.9)
			NBT	25.8		60		343		C		C (25.8)	
			NBR	6.2		3		98		A		A (6.2)	
		SB	SBL	40.0	35.1	55	190	613	715	D	D	D (40.0)	D (35.1)
			SBT	36.2		190		715		D		D (36.2)	
			SBR	15.9		0		58		B		B (15.9)	
		EB	EBL	115.1	48.2	137	137	275	275	F	D	F (115.1)	D (48.2)
			EBT	34.2		92		274		C		C (34.2)	
			EBR	16.1		2		118		B		B (16.1)	
		WB	WBL	45.0	33.5	59	59	298	298	D	C	D (45.0)	C (33.5)
			WBT	31.3		31		191		C		C (31.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	8.7		3		125		A		A (8.7)	
		Intersection		33.8						C		C (33.8)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.4	-	1	-	46	-	A	- (-)	A (7.4)
			NBR	7.4		1		46		A		A (7.4)	
		EB	EBT	1.8	1.6	1	2	78	144	A	A	A (1.8)	A (1.6)
			EBR	1.0		2		144		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		0.7						A		A (0.7)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	6.9	-	2	-	62	-	A	- (-)	A (6.9)
			NBR	6.9		2		62		A		A (6.9)	
		EB	EBT	0.1	0.2	0	0	0	0	A	A	A (0.1)	A (0.2)
			EBR	0.6		0		0		A		A (0.6)	
		WB	WBL	-	0.3	-	0	-	0	-	A	- (-)	A (0.3)
			WBT	0.3		0		0		A		A (0.3)	
		Intersection		0.5						A		A (0.5)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	39	34.9	39	70	368	380	D	C	D (39.0)	C (34.9)
			NBT	34.1		70		380		C		C (34.1)	
			NBR	33.5		70		380		C		C (33.5)	
		SB	SBL	27.4	31.2	7	72	185	391	C	C	C (27.4)	C (31.2)
			SBT	31.8		72		391		C		C (31.8)	
			SBR	32.1		72		391		C		C (32.1)	
		EB	EBL	14.8	22.7	3	31	81	190	B	C	B (14.8)	C (22.7)
			EBT	23.7		31		190		C		C (23.7)	
			EBR	25.3		31		190		C		C (25.3)	
		WB	WBL	12.2	12.4	10	24	165	236	B	B	B (12.2)	B (12.4)
			WBT	12.5		24		236		B		B (12.5)	
			WBR	13.0		2		112		B		B (13.0)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		22.3						C		C (22.3)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	148.4	-	209	-	392	-	F	- (-)	F (148.4)
			NBR	148.4		209		392		F		F (148.4)	
		EB	EBT	21.0	15.2	33	33	485	485	C	C	C (21.0)	C (15.2)
			EBR	8.2		33		485		A		A (8.2)	
		WB	WBL	-	1.3	-	0	-	30	-	A	- (-)	A (1.3)
			WBT	1.3		0		30		A		A (1.3)	
		Intersection		28.5						C		C (28.5)	

20-Year Future Scenario 4 AM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.6		23		156		B		B (13.6)	
		SB	SBT	12.0	11.9	23	23	156	156	B	B	B (12.0)	B (11.9)
			SBR	9.9		16		156		A		A (9.9)	
		EB	EBR	9.3	9.3	1	1	48	48	A	A	A (9.3)	A (9.3)
		WB	WBT	10.7	10.7	4	4	78	78	B	B	B (10.7)	B (10.7)
		Intersection		11.7						B		B (11.7)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	3.0	2.9	2	2	86	86	A	A	A (3.0)	A (2.9)
			SBR	2.6		2		86		A		A (2.6)	
			SBU	2.5		2		86		A		A (2.5)	
		EB	EBL	2.8	2.8	0	0	75	75	A	A	A (2.8)	A (2.8)
			EBT	2.6		0		75		A		A (2.6)	
		WB	WBT	1.9	2.0	1	1	66	66	A	A	A (1.9)	A (2.0)
			WBR	2.0		1		66		A		A (2.0)	
			WBU	2.3		1		66		A		A (2.3)	
		Intersection		2.4						A		A (2.4)	
3	William Brooks and U St	NB	NBL	10	7.8	13	13	88	88	A	A	A (9.6)	A (7.8)
			NBT	7.7		13		88		A		A (7.7)	
			NBR	7.9		13		88		A		A (7.9)	
		EB	EBL	9.6	9.2	3	3	80	80	A	A	A (9.6)	A (9.2)
			EBT	9.0		3		80		A		A (9.0)	
		WB	WBT	10.6	10.6	14	14	186	186	B	B	B (10.6)	B (10.6)
			WBR	10.5		14		186		B		B (10.5)	
		Intersection		8.9						A		A (8.9)	
4	2nd Ave and U St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	8.0	7.3	1	1	48	48	A	A	A (8.0)	A (7.3)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBR	7.0	7.3	1	1	48	48	A	A	A (7.0)	A (7.3)
		EB	EBL	2.7	0.3	0	2	45	108	A	A	A (2.7)	A (0.3)
			EBT	0.2		2		108		A		A (0.2)	
		WB	WBT	0.3	0.3	0	0	33	33	A	A	A (0.3)	A (0.3)
			WBR	0.6		0		8		A		A (0.6)	
		Intersection		0.9						A		A (0.9)	
5	Cesar Chavez St and U St	NB	NBL	12	10.0	8	9	123	131	B	B	B (11.9)	B (10.0)
			NBT	10.9		8		125		B		B (10.9)	
			NBR	8.4		9		131		A		A (8.4)	
		SB	SBL	11.4	10.0	2	2	56	56	B	A	B (11.4)	A (10.0)
			SBT	10.3		2		56		B		B (10.3)	
			SBR	7.1		2		56		A		A (7.1)	
		EB	EBL	1.5	0.2	0	0	12	16	A	A	A (1.5)	A (0.2)
			EBT	0.1		0		16		A		A (0.1)	
			EBR	0.6		0		15		A		A (0.6)	
		WB	WBL	1.8	0.5	0	0	35	35	A	A	A (1.8)	A (0.5)
			WBT	0.2		0		14		A		A (0.2)	
			WBR	0.4		0		14		A		A (0.4)	
		Intersection		2.4						A		A (2.4)	
6	4th Ave and U St	SB	SBL	8.9	8.1	3	3	75	75	A	A	A (8.9)	A (8.1)
			SBR	7.4		3		75		A		A (7.4)	
		EB	EBL	3.6	0.5	0	0	36	36	A	A	A (3.6)	A (0.5)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	0.2	0.2	0	1	0	74	A	A	A (0.2)	A (0.2)
			WBR	0.5		1		74		A		A (0.5)	
		Intersection		1.0						A		A (1.0)	
7	Archibald St and B St	SB	SBL	0.5	0.0	0	0	0	0	A	A	A (0.5)	A (0.0)
			SBT	0.0		0		0		A		A (0.0)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	7.5	7.5	3	3	80	80	A	A	A (7.5)	A (7.5)
		Intersection		1.0						A		A (1.0)	
8	Main St and B St	NB	NBL	1	0.2	0	0	0	0	A	A	A (0.8)	A (0.2)
			NBT	0.2		0		0		A		A (0.2)	
			NBR	0.1		0		0		A		A (0.1)	
		SB	SBL	0.8	0.8	0	0	6	6	A	A	A (0.8)	A (0.8)
			SBT	0.8		0		6		A		A (0.8)	
			SBR	0.7		0		6		A		A (0.7)	
		EB	EBL	7.4	7.3	0	0	3	3	A	A	A (7.4)	A (7.3)
			EBT	7.4		0		3		A		A (7.4)	
			EBR	7.2		0		3		A		A (7.2)	
		WB	WBL	6.5	6.7	3	3	74	74	A	A	A (6.5)	A (6.7)
			WBT	6.9		3		74		A		A (6.9)	
			WBR	6.5		3		74		A		A (6.5)	
		Intersection		2.2						A		A (2.2)	
9	William Brooks and B St	NB	NBL	2	1.1	1	1	60	60	A	A	A (1.8)	A (1.1)
			NBT	1.1		1		60		A		A (1.1)	
			NBR	1.4		1		60		A		A (1.4)	
		EB	EBL	11.0	11.8	4	4	94	94	B	B	B (11.0)	B (11.8)
			EBT	12.0		4		94		B		B (12.0)	
		WB	WBT	11.0	11.0	4	4	74	74	B	B	B (11.0)	B (11.0)
		Intersection		3.7						A		A (3.7)	
10	2nd Ave and B St	NB	NBL	9	8.4	4	5	84	93	A	A	A (9.2)	A (8.4)
			NBT	8.8		4		86		A		A (8.8)	
			NBR	5.7		5		93		A		A (5.7)	
		SB	SBL	8.2	7.0	2	2	55	59	A	A	A (8.2)	A (7.0)
			SBT	7.7		2		57		A		A (7.7)	
			SBR	5.5		2		59		A		A (5.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.3	0.5	0	0	32	32	A	A	A (1.3)	A (0.5)
			EBT	0.1		0		3		A		A (0.1)	
			EBR	0.6		0		3		A		A (0.6)	
		WB	WBL	1.2	0.2	0	0	24	24	A	A	A (1.2)	A (0.2)
			WBT	0.0		0		3		A		A (0.0)	
			WBR	0.4		0		3		A		A (0.4)	
		Intersection		3.7						A		A (3.7)	
11	Cesar Chavez St and B St	NB	NBT	7.9	7.7	1	1	58	67	A	A	A (7.9)	A (7.7)
			NBR	4.6		1		67		A		A (4.6)	
		SB	SBT	8.4	7.8	1	1	53	55	A	A	A (8.4)	A (7.8)
			SBR	5.6		1		55		A		A (5.6)	
		EB	EBL	0.4	0.1	0	0	3	3	A	A	A (0.4)	A (0.1)
			EBT	0.0		0		0		A		A (0.0)	
			EBR	0.4		0		0		A		A (0.4)	
		WB	WBL	1.1	0.5	0	0	23	23	A	A	A (1.1)	A (0.5)
			WBT	0.4		0		0		A		A (0.4)	
			WBR	0.6		0		0		A		A (0.6)	
		Intersection		2.0						A		A (2.0)	
12	4th Ave and B St	NB	NBL	6	7.0	3	3	78	80	A	A	A (6.3)	A (7.0)
			NBT	7.5		3		80		A		A (7.5)	
			NBR	4.8		0		54		A		A (4.8)	
		SB	SBL	5.9	6.3	2	2	78	79	A	A	A (5.9)	A (6.3)
			SBT	7.1		2		79		A		A (7.1)	
			SBR	5.0		0		46		A		A (5.0)	
		EB	EBL	6.4	6.5	2	2	70	72	A	A	A (6.4)	A (6.5)
			EBT	7.2		2		72		A		A (7.2)	
			EBR	5.1		0		34		A		A (5.1)	
			WBL	6.6		3		86		A		A (6.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBT	8.7	8.3	4	4	92	92	A	A	A (8.7)	A (8.3)
			WBR	5.8		0		63		A		A (5.8)	
		Intersection		7.2						A		A (7.2)	
13	Archibald St and C St	SB	SBL	0.6	0.1	0	0	2	2	A	A	A (0.6)	A (0.1)
			SBT	0.0		0		2		A		A (0.0)	
			SBR	0.6		0		2		A		A (0.6)	
		EB	EBT	11.5	10.7	1	1	69	69	B	B	B (11.5)	B (10.7)
			EBR	7.8		1		68		A		A (7.8)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
		Intersection		0.3						A		A (0.3)	
14	Main St and C St	NB	NBL	2	0.4	0	0	29	29	A	A	A (1.5)	A (0.4)
			NBT	0.1		0		8		A		A (0.1)	
			NBR	0.7		0		10		A		A (0.7)	
		SB	SBL	2.3	0.7	0	0	53	53	A	A	A (2.3)	A (0.7)
			SBT	0.2		0		41		A		A (0.2)	
			SBR	0.9		0		4		A		A (0.9)	
		EB	EBL	8.9	9.2	1	1	65	65	A	A	A (8.9)	A (9.2)
			EBT	10.7		1		65		B		B (10.7)	
			EBR	7.9		1		65		A		A (7.9)	
		WB	WBL	8.6	8.4	1	1	59	59	A	A	A (8.6)	A (8.4)
			WBT	9.4		1		59		A		A (9.4)	
			WBR	6.6		1		59		A		A (6.6)	
		Intersection		1.6						A		A (1.6)	
15	William Brooks and C St	NB	NBL	0	0.0	0	0	0	0	A	A	A (0.3)	A (0.0)
			NBT	0.0		0		0		A		A (0.0)	
			NBR	0.6		0		0		A		A (0.6)	
		EB	EBL	8.8	10.4	5	6	101	101	A	B	A (8.8)	B (10.4)

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBT	11.3	10.4	6	0	100	101	B	B	B (11.3)	B (10.4)
		WB	WBT	9.6	7.8	4	4	94	94	A	A	A (9.6)	A (7.8)
			WBR	6.8		4		92		A		A (6.8)	
		Intersection		2.8						A		A (2.8)	
16	Cesar Chavez St and C St	NB	NBL	8	7.5	1	1	51	53	A	A	A (7.5)	A (7.5)
			NBT	7.7		1		51		A		A (7.7)	
			NBR	4.6		1		53		A		A (4.6)	
		SB	SBL	6.3	7.1	1	1	50	61	A	A	A (6.3)	A (7.1)
			SBT	7.7		1		52		A		A (7.7)	
			SBR	5.7		1		61		A		A (5.7)	
		EB	EBL	0.7	0.0	0	0	9	9	A	A	A (0.7)	A (0.0)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBL	1.9	0.1	0	0	6	6	A	A	A (1.9)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	0.4		0		0		A		A (0.4)	
		Intersection		2.0						A		A (2.0)	
17	4th Ave and C St	NB	NBL	7	6.6	2	2	69	73	A	A	A (6.9)	A (6.6)
			NBT	7.7		2		73		A		A (7.7)	
			NBR	4.9		0		34		A		A (4.9)	
		SB	SBL	6.6	7.0	2	2	77	80	A	A	A (6.6)	A (7.0)
			SBT	7.4		2		80		A		A (7.4)	
			SBR	5.6		0		46		A		A (5.6)	
		EB	EBL	6.3	7.1	3	6	75	107	A	A	A (6.3)	A (7.1)
			EBT	7.1		6		107		A		A (7.1)	
			EBR	5.3		0		31		A		A (5.3)	
		WB	WBL	7.5	7.8	8	8	141	141	A	A	A (7.5)	A (7.8)
			WBT	8.4		8		140		A		A (8.4)	
			WBR	6.4		1		88		A		A (6.4)	

				Additional MOE Calculations											
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		7.2						A		A (7.2)	
18	Archibald St and D St	SB	SBL	0.8	0.2	0	0	28	28	A	A	A (0.8)	A (0.2)
			SBT	0.1		0		28		A		A (0.1)	
		WB	WBL	7.1	7.1	3	3	75	75	A	A	A (7.1)	A (7.1)
		Intersection		0.9						A		A (0.9)	
19	Main St and D St Roundabout	NB	NBL	2	1.9	1	1	72	72	A	A	A (1.8)	A (1.9)
			NBT	1.9		1		72		A		A (1.9)	
		SB	SBT	2.8	2.8	2	2	114	114	A	A	A (2.8)	A (2.8)
			SBR	2.8		2		114		A		A (2.8)	
		EB	EBL	5.8	5.8	1	1	66	66	A	A	A (5.8)	A (5.8)
			EBR	5.8		1		66		A		A (5.8)	
		WB	WBL	2.1	0.3	0	0	38	38	A	A	A (2.1)	A (0.3)
			WBT	2.4		0		38		A		A (2.4)	
			WBR	0.0		0		0		A		A (0.0)	
		Intersection		1.5						A		A (1.5)	
20	1st Ave and D St	NB	NBL	0	0.5	0	12	6	145	A	A	A (0.3)	A (0.5)
			NBR	0.9		12		145		A		A (0.9)	
		SB	SBL	10.6	9.7	4	4	88	88	B	A	B (10.6)	A (9.7)
			SBR	7.3		4		88		A		A (7.3)	
		WB	WBT	7.9	7.4	3	3	78	78	A	A	A (7.9)	A (7.4)
			WBR	5.8		3		78		A		A (5.8)	
		Intersection		2.8						A		A (2.8)	
21	2nd Ave and D St	NB	NBL	10	10.5	6	7	92	102	A	B	A (9.6)	B (10.5)
			NBT	10.8		7		94		B		B (10.8)	
			NBR	7.1		7		102		A		A (7.1)	
		SB	SBL	12.6	10.5	1	1	54	56	B	B	B (12.6)	B (10.5)
			SBT	10.8		1		55		B		B (10.8)	
			SBR	7.3		1		56		A		A (7.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	1.1	0.3	0	0	39	39	A	A	A (1.1)	A (0.3)
			EBT	0.2		0		3		A		A (0.2)	
			EBR	0.5		0		3		A		A (0.5)	
		WB	WBL	2.4	0.6	0	0	55	55	A	A	A (2.4)	A (0.6)
			WBT	0.2		0		19		A		A (0.2)	
			WBR	0.8		0		19		A		A (0.8)	
		Intersection		3.2						A		A (3.2)	
22	Cesar Chavez St and D St	NB	NBT	9.4	9.2	2	2	67	72	A	A	A (9.4)	A (9.2)
			NBR	5.3		2		72		A		A (5.3)	
		SB	SBL	9.3	9.5	1	2	60	62	A	A	A (9.3)	A (9.5)
			SBT	9.6		2		62		A		A (9.6)	
			SBR	9.3		1		60		A		A (9.3)	
		EB	EBL	0.9	0.1	0	0	39	39	A	A	A (0.9)	A (0.1)
			EBT	0.0		0		3		A		A (0.0)	
			EBR	0.4		0		3		A		A (0.4)	
		WB	WBL	2.2	0.6	0	0	34	52	A	A	A (2.2)	A (0.6)
			WBT	0.6		0		52		A		A (0.6)	
			WBR	0.4		0		15		A		A (0.4)	
		Intersection		2.1						A		A (2.1)	
23	4th Ave and D St	NB	NBL	7	6.9	2	2	76	79	A	A	A (6.6)	A (6.9)
			NBT	7.9		2		79		A		A (7.9)	
			NBR	5.2		0		56		A		A (5.2)	
		SB	SBL	6.7	6.8	4	4	84	85	A	A	A (6.7)	A (6.8)
			SBT	7.5		4		85		A		A (7.5)	
			SBR	5.8		0		7		A		A (5.8)	
		EB	EBL	7.0	8.0	8	8	100	105	A	A	A (7.0)	A (8.0)
			EBT	8.1		8		105		A		A (8.1)	
			EBR	6.5		1		77		A		A (6.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	9.4	9.2	15	15	174	174	A	A	A (9.4)	A (9.2)
			WBT	9.7		15		174		A		A (9.7)	
			WBR	7.6		3		126		A		A (7.6)	
		Intersection		8.1						A		A (8.1)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	10	11.1	9	9	159	159	B	B	B (10.0)	B (11.1)
			NBT	11.2		9		159		B		B (11.2)	
			NBR	11.8		9		159		B		B (11.8)	
		SB	SBL	12.1	11.4	2	2	58	58	B	B	B (12.1)	B (11.4)
			SBT	11.9		2		58		B		B (11.9)	
			SBR	10.4		2		58		B		B (10.4)	
		EB	EBL	4.6	7.4	14	14	230	230	A	A	A (4.6)	A (7.4)
			EBT	7.6		14		230		A		A (7.6)	
			EBR	6.3		14		230		A		A (6.3)	
		WB	WBL	8.0	8.0	14	14	318	318	A	A	A (8.0)	A (8.0)
			WBT	7.8		14		318		A		A (7.8)	
			WBR	8.3		14		318		A		A (8.3)	
		Intersection		8.4						A		A (8.4)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	18	22.6	9	42	107	197	B	C	B (18.4)	C (22.6)
			NBT	26.5		42		197		C		C (26.5)	
			NBR	4.9		2		84		A		A (4.9)	
		SB	SBL	21.9	20.6	19	27	196	196	C	C	C (21.9)	C (20.6)
			SBT	25.7		27		154		C		C (25.7)	
			SBR	1.5		0		62		A		A (1.5)	
		EB	EBL	43.9	31.9	23	33	167	201	D	C	D (43.9)	C (31.9)
			EBT	31.9		33		201		C		C (31.9)	
			EBR	17.3		5		117		B		B (17.3)	
		WB	WBL	33.8	24.7	43	43	214	214	C	C	C (33.8)	C (24.7)
			WBT	24.7		23		154		C		C (24.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
			WBR	8.6		7		155		A		A (8.6)	
		Intersection		24.3						C		C (24.3)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	8.1	-	1	-	42	-	A	- (-)	A (8.1)
			NBR	8.1		1		42		A		A (8.1)	
		EB	EBT	3.0	2.6	2	8	92	175	A	A	A (3.0)	A (2.6)
			EBR	1.0		8		175		A		A (1.0)	
		WB	WBL	-	0.0	-	0	-	0	-	#N/A	- (-)	#N/A
			WBT	0.0		0		0		-		- (0.0)	
		Intersection		1.1						A		A (1.1)	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	7.7	-	3	-	73	-	A	- (-)	A (7.7)
			NBR	7.7		3		73		A		A (7.7)	
		EB	EBT	0.4	0.4	0	0	19	19	A	A	A (0.4)	A (0.4)
			EBR	0.5		0		19		A		A (0.5)	
		WB	WBL	-	0.2	-	0	-	0	-	A	- (-)	A (0.2)
			WBT	0.2		0		0		A		A (0.2)	
		Intersection		0.7						A		A (0.7)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	27	26.4	7	25	205	266	C	C	C (27.4)	C (26.4)
			NBT	32.2		21		257		C		C (32.2)	
			NBR	19.3		25		266		B		B (19.3)	
		SB	SBL	19.1	16.5	11	16	173	235	B	B	B (19.1)	B (16.5)
			SBT	21.8		16		235		C		C (21.8)	
			SBR	7.2		4		86		A		A (7.2)	
		EB	EBL	12.7	17.1	3	29	69	196	B	B	B (12.7)	B (17.1)
			EBT	18.2		29		196		B		B (18.2)	
			EBR	13.9		11		156		B		B (13.9)	
		WB	WBL	11.9	10.6	7	26	135	281	B	B	B (11.9)	B (10.6)
			WBT	11.0		26		281		B		B (11.0)	
			WBR	6.4		4		201		A		A (6.4)	

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		Intersection		15.0						B		B (15.0)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	10.1	-	6	-	97	-	B	- (-)	B (10.1)
			NBR	10.1		6		97		B		B (10.1)	
		EB	EBT	0.5	0.6	0	0	17	17	A	A	A (0.5)	A (0.6)
			EBR	0.9		0		17		A		A (0.9)	
		WB	WBL	-	0.5	-	0	-	0	-	A	- (-)	A (0.5)
			WBT	0.5		0		0		A		A (0.5)	
		Intersection		1.4						A		A (1.4)	

20-Year Future Scenario 4 PM LOS and Queue Results

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
1	U St and Archibald St		SBL	13.3		50		323		B		B (13.3)	
		SB	SBT	13.1	13.3	50	50	323	323	B	B	B (13.1)	B (13.3)
			SBR	14.1		46		323		B		B (14.1)	
		EB	EBR	12.7	12.7	2	2	65	65	B	B	B (12.7)	B (12.7)
		WB	WBT	17.6	17.6	2	2	66	66	B	B	B (17.6)	B (17.6)
		Intersection		13.4						B		B (13.4)	
2	Main St and U St Roundabout EB 1	0	NBR	-	-	-	-	-	-	-	-	- (-)	- (-)
		SB	SBL	13.2		16		245		B		B (13.2)	
			SBR	7.7	20.5	16	16	245	245	A	C	A (7.7)	C (20.5)
			SBU	33.2		16		245		E		E (33.2)	
		EB	EBL	39.4	26.7	2	2	73	73	E	D	E (39.4)	D (26.7)
			EBT	14.1		2		73		B		B (14.1)	
		WB	WBT	47.5	55.1	98	98	363	363	E	F	E (47.5)	F (55.1)
			WBR	57.5		98		363		F		F (57.5)	
			WBU	41.2		98		363		E		E (41.2)	
		Intersection		38.5						D		D (38.5)	
3	William Brooks and U St	NB	NBL	66		82		278		F		F (65.8)	
			NBT	32.0	32.7	82	82	278	278	E	E	E (32.0)	E (32.7)
			NBR	33.5		82		278		E		E (33.5)	
		EB	EBL	15.9	15.1	8	8	166	166	C	C	C (15.9)	C (15.1)
			EBT	14.0		8		166		B		B (14.0)	
		WB	WBT	51.9	51.0	180	180	349	349	F	F	F (51.9)	F (51.0)
			WBR	50.0		180		349		E		E (50.0)	
		Intersection		37.0						D		D (37.0)	
4	2nd Ave and U St	NB	NBL	-		-		-		-		- (-)	
			NBT	34.8	31.7	5	5	119	119	E	D	E (34.8)	D (31.7)
			NBR	10.2		5		119		B		B (10.2)	
		SB	SBL	19.7	22.3	10	10	120	120	C	C	C (19.7)	C (22.3)
			SBR	23.4		10		120		C		C (23.4)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		EB	EBL	13.5	2.3	3	25	137	237	B	A	B (13.5)	A (2.3)
			EBT	1.7		25		237		A		A (1.7)	
		WB	WBT	31.5	31.0	104	104	316	317	D	D	D (31.5)	D (31.0)
			WBR	27.3		103		317		D		D (27.3)	
		Intersection		23.2						C		C (23.2)	
5	Cesar Chavez St and U St	NB	NBL	36	28.1	28	30	208	216	E	D	E (35.9)	D (28.1)
			NBT	26.3		29		211		D		D (26.3)	
			NBR	22.2		30		216		C		C (22.2)	
		SB	SBL	22.7	20.1	5	5	81	81	C	C	C (22.7)	C (20.1)
			SBT	19.4		5		81		C		C (19.4)	
			SBR	19.4		5		81		C		C (19.4)	
		EB	EBL	6.7	0.5	0	0	22	22	A	A	A (6.7)	A (0.5)
			EBT	0.1		0		20		A		A (0.1)	
			EBR	0.8		0		18		A		A (0.8)	
		WB	WBL	16.7	21.4	12	97	295	324	C	C	C (16.7)	C (21.4)
			WBT	22.1		97		324		C		C (22.1)	
			WBR	22.0		97		324		C		C (22.0)	
		Intersection		17.5						B		B (17.5)	
6	4th Ave and U St	SB	SBL	25.0	27.8	32	32	250	250	D	D	D (25.0)	D (27.8)
			SBR	30.4		32		250		D		D (30.4)	
		EB	EBL	6.8	1.1	1	1	44	44	A	A	A (6.8)	A (1.1)
			EBT	0.0		0		0		A		A (0.0)	
		WB	WBT	23.1	23.0	296	306	989	1,019	C	C	C (23.1)	C (23.0)
			WBR	22.1		306		1,019		C		C (22.1)	
		Intersection		18.5						B		B (18.5)	
7	Archibald St and B St	SB	SBL	0.8	0.1	0	0	27	27	A	A	A (0.8)	A (0.1)
			SBT	0.1		0		27		A		A (0.1)	
		WB	WBL	12.3	12.3	5	5	81	81	B	B	B (12.3)	B (12.3)
		Intersection		0.8						A		A (0.8)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
8	Main St and B St	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			NBT	-		-		-		-		- (-)	
			NBR	-		-		-		-		- (-)	
		SB	SBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			SBT	-		-		-		-		- (-)	
			SBR	-		-		-		-		- (-)	
		EB	EBL	-	9.1	-	5	-	87	-	A	- (-)	A (9.1)
			EBT	-		-		-		-		- (-)	
			EBR	9.1		5		87		A		A (9.1)	
		WB	WBL	-	-	-	-	-	-	-	-	- (-)	- (-)
			WBT	-		-		-		-		- (-)	
			WBR	-		-		-		-		- (-)	
		Intersection		9.1						A		A (9.1)	
9	William Brooks and B St	NB	NBL	4	3.1	10	10	166	166	A	A	A (4.2)	A (3.1)
			NBT	3.0		10		166		A		A (3.0)	
			NBR	2.6		10		166		A		A (2.6)	
		EB	EBL	13.3	13.1	15	15	206	206	B	B	B (13.3)	B (13.1)
			EBT	12.9		15		206		B		B (12.9)	
		WB	WBT	38.6	38.6	43	43	242	242	E	E	E (38.6)	E (38.6)
		Intersection		10.4						B		B (10.4)	
10	2nd Ave and B St	NB	NBL	16	16.5	23	26	192	201	C	C	C (16.2)	C (16.5)
			NBT	16.9		25		194		C		C (16.9)	
			NBR	13.4		26		201		B		B (13.4)	
		SB	SBL	9.9	9.5	3	4	71	75	A	A	A (9.9)	A (9.5)
			SBT	10.4		4		73		B		B (10.4)	
			SBR	7.5		4		75		A		A (7.5)	
		EB	EBL	3.3	0.6	0	0	46	46	A	A	A (3.3)	A (0.6)
			EBT	0.3		0		19		A		A (0.3)	
			EBR	0.6		0		19		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		WB	WBL	3.4	1.9	7	7	107	107	A	A	A (3.4)	A (1.9)
			WBT	1.7		6		86		A		A (1.7)	
			WBR	1.4		6		86		A		A (1.4)	
		Intersection		6.5						A		A (6.5)	
11	Cesar Chavez St and B St	NB	NBT	10.1	8.8	3	4	81	88	B	A	B (10.1)	A (8.8)
			NBR	6.3		4		88		A		A (6.3)	
		SB	SBT	9.3	8.3	3	3	65	67	A	A	A (9.3)	A (8.3)
			SBR	6.2		2		67		A		A (6.2)	
		EB	EBL	1.8	0.1	0	0	20	20	A	A	A (1.8)	A (0.1)
			EBT	0.1		0		6		A		A (0.1)	
			EBR	0.4		0		6		A		A (0.4)	
		WB	WBL	1.1	0.4	1	1	33	33	A	A	A (1.1)	A (0.4)
			WBT	0.4		1		24		A		A (0.4)	
			WBR	0.5		1		24		A		A (0.5)	
		Intersection		2.2						A		A (2.2)	
12	4th Ave and B St	NB	NBL	8	7.6	4	4	100	102	A	A	A (8.0)	A (7.6)
			NBT	8.4		4		102		A		A (8.4)	
			NBR	6.1		1		81		A		A (6.1)	
		SB	SBL	6.9	7.5	8	8	99	100	A	A	A (6.9)	A (7.5)
			SBT	8.7		8		100		A		A (8.7)	
			SBR	6.1		1		78		A		A (6.1)	
		EB	EBL	7.7	7.4	7	7	89	91	A	A	A (7.7)	A (7.4)
			EBT	8.0		7		91		A		A (8.0)	
			EBR	5.9		1		71		A		A (5.9)	
		WB	WBL	8.5	9.0	4	5	99	105	A	A	A (8.5)	A (9.0)
			WBT	9.7		5		105		A		A (9.7)	
			WBR	6.2		1		81		A		A (6.2)	
		Intersection		7.8						A		A (7.8)	
13	Archibald St and C St		SBL	0.6		0		10		A		A (0.6)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	0.0	0.0	0	0	10	10	A	A	A (0.0)	A (0.0)
			SBR	0.8		0		10		A		A (0.8)	
		EB	EBT	19.7	19.4	4	4	81	81	C	C	C (19.7)	C (19.4)
			EBR	8.6		2		78		A		A (8.6)	
		WB	WBL	12.2	14.3	7	8	103	104	B	B	B (12.2)	B (14.3)
			WBT	20.3		8		104		C		C (20.3)	
		Intersection		1.6						A		A (1.6)	
14	Main St and C St	NB	NBL	7	4.4	2	2	69	69	A	A	A (7.0)	A (4.4)
			NBT	-		-		-		-		- (-)	
			NBR	2.0		1		66		A		A (2.0)	
		SB	SBL	14.1	5.5	21	21	342	342	B	A	B (14.1)	A (5.5)
			SBT	3.0		7		334		A		A (3.0)	
			SBR	3.9		0		22		A		A (3.9)	
		EB	EBL	-	32.6	-	10	-	108	-	E	- (-)	E (32.6)
			EBT	39.6		10		108		E		E (39.6)	
			EBR	20.0		10		108		C		C (20.0)	
		WB	WBL	7.6	8.5	5	5	84	84	A	A	A (7.6)	A (8.5)
			WBT	9.3		5		84		A		A (9.3)	
			WBR	-		-		-		-		- (-)	
		Intersection		6.4						A		A (6.4)	
15	William Brooks and C St	NB	NBL	1	1.1	11	11	74	74	A	A	A (0.8)	A (1.1)
			NBT	1.2		11		74		A		A (1.2)	
			NBR	0.6		11		74		A		A (0.6)	
		EB	EBL	38.9	41.6	80	80	320	320	E	E	E (38.9)	E (41.6)
			EBT	42.5		80		319		E		E (42.5)	
		WB	WBT	16.5	14.6	23	23	171	171	C	B	C (16.5)	B (14.6)
			WBR	12.6		22		169		B		B (12.6)	
		Intersection		12.1						B		B (12.1)	
16	Cesar Chavez St and C St		NBL	11		2		56		B		B (10.7)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	10.2	10.2	2	2	55	57	B	B	B (10.2)	B (10.2)
			NBR	6.8		1		57		A		A (6.8)	
		SB	SBL	9.4	9.8	3	3	70	79	A	A	A (9.4)	A (9.8)
			SBT	10.3		3		71		B		B (10.3)	
			SBR	6.6		3		79		A		A (6.6)	
		EB	EBL	1.9	0.1	2	2	43	43	A	A	A (1.9)	A (0.1)
			EBT	0.0		1		27		A		A (0.0)	
		WB	WBL	2.2	0.1	0	0	18	18	A	A	A (2.2)	A (0.1)
			WBT	0.1		0		0		A		A (0.1)	
			WBR	-		-		-		-		- (-)	
		Intersection		2.1						A		A (2.1)	
17	4th Ave and C St	NB	NBL	11	7.8	8	8	107	110	B	A	B (11.4)	A (7.8)
			NBT	8.5		8		110		A		A (8.5)	
			NBR	5.1		5		87		A		A (5.1)	
		SB	SBL	8.9	9.1	9	10	131	132	A	A	A (8.9)	A (9.1)
			SBT	9.6		10		132		A		A (9.6)	
			SBR	7.1		3		110		A		A (7.1)	
		EB	EBL	7.7	7.5	12	20	116	149	A	A	A (7.7)	A (7.5)
			EBT	7.7		20		149		A		A (7.7)	
			EBR	5.7		5		86		A		A (5.7)	
		WB	WBL	13.4	11.7	35	35	256	256	B	B	B (13.4)	B (11.7)
			WBT	12.2		35		255		B		B (12.2)	
			WBR	9.7		15		205		A		A (9.7)	
		Intersection		9.5						A		A (9.5)	
18	Archibald St and D St	SB	SBL	2.3	0.5	1	1	111	111	A	A	A (2.3)	A (0.5)
			SBT	0.3		1		111		A		A (0.3)	
		WB	WBL	11.5	11.5	10	10	137	137	B	B	B (11.5)	B (11.5)
		Intersection		1.7						A		A (1.7)	
19	Main St and D St Roundabout	NB	NBL	-	-	-	-	-	-	-	-	- (-)	- (-)

ID	Intersection	Approach	Movement	Additional MOE Calculations									
				Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		NB	NBT	-		-		-		-		- (-)	
		SB	SBT	35.0	35.1	246	246	821	821	E	E	E (35.0)	E (35.1)
			SBR	35.9		246		821		E		E (35.9)	
		EB	EBL	29.2	29.0	17	17	182	182	D	D	D (29.2)	D (29.0)
			EBR	28.3		17		182		D		D (28.3)	
		WB	WBL	14.6	2.8	7	7	129	129	B	A	B (14.6)	A (2.8)
			WBT	15.4		7		129		C		C (15.4)	
			WBR	0.1		0		0		A		A (0.1)	
		Intersection		17.5						B		B (17.5)	
20	1st Ave and D St	NB	NBL	2	1.5	17	48	85	280	A	A	A (1.7)	A (1.5)
			NBR	1.2		48		280		A		A (1.2)	
		SB	SBL	15.7	14.6	29	29	223	223	C	B	C (15.7)	B (14.6)
			SBR	11.9		29		223		B		B (11.9)	
		WB	WBT	10.1	9.8	8	8	107	107	B	A	B (10.1)	A (9.8)
			WBR	7.0		8		107		A		A (7.0)	
		Intersection		4.6						A		A (4.6)	
21	2nd Ave and D St	NB	NBL	17	16.8	37	40	195	204	C	C	C (16.7)	C (16.8)
			NBT	18.0		38		197		C		C (18.0)	
			NBR	14.1		40		204		B		B (14.1)	
		SB	SBL	13.6	11.6	8	8	87	89	B	B	B (13.6)	B (11.6)
			SBT	12.0		8		88		B		B (12.0)	
			SBR	6.7		8		89		A		A (6.7)	
		EB	EBL	1.7	0.4	6	6	75	75	A	A	A (1.7)	A (0.4)
			EBT	0.3		5		36		A		A (0.3)	
			EBR	0.5		5		36		A		A (0.5)	
		WB	WBL	4.7	1.6	1	1	77	77	A	A	A (4.7)	A (1.6)
			WBT	0.6		0		28		A		A (0.6)	
			WBR	0.8		0		28		A		A (0.8)	
		Intersection		6.3						A		A (6.3)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
22	Cesar Chavez St and D St	NB	NBT	11.1	10.6	2	2	54	60	B	B	B (11.1)	B (10.6)
			NBR	8.4		2		60		A		A (8.4)	
		SB	SBL	12.3	12.5	10	11	108	110	B	B	B (12.3)	B (12.5)
			SBT	12.7		11		110		B		B (12.7)	
			SBR	12.3		10		108		B		B (12.3)	
		EB	EBL	1.0	0.2	15	15	88	88	A	A	A (1.0)	A (0.2)
			EBT	0.2		13		58		A		A (0.2)	
			EBR	0.4		13		58		A		A (0.4)	
		WB	WBL	3.4	1.4	0	0	41	50	A	A	A (3.4)	A (1.4)
			WBT	1.2		0		50		A		A (1.2)	
			WBR	0.6		0		16		A		A (0.6)	
		Intersection		2.9						A		A (2.9)	
23	4th Ave and D St	NB	NBL	9	8.9	24	25	154	157	A	A	A (9.2)	A (8.9)
			NBT	10.3		25		157		B		B (10.3)	
			NBR	6.5		20		138		A		A (6.5)	
		SB	SBL	16.4	16.7	65	65	322	323	C	C	C (16.4)	C (16.7)
			SBT	17.6		65		323		C		C (17.6)	
			SBR	13.7		44		284		B		B (13.7)	
		EB	EBL	12.5	12.4	38	40	215	219	B	B	B (12.5)	B (12.4)
			EBT	12.4		40		219		B		B (12.4)	
			EBR	10.4		25		191		B		B (10.4)	
		WB	WBL	19.0	16.1	51	51	290	290	C	C	C (19.0)	C (16.1)
			WBT	15.8		51		290		C		C (15.8)	
			WBR	13.1		29		241		B		B (13.1)	
		Intersection		14.2						B		B (14.2)	
24	San Luis Plaza Drive/Escondito St and Cesar Chavez Blvd	NB	NBL	48	53.4	119	119	502	502	E	F	E (48.3)	F (53.4)
			NBT	56.1		119		502		F		F (56.1)	
			NBR	56.1		119		502		F		F (56.1)	
			SBL	37.5		7		81		E		E (37.5)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
		SB	SBT	36.4	37.6	7	7	81	81	E	E	E (36.4)	E (37.6)
			SBR	39.6		7		81		E		E (39.6)	
		EB	EBL	14.3	16.4	40	40	269	269	B	C	B (14.3)	C (16.4)
			EBT	16.5		40		269		C		C (16.5)	
			EBR	16.3		40		269		C		C (16.3)	
		WB	WBL	15.6	16.1	78	78	427	427	C	C	C (15.6)	C (16.1)
			WBT	15.7		78		427		C		C (15.7)	
			WBR	13.9		78		427		B		B (13.9)	
		Intersection		24.7						C		C (24.7)	
25	US 95 and Cesar Chavez Blvd	NB	NBL	49	35.9	69	115	418	573	D	D	D (48.8)	D (35.9)
			NBT	35.6		115		573		D		D (35.6)	
			NBR	9.5		4		101		A		A (9.5)	
		SB	SBL	69.5	55.4	255	333	1,038	1,072	E	E	E (69.5)	E (55.4)
			SBT	55.8		333		1,072		E		E (55.8)	
			SBR	28.9		6		165		C		C (28.9)	
		EB	EBL	75.4	48.0	123	123	267	269	E	D	E (75.4)	D (48.0)
			EBT	45.5		106		269		D		D (45.5)	
			EBR	19.4		9		224		B		B (19.4)	
		WB	WBL	129.1	76.4	508	508	1,081	1,081	F	E	F (129.1)	E (76.4)
			WBT	42.1		133		642		D		D (42.1)	
			WBR	15.0		22		309		B		B (15.0)	
		Intersection		54.1						D		D (54.1)	
26	1st St and Cesar Chavez Blvd	NB	NBL	-	7.1	-	1	-	44	-	A	- (-)	A (7.1)
			NBR	7.1		1		44		A		A (7.1)	
		EB	EBT	1.9	1.7	4	6	118	186	A	A	A (1.9)	A (1.7)
			EBR	1.2		6		186		A		A (1.2)	
		WB	WBL	-	21.0	-	73	-	270	-	C	- (-)	C (21.0)
			WBT	21.0		73		270		C		C (21.0)	
		Intersection		13.2						B		B (13.2)	

				Additional MOE Calculations									
ID	Intersection	Approach	Movement	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS*		LOS* & Delay	
27	Cesar Chavez St and Cesar Chavez Blvd	NB	NBL	-	13.3	-	4	-	76	-	B	- (-)	B (13.3)
			NBR	13.3		4		76		B		B (13.3)	
		EB	EBT	4.4	4.1	6	6	84	84	A	A	A (4.4)	A (4.1)
			EBR	2.0		6		84		A		A (2.0)	
		WB	WBL	-	16.1	-	47	-	214	-	C	- (-)	C (16.1)
			WBT	16.1		47		214		C		C (16.1)	
		Intersection		12.0						B		B (12.0)	
28	N 4th Ave and Cesar Chavez Blvd	NB	NBL	63	37.7	78	82	456	456	E	D	E (63.0)	D (37.7)
			NBT	33.6		82		452		C		C (33.6)	
			NBR	29.6		82		452		C		C (29.6)	
		SB	SBL	54.7	53.7	193	407	1,162	1,236	D	D	D (54.7)	D (53.7)
			SBT	56.4		407		1,236		E		E (56.4)	
			SBR	47.1		264		1,072		D		D (47.1)	
		EB	EBL	27.0	34.2	7	70	146	331	C	C	C (27.0)	C (34.2)
			EBT	35.9		70		331		D		D (35.9)	
			EBR	24.5		44		292		C		C (24.5)	
		WB	WBL	32.9	31.7	206	278	1,026	1,038	C	C	C (32.9)	C (31.7)
			WBT	31.9		278		1,038		C		C (31.9)	
			WBR	19.3		99		578		B		B (19.3)	
		Intersection		37.7						D		D (37.7)	
29	Cesar Chavez Blvd and Mesa St	NB	NBL	-	161.8	-	261	-	390	-	F	- (-)	F (161.8)
			NBR	161.8		261		390		F		F (161.8)	
		EB	EBT	16.3	12.1	17	17	423	423	C	B	C (16.3)	B (12.1)
			EBR	7.2		17		423		A		A (7.2)	
		WB	WBL	-	3.6	-	4	-	153	-	A	- (-)	A (3.6)
			WBT	3.6		4		153		A		A (3.6)	
		Intersection		27.5						C		C (27.5)	




Main St
To Mexico


25

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. A.**

Meeting Date: 04/12/2023
Department Head: Sonia Cornelio, City Clerk, City Clerk's Office
Submitted By: Sonia Cornelio, City Clerk, City Clerk's Office
Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding the appointment of a Council Member to serve on the Yuma County Library District Board of Trustees. **(Ralph Velez, Interim City Manager)**

SUMMARY:

Former Council Member Africa Luna-Carrasco has resigned from the Yuma County Library District Board of Trustees effective February 23, 2023; the current term expires June 30, 2023. A replacement is needed for the expiring term.

An appointment is also needed for the coming three-year term, which begins July 1, 2023, and ends June 30, 2026.

The Mayor and City Council may appoint the same Council Member for both terms or different Council Members (one for the expiring term and one for the next full three-year term).

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPOINT COUNCIL MEMBER _____ TO THE YUMA COUNTY LIBRARY DISTRICT BOARD OF TRUSTEES, WHOSE TERM WILL EXPIRE ON JUNE 30, 2023, AND APPOINT COUNCIL MEMBER _____ TO SERVE THE NEXT THREE-YEAR TERM WHICH EXPIRES ON JUNE 30, 2026.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

There is no fiscal impact associated with this item.

Attachments

Letter

YUMA COUNTY LIBRARY DISTRICT

Administrative Offices • 2951 S. 21st Drive • Yuma, AZ 85364 • 928.782.1871 • www.yumalibrary.org

Yuma Main • Heritage • Dateland • Foothills • Roll • San Luis • Somerton • Wellton

February 23, 2023

RECEIVED
MAR -1 2023
CITY CLERK'S OFFICE

Mayor Riedel
Members of the City Council
City of San Luis
P.O. Box 1170
San Luis, AZ 85349

Dear Mayor and Members of the Council,

Africa Luna-Carrasco, the City of San Luis representative on the Yuma County Library District Board of Trustees, has resigned from her position on this Board effective February 23, 2023.

The current term for Ms. Luna-Carrasco expires June 30, 2023, therefore a replacement will need to be found to fill out her term, and serve a full three-year term, commencing July 1, 2023, through June 30, 2026.

It is our hope that the City of San Luis will be able to recommend an individual to serve on this Board as soon as possible, so the City of San Luis will be fully represented.

Please provide the information to our office no later than May 1, 2023. Consideration of this request prior to the deadline will ensure that the appointment confirmation is addressed at a June meeting of the Yuma County Board of Supervisors.

Please let us know if we can be of assistance.

Thank you.

Sandra Gutierrez
Administrative Assistant

cc: Sonia Cornelio, City Clerk

COPY

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. B.**

Meeting Date: 04/12/2023

Department Head: Monica Castro, Director of Finance, Finance Department

Submitted By: Monica Castro, Director of Finance, Finance Department

Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding the acceptance and approval for the filing of the Annual Comprehensive Financial Report for the City of San Luis, Fiscal Year Ended June 30, 2022. **(Monica Castro, Director of Finance and Heinfeld, Meech & Co., P.C.)**

SUMMARY:

The Annual Comprehensive Financial Report (ACFR) is an audit of the governmental activities, the business-type activities, the aggregate discretely presented component unit, each major fund, and the aggregate remaining fund information of the city as of and for the year ended June 30, 2022 (ACFR 2022). The audit was conducted in accordance with auditing standards generally accepted in the United States of America and was performed for the purpose of complying with A.R.S. § 9-481. The report is available online.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO ACCEPT AND APPROVE THE FILING OF THE ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE CITY OF SAN LUIS FOR THE FISCAL YEAR ENDED JUNE 30, 2022.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

No fiscal Impact associated with this item.

Attachments

ACFR FY 2022

Single Audit Report FY 2022

2022



ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR FISCAL YEAR ENDED
ON JUNE 30, 2022



2022

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR FISCAL YEAR ENDED
ON JUNE 30, 2022

Prepared by:
Department of Finance

CITY OF SAN LUIS, ARIZONA
Annual Comprehensive Financial Report
for the Fiscal Year Ended June 30, 2022

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CITY OF SAN LUIS, AZ
INC. 1979

INTRODUCTORY SECTION


CITY OF SAN LUIS, AZ
INC. 1979

Letter of Transmittal

For the Fiscal Year Ended June 30, 2022

December 20, 2022

Honorable Mayor, City Council, City Manager, and Citizens of the City of San Luis, Arizona:

I am pleased to present the Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2022. Laws of the State of Arizona require that all local governments publish a complete set of audited financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants. According to that requirement, we hereby issue the annual comprehensive financial report of the City of San Luis for the fiscal year ended June 30, 2022.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive internal control framework established for this purpose. The internal control framework is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of financial statements. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. As presented in this report, we believe the data is accurate in all material respects and is presented in a manner that fairly sets forth the financial position and results of operations of the City on both a city-wide and fund basis. Furthermore, we believe that all disclosures necessary to enable the reader to gain an understanding of the City's financial activity and financial stability have been included.

The basic financial statements and related notes have been audited by an independent firm of certified public accountants, Heinfeld, Meech & Co., P.C., whose report is included herein. As stated in the independent auditors' report, the goal of the independent audit was to provide reasonable assurance that the financial statements are free from material misstatements. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the financial statements of the City of San Luis, Arizona, for the fiscal year ended June 30, 2022, are fairly presented, in all material respects, in conformity with GAAP. The independent auditors' report is located at the front of the financial section of this report.

The independent audit of the financial statements of San Luis is usually part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the government's internal controls and compliance with legal requirements. A grant reform that increased the single-audit threshold changed audit rules for fiscal years beginning on or after January 1, 2015. As a result of the new rules, the City was required to undergo a single audit due to the expended amounts that exceeded the $750,000 margin in federal dollars during the audited year. In addition, the City must make records available for review or audit by appropriate federal agencies and the U.S. Government Accountability Office officials.

Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides an introduction, overview, and analysis of the basic financial statements. The discussion and analysis that complements this letter of transmittal should be read in combination with it.

Profile of the Government

The City of San Luis, incorporated in 1979, is located in the southwestern corner of Arizona, immediately adjacent to Mexico and California, and occupies 30 square miles. The City of San Luis is empowered by state statute to extend its corporate limits by annexation, which it has done from time to time. Policy-making and legislative authority are vested in a governing council (Council) consisting of the Mayor and six Council Members, all elected on a non-partisan basis, and serve overlapping four-year terms. The City Council is responsible for passing ordinances, adopting the budget, appointing committee, commission, and board members, and appointing the positions of City Manager, City Attorney, Magistrate, Chief of Police, and Chief of Fire. The City Manager is responsible for carrying out the policies and ordinances of the City Council, as well as overseeing the day-to-day operations of the City.

The City has experienced significant increases in population over the years. The 2000 census recorded the City of San Luis population at 15,400, and the 2020 census recorded the City of San Luis population at 35,257, a 128% increase from 2010. Today we estimate the City has 37,000 residents. The City of San Luis is listed in the top 10 cities with the most percentage growth in Arizona. Based on current projections, population growth trends are expected to continue at the same pace. While having a positive impact, this growth will continue to present challenges to the City in providing its current level of services.

The City provides a full range of municipal services, including police and fire protection, solid waste services, water and sewer services, construction and maintenance of streets, recreational and cultural activities, planning and zoning services, and general administrative services. San Luis offers a wide range of community facilities, including one gym, one cultural center, one senior center, one youth center, one activity center, one swimming pool, and five parks encompassing 60 acres.

This report includes financial statements on both a government-wide and a fund basis for the primary government and its component units. Criteria used by the City for inclusion of activities in preparing its financial statements are in conformity with GASB Statement No.14, "The Financial Reporting Entity." Component units are separate legal entities included in the reporting entity due to the significance of their financial or operational relationship with the City. Blended component units, although legally separate entities, are, in substance, part of the primary government's operations and are included as part of the primary government. Accordingly, the financial reporting entity consists of the City and two blended component units, the San Luis Community Facilities District and the San Luis Employees' Self Insurance Health Fund, as discussed further in Note 1 A of the notes to the financial statements.

Financial information

Internal Control: Management of the City is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the City are protected from loss, theft, or misuse and to ensure that adequate accounting information is compiled to prepare financial statements in accordance with accounting principles generally accepted in the United States of America. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived, and (2) the evaluation of costs and benefits requires estimates and judgments by management.

Budget Control: The City of San Luis, like all cities in the State of Arizona, is subject to numerous budget and related legal requirements. Article IX, Section 20 (1) of the Arizona Constitution sets limits on the City's legal budget capacity. The City's expenditure limitation for the fiscal year 2022 was $54.1 million.

The annual operating budget, which is adopted by ordinance each fiscal year, serves as the base for the City's financial planning and control. Budgets are developed on a departmental basis by expenditure function within a fund. The budgets display the City's financial operations, including funding for one corporation outside the City's organizational structure. The City relies on the City's General Plan adopted in November 2020 to set the goals and priorities that will allow us to become the City we need to be in the future. There are four themes that are the focus of the plan (Growth, Economy, Environment, and Public Services).

The City Manager submits the annual balanced budget to City Council before June each year. A public hearing on the budget is held in the middle of June, with an expected budget adoption by June 30. The City is required to publish specific information and notices and hold public hearings as defined by state statute.

Economic Condition and Outlook

The information presented in the financial statements is perhaps best understood when it is considered from the broader perspective of the specific environment within which the City operates. The City of San Luis's diverse local economy is built on retail trade, agriculture, real estate development, and manufacturing. San Luis is a significant gateway for imports and exports to and from Mexico.

The City of San Luis' most significant revenue source is sales tax revenue, totaling $16.9 million in the Fiscal Year 2022. Sales tax is generated from various business categories, including food stores, retail stores, restaurants, construction, and utilities. The City also receives a share of sales tax generated from the State of Arizona's (State) applied tax rate and from the City's own applied tax rate.

The City of San Luis is an agriculture community that is part of Yuma County's $2.3 billion agriculture industry and provides 90% of the U.S. vegetables consumed in the U.S. As the economy continues to rebound from the unprecedented turmoil of the COVID pandemic, supply chain shortages and affordable housing were two of the greatest challenges the City faced in FY 2022. Looking ahead, ongoing interest rate increases by the Federal Reserve would likely cool the housing market. Still, they can increase the risk of a recession, bringing rising unemployment and diminished revenue. We will need to make smart choices in the coming months to support continued job growth in key sectors, improve public services, and patch holes in our safety net – all while thoughtfully managing the City's budget.

Despite the negative impacts of the pandemic, new residential development continues thriving. The real estate sector continued to experience substantial interest in developing new subdivisions. The City amended the General Plan for land use to address the housing demand and provide 600 acres for residential development. There are four subdivisions under construction and a multicomplex apartment for low-income families, which we expect to be completed by the end of January 2023. The City issued 414 building permits in the Fiscal Year 2022, a 14% decrease from last year due to shortages in Supply Chain construction materials and labor.

As the City of San Luis' needs grow and its population, our government works efficiently to meet those needs. Its citizens and municipal government are committed to creating a sustainable economy that will increase the quality of life for its residents and find solutions for the future. Several commercial projects were completed in the Fiscal Year 2022. This includes a Starbucks, a new bank, and a car wash.

Several businesses will complete construction in FY 2023; this includes a Burger King and Wendy's fast-food restaurant. Two new hotels from the Extended Stay America and Hilton Hampton Inn chains are going through the development process. The City projects that the construction will start within a year. In FY 2022, The City received a grant allocation from the State for 33 million for widening the Cesar Chavez Blvd. The widening of this street addresses the traffic issues in that sector of the City, provides alternative modes of transportation and enhances the safety of our residents. We expect to award the contract for the design by April 2023.

The medical mall constructed in FY 2021 is looking to expand to include a 15-bed community hospital representing a 55 million investment. The construction of this hospital will provide the residents with the healthcare they need without traveling outside the community. In the industrial sector, an investor purchased 88 acres of land. Improvements are undergoing for the development of an industrial subdivision.

To better serve our residents, we are completing the construction of a new Fire Station in the East area of the City. The new Fire Station is expected to be completed in the second quarter of next year. We have also started designing a new Police Station in the same area. Currently, the construction of three schools is undergoing, which will serve a combined total of 3000 children.

Another significant economic factor in the City is the state prison that employs more than 900 professionals and staff. In addition, since San Luis is a border/U.S. Port of entry, the U.S. Government departments of INS, Customs, and U.S. Marshall Prison facilities provide hundreds of jobs stationed in San Luis.

San Luis, I Port of Entry, is also an essential economic player in San Luis's economy. The federal government allocated $268 million to modernize our port of entry proposing double vehicle and pedestrian lanes. The design building was awarded this year. The construction is expected to start in May 2023, with an estimated completion date of October 2026. The port of entry processes 8 million border crossers daily. Due to the pandemic, in San Luis, we had a reduction of 393,000 fewer pedestrians and a decrease of 1.2 million vehicles. The Mexican shopper contributes approximately 70% of the sales tax in San Luis.

Long-Term Financial Planning

The budget process guides the City's financial planning process. This process includes the annual budget that each department presents for review, followed by acceptance, reductions, or additions depending on revenue and expenditure forecasts. As part of the annual budget process, departments also submit capital plans for review and approval based on available funding. The capital plans are updated annually and approved by the City Council and serve as the primary drivers of the long-term financial planning process.

The budget process includes input from City Council, Departments, City Manager, and citizens, including community budget hearings. The City Council formally adopts the budget for the following year by the end of June.

It is customary for the water, wastewater, and sanitation funds to initiate a bi-annually review of existing rate study extending over a ten-year financial forecast to determine the long-term funding availability. The City Council reviews the updated financial plans and the associated rates necessary to support the enterprise funds and their capital projects.

Certificates of Achievements

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to San Luis for its ACFR for the fiscal year that ended June 30, 2021.

The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standard for the preparation of state and local government financial reports.

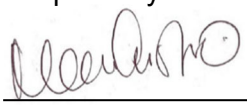
In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized ACFR, with contents conforming to program standards. Such ACFR must satisfy both generally accepted accounting principles and applicable legal requirements.

A certificate of Achievement is valid for a period of one year only. The City has received a Certificate of Achievement for nine consecutive years. We believe that our current ACFR conforms to the Certificate of Achievement Program requirements, and we are submitting it to the GFOA.

Acknowledgments

The preparation of this Annual Comprehensive Financial Report would not have been possible without the efficient and dedicated services of the staff of the Finance Department as well as the excellent cooperation and assistance of other City employees who contributed to its preparation. Sincere appreciation also must be given to the Mayor and the Governing Council for their unfailing support for maintaining the highest standards of professionalism in the management of the City of San Luis' finances. We also wish to thank the City's Independent Auditors, Heinfeld, Meech & Co., P.C., for their assistance in matters pertaining to the City's financial affairs.

Respectfully submitted,



Monica Castro, CPA
Director of Finance

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of San Luis
Arizona

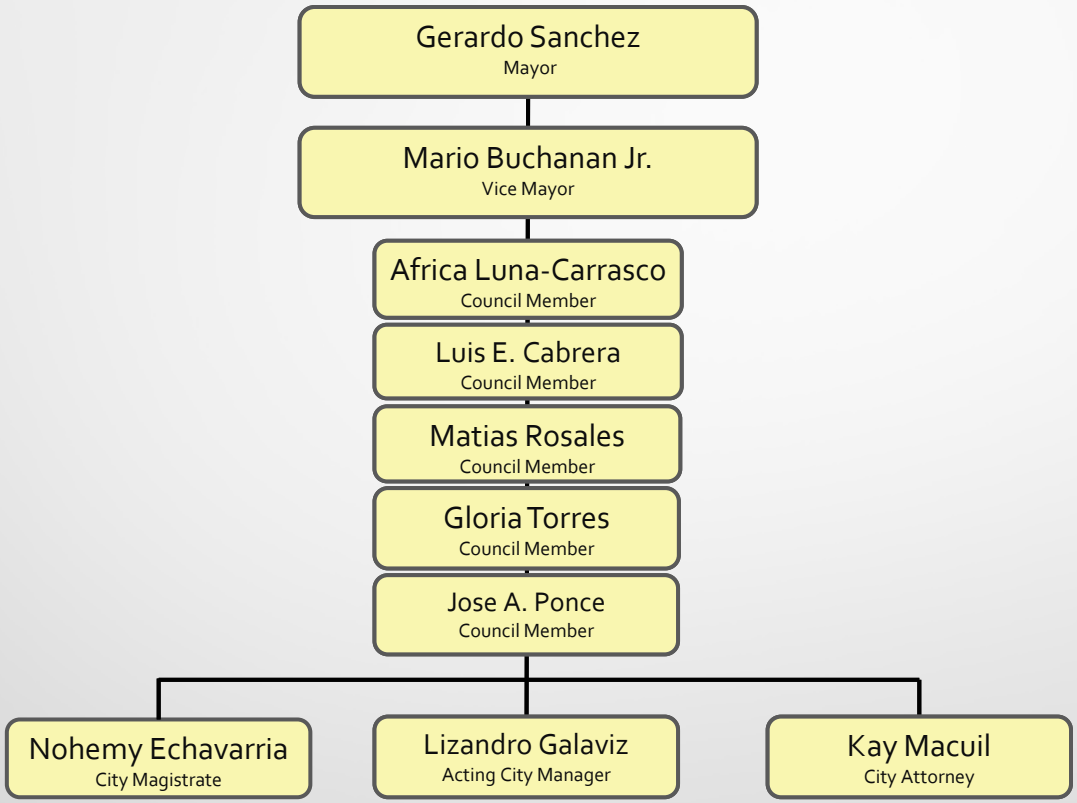
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2021

Christopher P. Morrill

Executive Director/CEO

CITY COUNCIL



Elected officials

As of June 30, 2022

Gerardo Sanchez
Mayor

Matias Rosales
Councilmember
Luis Cabrera
Councilmember
Gloria Torres
Councilmember

Mario Buchanan Jr.
Vice Mayor
Africa Luna-Carrasco
Councilmember
Jose Ponce
Councilmember

Appointed officials

Lizandro Galaviz
Acting City Manager

Attorney	*Kay Macuil*
City Clerk	*Sonia Cornelio*
Economic Development Manager	*Jenny Torres*
Acting Director of Parks and Recreation	*Maria Angelica Roldan*
Director of Finance	*Monica Castro*
Fire Chief	*Angel Ramirez*
Police Chief	*Richard Jessup*
Director of Human Resources	*Adela Cortez*
Information Technology Manager	*Derek Duenas*
Magistrate	*Nohemy Echavarria*
Director of Planning & Zoning	*Jose Guzman*
Director of Public Works	*Eulogio Vera*
Risk & Property Manager	*Maria Sabori*
Senior Services Manager	*Aracely DeLaHoya*
Acting Billing and Collection Manager	*Edgar Esparza*

FINANCIAL SECTION


CITY OF SAN LUIS, AZ
INC. 1979

Independent Auditor's Report

Honorable Mayor and Members of the City Council
City of San Luis, Arizona

Report on Audit of Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, the discretely presented component unit, the aggregate remaining fund information of the City of San Luis, Arizona (City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, the discretely presented component unit, the aggregate remaining fund information, and the respective budgetary comparisons for the General Fund, the Highway Users Fund and the Community Development Fund of the City of San Luis, Arizona, as of June 30, 2022, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of City of San Luis, Arizona, and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Change in Accounting Principle

As described in Note 1, the City implemented the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*, for the year ended June 30, 2022, which represents a change in accounting principle. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for one year beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements. In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, and net pension liability information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained

during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The Introductory Section, Combining and Individual Fund Financial Statements and Schedules, and Statistical Section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Combining and Individual Fund Financial Statements and Schedules information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Information
Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section and Statistical Section but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on other work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*
In accordance with *Government Auditing Standards*, we have also issued our report dated December 20, 2022, on our consideration of City of San Luis, Arizona's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City of San Luis, Arizona's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of San Luis, Arizona's internal control over financial reporting and compliance.

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C.
Scottsdale, Arizona
December 20, 2022


CITY OF SAN LUIS, AZ
INC. 1979

MANAGEMENT'S DISCUSSION AND ANALYSIS (MD&A)

(Required Supplementary Information)


CITY OF SAN LUIS, AZ
INC. 1979

As management of the City of San Luis, Arizona (City), we offer readers of the City's financial statements this narrative overview and analysis of the financial activities of the City for the fiscal year ended June 30, 2022. The management's discussion and analysis is presented as required supplementary information to supplement the basic financial statements. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in the basic financial statements, which follow this discussion and analysis.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of the City exceeded the liabilities and deferred inflows at the close of the fiscal year by $121.5 million.

- The City's net position of governmental activities increased approximately $3.9 million to $82.1 million, and business-type activities increased $1.3 million to $39.4 million representing 68 percent and 32 percent, respectively, of the total net position of $121.5 million.

- As of the close of the fiscal year, the City's governmental funds reported combined ending fund balances of $35.5 million, an increase of $2.1 million over the prior year. Approximately 18 percent of this amount, or $6.3 million, is restricted or non-spendable.

- At the end of the current fiscal year, unassigned fund balance for the general fund was $29.3 million, or 130 percent of total general fund expenditures for the fiscal year.

- General revenues from governmental activities accounted for $24.5 million in revenues or 76 percent of all revenues from governmental activities. Program specific revenues in the form of charges for services and grants and contributions accounted for $7.9 million or 24 percent of total governmental activities. The City had $14.1 million of program revenues related to business-type activities.

- The City had $28.5 million in expenses related to governmental activities; of which $7.9 million of these expenses were offset by program specific charges for services or grants and contributions. General revenues of $24.5 million were adequate to provide for the costs of these programs. The City had $12.8 million in expenses related to business-type activities that were offset by program specific charges for services or capital grants and contributions.

- Among major governmental funds, the general fund had $25.3 million in revenues, which primarily consisted of taxes, licenses and permits, fines and forfeitures, intergovernmental, and rental revenues. The total expenditures of the general fund were $22.5 million. The general fund's fund balance increased from $28.5 million to $29.5 million. The highway users fund had revenues of $3.9 million, which consisted primarily of intergovernmental revenues, and expenditures of $3.5 million. The community development fund had revenue of $1.2 million, which consisted primarily of intergovernmental revenues, and expenditures of $845,320.

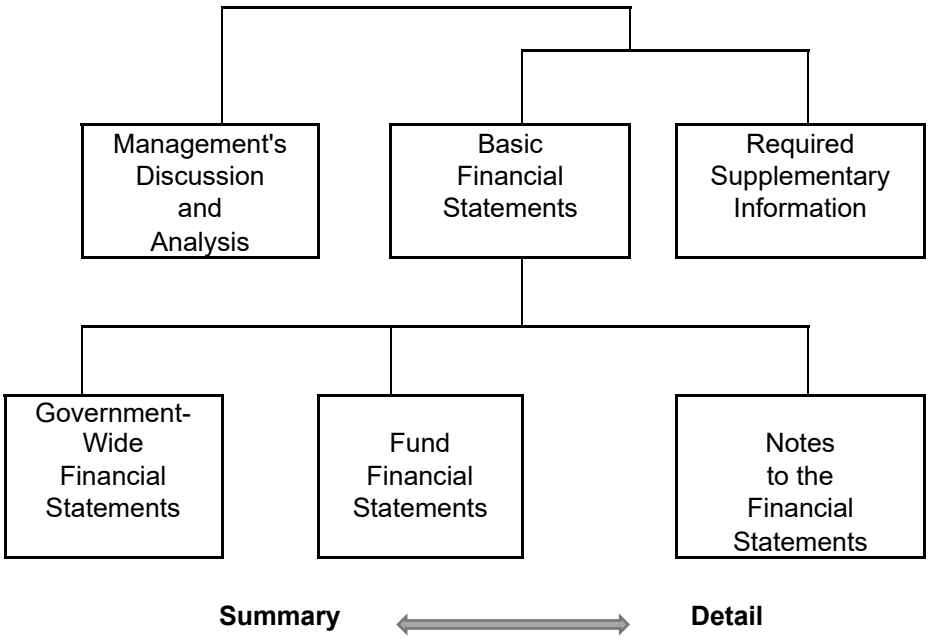
- The City's total long-term liabilities decreased from $76.9 million to $63.6 million during the current fiscal year. This decrease was due primarily to the public safety pensions becoming fully funded due to significant excess contributions in the prior year.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis are intended to serve as an introduction to the City's basic financial statements, which are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements (see Figure 1). In addition to the basic financial statements, this report contains other supplemental information that will enhance the reader's understanding of the fiscal condition of the City.

The following diagram shows how the required components of this annual comprehensive financial report are arranged and relate to one another.

Figure 1: *Required Components of Annual Financial Report*



Government-wide Financial Statements. The government-wide financial statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to a financial statement of a private-sector business. These statements are prepared under the full-accrual basis of accounting where all the current year's revenues and expenses are included regardless of when cash is received or paid. The government-wide statements provide short and long-term information about the City's financial status as a whole. These two statements report the City's net position and how they have changed. The statement of net position and the statement of activities help to determine if the City is in a better financial position as a result of the current year's activities.

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

The *statement of net position* reflects the City's net position at the end of the fiscal year. The net position of the City are the difference between total assets and deferred outflows of resources and total liabilities and deferred inflows of resources. Measuring net position is one way to evaluate the City's financial condition.

The *statement of activities* presents information showing how the City's net position changed during the recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing or related cash flows.* Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

In the government-wide financial statements the City's activities are presented in the following three categories:

- ***Governmental activities*** – Most of the City's basic services are included here, such as general government, public safety, health and welfare, culture and recreation, community development, and public works and streets. Sales taxes, intergovernmental, licenses and permits, and fines and forfeitures revenue finance most of these activities.

- ***Business-type activities*** – The services provided by the City included here are water, wastewater, business center, sanitation, ambulance services, and business incubator. The services are financed through user fees and charges.

- ***Discretely presented component unit*** – The City includes the activities of another entity in its report – The San Luis Facility Development Corporation, which owns the Detention Facility. Although legally separate, the "component unit" is required to be included for fair presentation in conformity with Generally Accepted Accounting Principles. Financial information for the component unit is reported separately from the financial information for the primary government.

Fund Financial Statements. The fund financial statements provide a more detailed look at the City's most significant activities. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City can be divided into two categories: governmental funds and proprietary funds.

- **Governmental funds.** Governmental funds are used to account for essentially the same functions reported as *governmental activities* in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on *near-term inflows of spendable resources,* as well as on *balances of spendable resources* available at the end of the fiscal year. Such information may be useful in evaluating the City's near-term financing requirements.

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for *governmental* activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in funds balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The City maintains nine individual governmental funds. Information is presented separately in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures, and changes in fund balances for the General, Highway Users, Community Development, and Debt Service Funds, all of which are considered to be major funds. Data from the other five governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these non-major governmental funds is provided in the form of combining statements and schedules in the other supplementary information section presented immediately following the notes to the financial statements.

- **Proprietary funds.** The City has two types of proprietary funds. *Enterprise funds* are used to report the same functions presented as *business-type activities* in the government-wide financial statements. The City uses separate enterprise funds to account for its water, wastewater, business center, sanitation, ambulance and business incubator, all six of which are presented as major funds of the City. Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. *Internal Service Funds* are an accounting device used to accumulate and allocate costs internally among the functions of the City. The City uses an internal service fund to account for its self-insurance program. Because this operation benefits predominantly governmental rather than business-type activities, the internal service fund has been included with the governmental activities in the government-wide financial statements.

Notes to the Financial Statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other information. In addition to the basic financial statements and accompanying notes, this report also includes certain *required supplementary information* concerning the City's progress in funding its obligation to provide pension benefits to its employees, public safety employees, and elected officials. Required supplementary information can be found immediately following the notes to the financial statements.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

As noted previously, net position may serve over time as a useful indicator of a government's financial position. In the case of the City, (see figure 2) assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $121.5 million as of June 30, 2022. By far the largest portion of the City's net position (64 percent) reflects its net investment in capital assets (e.g., land, construction in progress, buildings and improvements, machinery and equipment, and infrastructure); less any related debt still outstanding, that was used to acquire those assets. The City uses these capital assets to provide services to its citizens; consequently, these assets are *not* available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

An additional portion ten percent of the City's net position, $12.0 million at June 30, 2022, represents resources that are subject to external restrictions on how they may be used. Unrestricted net position, 26 percent at June 30, 2022, may be used to meet the government's ongoing obligations to its citizens and creditors.

The following table presents a summary of the City's net position for the fiscal years ended June 30, 2022 and 2021.

Figure 2	Governmental Activities		Business-type Activities		Total	
	2022	2021	2022	2021	2022	2021
Current and other assets	$55,557,818	$49,528,293	$30,094,069	$20,130,053	$ 85,651,887	$ 69,658,346
Capital assets, net	67,286,246	65,851,419	52,354,476	52,502,768	119,640,722	118,354,187
Total Assets	122,844,064	115,379,712	82,448,545	72,632,821	205,292,609	188,012,533
Total Deferred Outflow of Resources	4,787,180	13,645,502	1,736,101	2,956,088	6,523,281	16,601,590
Long-term liabilities	30,486,583	40,667,788	33,069,010	35,517,925	63,555,593	76,185,713
Other liabilities	9,149,699	9,098,041	1,620,074	1,575,890	10,769,773	10,673,931
Total Liabilities	39,636,282	49,765,829	34,689,084	37,093,815	74,325,366	86,859,644
Total Deferred Inflow of Resources	5,873,338	1,056,974	10,096,919	434,672	15,970,257	1,491,646
Net Position						
Net investment in capital assets	54,131,102	51,811,286	23,411,492	21,682,880	77,542,594	73,494,166
Restricted	9,971,478	9,947,936	1,985,219	1,662,459	11,956,697	11,610,395
Unrestricted	18,019,044	16,443,189	14,001,932	14,715,083	32,020,976	31,158,272
Total net position	$82,121,624	$78,202,411	$39,398,643	$38,060,422	$121,520,267	$116,262,833

GOVERNMENT-WIDE FINANCIAL STATEMENTS (CONTINUED)

Changes in net position

Governmental Activities: Net position in governmental activities saw an increase of $3.9 million. The reasons for this change can be summarized as follows:

- Program revenues covered 28 percent of total governmental expenses, decreasing from 68 percent in the prior year. This is a 40 percent decrease in total governmental expense coverage. Overall, revenues exceeded expenses resulting in the increase in net position.

- Program revenues totaled $7.9 million, which was an decrease of $10.4 million from the previous year due primarily to a one percent increase in charges for services, a 30 percent decrease in operating grants and a 80 percent decrease in capital grants. These decrease in operating grants and contributions reflects the City not utilizing as much COVID-19 funding from the federal government as in the prior year while the decrease in capital grants and contributions is due to the City receiving no donated infrastructure from developers during the year.

- General revenues are used to support program activities citywide. Total general revenues increased from the prior year by $491,497 totaling $24.5 million. This amounts to an overall increase in general revenues of two percent, which is not significant.

- Expenses totaled $28.5 million, a six percent increase compared to the previous year. This increase resulted from compensation increases and expanded positions within the police and fire departments.

- For governmental activities city sales taxes represents 37 percent of the total revenues, being the largest single source of funds, followed by state share revenues and operating grants and contributions representing 35 and 12 percent of total revenues, respectively.

Business-type Activities: Net position of the enterprise funds at the end of the year amounted to $39.4 million. The Enterprise Funds had an increase in net position of $1.3 million. Overall, total expenses exceeded revenues for all the proprietary funds, with the exception of water and sanitation.

Expenses totaled $12.8 million, a four percent increase compared to prior year. This increase was the result of larger pension expenses allocated to the enterprise funds and wastewater repair and maintenance projects.

Capital grants and contributions decreased and charges for services increased in comparison with prior year by 89 percent and one percent respectively offset by a decrease in investment earnings. The decrease in capital grants and contributions is due to the City receiving no donated infrastructure from developers during the year.

The last rate increase from city rate study to compensate for historical shortfalls took place on July 1, 2017. Net position for the enterprise funds has steadily increased over the past few years due to the growing customer base and customers paying more appropriate rates for the delivery of service.

GOVERNMENT-WIDE FINANCIAL STATEMENTS (CONTINUED)

For business-type activities, the largest part of the revenue is attributable to Charges for Services - Program Revenues, which is made up of 34 percent Water, 31 percent Wastewater, 18 percent Ambulance, and 12 percent Sanitation funds.

Figure 3	Governmental Activities		Business-type Activities		Total	
	2022	**2021**	**2022**	**2021**	**2022**	**2021**
Revenues						
Program Revenues:						
Charges for services	$1,956,061	$1,931,378	$13,800,769	$13,615,328	$ 15,756,830	$ 15,546,706
Operating grants and contributions	3,837,548	5,517,652			3,837,548	5,517,652
Capital grants and contributions	2,069,581	10,801,651	337,189	3,158,839	2,406,770	13,960,490
General Revenues:						
City sales taxes	11,954,405	12,128,587			11,954,405	12,128,587
Franchise taxes	459,210	445,924			459,210	445,924
Property taxes	591,017	491,053			591,017	491,053
State shared revenues	11,449,813	10,942,821			11,449,813	10,942,821
Investment earnings	68,556	23,119	6,255	22,992	74,811	46,111
Total Revenues	32,386,191	42,282,185	14,144,213	16,797,159	46,530,404	59,079,344
Expenses						
General Government	6,471,663	6,607,195			6,471,663	6,607,195
Public Safety	10,777,088	10,024,938			10,777,088	10,024,938
Public Works & Streets	4,935,627	5,078,056			4,935,627	5,078,056
Health and Welfare	455,673	394,653			455,673	394,653
Culture and Recreation	3,376,103	2,818,162			3,376,103	2,818,162
Community Development	1,782,982	1,490,104			1,782,982	1,490,104
Interest on Long-Term Debt	667,842	558,408			667,842	558,408
Water			3,478,927	3,445,313	3,478,927	3,445,313
Wastewater			4,536,975	4,012,743	4,536,975	4,012,743
Business Center			652,574	651,827	652,574	651,827
Sanitation			1,482,881	1,525,841	1,482,881	1,525,841
Business Incubator			206,348	189,976	206,348	189,976
Ambulance Services			2,448,287	2,464,088	2,448,287	2,464,088
Total expenses	28,466,978	26,971,516	12,805,992	12,289,788	41,272,970	39,261,304
Increase/(decrease) in net position	3,919,213	15,310,669	1,338,221	4,507,371	5,257,434	19,818,040
Transfer		(345,344)		345,344		
Net position – beginning	78,202,411	63,237,086	38,060,422	33,207,707	116,262,833	96,444,793
Net position - ending	$82,121,624	$78,202,411	$39,398,643	$38,060,422	$121,520,267	$116,262,833

GOVERNMENT-WIDE FINANCIAL STATEMENTS (CONTINUED)

Governmental and Business-type activities. The following table (Figure 4) presents the cost of the major City functional activities. The table also shows each function's net cost (total cost less charges for services generated by the activities and intergovernmental aid provided for specific programs). The net cost shows the financial burden that was placed on the State and City's taxpayers by each of these functions.

- The cost of all governmental activities this year was $28.5 million. The cost of all business-type activities this year was $12.8 million.

- Federal, State, and County governments and charges for services subsidized certain governmental and business-type programs with grants and contributions and other local revenues of $22.0 million.

- The net cost of governmental activities of $20.6 million was financed by general revenues of $24.5 million, which are primarily made up of sales taxes and state shared revenues.

- Business type activities showed an increase in changes to net position of $1.3 million in the fiscal year ended June 30, 2022 as compared to the prior fiscal year. The ability of user fee charges over the past years have played a significant role in consistent increases to net position even if at a slower increase in the current year than in prior years. However, capital contributions received decreased in comparison with prior year due to the City receiving no donated infrastructure from developers during the year.

Figure 4 - Activities	Total Expenses	Net (Expense)/ Revenue
General Government		
Governmental Activities	$ 6,471,663	$(4,384,028)
Public Safety	10,777,088	(9,465,714)
Public Works and Streets	3,376,103	(1,019,613)
Health and Welfare	455,673	(360,421)
Culture and Recreation	4,935,627	(2,989,387)
Community Development	1,782,982	(1,716,783)
Interest on Long-Term Debt	667,842	(667,842)
Total Expenses	28,466,978	(20,603,788)
Business-Type Activities		
Water	3,478,927	1,397,932
Wastewater	4,536,975	(69,940)
Business Center	652,574	(19,178)
Sanitation	1,482,881	157,882
Business Incubator	206,348	(116,268)
Ambulance Services	2,448,287	(18,462)
Total Expenses	12,805,992	1,331,966
Total	$41,272,970	($19,271,822)

GOVERNMENT-WIDE FINANCIAL STATEMENTS (CONTINUED)

Discretely Component Unit

The Detention Facility, which is a legally separate component unit within the financial statements of the City of San Luis, Arizona, presents at June 30, 2022 a positive net position of $3.1 million. This is an increase of $2.9 million when compared to the $175,344 net position balance from last year. There were also increases in revenue and expenses due to increases in the populations residing within the facility. Revenues increased ten percent in comparison to prior year and expenses increased 14 percent.

Financial Analysis of the City's Funds

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds: The focus of the City governmental funds is to provide information on near term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, fund balance available for appropriations can be a useful measure of a government's net resources available for spending at the end of the fiscal year. The City's major governmental funds include the General Fund, the Highway Users Fund, the Community Development Fund, and the Debt Service fund. The remaining governmental funds are considered non-major.

At June 30, 2022, the City's governmental funds reported combined fund balance of $35.5 million, an increase of $2.1 million from prior year.

The General Fund is the chief operating fund of the City. At the end of the current year fiscal year, the City's fund balance available in the general fund was $29.5 million. As a measure of the general fund's liquidity, unassigned fund balance represents approximately 130 percent of total general fund expenditures and total fund balance represents approximately 131 percent of that same amount. A fund balance percentage of 15 to 20 percent of expenditures is typically considered a sign of financial health.

The Highway Users Fund accounts for the revenues and expenditures dedicated to support the maintenance, repair and construction of streets. During the current year, fund balance increased $467,258 to $2.5 million due to revenues of $3.9 million exceeding streets maintenance and improvement expenditures of $3.5 million.

The Community Development Fund accounts for resources received under federal, state and local grants for community development projects. During the current year, fund balance increased $482,419 to a deficit of $95,188 due to receipt of late fiscal year 2021 grant reimbursements.

The Debt Service Fund accounts for the resources accumulated for payment of interest and principal on governmental activities debt backed by the City's excise taxes. During the current year, resources of $1.6 million were transferred in from the General Fund for the annual principal and interest expenditures of $1.6 million. Fund balance only increased $1 during the fiscal year to $264,995.

BUDGETARY HIGHLIGHTS

The City's annual budget is the legally adopted expenditure control document of the City. Budgetary comparison statements are required for the general fund and all major funds. These statements compare the budget as amended throughout the fiscal year, and the actual expenditures prepared on a budgetary basis.

The City revised the budget on several occasions. Generally, budget amendments fall into one of three categories: 1) amendments made to adjust the estimates that are used to prepare the original budget ordinance once exact information is available; 2) amendment to recognize new funding amounts from external sources, such as Federal and State grants; and 3) increases in appropriation that become necessary to maintain services.

General Fund revenues for fiscal year 2022 were $1.1 million more than projected. Key differences between final estimated revenues and actual revenues were due to continued strong sales taxes collections within San Luis and across Arizona generally.

General Fund expenditures were $4.7 million less than the revised fiscal year 2022 budget due to the following:

- City of San Luis has struggled in filling its open positions in various departments creating positive variances in the operating budget.
- Construction of the East Fire Station did not start until the end of fiscal year 2021-22 leaving a majority of the budget for this item for the next fiscal year.
- Due to supply chain constraints, the City did not receive a fire truck budgeted and ordered before the end of fiscal year 2021-22.
- The City anticipated expending matching funds for certain grants in fiscal year 2021-22, but the grant awards were delayed into fiscal year 2022-23.

CAPITAL ASSETS

As of June 30, 2022, the City had invested $204.6 million in capital assets including land, buildings, facilities, vehicles, computers, equipment, and infrastructure assets prior to depreciation. Total depreciation expense for the year was $3.6 million for the governmental activities and $2.2 million for the business-type-activities.

The following schedule (Figure 5) presents capital asset balances for the fiscal year ended June 30, 2022 and 2021.

Figure 5	Governmental Activities		Business-type Activities		Total	
	2022	2021	2022	2021	2022	2021
Land	$ 4,921,886	$ 4,893,395	$ 685,239	$ 685,239	$ 5,607,125	$ 5,578,634
Construction in progress	3,360,415	887,866	638,784	84,105	3,999,199	971,971
Buildings and Improvements	26,694,230	26,174,854	10,035,381	10,023,090	36,729,611	36,171,348
Machinery and equipment	15,231,592	13,936,529	11,319,678	10,723,568	26,551,270	24,686,693
Infrastructure	69,630,178	69,227,271	62,126,618	62,013,930	131,756,796	131,241,201
Right-to-use leases			702,519		702,519	
Total	$119,838,301	$115,119,915	$85,508,219	$83,529,932	$205,346,520	$198,649,847

Major capital asset events during the current fiscal year included the following:

- Commencement of construction of a new fleet services building and fabrication of a new fire truck at a combined cost of $1.8 million.
- Commencement of construction on a new community park at a cost of $322,609.
- Improvements to the wastewater treatment plant of $139,464.

Additional information on the City's capital assets can be found in Note 5 of this report.

DEBT ADMINISTRATION

At year end, the City's debts represent Revenue Bonds in the amount of $49.0 million for both governmental and business-type activities that are backed solely by specified revenue sources (i.e., excise taxes and fees collected). The remainder which is composed of financed purchases, leases, and notes are paid from user fees and charges and others.

Long-term debt decreased by $78,979 due primarily to debt principal retirement.

DEBT ADMINISTRATION (CONTINUED)

The following schedule presents a summary of the City's outstanding long-term debt for the fiscal year ended June 30, 2022 and 2021.

OUTSTANDING DEBT

(Revenue Bonds, Financed Purchases, Leases, and Notes Payable)

Figure 6	Governmental Activities		Business-type Activities		Total	
	2022	2021	2022	2021	2022	2021
Revenue bonds	$20,697,655	$21,429,405	$30,684,638	$30,415,890	$51,382,293	$51,845,295
Financed purchases	156,973	208,986	15,698	100,396	172,671	309,382
Leases payable			699,163		699,163	
Note payable	436,325	564,707	88,478	138,525	524,803	703,232
Total	$21,290,953	$22,203,098	$31,487,977	$30,654,811	$52,778,930	$52,857,909

Additional information on the City's long-term obligations can be found in Notes 7 through 11 of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

The City's revenues and expenditures/expenses are affected by changes in international, national and local economic factors. Economic growth can be measured by various factors. Highlights of the economic factors that affected the City this past fiscal year are explained below:

- The yearly number of visitors crossing the border in the City increased for private vehicles, pedestrians, and commercial crossings, which indicates the release of the border crossing restriction due to the COVID-19 pandemic. When comparing the current year to the previous year, daily averages of vehicles increased by 28%, pedestrians by 24%, and commercial crossing by 10%. The peak months for all crossings occur in December through May and hit the lowest point during the summer months of July and August. (Source: United States Department of Transportation).

Figure 7	BORDER CROSSING					
	Fiscal Year 2022			Fiscal Year 2021		
Class	Per Month High	Per Month Low	Daily Average	Per Month High	Per Month Low	Daily Average
Vehicles	745,901	628,300	22,240	627,543	423,155	17,387
Pedestrians	211,765	110,492	5,557	172,839	95,503	4,469
Commercial	12,389	6,825	275	12,095	5,476	251

ECONOMICS FACTORS AND NEXT YEAR'S BUDGET (CONTINUED)

- General fund revenues come from two main sources: local sales taxes and intergovernmental revenues. The City of San Luis, like all Arizona cities, places significant reliance on collected local sales tax. Overall, local sales tax revenues encompassed 49 percent of the $25.3 million general revenues in fiscal year 2022. Our composition of sales taxes is made up of retail trade, wholesale trade, construction activities, and communications. Our retail sales decreased by 1.4 percent compared to last year since the stimulus money injected into the economy has worn off. We expect a slight increase in sales tax revenue through the fiscal year 2022-23 in construction, retail, and food industries compared to the fiscal year 2021-22 levels due to the substantial interest in developing new subdivisions and the rising cost of goods and services. However, increasing interest rates and inflation can also affect the acquisition power, resulting in a slight decrease or no change in the retail sales tax revenue in the next year.

- The City also receives significant revenue allocations from the State for income tax, sales tax, and motor vehicle tax. These revenue sources are placed in the City's General Fund to support the City's day-to-day activities.

There is quite a bit of opportunity and business potential still available within the City.

Population and residential growth increased the demand for commercial development. Several commercial projects have already been completed, which include a Starbucks and a car wash. Several businesses will complete construction in fiscal year 2022-23, including a financial institution and two fast-food restaurants. In addition, the medical mall is planning to expand to include a 15-bed hospital, and two new hotels are currently in development.

To address the community's growing needs, the City expects to complete the construction of a new Fire Station in the East area of the City in the second quarter of next year. The City also started designing a new Police Station in the same area. Currently, the construction of three schools is undergoing, which will serve a combined total of 3000 children.

A major investment for the community is the $300.0 million in federal funds allocated for the modernization of the San Luis I Port of Entry that will double the number of vehicle lanes and double the number of border crossers. The project is expected to start construction in fiscal year 2022-23.

The City continues to face many important growth issues, and its citizens and municipal government are committed to finding solutions for the future. The City maintains a strong commitment to sustainability and cost-effective services while delivering the same quantity and the best quality of services to its constituents.

CONTACTING THE CITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, customers, and investors and creditors with a general overview of the City's finances and to demonstrate the City's accountability for the resources it receives. If you have questions about this report or need additional information, contact the City's Finance Director.


CITY OF SAN LUIS, AZ
INC. 1979

BASIC FINANCIAL STATEMENTS


CITY OF SAN LUIS, AZ
INC. 1979

CITY OF SAN LUIS, ARIZONA
STATEMENT OF NET POSITION
JUNE 30, 2022

	Primary Government			Component Unit
	Governmental Activities	Business-type Activities	Total	Detention Facility
ASSETS				
Current assets:				
Equity in pooled cash	$ 11,467,083	$ 1,715,182	$ 13,182,265	$
Cash and investments	27,719,725	20,374,270	48,093,995	
Cash with trustee				849,457
Accounts receivable (net)	2,545,989	1,288,475	3,834,464	4,107,358
Property taxes receivable	16,325		16,325	
Internal balances	3,986,574	(3,986,574)		
Notes receivable		26,007	26,007	
Due from governmental entities	2,613,501		2,613,501	
Leases receivable	11,264	614,798	626,062	
Prepaid items	256,530	102,049	358,579	
Supplies inventory	127,765	313,394	441,159	
Total current assets	48,744,756	20,447,601	69,192,357	4,956,815
Noncurrent assets:				
Restricted cash and investments	2,465,615	677,325	3,142,940	6,726,347
Leases receivable	455,728	8,278,222	8,733,950	
Net pension assets	3,891,719	690,921	4,582,640	
Capital assets, not being depreciated	8,282,301	1,324,024	9,606,325	661,359
Capital assets, net of accumulated depreciation	59,003,945	51,030,452	110,034,397	24,225,792
Total noncurrent assets	74,099,308	62,000,944	136,100,252	31,613,498
Total assets	122,844,064	82,448,545	205,292,609	36,570,313
DEFERRED OUTFLOWS OF RESOURCES				
Pension plan items	4,713,610	915,988	5,629,598	
Deferred loss on refunding	73,570	820,113	893,683	272,571
Total deferred outflows of resources	4,787,180	1,736,101	6,523,281	272,571
LIABILITIES				
Current liabilities:				
Accounts payable	1,492,693	389,554	1,882,247	3,789,647
Estimated claims and judgments	658,196		658,196	
Accrued payroll and taxes	1,268,735	113,969	1,382,704	
Court bonds payable	34,071		34,071	
Customer deposits	725	512,169	512,894	
Accrued interest	370,988	604,382	975,370	356,600
Current portion of long-term liabilities	1,725,496	1,901,350	3,626,846	2,645,000
Unearned revenue	5,324,291		5,324,291	
Total current liabilities	10,875,195	3,521,424	14,396,619	6,791,247
Noncurrent liabilities:				
Non-current portion of long-term liabilities	28,761,087	31,167,660	59,928,747	26,977,698
Total noncurrent liabilities	28,761,087	31,167,660	59,928,747	26,977,698
Total liabilities	39,636,282	34,689,084	74,325,366	33,768,945
DEFERRED INFLOWS OF RESOURCES				
Pension plan items	5,266,622	1,098,577	6,365,199	
Deferred gain on refunding	145,605	160,773	306,378	
Leases	461,111	8,837,569	9,298,680	
Total deferred inflows of resources	5,873,338	10,096,919	15,970,257	
NET POSITION				
Net investment in capital assets	54,131,102	23,411,492	77,542,594	(4,462,977)
Restricted for:				
Debt service	264,996		264,996	5,673,858
Capital projects	2,224,138	1,985,219	4,209,357	
Special purposes	473,993		473,993	
HURF	2,494,718		2,494,718	
Employee benefits	3,784,038		3,784,038	
Other purposes	729,595		729,595	
Unrestricted	18,019,044	14,001,932	32,020,976	1,863,058
Total net position	$ 82,121,624	$ 39,398,643	$ 121,520,267	$ 3,073,939

The notes to the basic financial statements are an integral part of this statement.

CITY OF SAN LUIS, ARIZONA
STATEMENT OF ACTIVITIES
YEAR ENDED JUNE 30, 2022

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions
Primary Government				
Governmental activities:				
General government	$ 6,471,663	$ 1,793,937	$ 197,842	$ 95,856
Public safety	10,777,088	82,127	985,946	243,301
Public works and streets	4,935,627	37,442	2,503,371	1,375,201
Health and welfare	455,673		95,252	
Culture and recreation	3,376,103	42,555	36,041	308,120
Community development	1,782,982		19,096	47,103
Interest on long term debt	667,842			
Total governmental activities	28,466,978	1,956,061	3,837,548	2,069,581
Business-type activities:				
Water	3,478,927	4,746,978		129,881
Wastewater	4,536,975	4,259,727		207,308
Business center	652,574	633,396		
Sanitation	1,482,881	1,640,763		
Business incubator	206,348	90,080		
Ambulance services	2,448,287	2,429,825		
Total business-type activities	12,805,992	13,800,769		337,189
Total primary government	$ 41,272,970	$ 15,756,830	$ 3,837,548	$ 2,406,770
Component Unit				
Detention Facility	$ 22,367,541	$ 25,263,660		
Total component unit	$ 22,367,541	$ 25,263,660		

General revenues:
Taxes:
City sales taxes for general purposes
Franchise taxes
Property taxes
State shared revenue (not restricted)
Investment earnings
Total general revenues and transfers

Changes in net position

Net position, beginning of year

Net position, end of year

The notes to the basic financial statements are an integral part of this statement.

Net (Expense) Revenue and Changes in Net Position			
Primary Government			Component Unit
Governmental Activities	Business-type Activities	Totals	Detention Facility
$ (4,384,028)	$	$ (4,384,028)	$
(9,465,714)		(9,465,714)	
(1,019,613)		(1,019,613)	
(360,421)		(360,421)	
(2,989,387)		(2,989,387)	
(1,716,783)		(1,716,783)	
(667,842)		(667,842)	
(20,603,788)		(20,603,788)	
	1,397,932	1,397,932	
	(69,940)	(69,940)	
	(19,178)	(19,178)	
	157,882	157,882	
	(116,268)	(116,268)	
	(18,462)	(18,462)	
	1,331,966	1,331,966	
(20,603,788)	1,331,966	(19,271,822)	
			$ 2,896,119
			$ 2,896,119
11,954,405		11,954,405	
459,210		459,210	
591,017		591,017	
11,449,813		11,449,813	
68,556	6,255	74,811	2,476
24,523,001	6,255	24,529,256	2,476
3,919,213	1,338,221	5,257,434	2,898,595
78,202,411	38,060,422	116,262,833	175,344
$ 82,121,624	$ 39,398,643	$ 121,520,267	$ 3,073,939

The notes to the basic financial statements are an integral part of this statement.


CITY OF SAN LUIS, AZ
INC. 1979

FUND FINANCIAL STATEMENTS


CITY OF SAN LUIS, AZ
INC. 1979

GOVERNMENTAL FUNDS

CITY OF SAN LUIS, ARIZONA
BALANCE SHEET - GOVERNMENTAL FUNDS
JUNE 30, 2022

	General	Highway Users	Community Development
ASSETS			
Equity in pooled cash	$ 5,383,955	$	$ 5,074,725
Cash and investments	16,457,559	4,339,462	
Restricted cash and investments			
Accounts receivable (net)	2,425,387	2,426	
Property taxes receivable			
Due from governmental entities	1,914,570	334,608	265,635
Due from other funds	7,169,737		
Leases receivable	466,992		
Prepaid items	176,737	1,250	78,400
Inventories	10,624	117,141	
Total assets	$ 34,005,561	$ 4,794,887	$ 5,418,760
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES			
Liabilities:			
Accounts payable	$ 841,886	$ 608,287	$ 7,448
Accrued payroll and taxes	1,239,017	28,776	942
Court bonds payable	34,071		
Customer deposits	725		
Due to other funds	246,171	1,663,106	
Bond interest payable			
Bonds payable			
Unearned revenue	1,331		5,322,960
Total liabilities	2,363,201	2,300,169	5,331,350
Deferred inflows of resources:			
Unavailable revenue - municipal court	777,975		
Unavailable revenue - intergovernmental			182,598
Unavailable revenue - property taxes			
Unavailable revenue - other	874,910		
Leases	461,111		
Total deferred inflows of resources	2,113,996		182,598
Fund balances (deficits):			
Nonspendable	187,361	118,391	78,400
Restricted		2,376,327	
Unassigned	29,341,003		(173,588)
Total fund balances	29,528,364	2,494,718	(95,188)
Total liabilities, deferred inflows of resources and fund balances	$ 34,005,561	$ 4,794,887	$ 5,418,760

The notes to the basic financial statements are an integral part of this statement.

Debt Service	Non-Major Governmental Funds	Total Governmental Funds
$	$ 1,008,403	$ 11,467,083
	2,835,861	23,632,882
2,465,615		2,465,615
4,355	3,148	2,435,316
	16,325	16,325
	98,688	2,613,501
		7,169,737
		466,992
143		256,530
		127,765
$ 2,470,113	$ 3,962,425	$ 50,651,746
$	$ 35,072	$ 1,492,693
		1,268,735
		34,071
		725
931,567	587,037	3,427,881
370,988		370,988
902,562		902,562
		5,324,291
2,205,117	622,109	12,821,946
		777,975
	18,155	200,753
	8,906	8,906
		874,910
		461,111
	27,061	2,323,655
143		384,295
264,853	3,313,255	5,954,435
		29,167,415
264,996	3,313,255	35,506,145
$ 2,470,113	$ 3,962,425	$ 50,651,746

CITY OF SAN LUIS, ARIZONA
RECONCILIATION OF THE BALANCE SHEET - GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION
JUNE 30, 2022

Total governmental fund balances		**$ 35,506,145**
Amounts reported for *governmental activities* in the Statement of Net Position are different because:		
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.		
Governmental capital assets	$ 119,838,301	
Less accumulated depreciation	(52,552,055)	67,286,246
Some receivables are not available to pay for current period expenditures and, therefore, are reported as unavailable revenues in the funds.		
Municipal court	777,975	
Intergovernmental	200,753	
Property taxes	8,906	
Other	874,910	1,862,544
Deferred items related to the refunding of bonds are amortized over the life of the associated bond issue in the government-wide statements but not reported in the funds.		(72,035)
Deferred outflows and inflows of resources related to pensions are applicable to future periods and, therefore, are not reported in the funds.		
Deferred outflows of resources related to pensions	4,713,610	
Deferred inflows of resources related to pensions	(5,266,622)	(553,012)
The Internal Service Fund is used by management to charge the cost of insurance to the individual funds. The assets and liabilities of the Internal Service Fund are included in the Statement of Net Position.		3,784,038
The net pension assets are not a current financial resrouce and, therefore, are not reported in the funds.		3,891,719
Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds.		
Compensated absences payable	(880,412)	
Note payable	(436,325)	
Net pension liability	(8,315,218)	
Financed purchases	(156,973)	
Bonds payable	(19,795,093)	(29,584,021)
Net position of governmental activities		**$ 82,121,624**

The notes to the basic financial statements are an integral part of this statement.


CITY OF SAN LUIS, AZ
INC. 1979

CITY OF SAN LUIS, ARIZONA
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS
YEAR ENDED JUNE 30, 2022

	General	Highway Users	Community Development
Revenues:			
Taxes	$ 12,413,615	$	$
Licenses and permits	739,854		
Intergovernmental	11,432,094	3,376,414	1,141,628
Fines and forfeitures	259,621		
Property taxes			
Charges for services	70,020		
Rents	187,744		
Investment earnings	44,556	6,329	
Other	119,304	37,442	42,555
Development fees		473,868	
Total revenues	25,266,808	3,894,053	1,184,183
Expenditures:			
Current -			
General government	5,629,683		92,017
Public safety	9,211,142		276,422
Public works and streets		2,561,741	78,134
Health and welfare	283,308		113,164
Culture and recreation	2,858,847		57,592
Community development	1,261,698		19,636
Capital outlay	3,190,915	932,891	208,355
Debt service -			
Interest	1,280		
Principal	84,273		
Total expenditures	22,521,146	3,494,632	845,320
Excess (deficiency) of revenues over expenditures	2,745,662	399,421	338,863
Other financing sources (uses):			
Transfers in		149,178	143,556
Transfers out	(1,671,724)	(81,341)	
Total other financing sources (uses)	(1,671,724)	67,837	143,556
Changes in fund balances	1,073,938	467,258	482,419
Fund balances (deficits), beginning of year	28,454,426	2,027,460	(577,607)
Fund balances (deficits), end of year	$ 29,528,364	$ 2,494,718	$ (95,188)

The notes to the basic financial statements are an integral part of this statement.

Debt Service	Non-Major Governmental Funds	Total Governmental Funds
$	$ 199,801	$ 12,613,416
		739,854
	585,679	16,535,815
	146,844	406,465
	584,631	584,631
		70,020
	2,500	190,244
5,879	7,587	64,351
	13,046	212,347
	601,513	1,075,381
5,879	2,141,601	32,492,524
	71,866	5,793,566
	557,897	10,045,461
	62,412	2,702,287
		396,472
		2,916,439
	428,567	1,709,901
	700,750	5,032,911
743,647	15,958	760,885
902,562	96,122	1,082,957
1,646,209	1,933,572	30,440,879
(1,640,330)	208,029	2,051,645
1,640,331		1,933,065
	(180,000)	(1,933,065)
1,640,331	(180,000)	
1	28,029	2,051,645
264,995	3,285,226	33,454,500
$ 264,996	$ 3,313,255	$ 35,506,145

CITY OF SAN LUIS, ARIZONA
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
YEAR ENDED JUNE 30, 2022

Changes in fund balances - total governmental funds		**$ 2,051,645**
Amounts reported for *governmental activities* in the Statement of Activities are different because:		
Governmental funds report the portion of capital outlay for capitalized assets as expenditures. However, in the Statement of Activities, the costs of those assets are allocated over their estimated useful lives as depreciation expense.		
Expenditures for capitalized assets	$ 5,024,346	
Less current year depreciation	(3,648,573)	1,375,773
Some revenues in the Statement of Activities that do not provide current financial resources are not reported as revenues in the funds.		
Donated capital assets	59,054	
Municipal court	3,886	
Intergovernmental	(530,828)	
Property taxes	6,386	
Other	333,245	(128,257)
The repayments of long term debt principal are expenditures in the governmental funds. However, this transaction has no effect on net position.		
Revenue bonds principal retirement	902,562	
Financed purchase principal retirement	52,013	
Notes payable principal retirement	128,382	1,082,957
Governmental funds report pension contributions as expenditures. However, they are reported as deferred outflows of resources in the Statement of Net Position. The change in the net pension liability, adjusted for deferred pension items, is reported as pension expense in the Statement of Activities.		
Current year pension contributions	1,420,040	
Pension expense	(1,469,509)	(49,469)
Some expenses reported in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		
Amortization of deferred bond items	93,043	
Compensated absences	1,501	94,544
The Internal Service Fund is used by management to charge the cost of insurance to the individual funds. The changes in net position of the Internal Service Fund is reported with governmental activities in the Statement of Activities.		(507,980)
Changes in net position in governmental activities		**$ 3,919,213**

The notes to the basic financial statements are an integral part of this statement.

CITY OF SAN LUIS, ARIZONA
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
GENERAL
YEAR ENDED JUNE 30, 2022

	Budgeted Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actual	
Revenues:				
Taxes	$ 12,034,330	$ 12,034,330	$ 12,413,615	$ 379,285
Licenses and permits	974,220	974,220	739,854	(234,366)
Intergovernmental	10,294,803	10,294,803	11,432,094	1,137,291
Charges for services	44,650	44,650	70,020	25,370
Fines and forfeitures	198,740	198,740	259,621	60,881
Investment earnings	16,100	16,100	44,556	28,456
Rents	517,700	517,700	187,744	(329,956)
Other	77,900	77,900	119,304	41,404
Total revenues	24,158,443	24,158,443	25,266,808	1,108,365
Expenditures:				
Current -				
General government				
City council	1,390,510	1,303,270	784,221	519,049
City administration	1,116,576	569,011	386,501	182,510
City clerk	254,520	263,410	222,000	41,410
City attorney	257,344	289,754	253,756	35,998
City prosecutor	334,052	348,372	337,479	10,893
Finance	512,110	551,990	433,909	118,081
Human resources	420,698	429,198	250,659	178,539
Municipal court	835,820	841,720	706,172	135,548
Information technology	599,036	666,826	576,808	90,018
Facilities	517,431	550,541	510,318	40,223
Fleet services	233,282	234,542	221,970	12,572
Risk and property	475,046	568,136	346,337	221,799
Billing and collections	34,938	65,282	28,229	37,053
Non departmental	361,731	519,521	571,324	(51,803)
Public safety				
Police department	6,203,560	6,514,760	6,125,268	389,492
Fire department	3,257,915	3,397,695	3,085,874	311,821
Health and welfare				
Senior services	296,500	320,920	283,308	37,612
Culture and recreation				
Cultural center	223,300	231,770	196,005	35,765
Parks ground	1,487,910	1,576,620	1,509,868	66,752
Parks - recreation	754,160	441,200	664,851	(223,651)
Youth center	254,520	620,300	245,539	374,761
Aquatic center	262,660	262,870	242,584	20,286
Community development				
Development services	536,295	536,295	406,443	129,852
Building safety	545,650	545,650	469,811	75,839
Economic development	375,588	409,608	385,444	24,164
Capital outlay	3,643,380	5,094,465	3,190,915	1,903,550
Debt service -				
Interest	1,290	1,290	1,280	10
Principal	78,020	78,020	84,273	(6,253)
Total expenditures	25,263,842	27,233,036	22,521,146	4,711,890
Excess (deficiency) of revenues over expenditures	(1,105,399)	(3,074,593)	2,745,662	5,820,255
Other financing sources (uses):				
Transfers out	(4,749,490)	(4,749,490)	(1,671,724)	3,077,766
Changes in fund balances	(5,854,889)	(7,824,083)	1,073,938	8,898,021
Fund balances, beginning of year	(5,112,415)	(1,960,847)	28,454,426	30,415,273
Fund balances, end of year	$ (10,967,304)	$ (9,784,930)	$ 29,528,364	$ 39,313,294

The notes to the financial statements are an integral part of this statement.

CITY OF SAN LUIS, ARIZONA
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
HIGHWAY USERS
YEAR ENDED JUNE 30, 2022

	Budgeted Amounts			Variance with Final Budget Positive
	Original	Final	Actual	(Negative)
Revenues:				
Intergovernmental	$ 2,965,580	$ 2,965,580	$ 3,376,414	$ 410,834
Investment earnings	1,050	1,050	6,329	5,279
Other	250,000	250,000	37,442	(212,558)
Development fees	406,800	406,800	473,868	67,068
Total revenues	3,623,430	3,623,430	3,894,053	270,623
Expenditures:				
Current -				
Public works and streets	2,685,499	2,898,254	2,561,741	336,513
Capital outlay	2,865,870	2,312,470	932,891	1,379,579
Total expenditures	5,551,369	5,210,724	3,494,632	1,716,092
Excess (deficiency) of revenues over expenditures	(1,927,939)	(1,587,294)	399,421	1,986,715
Other financing sources (uses):				
Transfers in	1,180,000	1,180,000	149,178	(1,030,822)
Transfers out	(516,160)	(516,160)	(81,341)	434,819
Total other financing sources (uses)	663,840	663,840	67,837	(596,003)
Changes in fund balances	(1,264,099)	(923,454)	467,258	1,390,712
Fund balances (deficits), beginning of year	(2,130,027)	(2,076,002)	2,027,460	4,103,462
Fund balances (deficits), end of year	$ (3,394,126)	$ (2,999,456)	$ 2,494,718	$ 5,494,174

The notes to the basic financial statements are an integral part of this statement.

CITY OF SAN LUIS, ARIZONA
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
COMMUNITY DEVELOPMENT
YEAR ENDED JUNE 30, 2022

	Budgeted Amounts			Variance with Final Budget Positive
	Original	Final	Actual	(Negative)
Revenues:				
Intergovernmental	$ 5,710,170	$ 5,710,170	$ 1,141,628	$ (4,568,542)
Other	13,230	13,230	42,555	29,325
Total revenues	5,723,400	5,723,400	1,184,183	(4,539,217)
Expenditures:				
Current -				
General government	4,000,000	982,000	92,017	889,983
Public safety			276,422	(276,422)
Public works and streets			78,134	(78,134)
Health and welfare	103,230	118,756	113,164	5,592
Culture and recreation	20,000	20,000	57,592	(37,592)
Community development			19,636	(19,636)
Capital outlay	4,074,490	5,493,089	208,355	5,284,734
Total expenditures	8,197,720	6,613,845	845,320	5,768,525
Excess (deficiency) of revenues over expenditures	(2,474,320)	(890,445)	338,863	1,229,308
Other financing sources (uses):				
Transfers in	2,474,320	2,474,320	143,556	(2,330,764)
Total other financing sources (uses)	2,474,320	2,474,320	143,556	(2,330,764)
Changes in fund balances		1,583,875	482,419	(1,101,456)
Fund balances (deficits), beginning of year	143,742	143,742	(577,607)	(721,349)
Fund balances (deficits), end of year	$ 143,742	$ 1,727,617	$ (95,188)	$ (1,822,805)

The notes to the basic financial statements are an integral part of this statement.


CITY OF SAN LUIS, AZ
INC. 1979

PROPRIETARY FUND FINANCIAL STATEMENTS

CITY OF SAN LUIS, ARIZONA
STATEMENT OF FUND NET POSITION
PROPRIETARY FUNDS
JUNE 30, 2022

	Enterprise Funds		
	Water	Wastewater	Sanitation
ASSETS			
Current assets:			
Equity in pooled cash	$ 2,500	$ 363,451	$ 203,002
Cash and investments	12,634,400	6,381,295	
Accounts receivable (net)	515,053	101,722	25,503
Notes receivable	26,007		
Due from other funds			
Leases receivable			
Prepaid items and other assets	230,712	81,514	28,820
Total current assets	13,408,672	6,927,982	257,325
Noncurrent assets:			
Restricted cash and investments	677,325		
Leases receivable			
Net pension assets			
Capital assets, not being depreciated	348,627	468,176	124,032
Capital assets, net of accumulated depreciation	19,481,760	24,845,620	191,562
Total noncurrent assets	20,507,712	25,313,796	315,594
Total assets	33,916,384	32,241,778	572,919
DEFERRED OUTFLOWS OF RESOURCES			
Pension plan items	148,970	202,334	55,882
Deferred loss on refunding			
Total deferred outflows of resources	148,970	202,334	55,882
LIABILITIES			
Current liabilities:			
Accounts payable	81,545	189,445	48,039
Estimated claims and judgments			
Accrued payroll and taxes	18,962	28,781	9,683
Customer deposits	494,900	10,850	
Due to other funds	3,080		
Accrued interest	214,503	249,019	
Current portion of long-term liabilities	425,141	536,019	63,135
Total current liabilities	1,238,131	1,014,114	120,857
Noncurrent liabilities:			
Non-current portion of long-term liabilities	9,891,266	11,694,357	219,698
Total noncurrent liabilities	9,891,266	11,694,357	219,698
Total liabilities	11,129,397	12,708,471	340,555
DEFERRED INFLOWS OF RESOURCES			
Pension plan items	171,277	228,370	57,092
Deferred gain on refunding	75,836	84,937	
Leases			
Total deferred inflows of resources	247,113	313,307	57,092
NET POSITION			
Net investment in capital assets	10,004,115	14,663,301	227,116
Restricted for:			
Capital projects	504,322	1,480,897	
Employee benefits			
Unrestricted	12,180,407	3,278,136	4,038
Total net position	$ 22,688,844	$ 19,422,334	$ 231,154

The notes to the basic financial statements are an integral part of this statement.

Enterprise Funds				Governmental Activities: Internal Service Funds
Business Incubator	Ambulance Services	Business Center	Totals	
$	$ 1,146,229	$	$ 1,715,182	$
		1,358,575	20,374,270	4,086,843
2,360	638,385	5,452	1,288,475	110,673
			26,007	
				246,171
76,101		538,697	614,798	
	74,397		415,443	
78,461	1,859,011	1,902,724	24,434,175	4,443,687
			677,325	
396,610		7,881,612	8,278,222	
	690,921		690,921	
	31,506	351,683	1,324,024	
2,483,361	830,725	3,197,424	51,030,452	
2,879,971	1,553,152	11,430,719	62,000,944	
2,958,432	3,412,163	13,333,443	86,435,119	4,443,687
	508,802		915,988	
		820,113	820,113	
-	508,802	820,113	1,736,101	
314	58,625	11,586	389,554	
				658,196
987	55,556		113,969	
6,419			512,169	
778,094		3,205,400	3,986,574	1,453
	10,597	130,263	604,382	
1,566	80,489	795,000	1,901,350	
787,380	205,267	4,142,249	7,507,998	659,649
699,606	974,742	7,687,991	31,167,660	
699,606	974,742	7,687,991	31,167,660	
1,486,986	1,180,009	11,830,240	38,675,658	659,649
	641,838		1,098,577	
			160,773	
445,204		8,392,365	8,837,569	
445,204	641,838	8,392,365	10,096,919	
1,784,198	846,533	(4,113,771)	23,411,492	
			1,985,219	
				3,784,038
(757,956)	1,252,585	(1,955,278)	14,001,932	
$ 1,026,242	$ 2,099,118	$ (6,069,049)	$ 39,398,643	$ 3,784,038

The notes to the basic financial statements are an integral part of this statement.

CITY OF SAN LUIS, ARIZONA
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2022

	Enterprise Funds		
	Water	Wastewater	Sanitation
Operating revenues:			
Charges for services	$ 4,628,184	$ 4,252,663	$ 1,605,233
Rents			
Other	118,794	7,064	35,530
Total operating revenues	4,746,978	4,259,727	1,640,763
Operating expenses:			
Cost of sales and services	2,453,342	3,040,895	1,403,417
Insurance premiums/claims			
Depreciation and amortization	643,045	1,047,734	74,208
Total operating expenses	3,096,387	4,088,629	1,477,625
Operating income (loss)	1,650,591	171,098	163,138
Nonoperating revenues (expenses):			
Investment earnings	(11,072)	17,009	
Interest and fiscal charges	(382,540)	(448,346)	(5,256)
Total nonoperating revenues (expenses)	(393,612)	(431,337)	(5,256)
Income (loss)	1,256,979	(260,239)	157,882
Capital contributions	129,881	207,308	
Changes in net position	1,386,860	(52,931)	157,882
Total net position, beginning of year	21,301,984	19,475,265	73,272
Total net position, end of year	$ 22,688,844	$ 19,422,334	$ 231,154

The notes to the basic financial statements are an integral part of this statement.

Enterprise Funds				
Business Incubator	Ambulance Services	Business Center	Totals	Governmental Activities: Internal Service Funds
$	$ 2,428,820	$	$ 12,914,900	$ 2,962,413
86,805		534,673	621,478	
3,275	1,005	98,723	264,391	
90,080	2,429,825	633,396	13,800,769	2,962,413
136,935	2,272,782	99,254	9,406,625	
				3,474,599
59,450	154,312	193,481	2,172,230	
196,385	2,427,094	292,735	11,578,855	3,474,599
(106,305)	2,731	340,661	2,221,914	(512,186)
		318	6,255	4,206
(9,963)	(21,193)	(359,839)	(1,227,137)	
(9,963)	(21,193)	(359,521)	(1,220,882)	4,206
(116,268)	(18,462)	(18,860)	1,001,032	(507,980)
			337,189	
(116,268)	(18,462)	(18,860)	1,338,221	(507,980)
1,142,510	2,117,580	(6,050,189)	38,060,422	4,292,018
$ 1,026,242	$ 2,099,118	$ (6,069,049)	$ 39,398,643	$ 3,784,038

CITY OF SAN LUIS, ARIZONA
STATEMENT OF CASH FLOWS - PROPRIETARY FUNDS
YEAR ENDED JUNE 30, 2022

	Enterprise Funds	
	Water	Wastewater
Increase/(Decrease) In Cash and Cash Equivalents		
Cash flows from operating activities:		
Cash received from customers	$ 4,807,840	$ 4,240,782
Cash payments to suppliers for goods and services	(2,032,766)	(1,967,544)
Cash payments to employees for services	(657,787)	(957,780)
Net cash provided by/ (used for) operating activities	2,117,287	1,315,458
Cash flows from noncapital and related financing activities:		
Interfund borrowing	(906,959)	(66,551)
Net cash provided by/ (used for) noncapital and related financing	(906,959)	(66,551)
Cash flows from capital and related financing activities:		
Capital contributions from development fees	129,881	207,308
Payments for capital acquisitions	(467,736)	(459,214)
Principal paid on long-term obligations	(388,735)	(484,714)
Interest paid on long-term obligations	(438,017)	(508,975)
Net cash provided by/ (used for) capital and related financing	(1,164,607)	(1,245,595)
Cash flows from investing activities:		
Investment income	(11,072)	17,009
Net cash provided by/ (used for) investing activities	(11,072)	17,009
Net increase/ (decrease) in cash and cash equivalents	34,649	20,321
Cash and cash equivalents, beginning of year	13,279,576	6,724,425
Cash and cash equivalents, end of year	$ 13,314,225	$ 6,744,746
Cash and cash equivalents at the end of the year includes:		
Equity in pooled cash	$ 2,500	$ 363,451
Cash and investments	12,634,400	6,381,295
Restricted cash and investments	677,325	
Total cash and cash equivalents	13,314,225	6,744,746
Reconciliation of Operating Income (loss) to Net Cash Provided by/ (Used for) Operating Activites		
Operating income (loss)	$ 1,650,591	$ 171,098
Adjustments to reconcile operating income (loss) to net cash provided by/ (used for) operating activities:		
Depreciation/Amortization	643,045	1,047,734
Difference between pension expense and pension contributions	9,288	109,397
Difference between lease revenue and cash payments		
Change in assets and liabilities:		
(Increase)/ decrease in accounts receivable	(17,944)	(22,145)
(Increase)/ decrease in prepaid items and other assets	(169,378)	(67,418)
(Increase)/ decrease in notes receivable	50,381	
Increase/ (decrease) in accounts payable	(79,558)	71,813
Increase/ (decrease) in customer deposits	28,425	3,200
Increase/ (decrease) in estimated claims and judgments		
Increase/ (decrease) in accrued payroll and taxes	146	4,599
Increase/ (decrease) in compensated absences payable	2,291	(2,820)
Total adjustments	466,696	1,144,360
Net cash provided by/ (used for) operating activities	$ 2,117,287	$ 1,315,458

The notes to the financial statements are an integral part of this statement.

Enterprise Funds					Internal Service
Sanitation	Business Incubator	Ambulance Services	Business Center	Total	Insurance Fund
$ 1,634,520	$ 66,977	$ 2,521,368	$ 650,000	$ 13,921,487	$ 2,962,574
(1,204,983)	(105,060)	(613,482)	(89,907)	(6,013,742)	(3,003,504)
(307,097)	(34,719)	(1,613,698)		(3,571,081)	-
122,440	(72,802)	294,188	560,093	4,336,664	(40,930)
	86,122		1,138,231	250,843	(8,379)
	86,122		1,138,231	250,843	(8,379)
				337,189	
(122,912)		(271,556)		(1,321,418)	
(50,047)	(3,357)	(87,369)	(780,000)	(1,794,222)	
(5,256)	(9,963)	(18,067)	(268,325)	(1,248,603)	
(178,215)	(13,320)	(376,992)	(1,048,325)	(4,027,054)	
			318	6,255	4,206
			318	6,255	4,206
(55,775)	-	(82,804)	650,317	566,708	(45,103)
258,777	-	1,229,033	708,258	22,200,069	4,131,946
$ 203,002	$ -	$ 1,146,229	$ 1,358,575	$ 22,766,777	$ 4,086,843
$ 203,002	$ -	$ 1,146,229	$ -	$ 1,715,182	$ -
			1,358,575	20,374,270	4,086,843
				677,325	
203,002		1,146,229	1,358,575	22,766,777	4,086,843
$ 163,138	$ (106,305)	$ 2,731	$ 340,661	$ 2,221,914	$ (512,186)
74,208	59,450	154,312	193,481	2,172,230	
(94,448)		(29,989)		(5,752)	
	(27,507)		(27,944)	(55,451)	
(6,243)	2,109	91,543	44,548	91,868	161
(4,757)		34,694		(206,859)	
				50,381	
(8,338)	(3,290)	25,113	9,347	15,087	
	2,295			33,920	
					471,095
1,738	34	13,681		20,198	
(2,858)	412	2,103		(872)	
(40,698)	33,503	291,457	219,432	2,114,750	471,256
$ 122,440	$ (72,802)	$ 294,188	$ 560,093	$ 4,336,664	$ (40,930)

The notes to the financial statements are an integral part of this statement.


CITY OF SAN LUIS, AZ
INC. 1979

NOTES TO THE BASIC FINANCIAL STATEMENTS


CITY OF SAN LUIS, AZ
INC. 1979

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Financial statement presentation follows the recommendations promulgated by the Governmental Accounting Standards Board ("GASB") commonly referred to as accounting principles generally accepted in the United States of America ("U.S. GAAP"). GASB is the accepted standard setting body for establishing governmental accounting and financial reporting standards.

During the year ended June 30, 2022, the City implemented the provisions of GASB Statement No. 87, *Leases.* This Statement increases the usefulness of the financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases. The statement establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. Beginning balances of leases receivables and deferred inflows of resources for leases were restated each by $478,622 and $9,159,765 for governmental and business-type activities, respectively. Beginning balances of leases payables and intangible-right-to-use assets were restated each by $702,519 for business-type activities. The result is no net effect on beginning balances reported in the financial statements due to the implementation of this standard.

Below are the City's more significant accounting policies.

A. Reporting Entity

The City of San Luis (the "City") was incorporated in 1979 under the provision of the Arizona Constitution and is located on the Arizona-Sonora Mexico border. The City is a municipal entity governed by an elected Mayor and council.

The criteria used in determining the scope of the reporting entity are based on the provisions of GASB Statement No. 14, The Financial Reporting Entity, as amended by GASB Statement No. 61, The Financial Statement Entity – Omnibus. The City is the primary government unit. Component units are financially accountable to the City. Financial accountability exists if the primary government appoints a voting majority of the entity's governing body and (1) it is able to impose its will on that organization, or (2) there is a potential for the organization to provide financial benefit, or impose financial burdens on the primary government. Component units meeting the criteria have been accounted for as "blended" component units of the City. Despite being legally separate, these entities are so intertwined with the City that they are, in substance, part of the City's operations. Accordingly, the balances and transactions of these component units are reported within the funds of the City.

Blended Component Units

The San Luis Community Facilities District (SLCFD) was created in 1999 under the provisions of Title 48, Chapter 4, Article 6 of the Arizona Revised Statutes. The District is considered by law to be an independent political sub-division of the state, and separate from the City. Council members serve as the Board of Directors. The purpose of the entity is to provide land for the development of the Regional Center for Border Health which will revert along with the development to the City at the end of the term. The District leases the land under a 30-year agreement to Western Arizona Area Health Education Center, Inc. (WAAHEC), an unrelated not-for-profit corporation for $2,500 per year. The activity is reported in the San Luis Community Facilities District Fund.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

A. Reporting Entity (Continued)

The San Luis Employees' Self Insurance Health Fund (ESI) was formed for the purpose of managing the health insurance fund and is governed by five Board members. The Board consists of three non-staff members, one member of Council and one member from the Human Resources Department. Although it is legally separate from the City, the Trust is reported as if it were part of the City government, because its sole purpose is to provide services exclusively to City employees through a self-insured plan. Employees are covered 100 percent by the plan and pay on the average $275 a month for family or dependent care. The activity of the ESI is reported as the Insurance Fund, an internal service fund.

No separate financial statements are prepared for the blended component units.

Discretely Presented Component Units

Discretely presented component units are entities that are legally separate from the primary government but for which omission would cause the primary government's financial statements to be misleading or incomplete. The component units below do not meet the criteria for blended presentation and therefore, they are reported separately from the primary government.

The San Luis Facility Development Corporation (SLFDC) was incorporated in 2005 exclusively for the purpose of financing, owning, and/or operating one or more public projects that affect economic development in the City of San Luis, Arizona or Yuma County and to provide facilities, equipment, and other physical plant and related support to the project. It is governed by a Board of five Directors of which two are members of City Council. The Corporation was used in April 2014 and July 2014 to refinance two bond issues that were originally used to build and extend the detention facility respectively. The City General Fund receives certain revenues in the form of a bed tax from the operations. The activity is reported in the City's Detention Facility Fund.

No separate financial statements are prepared for the discretely presented component units.

Joint Ventures

A joint venture (JV) is a legal entity or other organization that results from a contractual agreement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control in which the participants retain (a) an ongoing financial interest or (b) an ongoing financial responsibility. A "jointly governed organization" is an organization that meets all the JV criteria except the participants do not retain on-going financial interest or responsibility.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

A. Reporting Entity (Continued)

The City participates under a membership provision with two other entities in a jointly governed organization, the Greater San Luis Port Authority, Inc. (GYPA) which is directed by a seven person board. The GYPA was established in September 8, 2000, as a nonprofit corporation for the purpose of promoting and developing the new port district through cooperative regional effort of government entities (members), within the Yuma County region and to ensure the economic wellness of the San Luis area. Members are required to pay a fee of $50,000 per year for operational expenses of the corporation. The City carries in its budget an annual appropriation of $50,000 to retain its membership. Complete financial statements of the GYPA may be obtained from the GYPA's office at P.O. Box 4601, San Luis, AZ 85349.

Related Organizations

The City's officials are also responsible for appointing the board members of other organizations; however, the City's accountability for these organization does not extend beyond the making of appointments and therefore they are not included as part of the financial statements.

The following are related organizations that are excluded from the reporting entity:

- East San Luis Community Facility District

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures or expenses, as appropriate. City resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Government-Wide Financial Statements – The Government-Wide Financial Statements are presented on an *"economic resources"* measurement focus and the accrual basis of accounting. Accordingly, all of the City's assets and liabilities, including capital assets, as well as infrastructure assets, and long-term liabilities, are included in the accompanying Statement of Net Position. The Statement of Activities presents changes in net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred. Fiduciary activities are not included in these statements.

Certain types of transactions are reported as program revenues for the City in three categories:

- Charges for services
- Operating grants and contributions
- Capital grants and contributions

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Certain eliminations have been made in regards to interfund activities, payables and receivables. All internal balances in the Statement of Net Position have been eliminated except those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total primary government column. In the Statement of Activities, internal service fund transactions have been eliminated; however, those transactions between governmental and business-type activities have not been eliminated. The following interfund activities have been eliminated:

- Due from and to other funds
- Transfers in and out

Governmental Fund Financial Statements – All governmental funds are accounted for on a spending or *"current financial resources"* measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the Balance Sheet. The Statement of Revenues, Expenditures and Changes in Fund Balances present increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in fund balances. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period.

Revenues are recognized as soon as they are both "*measurable*" and "*available*". Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For these purposes, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal period.

The primary revenue sources, which have been treated as susceptible to accrual by the City, are property taxes, other local taxes, franchise fees, forfeitures and penalties, motor license fees, rents and concessions, interest revenue, and state and federal grants and subventions. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

The County Treasurer is responsible for collecting property taxes for all governmental entities within the county. The county levies real and personal property taxes on or before the third Monday in August that become due and payable in two equal installments. The first installment is due on the first day of October and becomes delinquent after the first business day of November. The second installment is due on the first day of March of the next year and becomes delinquent after the first business day of May.

Pursuant to A.R.S., a lien against assessed real and personal property attaches on the first day of January preceding assessment and levy; however according to case law, an enforceable legal claim to the asset does not arise.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Reconciliations of the fund financial statements to the Government-Wide Financial Statements are provided to explain the differences.

Certain indirect costs are included as part of the program expenses reported for individual functions and activities.

The City reports the following major governmental funds.

General – This fund is the general operating fund of the City. It accounts for all financial resources of the City except those required to be accounted for in other funds.

Highway Users – This fund accounts for the revenue received from the State for public works and streets.

Community Development – This fund accounts for grants received from the Federal and State governments for community development purposes.

Debt Service – This fund accounts for the repayment of several of the City's bonds.

The focus of governmental fund financial statements is on major funds rather than reporting funds by type. Each major fund is presented in a separate column. Non-major funds are aggregated and presented in a single column. The City's non-major funds are as follows:

Special Revenue Funds

- Police Grants and Special Revenues
- Judicial Collection Enhancement
- San Luis Community Facilities District
- Assessment Districts

Capital Projects Funds

- Capital Outlay Reserve

Proprietary Fund Financial Statements - Proprietary funds are accounted for using the "*economic resources*" measurement focus and the accrual basis of accounting. Accordingly, all assets and liabilities (whether current or noncurrent) are included on the Statement of Net Position. The Statement of Revenues, Expenses and Changes in Net Position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the proprietary funds are charges to customers for sales and services. Operating expenses for the proprietary funds include the costs of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

The City reports the following proprietary funds:

Water – This fund accounts for the City's water operations.

Wastewater – This fund accounts for the City's wastewater operations.

Sanitation – This fund accounts for the activities of the City's sanitation operations.

Business Incubator – This fund accounts for the City's business incubator operations which offers assistance to small businesses, encourage light manufacturing and help create job opportunities within the City.

Ambulance Services – This fund accounts for City's ambulance resources to provide emergency 9-1-1 response and emergency medical transportation for the residents and guests of the City of San Luis.

Business Center – This fund accounts for activity related to properties acquired by the City from the Industrial Development Authority to develop trade, encourage production, and assure job opportunities in the City.

Additionally, the City reports the following internal service fund type:

Insurance (ESI) - The Insurance fund is used to account for the accumulation and allocation of costs associated with the City's self-insured group health and dental insurance program.

C. Cash, Cash Equivalents and Investments

The City considers cash on hand, demand deposits, cash and investments held by the State Treasurer, cash with trustee and highly liquid investments with maturities of three months from the date of acquisition to be cash equivalents. All cash and investments of proprietary funds are held in the City's investment pool. These cash pools have the general characteristics of a demand deposit account, therefore, all cash and investments in the proprietary funds are considered cash and cash equivalents for Statement of Cash Flows purposes.

Cash and investments are generally pooled except for funds required to be held by fiscal agents or restricted under provisions of bond indentures. Arizona Revised Statutes (A.R.S.) authorize the City to invest public monies in the State Treasurer's Local Government Investment Pool, interest-bearing savings accounts, certificates of deposit, and repurchase agreements in eligible depositories; bonds or other obligations of the U.S. government that are guaranteed as to principal and interest by the U.S. government; and bonds of the State of Arizona or any of its counties, cities, towns, school districts, and special districts as specified by statute.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Cash, Cash Equivalents and Investments (Continued)

The State Board of Deposit provides oversight for the State Treasurer's pool, and the Local Government Investment Pool Advisory Committee provides consultation and advice to the Treasurer. The fair value of a participant's position in the pool approximates the value of that participant's pool shares.

Money market investments are stated at amortized cost. All other investments are stated at cost, which approximates fair value. Certain resources set aside for the repayments of debt are classified as investments held by trustee – restricted. Certain disclosure requirements, if applicable, for Deposits and Investment Risks in the following areas:

- Interest Rate Risk
- Credit Risk
  - Overall
  - Custodial Credit Risk
  - Concentration of Credit Risk
- Foreign Currency Risk

In addition, other disclosures are specified including use of certain methods to present deposits and investments, highly sensitive investments, credit quality at year-end and other disclosures.

D. Restricted Cash and Investments with Fiscal Agents

Cash and investments with fiscal agents are restricted due to limitations on their use by bond covenants and other agreements. Fiscal agents acting on behalf of the City hold investment funds arising from the proceeds of long-term debt issuances or the operation of the San Luis Detention Facility.

E. Investment Income

Investment income is composed of interest, dividends, and net changes in the fair value of applicable investments. Investment income is included in investment earnings in the governmental fund financial statements and in non-operating revenues in the proprietary fund financial statements.

F. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both the government-wide and fund financial statements.

G. Receivables

Receivables include such items as taxes, intergovernmental revenues, charges for services, miscellaneous account receivable, and interest receivable, and are reported net of allowance for uncollectible. The City reserved all receivable in excess of 180 days as an allowance.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

H. Interfund Receivables and Payable

Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either “due to/from other funds” (i.e., the current portion of inter-fund loans) or “advances to/from other funds” (i.e., the non-current portion of inter-fund loans). All other outstanding balances between funds are reported as “due to/from other funds.”

I. Inventories

Inventories of the governmental funds are recorded under the consumption method. Inventories are recorded as expenditures when consumed rather than when purchased. Inventories are valued at year end based on average cost.

J. Capital Assets

Capital assets, which include land, buildings, improvements other than buildings, machinery, equipment, construction in progress, infrastructure assets (e.g., roads, bridges, sidewalks, and similar items), and intangible right-to-use assets are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the City as assets with an initial, individual cost of $5,000 or more and an estimated useful life of more than one year. Such assets are recorded at historical cost or estimated historical cost if actual historical cost is not available. Donated capital assets are recorded at acquisition value at the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets’ lives are not capitalized. Major outlays for capital assets and improvements are capitalized as projects are constructed.

Capital assets are depreciated using the straight-line method over the estimated useful life of the asset. Intangible right-to use assets are amortized over the shorter of the lease term or the underlying asset’s useful life. The estimated useful lives and depreciation/amortization periods are as follows:

Assets	Years
Infrastructure	30-50
Buildings and improvements	45
Improvements other than buildings	10-30
Machinery, and equipment	5-15
Intangible right-to-use assets	58

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

K. Deferred Inflows and Outflows

In accordance with GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, the statement of net position reports separate sections for Deferred Outflows of Resources and Deferred Inflows of Resources, when applicable. The City and its blended component unit have items that qualify for reporting in these categories.

Deferred Outflows of Resources represent outflows of resources (consumption of net assets) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

- A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.
- In conjunction with pension accounting requirements, the difference between expected and actual investment earnings is recorded as a deferred outflow of resources related to pensions. This amount is determined based on the actuarial valuation performed for the plan.

Deferred Inflows of Resources represent inflows of resources (acquisition of net assets) that apply to future periods and that, therefore, are not recognized as revenue until that time. In addition to liabilities, the statement of net position and/or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has one type of item, which arises only under a modified accrual basis of accounting that qualifies for reporting, in this category. Accordingly, the item, unavailable revenue, is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from Municipal Court fines, intergovernmental revenue, property taxes, and other revenues. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available.

Under the full accrual basis, the City has three items that qualify for reporting in this category:

- A deferred gain on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.
- In conjunction with pension accounting requirements, the difference between expected and actual experience related is recorded as a deferred inflow of resources related to pensions. This amount is determined based on the actuarial valuation performed for the plan as described further in Note 15.
- A deferred inflow from leases is recorded at the inception of a lease in which the City is the lessor. The inflow of resources is recognized ratably over the term of the lease.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

L. Compensated Absences

The City's employee vacation and sick leave policies provide for granting vacation and sick leave with pay. Annual leave, based on graduated scale of years of employment, is credited to each employee as it accrues and differs between administrative and public safety functions. The maximum accrual allowed follows the aforementioned pattern of accrued hours and cannot exceed twice the yearly earned hours. Vacation benefits vest at the employee's current rate of pay.

The current and long-term liabilities for accumulated vacation are reported on the government-wide financial statements and in the proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee leave, resignations, and retirements. Resources from the General Fund are generally used to liquidate the governmental funds liabilities for compensated absences.

Generally, sick leave benefits provide for ordinary sick pay and are cumulative but are forfeited upon termination of employment. Because sick leave benefits do not vest with employees, a liability for sick leave benefits is not accrued in the financial statements.

M. Leases

As lessee, the City recognizes lease liabilities with an initial, individual value of $100,000 or more. The City uses its estimated incremental borrowing rate to measure lease liabilities unless it can readily determine the interest rate implicit in the lease. The City's estimated incremental borrowing rate is based on the interest rate from recent debt issuances.

As lessor, the City recognizes lease receivables with an initial, individual value of $100,000 or more. If there is no stated rate in the lease contract (or if the stated rate is not the rate the City charges the lessee) and the implicit rate cannot be determined, the City uses an interest rate based on the applicable rate on federal securities as the discount rate to measure lease receivables.

N. Long-Term Obligations

In the government-wide financial statements and proprietary fund financial statements, long-term debt and other long-term obligations are reported as liabilities, net of bond premiums or discounts. Bond premiums and discounts are amortized over the life of the bonds using straight-line method. Issuance costs are reported as expense when incurred.

Governmental fund financial statements do not present long-term debt but are shown in the Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

N. Arbitrage Rebate Requirement

The City is subject to the Internal Revenue Code ("IRC") Section 148(f), related to its tax exempt revenue bonds. The IRC requires that investment earnings on gross proceeds of any revenue bonds that are in excess of the amount prescribed will be surrendered to the Internal Revenue Service. The City had no rebate liability for arbitrage as of June 30, 2022.

O. Claims Liabilities

The City accounts for material claims and judgments outstanding at year-end. When it is probable that a claim liability has incurred at year-end, and the amount of loss can be reasonably estimated, the City records the estimated loss.

P. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the pension plans' fiduciary net position and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans.

For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

R. Net Position

For government-wide and proprietary fund financial statements, net position represents the difference between all other elements in the statement of net position and should be displayed in the following three components:

Net Investment in Capital Assets – This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of those assets.
Restricted – This component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.
Unrestricted – This component of net position is the amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, the City's policy is to apply restricted net position first.

S. Fund Balances

In the governmental fund financial statements, fund balance is composed of five classifications designed to show the hierarchy of constraints placed on how fund balance can be spent. The governmental fund types classify fund balances as follows:

Non-spendable – This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

Inventories – Portion of fund balance that is not an available resource because it represents the year-end balance of ending inventories which are not spendable resources.

Prepaid Items – Portion of fund balance that is not an available resource because it represents the year-end portion of prepaid items which are not spendable resources.

Restricted – This classification includes revenue sources that are restricted to specific purposes externally imposed by 1) external parties (grantors or creditors) 2) imposed by law through constitutional provisions or 3) enabling legislation legally enforceable by external parties.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

R. Fund Balances (Continued)

Committed – Represents portion of fund balance that can only be used for specific purpose imposed by majority vote of City Council, the highest level of decision-making authority. Such commitment is made via a Council resolution and must be made prior to the end of the fiscal year. Any changes or removal of specific purposes requires majority action as well by the governing body. Committed funds include funds for capital projects and specified program services as defined by the creation of the fund.

Assigned – Amounts are constrained by the City's intent to be used for specific purposes. Intent should be expressed by the Council or the City Manager but requires City Council to approve a resolution to set up encumbrances.

Unassigned – Unassigned fund balance is the residual classification for the general fund. This classification represents fund balance that has not been assigned to other funds and does not have a specific purpose. In the governmental funds, other than the general fund, if expenditures incurred exceeded the amounts restricted, committed or assigned, the fund may report a negative fund balance as unassigned.

The City has a revenue spending guideline for programs with multiple revenue sources. For purposes of fund balance classification, expenditures are to be spent from restricted fund balance first, followed in order by committed fund balance, assigned fund balance and lastly unassigned fund balance. Management may deviate from this policy if it's in the best interest of the City.

	General Fund	Highway Users Fund	Community Development Fund	Debt Service Fund	Non-Major Governmental Funds
Fund Balances:					
Non spendable:					
Prepaid items	$ 176,737	$ 1,250	$ 78,400	$ 143	$
Inventory	10,624	117,141			
Restricted:					
HURF		2,376,327			
Special purposes					465,087
Capital projects					2,224,138
Debt service				264,853	
Other purposes					624,030
Unassigned	29,341,003		(173,588)		
Total fund balances	$ 29,528,364	$ 2,494,718	$ (95,188)	$ 264,996	$ 3,313,255

S. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of the contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 1- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

T. Budget

The City publishes and adopts an annual budget in accordance with applicable state statutes. The City prepares an annual budget on a basis consistent with Generally Accepted Accounting Principles for all governmental funds. After review of the tentative budgets, City Council holds public hearings and then adopts the annual budget for the General, Special Revenue, Debt Service, Capital Projects, and Enterprise funds. All annual appropriations lapse at the fiscal year end.

The appropriated budget is prepared by fund and department on the same basis of accounting as required for governmental fund types and conforms to GAAP. Amendments are required for any revisions that increases total expenditures of any fund or that change functional appropriations. During the year, several amendments to the original budget were necessary to meet the needs of the City. Also, transfers of appropriations between departments and over-expenditures of appropriations at the department level require Council approval. The City legal level of budgetary control, which is the level at which expenditures may not legally exceed appropriations, is at the department level.

NOTE 2- CASH AND INVESTMENTS

Cash and investments are classified in the accompanying financial statements as follows:

	Primary Government		Component Unit	
	Governmental Activities	Business-type Activities	Detention Facility	Total
Equity in pooled cash	$ 11,467,083	$ 1,715,182	$	$ 13,182,265
Cash and cash equivalents	4,086,843	2,808,229		6,895,072
Investments	23,632,882	17,566,041		41,198,923
Restricted assets:				
Cash and investments	2,465,615	677,325	7,575,804	10,718,744
Total	$ 41,652,423	$ 22,766,777	$ 7,575,804	$ 71,995,004

Cash and investments consisted of the following:

Cash on hand	$ 5,500
Demand deposits	20,921,294
Investments	51,068,210
Total	$ 71,995,004

NOTE 2- CASH AND INVESTMENTS (CONTINUED)

Custodial Credit Risk - Demand Deposits. For deposits, custodial credit risk is the risk that in the event of bank failure the City's deposits may not be returned to the City. The City does not have a policy for custodial credit risk. The carrying amounts of the City's demand deposits were $20,921,294 at June 30, 2022. Bank balances were $22,592,419 at that date, the total amount of which was collateralized or insured with securities held by the pledging financial institutions not in the City's name.

Risk Disclosures – Interest Rate Risk. Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity, the greater the sensitivity its fair value is to changes in market interest rates. The City does not have a formal investment policy that limit its investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rate.

	Fair Value	Investment Maturities (in years) Less than 1
Money Market	$ 9,869,287	$ 9,869,287
State Treasurer	41,198,923	41,198,923
Total	$ 51,068,210	$ 51,068,210

Investment should be recorded at fair value in accordance with GASB Statement No. 72, *Fair Value Measurement and Application*. Accordingly, the change in fair value of investments will be recognized as an increase or decrease to investment assets and investment income as applicable.

The City measures and records investment using fair value measurement guidelines established by generally accepted accounting principles. These guidelines recognize a three-tiered fair value hierarchy, as follows:

- Level 1: Quoted prices for identical investments in active markets;
- Level 2: Observable inputs other than quoted market prices; and,
- Level 3: Unobservable inputs.

At June 30, 2022, City's investment in mutual funds were considered to be level one investments.

Interest Rate Risk. The City does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

Credit Risk. Credit risk is defined as the risk that an issuer of an investment will not fulfill its obligation to repay the holder at the maturity date. This is generally measured by the assignment of a rating by a nationally recognized statistical organization. However, some issuers do not seek a credit rating. The City has no investment policy that would further limit its investment choices. As of June 30, 2022, the City's investment in the State Treasurer's Government Investment Pool (LGIP) were rated AAAf by Standard and Poor's Corporation.

NOTE 2- CASH AND INVESTMENTS (CONTINUED)

The City's investment in mutual funds were rated Aaa by Moody's Corporation.

That portion of the external investment pool which belongs to local government participants is reported in the State's Annual Financial Report. A copy of the report can be obtained from the State's website at www.aztreasury.gov or by writing to Arizona State Treasurer's Office, 1700 West Washington Street, 1st Floor, Phoenix, AZ 85007. The City's position in the LGIP at June 30, 2022 is stated at cost, which approximates fair value.

The State Treasurer's pools are external investment pools, the Local Government Investment Pool (Pool 5) and Local Government Investment Pool-Government (Pool 7), with no regulatory oversight. The pools, as investment companies, are not registered with the Securities and Exchange Commission. The activity and performance of the pools are reviewed monthly by the State Board of Investment. The fair value of each participant's position in the State Treasurer investment pools approximates the value of the participant's shares in the pool and the participants' shares are not identified with specific investments. Participants in the pool are not required to categorize the value of shares in accordance with the fair value hierarchy.

Custodial Credit Risk – Investments. For investments, custodial credit risk is the risk that, in the event of the counterparty's failure, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. At June 30, 2022, the City had $9,369,287 of money market funds that were uninsured and uncollateralized. The City's investment in the State Treasurer's investment pool represents a proportionate interest in the pool's portfolio; however, the City's portion is not identified with specific investments and is not subject to custodial credit risk.

Concentration Credit Risk. The City places no limit on the amount the City may invest in any one issuer. As of June 30, 2022, the City's investments included 19 percent invested in money market funds, and 81 percent invested in the State Treasurer's investment pool.

NOTE 3- RECEIVABLES

Receivables are reported net of allowance for uncollectible of $3,951,157 for proprietary fund receivables and $360,488 for governmental funds receivable of which the majority relates to court fines.

Governmental funds report unavailable revenue in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. Governmental funds also defer revenue recognition in connection with resources that have been received, but not yet earned. At the end of the current fiscal year, unavailable revenue of $1,862,544 consisted mostly of fines and detention center issuer fees receivable reported in the General Fund ; unearned revenue of $5,324,291 consisted of federal grant revenue not yet spent from the Community Development Fund.

NOTE 4- LEASES RECEIVABLE

The City leases land for a cell tower, office space, and industrial building space under the provisions of contracts classified as leases. The related receivables under the lease agreements have been recorded at the present value of their future minimum lease payments as of the inception date. Lease revenue of $11,630, $534,673, and $59,298 is recorded as rents revenue in the General, Business Center, and Business Incubator Funds, respectively, while related interest revenue of $3,250, $65,327, $2,201 is recorded as other revenue in those same funds, respectively.

Future minimum lease payments to be received under the lease agreements at year end are summarized as follows:

		Governmental Activities	Business-type Activities
Year ending June 30:			
	2023	$ 15,176	$ 678,294
	2024	15,476	689,044
	2025	15,784	700,781
	2026	16,097	701,282
	2027	16,416	700,207
	2028-32	87,168	3,009,532
	2033-37	96,232	2,899,999
	2038-42	106,268	
	2043-47	117,333	
	2048-49	33,243	
Total		$ 519,193	$ 9,379,139

NOTE 5- INTERFUND TRANSACTIONS

A. Due From and To Other Funds

Fund	Due from other Funds	Due to other Funds
General	$ 7,169,737	$ 246,171
Highway Users		1,663,106
Debt Service		931,567
Non-Major Governmental		587,037
Water		3,080
Business Incubator		778,094
Business Center		3,205,400
Insurance	246,171	1,453
Total	$ 7,415,908	$ 7,415,908

All balances resulted from the time lag between the dates that (1) interfund goods and services are provided or reimbursable expenditures occur, (2) transactions are recorded in the accounting system and (3) payments between funds are made.

NOTE 5- INTERFUND TRANSACTIONS (CONTINUED)

B. Transfers

Transfers between funds of the primary government:

	Transfers out			
Transfers in:	General Fund	Highway Users Fund	Non-Major Governmental Funds	Total
Highway Users Fund	$ 149,178	$	$	$ 149,178
Community Development Fund	62,215	81,341		143,556
Debt Service Fund	1,460,331		180,000	1,640,331
Total	$ 1,671,724	$ 81,341	$ 180,000	$ 1,933,065

Transfers are used (1) to move receipts restricted for debt service from the collecting funds to the funds obligated to pay debt service payments (2) to meet local match requirements for federal grants (3) to move funds from the special revenue grants funds that manage the grant revenues received to the funds incurring the grant expenses.

NOTE 6- CAPITAL ASSETS

A summary of capital asset activity for the fiscal year ended June 30, 2022 follows:

Governmental Activities	Beginning Balance	Increase	Decrease	Ending Balance
Capital assets, not being depreciated:				
Land	$ 4,893,395	$ 28,491	$	$ 4,921,886
Construction in progress	887,866	2,619,197	146,648	3,360,415
Total capital assets, not being depreciated	5,781,261	2,647,688	146,648	8,282,301
Capital assets, being depreciated:				
Buildings and improvements	26,174,854	519,376		26,694,230
Machinery and equipment	13,936,529	1,660,077	365,014	15,231,592
Infrastructure	69,227,271	402,907		69,630,178
Total capital assets being depreciated	109,338,654	2,582,360	365,014	111,556,000
Less accumulated depreciation for:				
Buildings and improvements	(10,851,657)	(708,862)		(11,560,519)
Machinery and equipment	(9,962,840)	(901,408)	(365,014)	(10,499,234)
Infrastructure	(28,453,999)	(2,038,303)		(30,492,302)
Total accumulated depreciation	(49,268,496)	(3,648,573)	(365,014)	(52,552,055)
Total capital assets, being depreciated, net	60,070,158	(1,066,213)		59,003,945
Governmental activities capital assets, net	$ 65,851,419	$ 1,581,475	$ 146,648	$ 67,286,246

NOTE 6- CAPITAL ASSETS (CONTINUED)

Business-type Activities	Beginning Balance	Increase	Decrease	Ending Balance
Capital assets, not being depreciated:				
Land	$ 685,239	$	$	$ 685,239
Construction in progress	84,105	566,970	12,291	638,784
Total capital assets, not being depreciated	769,344	566,970	12,291	1,324,023
Capital assets, being depreciated:				
Buildings and improvements	10,023,090	12,291		10,035,381
Machinery and equipment	10,723,568	641,760	45,650	11,319,678
Infrastructure	62,013,930	112,688		62,126,618
Total capital assets being depreciated	82,760,588	766,739	45,650	83,481,677
Less accumulated depreciation for:				
Buildings and improvements	(3,221,772)	(317,965)		(3,539,737)
Machinery and equipment	(8,598,100)	(463,570)	(45,650)	(9,016,020)
Infrastructure	(19,207,292)	(1,378,477)		(20,585,769)
Total accumulated depreciation	(31,027,164)	(2,160,012)	(45,650)	(33,141,526)
Total capital assets, being depreciated, net	51,733,424	(1,393,273)		50,340,151
Intangible right-to-use assets:				
Leased land	702,519			702,519
Less accumulated amortization		(12,218)		(12,218)
Total intangible right-to-use assets, net	702,519	(12,218)		690,301
Business-type activities capital assets, net	$ 53,205,287	$ (838,521)	$ 12,291	$ 52,354,475

Discretely Presented Component Unit	Beginning Balance	Increase	Decrease	Ending Balance
Capital assets, not being depreciated:				
Land	$ 661,359	$	$	$ 661,359
Total capital assets, not being depreciated	661,359			661,359
Capital assets, being depreciated:				
Buildings and improvements	34,129,886			34,129,886
Machinery and equipment	329,194			329,194
Total capital assets being depreciated	34,459,080			34,459,080
Less accumulated depreciation for:				
Buildings and improvements	(9,141,285)	(762,809)		(9,904,094)
Machinery and equipment	(329,194)			(329,194)
Total accumulated depreciation	(9,470,479)	(762,809)		(10,233,288)
Total capital assets, being depreciated, net	24,988,601	(762,809)		24,225,792
Discretely presented component unit capital assets, net	$ 25,649,960	$ (762,809)	$	$ 24,887,151

NOTE 6- CAPITAL ASSETS (CONTINUED)

Depreciation and amortization expense were charged to governmental functions as follows:

Governmental activities:	Amount
General government	$ 454,286
Public safety	530,950
Health and welfare	47,584
Culture and recreation	393,703
Community development	30,003
Public works and streets	2,192,047
Total depreciation expense	$ 3,648,573
Business-type activities:	
Water	$ 643,045
Wastewater	1,047,734
Sanitation	74,208
Business Incubator	59,450
Ambulance Services	154,312
Business Center	193,481
Total depreciation/amortization expense	$ 2,172,230
Discretely presented Component Unit:	
Detention Facility	$ 762,809
Total depreciation expense	$ 762,809

NOTE 7- CONSTRUCTION COMMITMENTS

The City entered into several construction contracts for street projects (special revenue fund projects) and wastewater treatment projects totaling $4.0 million. These commitments have only been recorded in the accompanying financial statements for work completed as of June 30, 2022. The remaining balance for work not yet complete at the end of the year is estimated at $3.6 million for governmental activities projects and $1.2 million for business-type activities projects.

NOTE 8- LEASES PAYABLE

The City has acquired the use of land for the Business Incubator under the provisions of a contract classified as a lease. The related obligation under the lease agreement has been recorded at the present value of its future minimum lease payments as of the inception date. Revenues from the Business Incubator Fund, a major proprietary fund, are used to pay the lease obligation. Amortization of right-to-use assets recorded under leases is included with depreciation expense.

NOTE 8- LEASES PAYABLE

The net present value and future minimum lease payments at year end were as follows:

Year ending June 30:	Governmental Activities	
	Principal	Interest
2023	$ 35	$ 13,284
2024	36	13,283
2025	37	13,282
2026	37	13,282
2027	38	13,281
2028-32	5,009	66,248
2033-37	12,957	65,426
2038-42	22,437	63,781
2043-47	33,681	61,159
2048-52	46,947	57,378
2053-57	62,519	52,239
2058-62	80,733	45,502
2063-67	101,955	36,903
2068-72	126,608	26,134
2073-77	155,165	12,854
2078-79	50,969	850
Total	$ 699,163	$ 554,886

The right-to-use assets recorded under leases that meet the City's capitalization threshold are as follows:

	Governmental Activities
Asset:	
Land	$ 702,519
Less: Accumulated amortization	12,218
Total	$ 690,301

NOTE 9- FINANCED PURCHASES PAYABLE

The City has acquired portable radios, two vehicles, a copier, and two ambulances under the provisions of contracts classified as financed purchases payables. In accordance with GASB Statement No. 87 *Leases,* contracts previously recorded as capital leases have been reclassified as financed purchases payable in the fiscal year. Revenues from the General Fund and the Ambulance Services Fund are used to repay the obligations.

NOTE 9- FINANCED PURCHASES PAYABLE (CONTINUED)

Annual debt service requirements to maturity on financed purchases payable at year end are summarized as follows:

Year ending June 30:	Governmental Activities		Business-type Activities	
	Principal	Interest	Principal	Interest
2023	$ 52,176	$ 1,668	$ 5,233	$
2024	49,410	1,592	5,233	
2025	55,385		5,233	
Total	$ 156,971	$ 3,260	$ 15,699	$

NOTE 10- REVENUE BONDS PAYABLE

PRIMARY GOVERNMENT

Revenue bonds payable at June 30, 2022 consisted of the outstanding revenue bonds presented below. The bonds are generally not callable with interest payable semiannually.

In November 2014, the City issued $28,795,000 in Excise Tax Revenue Refunding Obligations Series 2014A and $2,220,000 Series 2014B Taxable Obligations collectively with an average true-interest rate of 4.02 percent to refund the 2005 San Luis Civic Improvement Corporation (SLCIC) in the amount of $40,000,000.

Purpose	Original Amount Issued	Interest Rate	Maturity	Outstanding Principal June 30, 2022
Governmental activities	$ 12,085,700	4.00-5.00%	7/1/22-38	$ 9,568,413
Business-type activities	18,929,300	4.00-5.00%	7/1/22-38	14,986,587
Total				$ 24,555,000

Future debt service requirements for SLCIC revenue bonds are as follows:

Year Ending June 30:	Governmental Activities		Business-Type Activities	
	Principal	Interest	Principal	Interest
2023	$ 374,086	$ 464,743	$ 585,914	$ 727,907
2024	391,621	445,600	613,379	697,925
2025	411,105	425,532	643,895	666,493
2026	432,537	406,604	677,463	636,846
2027	450,072	386,701	704,928	605,674
2028-32	2,606,910	1,564,146	4,083,090	2,449,854
2033-37	3,327,805	852,522	5,212,195	1,265,978
2038-39	1,574,277	79,688	2,465,723	124,812
Total	$ 9,568,413	$ 4,625,536	$ 14,986,587	$ 7,175,489

NOTE 10- REVENUE BONDS PAYABLE (CONTINUED)

PRIMARY GOVERNMENT (CONTINUED)

In October 2017, the City issued $14,540,000 in Excise Tax Revenue Refunding Obligations. This consisted of Tax Exempt Series 2017A $2,825,000, and $11,715,000 Series 2017B Taxable Obligations collectively with average true-interest rate of 3% to refund the Greater Arizona Development Authority (GADA) obligations in the amount of $12,845,000.

Purpose	Original Amount Issued	Interest Rate	Maturity	Outstanding Principal June 30, 2022
Governmental activities	$ 2,825,000	5.00%	7/1/22-27	$ 1,815,000
Business-type activities	11,715,000	2.00-3.50%	7/1/22-31	8,585,000
Total				$ 10,400,000

	Governmental Activities		Business-Type Activities	
	Principal	Interest	Principal	Interest
Year Ending June 30:				
2023	$ 265,000	$ 84,125	$ 795,000	$ 251,582
2024	280,000	70,500	815,000	232,450
2025	295,000	56,125	830,000	210,850
2026	310,000	41,000	860,000	186,538
2027	325,000	25,125	880,000	160,438
2028-32	340,000	8,500	4,405,000	358,143
Total	$ 1,815,000	$ 285,375	$ 8,585,000	$ 1,400,001

In May 2021, the City issued $9,215,000 in Excise Tax Revenue Obligations Taxable Series 2021 to pay down the net pension liabilities for the City's police and fire pension plans with the Public Safety Personnel Retirement System.

Purpose	Original Amount Issued	Interest Rate	Maturity	Outstanding Principal June 30, 2022
Governmental activities	$ 8,230,172	0.34-2.92%	7/1/22-38	$ 8,207,844
Business-type activities	984,828	0.34-2.92%	7/1/22-38	982,157
Total				$ 9,190,001

	Governmental Activities		Business-Type Activities	
	Principal	Interest	Principal	Interest
Year Ending June 30:				
2023	$ 263,476	$ 176,684	$ 31,524	$ 21,140
2024	379,584	175,309	45,416	20,976
2025	477,829	172,609	57,171	20,652
2026	482,295	167,928	57,705	20,092
2027	486,761	161,597	58,239	19,335
2028-32	2,572,240	659,631	307,760	78,923
2033-37	2,911,633	306,410	348,367	36,661
2038-39	634,026	9,268	75,975	1,109
Total	$ 8,207,844	$ 1,829,436	$ 982,157	$ 218,888

NOTE 10- REVENUE BONDS PAYABLE (CONTINUED)

PRIMARY GOVERNMENT (CONTINUED)

The City has pledged to repay $54,770,000 in Excise Tax Revenue Bonds and Refunding Bonds issued in 2014, 2018, and 2021 and payable through 2039. Pledged revenues on the bonds include excise taxes, state shared revenues, permit fees, and franchise taxes. Excise taxes are defined to include the transaction privilege tax and business taxes, which the City imposes. A portion of the debt service is funded84 by the revenues directly or indirectly derived from the operation and use of the water system. However, that does not relieve the aforementioned revenues to be pledged. In 2022, the revenue pledged amounted to $24.7 million. Principal and interest for the current year were $2,315,000 and $1,766,249 respectively. The coverage ratio (pledged revenues to debt service) for 2022 is 6.04. More in depth disclosures can be referenced from the statistical section, Table XII.

In November 2013, the City issued direct placement Utility Revenue Bonds Series 2013 totaling $6,580,000 to finance the construction of new water and sewer lines. Payments will be effected when due from pledged revenues.

Purpose	Original Amount Issued	Interest Rate	Maturity	Outstanding Principal June 30, 2022
Business-type activities	$ 6,580,000	3.80%	7/1/22-33	$ 4,855,000

Future debt service requirements for the Utility Revenue Bond payable are as follow:

	Business-Type Activities		
	Principal	Interest	Total
Year Ending June 30:			
2023	$ 325,000	$ 178,315	$ 503,315
2024	340,000	165,680	505,680
2025	350,000	152,570	502,570
2026	365,000	138,985	503,985
2027	380,000	124,830	504,830
2028-32	2,125,000	391,875	2,516,875
2033-34	970,000	37,240	1,007,240
Total	$ 4,855,000	$ 1,189,495	$ 6,044,495

The City has pledged to repay $6,580,000 in Utility Revenue Bonds issued in 2013, and payable through 2034. The bonds are collaterized by net operating revenues and investment income of the Water and Wastewater Enterprise Funds. In 2022, the net revenue pledged amounted to $3.5 million. Principal and interest for the current year were $325,000 and $184,490, respectively. The coverage ratio (pledged revenues to debt service) for 2022 is 6.89. More in depth disclosures can be referenced from the statistical section, Table XIII.

NOTE 10- REVENUE BONDS PAYABLE (CONTINUED)

DISCRETELY PRESENTED COMPONENT UNIT

In October 2005, the San Luis Facility Development Corporation (SLFDC) issued Senior Lien Project Revenue Bonds Series 2005 totaling $27,795,000 to finance the construction of a regional detention facility. The principal and interest on the bonds are not a general obligation of the Corporation and City, but the issuer entered into agreements to house prisoners and the revenues from there are to be pledged to secure payment of the bonds. Again, in February 2011, the SLFDC issued Senior Lien Project Revenue Bonds Series 2011 totaling $20,165,000 to finance the construction for an expansion of the existing regional detention facility. The bonds were issued with the same terms and conditions as the previous issues. Subsequently, during April 2014 and July 2014, the Corporation refunded both issues following an IRS audit in which the issues were found to be taxable as opposed to the non-taxable status at time of issuance. The refunding amounts were $26,090,000 and $20,835,000 respectively.

Purpose	Original Amount	Interest Rate	Maturity	Outstanding Principal June 30, 2022
Detention facility	$ 26,090,000	6.20-7.25%	5/1/23-30	$ 19,140,000
Detention facility	20,835,000	6.10-6.95%	5/1/23-27	10,995,000
Total				$ 30,135,000

Future debt service requirements for the SLCFDC revenue bonds are as follows:

	Principal		Interest	
	2014 Series Principal	2014 Series A Principal	2014 Series Interest	2014 Series A Interest
Year Ending June 30:				
2023	$ 1,095,000	$ 1,550,000	$ 1,375,450	$ 764,152
2024	1,175,000	1,660,000	1,298,800	656,428
2025	1,260,000	1,775,000	1,216,550	541,058
2026	1,350,000	1,895,000	1,128,350	417,696
2027	1,440,000	4,115,000	1,033,850	285,992
2028-30	12,820,000		2,082,202	
Total	$ 19,140,000	$ 10,995,000	$ 8,135,202	$ 2,665,326

The SLFDC has pledged to repay $46,925,000 in Refunding Revenue Bonds issued in 2014, and payable through 2030. The bonds are collaterized by Detention Center operating revenue. In 2022, the revenue pledged amounted to $25.3 million. Principal and interest for the current year were $2,495,000 and $2,267,294 respectively. The coverage ratio (pledged revenues to debt service) for 2022 is 5.3.

NOTE 11- NOTE OBLIGATIONS

Outstanding long-term debt and current portions are summarized as follows:

Governmental activities	**CURRENT PORTION**	**LONG TERM PORTION**	**TOTAL**
Notes payable to the Walmart Store for $376,000 dated October 4, 2006 for road extension. Note is due in quarterly installments of the first 1% of City Sales Tax collected on retail sales from the Walmart Store until fully paid.	$	$ 70,200	$ 70,200
Note payable to 1st Bank Yuma issued on December 2, 2020 for the purchase of park land for the amount of $508,980 with an interest rate 3.8% payable in 5 years.	$ 99,708	$ 266,417	$ 366,125

Business-type activities	**CURRENT PORTION**	**LONG TERM PORTION**	**TOTAL**
Note payable to 1st Bank Yuma issued on February 26, 2019 for equipment purchase for the amount of $ 246,842 with an interest rate 4.5% payable in 5 years.	$ 52,344	$ 36,134	$ 88,478

Debt service requirements on all debt to maturity are shown below.

	Governmental Activities		
	Principal	Interest	Total
Year Ending June 30:			
2023	$ 99,708	$ 12,372	$ 112,080
2024	103,597	8,483	112,080
2025	107,681	4,399	112,080
2026	55,139	627	55,766
Total	$ 366,125	$ 25,881	$ 392,006

	Business-Type Activities		
	Principal	Interest	Total
Year Ending June 30:			
2023	$ 52,344	$ 2,958	$ 55,302
2024	36,134	626	36,760
Total	$ 88,478	$ 3,584	$ 92,062

NOTE 12- CHANGE IN LONG-TERM LIABILITIES

Compensated Absences

The City's policy relating to compensated absences is described in Note 1-L. As shown in the table below, the long-term portion of this debt, amounting to $880,412 for governmental activities and $139,463 for business-type activities at June 30, 2022 is expected to be paid in future years from future resources. Compensated absences for governmental activities have been liquidated primarily by the General Fund. Pension liabilities have typically been liquidated with General Fund and Proprietary Fund revenues.

Long-term liability activity for all categories for the year ended June 30, 2022 was as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Governmental activities:					
Compensated absences	$ 881,913	$ 584,352	$ 585,853	$ 880,412	$ 671,050
Revenue bonds payable	20,225,136		633,879	19,591,257	902,562
Revenue bonds premium	1,204,269		97,871	1,106,398	
Note payable	564,707		128,382	436,325	99,708
Financed purchases payable	208,986		52,013	156,973	52,176
Pension	17,582,777		9,267,559	8,315,218	
Governmental activities long-term liabilities	$ 40,667,788	$ 584,352	$10,765,557	$ 30,486,583	$ 1,725,496
Business-type activities:					
Compensated absences	$ 140,335	$ 123,377	$ 124,246	$ 139,466	$ 106,300
Revenue bonds payable	25,894,864		1,341,120	24,553,744	1,412,438
Revenue bonds premium	1,464,022		86,119	1,377,903	
Revenue bonds discount	(112,996)		(10,987)	(102,009)	
Direct placement revenue bonds	5,170,000		315,000	4,855,000	325,000
Note payable	138,525		50,047	88,478	52,344
Leases payable	702,519		3,356	699,163	35
Financed purchases payable	100,396		84,698	15,698	5,233
Pension	2,722,779		1,281,212	1,441,567	
Business-type activities long-term liabilities	$ 36,220,444	$ 123,377	$ 3,274,811	$ 33,069,010	$ 1,901,350
Discretely presented component units:					
Revenue bonds payable	$ 32,630,000	$	$ 2,495,000	$ 30,135,000	$ 2,645,000
Revenue bonds discount	(587,187)		(74,885)	(512,302)	
Discretely presented component unit long-term liabilities	$ 32,042,813	$	$ 2,420,115	$ 29,622,698	$ 2,645,000

NOTE 13- COMMITMENTS AND CONTINGENCIES

Federal and State Grants – The City has received a number of grants from both Federal and State governments. Although the programs have been audited by the respective agencies, not all audits have been approved as of June 30, 2022; however, the City expects no material disallowance of expenditures.

Lawsuits – The City is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of the City's legal counsel, the resolution of these matters will not have a material adverse effect on the financial condition of the City.

Guarantees - In May 2020 and May 2022, the City Council guaranteed loans of $1.0 million and $2.2 million, respectively, of the GYPA in accordance with A.R.S. Repayments of the first loan are made monthly through June 29, 2025 and calculated using a four percent interest rate. Repayments of the second loan are made annually through May 16, 2032 and calculated using a five and a half percent interest rate. In the event that the GYPA defaults on the loans, the City will be responsible for 33 percent of the payments not satisfied by the liquidation of collateral pledged for the loans.

Incentive Fees – The City's contract with the operator of the Detention Center includes a provision for variable incentive fees that are calculated based on average daily inmate counts at the facility. The fees are accumulated but only distributed if excess project revenues exist. At year end, $4.2 million of variable incentive fees had been accumulated but not recognized as expenses due to disbursement being improbable.

NOTE 14- STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Individual Deficit /Net Position – At June 30, 2022, the following individual funds reported deficits in Net Position.

	Deficit
Governmental Funds:	
Community Development	$ 95,188
Enterprise Funds:	
Business Center	6,069,049

The fund balance deficit of the Community Development Fund is expected to be eliminated when grant reimbursements are received during fiscal year 2022-23.

The net position deficit of the Business Center Fund is expected to be subsidized through future rent revenues of unoccupied building space.

NOTE 15- RISK MANAGEMENT

The City of San Luis, Arizona is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; natural disasters; and potential workers-related accidents. The City carries commercial insurance for vision, life, disability and stop loss. The City's insurance protection for property liability, crime, cybersecurity, excess liability and workers' compensations is provided by the Arizona Municipal Risk Retention Pool, of which the City is a participating member.

NOTE 15- RISK MANAGEMENT (CONTINUED)

The Arizona Municipal Risk Retention Pool is structured such that member premiums are based on an actuarial review that will provide adequate reserves to allow the pool to meet its expected financial obligations. The pool has the authority to assess its members' additional premiums should reserves and annual premiums be insufficient to meet the pool's obligations. There were no settlements in excess of insurance coverage in any of the prior three fiscal years.

The City established an Insurance Fund (an Internal Service Fund) during fiscal year 2012 to account for and finance its uninsured risks of loss related to health and dental claims. The program provides annual coverage per individual for up to a maximum of $50,000 for each claim. In addition, the City has an annual aggregate reimbursement maximum of $1.0 million. The City purchases commercial insurance for claims in excess of these specified amounts.

Liabilities of the fund are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNRs). The result of the process to estimate the claims liability is not an exact amount as it depends on many complex factors, such as inflation, changes in legal doctrines, and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of pay-outs), and other economic and social factors. The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. Estimated recoveries, for example from salvage or subrogation, are another component of the claims liability estimate. Changes in the balances of claims liabilities during the past two years are as follows:

	Year Ended June 30, 2022	Year Ended June 30, 2021
Unpaid claims, beginning of fiscal year	$ 187,101	$ 250,660
Incurred claims (including IBNRs)	3,945,694	2,556,941
Claim payments	3,474,599	2,620,500
Unpaid claims, end of fiscal year	$ 658,196	$ 187,101

NOTE 16- RETIREMENT PLANS

The City contributes to four plans, all of which are described below. The plans are component units of the State of Arizona.

At June 30, 2022, the City reported the following aggregate amounts related to pensions for all plans to which it contributes:

	Governmental Activities	Business-Type Activities	Total
Net pension assets	$ 3,891,719	$ 690,921	$ 4,582,640
Net pension liabilities	8,315,218	1,441,567	9,756,785
Deferred outflows of resources	4,713,610	915,988	5,629,598
Deferred inflows of resources	5,266,622	1,098,577	6,365,199
Expense	1,487,227	269,540	1,756,767
Contributions	1,420,040	275,292	1,695,332

NOTE 16- RETIREMENT PLANS (CONTINUED)

The City reported $1,695,332 of pension contributions as expenditures in the governmental funds or as deferred outflows of resources in the proprietary funds related to all plans to which it contributes.

Arizona State Retirement System

Plan Description – City employees participate in the Arizona State Retirement System (ASRS). The ASRS administers a cost-sharing multiple-employer defined benefit pension plan, a cost-sharing multiple-employer defined benefit health insurance premium benefit (OPEB) plan, and a cost-sharing multiple-employer defined benefit long-term disability (OPEB) plan. The Arizona State Retirement System Board governs the ASRS according to the provisions of A.R.S. Title 38, Chapter 5, Articles 2 and 2.1. ASRS is a component unit of the State of Arizona. The ASRS issues a publicly available financial report that includes its financial statements and required supplementary information. The report is available on the ASRS website at www.azasrs.gov.

The ASRS OPEB plans are not further disclosed because of their relative insignificance to the City's financial statements.

Benefits Provided – The ASRS provides retirement benefits, health insurance premium supplement, long-term disability, and survivor benefits. State statute establishes benefits terms. Retirement benefits are calculated on the basis of age, average monthly compensation, and service credit as follows:

ASRS

	ASRS Retirement Initial membership date:	
	Before July 1, 2011	**On or after July 1, 2011**
Years of service and age required to receive benefit	Sum of years and age equals 80 10 years age 62 5 years age 50* any years age 65	30 years age 55 25 years age 60 10 years age 62 5 years age 50* any years age 65
Final average salary is based on	Highest 36 months of last 120 months	Highest 60 months of last 120 months
Benefit percent per year of service	2.1% to 2.3%	2.1% to 2.3%
	*With actuarially reduced benefits	

Retirement benefits for members who joined the ASRS prior to September 13, 2013, are subject to automatic cost-of-living adjustments based on excess investment earning. Members with a membership date on or after September 13, 2013, are not eligible for cost-of-living adjustments. Survivor benefits are payable upon a member's death. For retired members, the survivor benefit is determined by the retirement benefit option chosen. For all other members, the beneficiary is entitled to the member's account balance that includes the member's contributions and employer's contributions, plus interest earned.

NOTE 16- RETIREMENT PLANS (CONTINUED)

Contributions - In accordance with state statutes, annual actuarial valuations determine active member and employer contribution requirements. The combined active member and employer contribution rates are expected to finance the costs of benefits employees earn during the year, with an additional amount to finance any unfunded accrued liability. For the current fiscal year, active ASRS members were required by statute to contribute at the actuarially determined rate of 12.41 percent (12.22 percent for retirement and 0.19 percent for long-term disability) of the members' annual covered payroll, and the City was required by statute to contribute at the actuarially determined rate of 12.41 percent (12.01 percent for retirement, 0.21 percent for health insurance premium benefit, and 0.19 percent for long-term disability) of the active members' annual covered payroll. The City's contributions to the pension plan for the year ended June 30, 2022 were $941,261.

Employers are also required to pay an Alternative Contribution rate (ACR) for retire members who return to work in positions that would typically be filled by an employee who contributes to ASRS. The City was required by statute to contribute at the actuarially determined rate of 10.22 percent (10.13 for retirement and 0.09 percent for long-term disability). ACR contributions are included in employer contributions presented above.

The City's pension contributions are paid by the same funds as the employee's salary, with the largest component coming from the General Fund.

Pension Liability – At June 30, 2022, the City reported a liability of $9,009,794 for its proportionate share of the ASRS' net pension liability. The net pension liability was measured as of June 30, 2021. The total pension liability used to calculate the net pension liability was determined using update procedures to roll forward the total pension liability from an actuarial valuation as of June 30, 2020, to the measurement date of June 30, 2021. The City's proportion of the net liability was based on the City's actual contributions to the applicable plan relative to the total of all participating employers' contributions to the plan for the year ended June 30, 2021. The total liabilities as of June 30, 2021, reflect changes in actuarial assumptions based on the results of an actuarial experience study for the 5-year period ended June 30, 2020, including decreasing the discount rate from 7.5 percent to 7.0 percent and changing the projected salary increases from 2.7-7.2 percent to 2.9-8.4 percent.

The City's reported liability at June 30, 2022 decreased by $2,640,559 from the City's prior year liability of $11,650,353 because of changes in the ASRS' net pension liability and the City's proportionate share of that liability. The ASRS' publicly available financial report provides details on the change in the net pension liability.

Net Liability	City % Proportion	Increase (Decrease)
$ 9,009,794	0.069	0.001

The City's proportion of the net pension liability was based on total ASRS employer's pension liability. The City's proportion measured as of June 30, 2021, was .0686 percent, which was an increase of 0.0133 from its proportion measured as of June 30, 2020.

NOTE 16- RETIREMENT PLANS (CONTINUED)

Pension Expense and Deferred Outflows/Inflows of Resources – For the year ended June 30, 2022, the City recognized pension expense for ASRS of $1,109,787. At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to pension from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 137,346	$
Changes of assumptions or other inputs	1,172,697	
Net difference between projected and actual earnings on pension investments		2,854,620
Changes in proportion and differences between contributions and proportionate share of contributions	293,751	
Contributions subsequent to the measurement date	941,261	
Total	$ 2,545,055	$ 2,854,620

The $941,261 reported as deferred outflows of resources related to ASRS pensions resulting from city contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to ASRS pension will be recognized in pension expense as follows:

Year Ending June 30:	
2023	$ 266,252
2024	95,942
2025	(629,297)
2026	(983,723)

Actuarial Assumptions – The significant actuarial assumptions used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2020
Actuarial roll forward date	June 30, 2021
Actuarial cost method	Entry age normal
Investment rate of return	7.0%
Projected salary increases	2.9-8.4%
Inflation	2.3%
Permanent base increases	Included
Mortality rates	2017 SRA Scale U-MP
Healthcare cost trend rate	Not applicable

NOTE 16- RETIREMENT PLANS (CONTINUED)

Actuarial assumptions used in the June 30, 2020, valuation were based on the results of an actuarial experience study for the 5-year period ended June 30, 2020. The purpose of the experience study was to review actual experience in relation to the actuarial assumptions in effect. The Board adopted the experience study recommended changes which were applied to June 30, 2020, actuarial valuation.

The long-term expected rate of return on ASRS pension plan investments was determined to be 7.0 percent using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage excluding any expected inflation.

The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Geometric Real Rate of Return
Equity	50%	4.90%
Credit	20	5.20
Interest rate sensitive bonds	10	0.70
Real estate	20	5.70
Total	100%	

Discount Rate. The discount rate used to measure the ASRS total pension liability was 7.0 percent. The discount rate was lowered in the roll forward for the year June 30, 2021 from 7.5 percent, which was used for the actuarial assumptions at the valuation date. The projection of cash flows used to determine the discount rate assumed that contributions from participating employers will be made based on the actuarially determined rates based on the ASRS Board's funding policy, which establishes the contractually required rate under Arizona statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate. The following presents the City's proportionate share of the net pension liability calculated using the discount rate of 7.0 percent, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
Rate	6.0%	7.0%	8.0%
Net liability	$ 14,171,651	$ 9,009,794	$ 4,706,233

NOTE 16- RETIREMENT PLANS (CONTINUED)

Pension Plan Fiduciary Net Position – Detailed information about the pension plan's fiduciary net position is available in a separately issued ASRS financial report. The report is available on the ASRS website at www.azasrs.gov.

Public Safety Personnel Retirement System

Plan Description – City public safety personnel who are regularly assigned hazardous duty participate in the Public Safety Personnel Retirement System (PSPRS) or employees who became members on or after July 1, 2017, may participate in the Public Safety Personnel Defined Contribution Retirement Plan (PSPDCRP). The PSPRS administers an agent multiple-employer defined benefit pension plan. A nine-member board known as the Board of Trustees and the participating local boards govern the PSPRS according to the provisions of A.R.S. Title 38, Chapter 5, Article 4. Employees who were PSPRS members before July 1, 2017, participate in the agent plans, and employees who became PSPRS members on or after July 1, 2017, participate in either agent plans or cost-sharing plans (PSPRS Tier 3 Risk Pool).

The PSPRS issue publicly available financial reports that include their financial statements and required supplemental information. The reports are available on the PSPRS Web site at www.psprs.com.

The PSPRS Tier 3 Risk Pool plan and the PSPRS OPEB plans are not further disclosed because of their relative insignificance to the City's financial statements.

Benefits Provided – The PSPRS provides retirement, disability, and survivor benefits. State statute establishes benefits terms. Retirement, disability, and survivor benefits are calculated on the basis of age, average monthly compensation, and service credit as follows. See the publicly available PSPRS financial report for additional benefits information.

	Retirement Initial Membership Date:	
Retirement and disability:	Before January 1, 2012	On or after January 1, 2012 and before July 1, 2017
Years of service and age required to receive benefit	20 years of service, any age 15 years of service, age 62	25 years or 15 years of credited service, age 52.5
Final average salary is based on	Highest 36 consecutive months of last 20 years	Highest 60 consecutive months of last 20 years
Normal retirement	50% less 2.0% for each year of credited service less than 20 years or plus 2.0% to 2.5% for each year of credited service over 20 years, not to exceed 80%	1.5 % to 2.5% per year of credited service, not to exceed 80%
Accidental disability retirement	50% or normal retirement, whichever is greater	
Catastrophic disability retirement	90% for the first 60 months then reduced to either 62.5% or normal retirement, whichever is greater	
Ordinary disability retirement	Normal retirement calculated with actual years of credited service or 20 years of credited service, whichever is greater, multiplied by years of credited service (not to exceed 20 years) divided by 20	
Survivor benefit:		
Retired members	80% to 100% of retired member's pension benefit	
Active members	80% to 100% of accidental disability retirement benefit or 100% of average monthly compensation if death was the result of injuries received on the job	

NOTE 16- RETIREMENT PLANS (CONTINUED)

Retirement and survivor benefits are subject to automatic cost-of-living adjustments based on inflation. PSPRS also provides temporary disability benefits of 50 percent of the member's compensation for up to 12 months.

Employees Covered by Benefit Terms – At June 30, 2022, the following employees were covered by the agent pension plans' benefit terms:

	PSPRS - Police	PSPRS - Fire
Retirees and beneficiaries	9	3
Inactive, non-retired members	2	4
Active members	25	30
Total	36	37

Contributions – State statutes establish the pension contribution requirements for active PSPRS employees. In accordance with state statutes, annual actuarial valuations determine employer contribution requirements for PSPRS pension benefits. The combined active member and employer contribution rates are expected to finance the costs of benefits employees earn during the year, with an additional amount to finance any unfunded accrued liability. Contributions rates for the year ended June 30, 2022, are indicated below. Rates are a percentage of active members' annual covered payroll.

	PSPRS - Police	PSPRS - Fire
Active members – pension	7.65% to 11.65%	7.65% to 11.65%
City:		
Pension	25.55%	20.92%
Health insurance		0.37%

For the agent plans, the City's contributions to the pension plan for the year ended June 30, 2022, were:

	PSPRS - Police	PSPRS - Fire
Pension contributions	$ 316,368	$ 381,729

During fiscal year 2022, the City paid for PSPRS pension contributions as follows: 67.3 percent from the General Fund, and 32.7 percent from the Ambulance Services Fund.

Pension Liability – At June 30, 2022, the City reported the following net pension liabilities:

	PSPRS - Police	PSPRS - Fire
Net Pension (Assets) Liabilities	$ (2,467,880)	$ (2,114,760)

NOTE 16- RETIREMENT PLANS (CONTINUED)

The net pension assets/liabilities were measured as of June 30, 2021. The total pension liability used to calculate the net pension asset or liability was determined by an actuarial valuation as of that date.

Pension Actuarial Assumptions – The significant actuarial assumptions used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2021
Actuarial cost method	Entry age normal
Investment rate of return	7.3%
Wage inflation	3.5%
Price inflation	2.5%
Cost-of-living adjustment	1.75%
Mortality rates	PubS-2010 tables

Actuarial assumptions used in the June 30, 2021 valuation were based on the results of an actuarial experience study for the 5-year period ended June 30, 2016.

The long-term expected rate of return on PSPRS plan investments was determined to be 7.30 percent using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of plan investment expenses and inflation) are developed for each major asset class. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
U.S. public equity	24%	4.08%
International public equity	16	5.20
Global private equity	20	7.67
Other assets (capital appreciation)	7	5.43
Core bonds	2	0.42
Private credit	20	5.74
Diversifying strategies	10	3.99
Cash – Mellon	1	-0.31
Total	100%	

NOTE 16- RETIREMENT PLANS (CONTINUED)

Pension Discount Rates – At June 30, 2021, the discount rate used to measure the total pension liability was 7.3 percent.

The projection of cash flows used to determine the PSPRS discount rates assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between the actuarially determined contribution rate and the member rate. Based on those assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Changes in the Net Pension Liability

	Increase (Decrease)		
PSPRS - Police	Total Pension Liability	Plan Fiduciary Net Position	Net Pension (Asset) Liability
Balances at June 30, 2021	$ 12,548,722	$ 7,179,429	$ 5,369,293
Changes for the year:			
Service cost	374,421		374,421
Interest on the total pension liability	926,693		926,693
Changes of benefit terms	(236,221)		(236,221)
Contributions – employer		6,309,302	(6,309,302)
Contributions – employee		179,082	(179,082)
Net investment income		2,424,785	(2,424,785)
Benefit payments, including refunds of employee contributions	(457,446)	(457,446)	
Administrative expense		(11,103)	11,103
Net changes	607,447	8,444,620	(7,837,173)
Balances at June 30, 2022	$ 13,156,169	$ 15,624,049	$ (2,467,880)

NOTE 16- RETIREMENT PLANS (CONTINUED)

	Increase (Decrease)		
PSPRS - Fire	Total Pension Liability	Plan Fiduciary Net Position	Net Pension (Asset) Liability
Balances at June 30, 2021	$ 9,177,094	$ 6,704,834	$ 2,472,260
Changes for the year:			
Service cost	431,341		431,341
Interest on the total pension liability	696,458		696,458
Differences between expected and actual experience in the measurement of the pension liability	(470,260)		(470,260)
Contributions – employer		3,004,520	(3,004,520)
Contributions – employee		161,015	(161,015)
Net investment income		2,088,614	(2,088,614)
Benefit payments, including refunds of employee contributions	(135,819)	(135,819)	
Administrative expense		(9,590)	9,590
Net changes	521,720	5,108,740	(4,587,020)
Balances at June 30, 2022	$ 9,698,814	$ 11,813,574	$ (2,114,760)

Sensitivity of the City's Net Pension (Assets) Liabilities to Changes in the Discount Rate-The following table presents the City's net pension (assets) liabilities calculated using the discount rates noted above, as well as what the City's net pension (assets) liabilities would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate.

	1% Decrease	Current Discount Rate	1% Increase
PSPRS - Police:			
Rate	6.30%	7.30%	8.30%
Net pension (assets) liability	$ (280,417)	$ (2,467,880)	$ (4,207,440)
PSPRS - Fire			
Rate	6.30%	7.30%	8.30%
Net pension (assets) liability	$ (390,205)	$ (2,114,760)	$ (3,487,375)

NOTE 16- RETIREMENT PLANS (CONTINUED)

Pension Plan Fiduciary Net Position - Detailed information about the pension plans' fiduciary net position is available in the separately issued PSPRS financial report. The reports are available on the PSPRS website at: www.psprs.com.

Pension Expense-For the year ended June 30, 2022, the City recognized the following pension expense:

	PSPRS - Police	PSPRS - Fire
Pension expense	$ 362,542	$ 239,436

Pension Deferred Outflows/Inflows of Resources - At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
PSPRS - Police:		
Differences between expected and actual experience	$ 855,599	$ 462,417
Changes of assumptions or other inputs	291,980	
Contributions subsequent to the measurement date	316,368	$1,035,634
Total	$ 1,463,947	$ 1,498,051
PSPRS - Fire		
Differences between expected and actual experience	$ 813,210	$ 1,056,546
Changes of assumptions or other inputs	362,395	
Net difference between projected and actual earnings on pension plan investments		$907,983
Contributions subsequent to the measurement date	381,729	
Total	$ 1,557,334	$ 1,964,529

NOTE 16- RETIREMENT PLANS (CONTINUED)

The amounts reported as deferred outflows of resources related to pensions resulting from city contributions subsequent to the measurement date will be recognized as an increase in the net pension assets or a reduction of the net pension liabilities in the year ended June 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30:	PSPRS - Police	PSPRS - Fire
2023	$ (92,857)	$ (177,447)
2024	(68,087)	(182,320)
2025	(121,305)	(205,419)
2026	(211,380)	(273,343)
2027	132,264	20,063
Thereafter	10,893	29,542

PSPDCRP Plan. Public safety employees who are not members of PSPRS participate in the PSPDCRP. The PSPDCRP is a defined contribution pension plan. The PSPRS Board of Trustees governs the PSPDCRP according to the provisions of A.R.S. Title 38, Chapter 5, Article 4.1. Benefit terms, including contribution requirements, are established by State statute. For the year ended June 30, 2022, active PSPDCRP members were required by statute to contribute at least 9 percent of the members' annual covered payroll, and the City was required by statute to contribute 9 percent of active members' annual covered payroll to an individual employee account. Employees are immediately vested in their own contributions and the earnings on those contributions. Employees vest in a portion of the City's contributions each year as set forth in statute. The pension plan retains nonvested City contributions when forfeited because of employment terminations. For the year ended June 30, 2022, the City recognized pension expense of $5,555.

Elected Officials Retirement Plan

Plan Description - Elected officials and judges participate in the Elected Officials Retirement Plan (EORP), ASRS, or the Elected Officials Defined Contribution Retirement System (EODCRS). EORP administers a cost-sharing multiple-employer defined benefit pension plan for elected officials and judges who were members of the plan on December 31, 2013. This plan was closed to new members as of January 1, 2014. The PSPRS Board of Trustees governs the EORP according to the provisions of A.R.S. Title 38, Chapter 5, Article 3. The PSPRS issues a publicly available financial report that includes financial statements and required supplementary information for the EORP plans. The report is available on PSPRS's website at www.psprs.com.

The EORP OPEB plans are not further disclosed because of their relative insignificance of the City's financial statements.

NOTE 16- RETIREMENT PLANS (CONTINUED)

Benefits Provided - The EORP provides retirement, disability, and survivor benefits. State statute establishes benefit terms. Retirement, disability, and survivor benefits are calculated on the basis of age, average yearly compensation, and service credit as follows:

EORP	Initial membership date:	
Retirement and disability	**Before January 1, 2012**	**On or after January 1, 2012**
Years of service and age required to receive benefit	20 years, any age 10 years, age 62 5 years, age 65 5 years, any age* any years and age if disabled	10 years, age 62 5 years, age 65 Any years and age if disabled
Final average salary is based on	Highest 36 consecutive months of last 10 years	Highest 60 consecutive months of last 10 years
Benefit percent		
Normal retirement	4% per year of service, not to exceed 80%	3% per year of service, not to exceed 75%
Disability retirement	80% with 10 or more years of service 40% with 5 to 10 years of service 20% with less than 5 years of service	75% with 10 or more years of service 37.5% with 5 to 10 years of service 18.75% with less than 5 years of service
Survivor benefit		
Retired members	75% of retired member's benefit	50% of retired member's benefit
Active members and other inactive members	75% of disability retirement benefit	50% of disability retirement benefit

* With reduced benefits of 0.25% for each month early retirement precedes the member's normal retirement age, with a maximum reduction of 30%.

Retirement and survivor benefits are subject to automatic cost-of-living adjustments based on excess investment earning. In addition, the Legislature may enact permanent one-time benefit increases after a Joint Legislative Budget Committee analysis of the increase's effects on the plan.

Health insurance premium benefits are available to retired or disabled members with five years of credited service. The benefits are payable only with respect to allowable health insurance premiums for which the member is responsible. For members with 8 or more years of service, benefits range from $100 per month to $260 per month depending on the age of the member and dependents. For members with five to seven years of service, the benefits are the same dollar amounts as above multiplied by a vesting fraction based on completed years of service.

NOTE 16- RETIREMENT PLANS (CONTINUED)

Contributions - State statutes establish active member and employer contribution requirements. Statute also appropriates $5 million annually through fiscal year 2043 for the EORP from the State of Arizona to supplement the normal cost plus an amount to amortize the unfunded accrued liability and designates a portion of certain court fees for the EORP.

For the year ended June 30, 2022, statute required active EORP members to contribute seven or 13 percent of the members' annual covered payroll, and the City to contribute 61.43 percent of all active EORP members' annual covered payroll. Also, statute required the City to contribute 49.39 percent to EORP of the annual covered payroll of elected officials and judges who were ASRS members. In addition, statute required the City to contribute 48.58 percent of annual covered payroll of retired members who worked for the City in positions that an employee who contributes to the EORP would typically fill. The City's contributions to the pension plan for the year ended June 30, 2022, were $55,704.

During fiscal year 2022, the City paid for EORP pension contributions from the General Fund.

Pension Liability - At June 30, 2022, the City reported a liability for its proportionate share of the EORP's net pension liability that reflected a reduction for the City's proportionate share of the State's appropriation for EORP. The amount the City recognized as its proportionate share of the net pension liability, the related state support, and the total portion of the net pension liability that was associated with the City were as follows:

City's proportionate share of the EORP net pension liability	$	746,991
State's proportionate share of the EORP net pension liability associated with the City		75,085
Total	$	822,076

The net asset and net liability were measured as of June 30, 2021, and the total liability used to calculate the net asset or net liability was determined by an actuarial valuation as of that date.

The City's proportion of the net pension liability was based on the City's actual contributions to the pension plan relative to the total of all participating employers' actual contributions for the year ended June 30, 2021. The City's proportion measured as of June 30, 2021, was 0.12 percent, which was the same proportion measured as of June 30, 2019.

NOTE 16 - RETIREMENT PLANS (CONTINUED)

Pension Expense - For the year ended June 30, 2022, the City recognized pension expense for EORP of $44,743.

Pension Deferred Outflows/Inflows of Resources - At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$	$ 9,941
Changes in proportion and differences between employer contributions and proportionate share of contributions	7,285	
Net difference between projected and actual earnings on pension investments		38,058
Contributions subsequent to the measurement date	55,704	
Total	$ 62,989	$ 47,999

The $55,704 reported as deferred outflows of resources related to EORP pensions resulting from City contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to EORP pensions will be recognized in pension expense as follows:

Year Ending June 30	Pension
2023	$ (10,469)
2024	(7,925)
2025	(9,360)
2026	(12,959)

Actuarial Assumptions - The significant actuarial assumptions used to measure the total pension liability are as follows:

EORP

Actuarial valuation date	June 30, 2021
Actuarial cost method	Entry age normal
Investment rate of return	7.30%
Wage inflation	3.75%
Price inflation	2.50%
Cost of living adjustment	1.75%
Permanent benefit increase	Included
Mortality rates	PUBG-2010 Mortality Tables with MP2018 improvement scale with adjustments to match current experience
Healthcare cost trend rate	Not applicable

NOTE 16- RETIREMENT PLANS (CONTINUED)

Actuarial assumptions used in the June 30, 2021, valuation were based on the results of an actuarial experience study for the 5-year period ended June 30, 2016.

The long-term expected rate of return on EORP pension plan investments was determined to be 7.30 percent using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expenses and inflation) are developed for each major asset class. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Cash-Mellon	1%	-.31%
Core bonds	2	.42
Diversifying Strategies	10	3.99
Private credit	20	5.74
Other Assets (capital appreciation)	7	5.43
Global private equity	20	7.67
International public equity	16	5.20
U.S. public equity	24	4.08
Total	100%	

Discount Rate - At June 30, 2021, the discount rate used to measure the EORP total pension liability was 7.3 percent, which was the same discount rate used as of June 30, 2020. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate, employer contributions will be made at the statutorily set rates, and state contributions will be made as currently required by statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the City's proportionate share of the EORP net pension liability to changes in the discount rate -The following table presents the City's proportionate share of the net pension liability calculated using the discount rate of 7.3 percent, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.3 percent) or one percentage point higher (8.3 percent) than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
Net pension (assets) liability	$ 858,350	$ 746,991	$ 651,418

Pension plan fiduciary net position - Detailed information about the pension plan's fiduciary net position is available in the separately issued EORP financial report.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
ARIZONA STATE RETIREMENT SYSTEM
LAST EIGHT FISCAL YEARS

	2022	2021	2020	2019	2018
Measurement date	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017
City's proportion of the net pension (assets) liability	0.07%	0.07%	0.06%	0.06%	0.06%
City's proportionate share of the net pension (assets) liability	$ 9,009,794	$ 11,650,354	$ 9,288,007	$ 8,837,885	$ 9,873,369
City's covered payroll	$ 7,835,768	$ 7,409,817	$ 6,728,524	$ 6,356,202	$ 6,155,121
City's proportionate share of the net pension (assets) liability as a percentage of its covered payroll	114.98%	157.23%	138.04%	139.04%	160.41%
Plan fiduciary net position as a percentage of the total pension liability	78.58%	69.33%	73.24%	73.40%	69.92%

	2017	2016	2015
Measurement date	June 30, 2016	June 30, 2015	June 30, 2014
City's proportion of the net pension (assets) liability	0.06%	0.06%	0.06%
City's proportionate share of the net pension (assets) liability	$ 10,475,512	$ 9,932,851	$ 9,246,398
City's covered payroll	$ 5,998,839	$ 5,914,065	$ 5,299,698
City's proportionate share of the net pension (assets) liability as a percentage of its covered payroll	174.63%	167.95%	174.47%
Plan fiduciary net position as a percentage of the total pension liability	67.06%	68.35%	69.49%

NOTE: The pension schedules in the required supplementary information are intended to show information for ten years, and additional information will be displayed as it becomes available.

See accompanying notes to this schedule.

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
ELECTED OFFICIALS RETIREMENT PLAN
LAST SIX FISCAL YEARS

	2022	2021	2020	2019	2018
Measurement date	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017
City's proportion of the net pension (assets) liability	0.12%	0.12%	0.13%	0.08%	0.09%
City's proportionate share of the net pension (assets) liability	$ 746,991	$ 813,649	$ 836,624	$ 542,454	$ 1,157,339
State's proportionate share of the net pension (assets) liability	$ 75,085	$ 77,331	$ 78,634	$ 92,946	$ 374,681
Total	$ 822,076	$ 890,980	$ 915,258	$ 635,400	$ 1,532,020
City's covered payroll	$ 92,800	$ 93,350	$ 110,239	$ 87,213	$ 68,562
City's proportionate share of the net pension (assets) liability as a percentage of its covered payroll	804.95%	871.61%	758.92%	621.99%	1688.02%
Plan fiduciary net position as a percentage of the total pension liability	36.28%	29.80%	30.14%	30.40%	19.66%

	2017
Measurement date	June 30, 2016
City's proportion of the net pension (assets) liability	0.11%
City's proportionate share of the net pension (assets) liability	$ 1,008,290
State's proportionate share of the net pension (assets) liability	$ 208,166
Total	$ 1,216,456
City's covered payroll	$ 132,685
City's proportionate share of the net pension (assets) liability as a percentage of its covered payroll	759.91%
Plan fiduciary net position as a percentage of the total pension liability	23.42%

NOTE: The pension schedules in the required supplementary information are intended to show information for ten years, and additional information will be displayed as it becomes available.

See accompanying notes to this schedule.

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
PUBLIC SAFETY PERSONNEL RETIREMENT SYSTEM - POLICE
LAST EIGHT FISCAL YEARS

	2022	2021	2020
Measurement date	June 30, 2021	June 30, 2020	June 30, 2019
Total pension liability			
Service cost	$ 374,421	$ 403,478	$ 420,691
Interest	926,693	846,911	736,413
Changes of benefit terms			
Differences between expected and actual experience	(236,221)	357,114	705,904
Changes of assumptions or other inputs			265,067
Benefit payments, including refunds of employee contributions	(457,446)	(513,645)	(408,087)
Net change in total pension liability	607,447	1,093,858	1,719,988
Total pension liability—beginning	12,548,722	11,454,864	9,734,876
Total pension liability—ending	$ 13,156,169	$ 12,548,722	$ 11,454,864
Plan fiduciary net position			
Contributions—employer	$ 6,309,302	$ 576,635	$ 573,259
Contributions—employee	179,082	194,076	198,310
Net investment income	2,424,785	88,327	342,633
Benefit payments, including refunds of employee contributions	(457,446)	(513,645)	(408,087)
Administrative expense	(11,103)	(7,202)	(6,945)
Other		(32,133)	(1,881)
Net change in plan fiduciary net position	8,444,620	306,058	697,289
Plan fiduciary net position—beginning	7,179,429	6,873,371	6,176,082
Plan fiduciary net position—ending	$ 15,624,049	$ 7,179,429	$ 6,873,371
Net pension (assets) liability—ending	$ (2,467,880)	$ 5,369,293	$ 4,581,493
Plan fiduciary net position as a percentage of the total pension liability	118.76%	57.21%	60.00%
Covered payroll	$ 1,935,995	$ 2,683,494	$ 2,353,202
Net pension (assets) liability as a percentage of covered payroll	(127.47)%	200.09%	194.69%

NOTE: The pension schedules in the required supplementary information are intended to show information for ten years, and additional information will be displayed as it becomes available.

See accompanying notes to this schedule.

2019	2018	2017	2016	2015
June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
$ 365,220	$ 449,219	$ 350,332	$ 306,944	$ 282,241
721,974	647,619	562,087	555,140	466,641
	162,160	512,893		91,936
(461,278)	385,365	(58,955)	(423,441)	(9,596)
	121,338	362,672		606,442
(929,669)	(274,770)	(333,006)	(410,680)	(234,608)
(303,753)	1,490,931	1,396,023	27,963	1,203,056
10,038,629	8,547,698	7,151,675	7,123,712	5,920,656
$ 9,734,876	$ 10,038,629	$ 8,547,698	$ 7,151,675	$ 7,123,712
$ 258,678	$ 393,486	$ 351,711	$ 248,515	$ 264,741
178,569	231,348	207,745	182,813	165,787
414,905	640,556	30,048	179,881	580,609
(929,669)	(274,770)	(333,006)	(410,680)	(234,608)
(7,015)	(6,068)	(4,724)	(4,770)	(4,714)
72	68	(99,246)	(3,823)	2,155
(84,460)	984,620	152,528	191,936	773,970
6,260,542	5,275,922	5,123,394	4,931,458	4,157,488
$ 6,176,082	$ 6,260,542	$ 5,275,922	$ 5,123,394	$ 4,931,458
$ 3,558,794	$ 3,778,087	$ 3,271,776	$ 2,028,281	$ 2,192,254
63.44%	62.36%	61.72%	71.64%	69.23%
$ 1,728,405	$ 2,081,175	$ 1,794,507	$ 1,799,219	$ 1,663,348
205.90%	181.54%	182.32%	112.73%	131.80%

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
PUBLIC SAFETY PERSONNEL RETIREMENT SYSTEM - FIRE
LAST EIGHT FISCAL YEARS

	2022	2021	2020
Measurement date	June 30, 2021	June 30, 2020	June 30, 2019
Total pension liability			
Service cost	$ 431,341	$ 366,149	$ 370,521
Interest	696,458	564,876	494,466
Changes of benefit terms			
Differences between expected and actual experience	(470,260)	916,711	122,327
Changes of assumptions or other inputs			168,975
Benefit payments, including refunds of employee contributions	(135,819)	(85,039)	(106,693)
Net change in total pension liability	521,720	1,762,697	1,049,596
Total pension liability—beginning	9,177,094	7,414,397	6,364,801
Total pension liability—ending	$ 9,698,814	$ 9,177,094	$ 7,414,397
Plan fiduciary net position			
Contributions—employer	$ 3,004,520	$ 343,486	$ 315,972
Contributions—employee	161,015	163,261	146,801
Net investment income	2,088,614	80,955	308,103
Benefit payments, including refunds of employee contributions	(135,819)	(85,039)	(106,693)
Administrative expense	(9,590)	(6,600)	(6,342)
Other		3,325	(1,809)
Net change in plan fiduciary net position	5,108,740	499,388	656,032
Plan fiduciary net position—beginning	6,704,834	6,205,446	5,549,414
Plan fiduciary net position—ending	$ 11,813,574	$ 6,704,834	$ 6,205,446
Net pension (assets) liability—ending	$ (2,114,760)	$ 2,472,260	$ 1,208,951
Plan fiduciary net position as a percentage of the total pension liability	121.80%	73.06%	83.69%
Covered payroll	$ 1,893,726	$ 2,401,633	$ 1,998,964
Net pension (assets) liability as a percentage of covered payroll	(111.67)%	102.94%	60.48%

NOTE: The pension schedules in the required supplementary information are intended to show information for ten years, and additional information will be displayed as it becomes available.

See accompanying notes to this schedule.

2019	2018	2017	2016	2015
June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
$ 344,233	$ 429,788	$ 335,758	$ 296,352	$ 294,507
463,118	433,198	347,995	308,046	275,282
	88,014	588,157		(8,383)
(487,056)	(519,052)	(33,940)	51,216	(184,049)
	200,618	264,127		77,627
(83,463)	(131,347)	(281,063)	(51,738)	(25,329)
236,832	501,219	1,221,034	603,876	429,655
6,127,969	5,626,750	4,405,716	3,801,840	3,372,185
$ 6,364,801	$ 6,127,969	$ 5,626,750	$ 4,405,716	$ 3,801,840
$ 143,184	$ 241,876	$ 253,312	$ 208,243	$ 199,532
149,282	195,123	207,731	173,223	157,403
352,682	517,876	23,851	138,174	416,103
(83,463)	(131,347)	(281,063)	(51,738)	(25,329)
(6,068)	(4,982)	(3,832)	(3,755)	(3,378)
58	(92,419)	(26,171)	(2,750)	8,528
555,675	726,127	173,828	461,397	752,859
4,993,739	4,267,612	4,093,784	3,632,387	2,879,528
$ 5,549,414	$ 4,993,739	$ 4,267,612	$ 4,093,784	$ 3,632,387
$ 815,387	$ 1,134,230	$ 1,359,138	$ 311,932	$ 169,453
87.19%	81.49%	75.85%	92.92%	95.54%
$ 1,769,302	$ 1,778,902	$ 1,594,143	$ 1,544,922	$ 1,471,355
46.09%	63.76%	85.26%	20.19%	11.52%

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF PENSION CONTRIBUTIONS
ALL PENSION PLANS
LAST TEN FISCAL YEARS

	2022	2021	2020	2019
Arizona State Retirement System:				
Actuarially determined contribution	$ 941,261	$ 912,866	$ 848,424	$ 752,249
Contributions in relation to the actuarially determined contribution	941,261	912,866	848,424	752,249
Contribution deficiency (excess)	$	$	$	$
City's covered payroll	$ 7,837,311	$ 7,710,352	$ 7,409,817	$ 6,728,524
Contributions as a percentage of covered payroll	12.01%	11.84%	11.45%	11.18%
Elected Officials Retirement Plan:				
Actuarially determined contribution	$ 55,704	$ 56,493	$ 55,682	$ 54,965
Contributions in relation to the actuarially determined contribution	55,704	56,493	55,682	54,965
Contribution deficiency (excess)	$	$	$	$
City's covered payroll	$ 92,800	$ 91,963	$ 93,350	$ 110,239
Contributions as a percentage of covered payroll	60.03%	61.43%	59.65%	49.86%
Public Safety Personnel Retirement System - Police:				
Actuarially determined contribution	$ 316,638	$ 637,131	$ 625,122	$ 525,830
Contributions in relation to the actuarially determined contribution	316,638	6,368,494	625,122	525,830
Contribution deficiency (excess)	$	$ (5,731,363)	$	$
City's covered payroll	$ 2,169,380	$ 2,773,330	$ 2,683,494	$ 2,353,202
Contributions as a percentage of covered payroll	14.60%	22.97%	23.30%	22.35%
Public Safety Personnel Retirement System - Fire:				
Actuarially determined contribution	$ 381,729	$ 469,747	$ 398,198	$ 382,197
Contributions in relation to the actuarially determined contribution	381,729	3,082,714	398,198	382,197
Contribution deficiency (excess)	$	$ (2,612,967)	$	$
City's covered payroll	$ 1,971,629	$ 2,593,218	$ 2,401,633	$ 1,998,964
Contributions as a percentage of covered payroll	19.36%	18.11%	16.58%	19.12%

NOTE: The pension schedules in the required supplementary information are intended to show information for ten years, and additional information will be displayed as it becomes available. Information for fiscal years 2016 through 2012 is not available for the EORP plan.

NOTE: During the fiscal year ended June 30, 2021, the City made excess contributions to the Public Safety Retirement System for both the Police and Fire pension plans. The excess contributions were funded by the issuance of Excise Tax Revenue Obligations.

See accompanying notes to this schedule.

2018	2017	2016	2015	2014	2013
$ 692,826	$ 663,522	$ 650,874	$ 644,042	$ 584,114	$ 543,219
692,826	663,522	650,874	644,042	584,114	543,219
$ 6,356,202	$ 6,155,121	$ 5,998,839	$ 5,914,065	$ 5,299,698	$ 5,209,366
10.90%	10.78%	10.85%	10.89%	11.02%	10.43%
$ 20,495	$ 16,112				
20,495	16,112				
$ 87,213	$ 68,562				
23.50%	23.50%				
$ 435,558	$ 400,210	$ 352,801	$ 281,218	$ 272,789	$ 242,295
435,558	400,210	352,801	281,218	272,789	242,295
$ 1,728,405	$ 2,081,175	$ 1,794,507	$ 1,799,219	$ 1,663,348	$ 1,571,304
25.20%	19.23%	19.66%	15.63%	16.40%	15.42%
$ 347,491	$ 233,214	$ 203,572	$ 188,635	$ 180,241	$ 169,598
347,491	233,214	203,572	188,635	180,241	169,598
$ 1,769,302	$ 1,778,902	$ 1,594,143	$ 1,544,922	$ 1,471,355	$ 1,481,205
19.64%	13.11%	12.77%	12.21%	12.25%	11.45%

NOTE 1: PENSION PLAN SCHEDULES

Actuarial Assumptions for Valuation Performed. The information presented in the required supplementary schedules was determined as part of the actuarial valuations at the dates indicated, which is the most recent actuarial valuation. The actuarial assumptions used are disclosed in the notes to the financial statements.

Factors that Affect Trends. The actuarial assumptions used in the June 30, 2020 valuation for ASRS were based on the results of an actuarial experience study for the five-year period ended June 30, 2020. The purpose of the experience study was to review actual experience in relation to the actuarial assumptions in effect. The ASRS Board adopted the experience study recommended changes which were applied to the June 30, 2020, actuarial valuation. The total liabilities as of June 30, 2021, reflect changes in actuarial assumptions based on the results of an actuarial experience, including decreasing the discount rate from 7.5 percent to 7.0 percent and changing the projected salary increases from 2.7-7.2 percent to 2.9-8.4 percent.

The actuarial assumptions used in the June 30, 2021 valuation for PSPRS and EORP were based on the results of an actuarial experience study for the five-year period ending June 30, 2016. The purpose of the experience study was to review actual experience in relation to the actuarial assumptions in effect. The PSPRS Board adopted the experience study recommended changes which were applied to the June 30, 2017 actuarial valuation.

Arizona courts have ruled that provisions of a 2011 law that changed the mechanism for funding permanent pension benefit increases and increased employee pension contribution rates were unconstitutional or a breach of contract because those provisions apply to individuals who were members as of the law's effective date. As a result, the PSPRS and EORP changed benefit terms to reflect the prior mechanism for funding permanent benefit increases for those members and revised actuarial assumptions to explicitly value future permanent benefit increases. PSPRS also reduced those members' employee contribution rates. These changes are reflected in the plan's OR plans' pension liabilities for fiscal year 2015 (measurement date 2014) for members who were retired as of the law's effective date and fiscal year 2018 (measurement date 2017) for members who retired or will retire after the law's effective date. These changes also increased the PSPRS-required pension contributions beginning in fiscal year 2016 for members who were retired as of the law's effective date. These changes increased the PSPRS-required contributions beginning in fiscal year 2019 for members who retired or will retire after the law's effective date.

SUPPLEMENTARY INFORMATION COMBINING FUND FINANCIAL STATEMENTS

SPECIAL REVENUE FUNDS

Police Grants and Special Revenues - accounts for proceeds restricted to the use of Public Safety programs including the Operation Stone Garden program (OPSG), Smart and Safe Arizona Act funds, School Resource Officers (SROs) agreements, and other miscellaneous grants specific to Public Safety. It also accounts for monies and assets confiscated through criminal prosecution.

Judicial Collection Enhancement - reports the proceeds of specific revenue sources legally restricted to municipal court revenues and expenditures. The fund includes the JCEF Collections, San Luis Court Enhancement, Fill The Gap, Default Fees, Warrant Fees, and the San Luis Municipal Court Fare as departments.

SL Community Facilities District - The San Luis Community Facilities District was created in 1999 to provide land for the development of the Regional Center for Border Health, which will revert along with the development of the City at the end of the term. The district leases the land under a 30-year agreement to Western Arizona Area Health Education Center, Inc. (WAAHEC), an unrelated not-for-profit corporation.

Assessment Districts - accounts for the property taxes from a specific group of property owners within the City to improve, enhance, maintain landscaping, and light streets. Its primary purpose is to maintain specified areas of the subdivisions where the assessment district was created. Arizona Revised Statutes allow the establishment of Assessment Districts, which was adopted by City Council resolution.

CAPITAL PROJECTS FUNDS

Capital Outlay Reserve – accounts for the public safety, parks and recreation, and administrative impact development fee activities of the City. Revenues are collected and expended in in accordance with the City's adopted infrastructure improvement plan and Arizona Revised Statutes.

CITY OF SAN LUIS, ARIZONA
COMBINING BALANCE SHEET - NON-MAJOR GOVERNMENTAL FUNDS
JUNE 30, 2022

	Special Revenue		
	Police Grants and Special Revenues	Judicial Collection Enhancement	SL Community Facilities District
ASSETS			
Equity in pooled cash	$ 310,808	$ 199,927	$ 40,000
Cash and investments			
Accounts receivable (net)	2,531	617	
Property taxes receivable			
Due from governmental entities	98,688		
Total assets	$ 412,027	$ 200,544	$ 40,000
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES			
Liabilities:			
Accounts payable	$ 10,143	$ 243	$
Due to other funds			
Total liabilities	10,143	243	
Deferred inflows of resources:			
Unavailable revenue - intergovernmental	18,155		
Unavailable revenue - property taxes			
Total deferred inflows of resources	18,155		
Fund balances:			
Restricted	383,729	200,301	40,000
Total fund balances	383,729	200,301	40,000
Total liabilities, deferred inflows of resources and fund balances	$ 412,027	$ 200,544	$ 40,000

Special Revenue	Capital Projects	
Assessment Districts	Capital Outlay Reserve	Total Non-Major Governmental Funds
$ 457,668	$	$ 1,008,403
	2,835,861	2,835,861
		3,148
16,325		16,325
		98,688
$ 473,993	$ 2,835,861	$ 3,962,425
$	$ 24,686	$ 35,072
	587,037	587,037
	611,723	622,109
		18,155
8,906		8,906
8,906		27,061
465,087	2,224,138	3,313,255
465,087	2,224,138	3,313,255
$ 473,993	$ 2,835,861	$ 3,962,425

CITY OF SAN LUIS, ARIZONA
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - NON-MAJOR GOVERNMENTAL FUNDS
YEAR ENDED JUNE 30, 2022

	Special Revenue		
	Police Grants and Special Revenues	Judicial Collection Enhancement	SL Community Facilities District
Revenues:			
Taxes	$ 199,801	$	$
Intergovernmental	585,679		
Fines and forfeitures	69,081	77,763	
Property taxes			
Rents			2,500
Investment earnings			
Other	13,046		
Development fees			
Total revenues	867,607	77,763	2,500
Expenditures:			
Current -			
General government		71,866	
Public safety	557,897		
Public works and streets			
Community development			
Capital outlay			
Debt service -			
Interest			
Principal			
Total expenditures	557,897	71,866	
Excess (deficiency) of revenues over expenditures	309,710	5,897	2,500
Other financing sources (uses):			
Transfers out			
Total other financing sources (uses)			
Changes in fund balances	309,710	5,897	2,500
Fund balances, beginning of year	74,019	194,404	37,500
Fund balances, end of year	$ 383,729	$ 200,301	$ 40,000

Special Revenue	Capital Projects	
Assessment Districts	Capital Outlay Reserve	Total Non-Major Governmental Funds
$	$	$ 199,801
		585,679
		146,844
584,631		584,631
		2,500
	7,587	7,587
		13,046
	601,513	601,513
584,631	609,100	2,141,601
		71,866
		557,897
62,412		62,412
428,567		428,567
	700,750	700,750
	15,958	15,958
	96,122	96,122
490,979	812,830	1,933,572
93,652	(203,730)	208,029
	(180,000)	(180,000)
	(180,000)	(180,000)
93,652	(383,730)	28,029
371,435	2,607,868	3,285,226
$ 465,087	$ 2,224,138	$ 3,313,255

CITY OF SAN LUIS, ARIZONA
COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
NON-MAJOR SPECIAL REVENUE FUNDS
YEAR ENDED JUNE 30, 2022

	Police Grants and Special Revenues		
	Budget	Actual	Variance - Positive (Negative)
Revenues:			
Taxes	$	$ 199,801	$ 199,801
Intergovernmental	943,425	585,679	(357,746)
Fines and forfeitures	57,400	69,081	11,681
Property taxes			
Rents			
Other		13,046	13,046
Total revenues	1,000,825	867,607	(133,218)
Expenditures:			
Current -			
General government			
Public safety	1,000,825	557,897	442,928
Public works and streets			
Community development			
Total expenditures	1,000,825	557,897	442,928
Changes in fund balances		309,710	309,710
Fund balances, beginning of year	752,837	74,019	(678,818)
Fund balances, end of year	$ 752,837	$ 383,729	$ (369,108)

Judicial Collection Enhancement			SL Community Facilities District		
Budget	Actual	Variance - Positive (Negative)	Budget	Actual	Variance - Positive (Negative)
$	$	$	$	$	$
128,000	77,763	(50,237)			
			2,500	2,500	
128,000	77,763	(50,237)	2,500	2,500	
85,000	71,866	13,134			
85,000	71,866	13,134			
43,000	5,897	(37,103)	2,500	2,500	
47,564	194,404	146,840	10,000	37,500	27,500
$ 90,564	$ 200,301	$ 109,737	$ 12,500	$ 40,000	$ 27,500

(Continued)

CITY OF SAN LUIS, ARIZONA
COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
NON-MAJOR SPECIAL REVENUE FUNDS
YEAR ENDED JUNE 30, 2022

	Assessment Districts		
	Budget	Actual	Variance - Positive (Negative)
Revenues:			
Taxes	$	$	$
Intergovernmental			
Fines and forfeitures			
Property taxes	626,578	584,631	(41,947)
Rents			
Other			
Total revenues	626,578	584,631	(41,947)
Expenditures:			
Current -			
General government			
Public safety			
Public works and streets	152,782	62,412	90,370
Community development	473,796	428,567	45,229
Total expenditures	626,578	490,979	135,599
Changes in fund balances		93,652	93,652
Fund balances, beginning of year	319,991	371,435	51,444
Fund balances, end of year	$ 319,991	$ 465,087	$ 145,096

Totals		
Budget	Actual	Variance - Positive (Negative)
$	$ 199,801	$ 199,801
943,425	585,679	(357,746)
185,400	146,844	(38,556)
626,578	584,631	(41,947)
2,500	2,500	
	13,046	13,046
1,757,903	1,532,501	(225,402)
85,000	71,866	13,134
1,000,825	557,897	442,928
152,782	62,412	90,370
473,796	428,567	45,229
1,712,403	1,120,742	591,661
45,500	411,759	366,259
1,130,392	677,358	(453,034)
$ 1,175,892	$ 1,089,117	$ (86,775)

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
DEBT SERVICE FUND
YEAR ENDED JUNE 30, 2022

	Debt Service		
	Budget	Actual	Variance - Positive (Negative)
Revenues:			
Investment earnings	$	$ 5,879	$ 5,879
Total revenues		5,879	5,879
Expenditures:			
Debt service -			
Interest	620,980	743,647	(122,667)
Principal	633,870	902,562	(268,692)
Total expenditures	1,254,850	1,646,209	(391,359)
Excess (deficiency) of revenues over expenditures	(1,254,850)	(1,640,330)	(385,480)
Other financing sources (uses):			
Transfers in	1,255,500	1,640,331	384,831
Total other financing sources (uses)	1,255,500	1,640,331	384,831
Changes in fund balances	650	1	(649)
Fund balances (deficits), beginning of year	(10,071,895)	264,995	10,336,890
Fund balances (deficits), end of year	$ (10,071,245)	$ 264,996	$ 10,336,241

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
CAPITAL PROJECTS FUND
YEAR ENDED JUNE 30, 2022

	Capital Outlay Reserve		
	Budget	Actual	Variance - Positive (Negative)
Revenues:			
Investment earnings	$ 4,470	$ 7,587	$ 3,117
Development fees	799,560	601,513	(198,047)
Total revenues	804,030	609,100	(194,930)
Expenditures:			
Capital outlay	1,531,500	700,750	830,750
Debt service -			
Interest	16,200	15,958	242
Principal	96,000	96,122	(122)
Total expenditures	1,643,700	812,830	830,870
Excess (deficiency) of revenues over expenditures	(839,670)	(203,730)	635,940
Other financing sources (uses):			
Transfers out	(180,000)	(180,000)	
Total other financing sources (uses)	(180,000)	(180,000)	
Changes in fund balances	(1,019,670)	(383,730)	635,940
Fund balances, beginning of year	1,742,729	2,607,868	865,139
Fund balances, end of year	$ 723,059	$ 2,224,138	$ 1,501,079

CITY OF SAN LUIS, ARIZONA
COMPONENT UNIT
STATEMENT OF FUND NET POSITION
JUNE 30, 2022

ASSETS	**Detention Facility**
Current assets:	
Cash held with trustee	$ 849,457
Accounts receivable (net)	4,107,358
	4,956,815
Non-current assets:	
Restricted investments	6,726,347
Land	661,359
Buildings and improvements	34,129,886
Machinery and equipment	329,194
Accumulated depreciation	(10,233,288)
Total noncurrent assets	31,613,498
Total assets	36,570,313
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflow on refundings	272,571
LIABILITIES	
Current Liabilities	
Accounts payable	3,789,647
Accrued interest	356,600
Current portion of long-term liabilities	2,645,000
Total current liabilities	6,791,247
Non current liabilities	
Non-current portion of long-term liabilities	26,977,698
Total non current liabilities	26,977,698
Total Liabilities	33,768,945
NET POSITION	
Net Investment in capital assets	(4,462,977)
Restricted	5,673,858
Unrestricted	1,863,058
Total Net Position	$ 3,073,939

CITY OF SAN LUIS, ARIZONA
COMPONENT UNIT
STATEMENT OF REVENUES, EXPENSES,
AND CHANGES IN FUND NET POSITION
FOR THE YEAR ENDED JUNE 30, 2022

	Detention Facility
Operating Revenues	
Charges for services	$ 25,263,660
Total operating revenues	25,263,660
Operating Expenses	
General operations	19,206,185
Depreciation	762,809
Total operating expenses	19,968,994
Operating Income (loss)	5,294,666
Non-Operating Revenues (Expenses)	
Investment earnings	2,476
Interest expense	(2,398,547)
Total non-operating revenue (expenses)	(2,396,071)
Change in net position	2,898,595
Net Position - Beginning	175,344
Net Position - Ending	$ 3,073,939

CITY OF SAN LUIS, ARIZONA
COMPONENT UNIT
STATEMENT OF CASH FLOWS
YEAR ENDED JUNE 30, 2022

Increase/ (decrease) in Cash and Cash Equivalents	**Detention Facility**
Cash flows from operating activities:	
Cash received from customers	$ 24,456,839
Cash payments to suppliers for goods and services	(19,984,759)
Net cash provided by/ (used for) operating activities	4,472,080
Cash flows from capital and related financing activities:	
Principal paid on long-term debt	(2,495,000)
Interest paid on long-term debt	(2,292,832)
Net cash provided by/ (used for) capital and related financing activities	(4,787,832)
Cash flows from investing activities:	
Investment income	2,476
Net cash provided by/ (used for) investing activities	2,476
Net decrease/increase in cash and cash equivalents	(313,276)
Cash and cash equivalents, beginning of year	7,889,080
Cash and cash equivalents, end of year	$ 7,575,804

Reconciliation of Cash and Cash Equivalents to the Statement of Fund Net Position

Cash held with trustee	$ 849,457
Restricted investments	6,726,347
Total cash and cash equivalents	$ 7,575,804

Reconciliation of Operating Income (Loss) to Net Cash provided by/ (used for) Operating Activities

Operating income (loss)	$ 5,294,666
Adjustments to reconcile operating income (loss) to net cash provided by/ (used for) operating activities:	
Depreciation	762,809
Change in assets and liabilities:	
(Increase)/ decrease in accounts receivable	(806,821)
Increase/ (decrease) in accounts payable	(778,574)
Total adjustments	(822,586)
Net cash provided by/ (used for) operating activities	$ 4,472,080

STATISTICAL SECTION

The statistical section presents financial statement trends as well as detailed financial and operational information not available elsewhere in the report. The statistical section is intended to enhance the reader's understanding of the information presented in the financial statements, notes to the financial statements, and other supplementary information presented in this report. The statistical section is comprised of the five categories of statistical information presented below.

Financial Trends

These schedules contain information on financial trends to help the reader understand how the City's financial position and financial activities have changed over time.

Revenue Capacity

These schedules contain information to help the reader assess the factors affecting the City's ability to generate revenue.

Debt Capacity

These schedules present information to help the reader evaluate the City's current levels of outstanding debt as well as assess the City's ability to make debt payments and/or issue additional debt in the future.

Demographic and Economic Information

These schedules present various demographic and economic indicators to help the reader understand the environment in which the City's financial activities take place and to help make comparisons with other cities.

Operating Information

These schedules contain information about the City's operations and various resources to help the reader draw conclusions as to how the City's financial information relates to the services provided by the City.

Due to cost considerations for the accumulation of data, the City has elected to present less than ten years of data, or data from less than nine years prior, for certain statistical schedules. This information will be accumulated and reported each year until the complete ten years of data is presented.

Note: For locally assessed property (i.e., excluding mines, utilities, etc.) Proposition 117, approved by voters in 2012, amended the Arizona Constitution to require that all property taxes after fiscal year 201415 be based upon property values limited to five percent in annual growth. The aggregate assessed value of all taxable properties within a taxing jurisdiction (i.e., after applying assessment ratios based on the use of a property), including property values with a growth limit, is currently referred to as net limited assessed value and formerly as primary assessed value. In accordance with Proposition 117, this value is used for all taxing purposes beginning fiscal year 2015-16. Aggregate assessed value without a growth limit is currently referred to as net full cash assessed value and formerly as secondary assessed value. This remains the value utilized for determining debt capacity limits.

CITY OF SAN LUIS, ARIZONA
NET POSITION BY COMPONENT
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Governmental Activities										
Net investment in capital assets	$ 54,131,102	$ 51,811,286	$ 44,991,467	$ 52,027,709	$47,586,157	$45,187,300	$43,224,321	$35,443,285	$33,724,834	$34,204,009
Restricted	9,972,478	9,947,936	8,680,843	3,168,082	2,981,920	3,063,550	1,785,917	2,383,498	2,479,675	2,517,103
Unrestricted	18,018,044	16,443,189	9,602,386	8,143,370	2,083,278	531,781	2,061,627	3,056,046	11,368,513	10,918,683
Total governmental activities net position	$ 82,121,624	$78,202,411	$63,274,696	$63,339,161	$52,651,355	$48,782,631	$47,071,865	$40,882,829	$47,573,022	$47,639,795
Business-type Activities										
Net investment in capital assets	$ 23,411,492	$ 21,682,880	$ 20,134,312	$ 19,186,148	$16,864,092	$14,221,545	$15,188,424	$13,550,172	$11,403,309	$9,916,229
Restricted	1,985,219	1,662,459	1,585,473	978,691	284,192		7,214,146	8,444,571	9,905,406	4,052,098
Unrestricted	14,001,932	14,715,083	11,450,312	9,244,818	7,892,361	7,368,823	(3,637,294)	(6,706,347)	(5,047,319)	2,101,534
Total business-type activities net position	$ 39,398,643	$ 38,060,422	$33,170,097	$29,409,657	$25,040,645	$21,590,368	$18,765,276	$15,288,396	$16,261,396	$16,069,861
Primary Government										
Net investment in capital assets	$77,542,594	$73,494,166	$65,125,779	$71,213,857	$64,450,249	$59,408,845	$58,412,745	$48,993,457	$45,128,143	$44,120,238
Restricted	11,957,697	11,610,395	10,266,316	4,146,773	3,266,112	3,063,550	9,000,063	10,828,069	12,385,081	6,569,201
Unrestricted	32,019,976	31,158,272	21,052,698	17,388,188	9,975,639	7,900,604	(1,575,667)	(3,650,301)	6,321,194	13,020,217
Total primary government net position	$121,520,267	$116,262,833	$96,444,793	$92,748,818	$77,692,000	$70,372,999	$65,837,141	$56,171,225	$63,834,418	$63,709,656

Source: Statement of Net Position
City financial records and reports

CITY OF SAN LUIS, ARIZONA
CHANGES IN NET POSITION
LAST TEN FISCAL YEARS
(accrual basis of accounting)

Table II

	Fiscal Year									
Expenses:	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Governmental Activities:										
General Government	$ 6,471,663	$ 6,607,195	$ 5,907,870	$ 5,691,433	$6,163,171	$5,994,778	$8,228,000	$7,694,562	$7,322,938	$6,458,869
Public Safety	10,777,088	10,024,938	9,259,939	8,248,004	8,144,859	9,126,508	7,905,663	7,483,604	6,949,558	6,519,936
Health and Welfare	455,673	394,653	334,338	183,081	213,634	222,820	235,413	226,788	168,499	168,025
Culture and Recreation	3,376,103	2,818,162	2,859,046	2,726,204	2,579,256	2,839,136	2,467,238	2,509,450	2,285,536	2,043,985
Community Development	1,782,982	1,490,104	1,313,645	1,035,590	987,340	945,698	906,408	703,901	691,362	550,348
Public Works & Streets	4,935,627	5,078,056	4,265,822	3,436,305	3,810,361	3,560,360	3,270,282	2,591,698	2,427,548	2,174,454
Interest on Long-Term Debt	667,842	558,408	532,115	550,817	541,343	649,618	658,670	1,367,055	830,808	891,737
Total Governmental activities	$28,466,978	$26,971,516	$24,472,775	$21,871,433	$22,439,964	$23,338,918	$23,671,674	$22,577,058	$20,676,249	$18,807,354
Business-type activities										
Water	$ 3,478,927	$ 3,445,313	$ 3,341,438	$ 2,955,792	$2,696,643	$2,826,192	$2,741,022	$3,218,848	$2,672,415	$2,699,661
Wastewater	4,536,975	4,012,743	3,626,910	3,624,956	3,648,877	3,141,132	2,944,122	3,395,825	2,849,798	2,781,638
Business Center	652,574	651,827	659,950	669,248	1,016,409	1,226,764	1,215,501	1,197,456	1,263,313	1,282,395
Sanitation	1,482,881	1,525,841	1,392,014	1,305,797	1,141,085	1,120,902	1,105,078	1,117,567	1,010,243	939,596
Business Incubator	206,348	189,976	185,536	182,586	173,272	163,062	144,578	56,534	-	-
Ambulance Services	2,448,287	2,464,088	1,991,579	1,721,285	1,946,014	1,049,335	-	-	-	-
Total business-type activities	$12,805,992	$12,289,788	$11,197,427	$10,459,664	$10,622,300	$9,527,387	$8,150,301	$8,986,230	$7,795,769	$7,703,290
Total expenses	$41,272,970	$39,261,304	$35,670,202	$32,331,097	$33,062,264	$32,866,305	$31,821,975	$31,563,288	$28,472,018	$26,510,644
Program revenues										
Governmental activities										
Charges for services										
General Government	$ 1,793,937	$ 1,870,445	$ 2,938,045	$ 3,544,657	$ 1,350,023	$ 1,765,937	$ 3,021,700	$ 2,780,190	$ 2,494,028	$ 2,226,528
Public Safety	82,127	41,866	46,924	423,258	305,749	426,767	315,098	1,007,465	980,528	867,899
Health and Welfare	-	-	-	371,427	-	-	-	-	-	-
Culture and Recreation	42,555	19,047	39,786	272,468	142,037	211,126	74,395	373,194	288,009	219,142
Community Development	-	-	-	-	0	0	594,182	385,797	432,936	497,921
Public Works & Streets	37,442	-	-	-	187,408	342,089	62,642	62,640	51,595	50,530
Operating Grants and Contributions	3,837,548	5,517,652	4,519,471	2,372,433	2,002,228	2,308,056	2,709,123	2,989,656	2,564,023	3,343,398
Capital Grants and Contributions	2,069,581	10,801,651	5,044,964	6,874,510	4,511,855	3,749,914	7,816,499	612,897	157,458	947,390
Total Governmental activities	$ 7,863,190	$ 18,250,661	$ 12,589,190	$ 13,858,753	$ 8,499,300	$ 8,803,889	$ 14,593,639	$ 8,211,839	$ 6,968,577	$ 8,152,808
Business-type activities										
Charges for services										
Water	$ 4,746,978	$ 4,840,917	$ 4,722,633	$ 4,382,952	$ 4,182,192	$ 4,025,661	$ 3,796,031	$ 3,592,820	$ 3,369,477	$ 3,056,742
Wastewater	4,259,727	4,186,548	4,040,776	3,930,950	4,054,103	4,006,279	3,686,360	3,397,094	2,663,176	2,156,201
Business Center	633,396	600,000	582,560	600,000	626,826	629,265	629,265	629,265	629,265	629,265
Business Incubator	1,640,763	1,579,491	1,507,375	38,869	29,999.00	3,471.00	-	-	-	-
Sanitation	90,080	43,843	41,706	1,444,522	1,386,984	1,284,544	1,205,279	1,159,196	1,142,822	1,117,185
Ambulance Services	2,429,825	2,364,529	2,106,432	2,014,413	2,476,603.79	1,953,337.00	-	-	-	-
Capital Grants and Contributions	337,189	3,158,839	1,365,769	1,214,350.00	1,046,430	0	1,941,586	1,177,792	1,322,452.00	481,955.00
Total business activities	$ 14,137,958	$ 16,774,167	$ 14,367,251	$ 13,626,056	$ 13,803,138	$ 11,902,557	$ 11,258,521	$ 9,956,167	$ 9,127,192	$ 7,441,348
Total program revenues	$ 22,001,148	$ 35,024,828	$ 26,956,441	$ 27,484,809	$ 22,302,438	$ 20,706,446	$ 25,852,160	$ 18,168,006	$ 16,095,769	$ 15,594,156

Source: City financial records and reports
- Statement of Activities

CITY OF SAN LUIS, ARIZONA
CHANGES IN NET POSITION (continued)
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Net (Expense)/Revenue										
Governmental Activities:	$ (20,603,788)	$ (8,270,835)	$(11,883,585)	$ (8,012,678)	$(13,940,665)	$(14,535,029)	$ (9,078,035)	$(14,365,219)	$(13,707,672)	$(10,654,546)
Business-type activities	1,331,966	4,484,379	3,169,824	3,166,394	3,180,839	2,375,170	3,108,220	969,937	1,331,423	(261,942)
Total primary government net (expense) revenue	$ (19,271,822)	$ (3,786,456)	$ (8,713,761)	$ (4,846,284)	$(10,759,826)	$(12,159,859)	$ (5,969,815)	$(13,395,282)	$(12,376,249)	$(10,916,488)
General Revenues and Other Changes in net Position										
Governmental Activities										
Taxes										
Sales and use taxes	$ 11,954,405	$ 12,128,587	$ 10,660,531	$ 9,720,729	$ 8,978,743	$ 7,694,566	$ 7,448,887	$ 7,324,294	$ 6,750,517	$ 6,531,779
Franchise taxes	459,210	445,924	415,758	437,765	435,767	401,364	435,822	439,034	427,800	432,371
Other taxes	591,017	491,053	-	-	-	-	0	122,163	-69,355	1,296
State shared Revenues	11,449,813	10,942,821	9,267,561	8,609,052	8,407,534	8,073,305	7,123,544	6,936,337	7,331,517	5,725,447
Investment Earnings	68,556	23,119	249,585	296,968	182,505	56,947	26,179	19,300	16,064	28,197
Miscellaneous	-	-	-	-	-	-	624,606	246,626	213,640	321,613
Transfer in (out)	-	(345,344)	(365,151)	(364,030)	(407,435)	(394,435)	(391,967)	(100,841)	-	-
Total general revenues and transfers	$ 24,523,001	$ 23,686,160	$ 20,228,284	$ 18,700,484	$ 17,597,114	$ 15,831,747	$ 15,267,071	$ 14,986,913	$ 14,670,183	$ 13,040,703
Business-type activities										
Investment Earnings	$6,255	$22,992	$225,465	$285,755	$74,278	$55,487	$24,708	$21,667	$13,909	$20,935
Miscellaneous	-	-	-	552,832	-	-	($48,015)	$0	-	(19,999)
Transfer in (out)	-	345,344	365,151	364,030	407,435	394,435	391,967	100,841	-	-
Total Business-type activities	$ 6,255	$ 368,336	$ 590,616	$ 1,202,617	$ 481,713	$ 449,922	$ 368,660	$ 122,508	$ 13,909	$ 936
Total primary government	$ 24,529,256	$ 24,054,496	$ 20,818,900	$ 19,903,101	$ 18,078,827	$ 16,281,669	$ 15,635,731	$ 15,109,421	$ 14,684,092	$ 13,041,639
Change in net Position										
Governmental Activities	$ 3,919,213	$ 14,965,325	$ 8,344,699	$ 10,687,806	$ 3,656,449	$ 1,296,718	$ 6,189,036	$ 621,694	$ 962,511	$ 2,386,157
Business-type activities	1,338,221	4,852,715	3,760,440	4,369,012	3,662,552	2,825,092	3,476,880	1,092,445	1,345,332	(261,006)
Total Changes in Net Position	$ 5,257,434	$ 19,818,040	$ 12,105,139	$ 15,056,818	$ 7,319,001	$ 4,121,810	$ 9,665,916	$ 1,714,139	$ 2,307,843	$ 2,125,151

Source: - City financial records and reports
- Statement of Activities

CITY OF SAN LUIS, ARIZONA
FUND BALANCES, GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
General Fund										
Nonspendable	$187,361	$179,249	$64,958	$77,075	$80,392	$118,243	$128,035	$42,831	$56,719	$99,774
Committed	-	-	-	-	-	-	106,785	106,624	106,465	106,250
Unassigned	29,341,003	28,275,177	20,076,139	15,245,609	11,859,205	9,858,234	9,207,428	10,005,982	9,061,328	7,139,348
Total General Fund	$29,528,364	$28,454,426	$20,141,097	$15,322,684	$11,939,597	$9,976,477	$9,442,248	$10,155,437	$9,224,512	$7,345,372
All other governmental funds										
Nonspendable	$ 196,934	$ 186,821	$ 197,764	$ 217,730	$ 118,543	$ 93,575	$ 168,175	$ 167,914	$ 190,319	$ 147,511
Restricted	5,954,435	5,469,260	4,551,958	3,129,596	2,822,456	2,885,421	754,165	1,181,060	1,461,661	1,223,913
Assigned	-	-	-	-	-	-	2,591,330	2,648,759	2,776,109	3,158,888
Unassigned	(173,588)	(656,007)	(131,223)	(179,241)	(9,234)	-	(715,933)	(951,255)	272,948	-
Total all other governmental funds	$ 5,977,781	$ 5,000,074	$ 4,618,499	$ 3,168,085	$ 2,931,765	$ 2,978,996	$ 2,797,737	$ 3,046,478	$ 4,701,037	$ 4,530,312
TOTAL GOVERNMENTAL FUNDS	$35,506,145	$ 33,454,500	$ 24,759,596	$ 18,490,769	$ 14,871,362	$ 12,955,473	$ 12,239,985	$ 13,201,915	$ 13,925,549	$ 11,875,684

Source: Balance Sheet - Governmental Funds

CITY OF SAN LUIS, ARIZONA
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Revenues:										
Taxes	$ 12,613,416	$ 12,590,260	$ 11,076,289	$ 10,158,495	$ 9,414,511	$ 8,095,930	$ 7,884,709	$ 7,885,491	$ 7,108,962	$ 6,965,446
Special Assessments/Property Taxes	584,631	488,533	$482,034	$335,006	345,509	302,546	302,865	374,470	282,484	218,171
Licenses and permits	739,854	1,026,519	$1,053,843	$843,768	3,236,021	734,502	528,034	483,218	431,909	389,295
Interest earnings	64,351	18,923	$241,533	$291,947	179,601	54,631	24,445	17,057	13,322	24,266
Fines and forfeits	406,465	355,770	$426,442	$494,828	519,153	577,989	541,336	611,178	687,319	792,994
Intergovernmental	16,535,815	18,051,816	14,810,304	12,636,697	8,828,680	11,705,819	10,159,135	10,098,225	9,895,694	9,030,736
Charges for user services	70,020	1,576,343	1,057,353	865,730	526,714	778,835	432,193	376,938	218,807	214,180
Rents	190,244	25,732	$1,476,480	$1,358,079	424,340	268,690	339,119	761,335	811,666	674,019
Others	212,347	275,004	$790,441	$678,463	187,987	408,006	624,606	529,759	418,940	577,687
Development fees	1,075,381	-	-	-	-	-	-	-	-	-
Total revenues	$ 32,492,524	$ 34,408,900	$ 31,414,719	$ 27,663,013	$ 23,662,516	$ 22,926,948	$ 20,836,442	$ 21,137,671	$ 19,869,103	$ 18,886,794
Expenditures:										
General government	$ 5,793,566	$ 5,002,607	$ 5,518,192	$ 5,419,958	$ 5,463,647	$ 5,236,772	$ 5,037,910	$ 4,652,111	$ 4,546,198	$ 4,251,259
Public safety	10,045,461	16,602,424	$8,977,394	$8,221,406	7,073,034	7,587,098	7,328,654	6,688,960	6,519,780	6,194,930
Public works & streets	2,702,287	2,069,914	$1,921,422	$1,695,053	1,831,640	1,832,799	1,673,193	1,636,602	1,506,770	1,276,486
Community, recreational, and cultural	4,626,340	4,074,080	$3,919,757	$3,638,348	3,345,062	3,445,381	3,001,225	2,768,148	2,615,816	2,254,791
Health and welfare	396,472	223,710	$230,695	$258,917	209,748	213,543	210,378	205,049	149,367	141,225
Capital outlay	5,032,911	4,350,197	$2,954,479	$2,518,160	2,691,771	2,402,247	2,771,769	3,843,180	1,348,004	1,280,367
Debt service/authorities:										
Interest	760,885	651,451	$625,182	$643,859	626,133	713,695	722,772	1,168,906	839,755	859,513
Principal	1,082,957	759,232	$675,923	$708,590	398,030	385,490	660,504	391,834	331,242	445,229
Bond issue costs	-	336579	-	-	87,664	-	-	238,101	-	-
Total expenditures	$ 30,440,879	$ 34,070,194	$ 24,823,044	$ 23,104,293	$ 21,726,729	$ 21,817,025	$ 21,406,405	$ 21,592,891	$ 17,856,932	$ 16,703,800
Excess (Deficiency) of Revenues Over Expenditures	$ 2,051,645	$ 338,706	$ 6,591,675	$ 4,558,720	$ 1,935,787	$ 1,109,923	$ (569,963)	$ (455,220)	$ 2,012,171	$ 2,182,994
OTHER FINANCING SOURCES (USES)										
Premium on debt issued	$ -	$ -	$ -	$ -	$ 428,870	$ -	$ -	$ 1,296,704	$ -	$ -
Debt issued	-	8,230,172	-	-	2,825,000	-	-	12,085,699	-	-
Payment to Refunded Bond Escrow Agent	-	-	-	-	(3,164,208)	-	-	(13,850,916)	-	-
Notes Issued	-	508,980	-	-	-	-	-	300,939	37,693	-
Capital leases	0	0	42,303	12,302	297,873	-	-	-	-	-
Transfer from Other Funds	1,933,065	1,314,715	1,979,037	1,436,164	1,014,000	1,060,544	1,462,992	1,426,905	1,739,361	1,359,172
Transfer to Other Funds	(1,933,065)	(1,660,059)	(2,344,188)	(1,800,194)	(1,421,435)	(1,454,979)	(1,854,959)	(1,527,746)	(1,739,361)	(1,359,172)
Total other financing sources (Uses)	$ -	$ 8,393,808	$ (322,848)	$ (351,728)	$ (19,900)	$ (394,435)	$ (391,967)	$ (268,415)	$ 37,693	$ -
NET CHANGE IN FUND BALANCES	$ 2,051,645	$ 8,732,514	$ 6,268,827	$ 4,206,992	$ 1,915,887	$ 715,488	$ (961,930)	$ (723,635)	$ 2,049,864	$ 2,182,994
Debt Services as a percentage of noncapital expenditures	6.06%	5.62%	5.75%	9.37%	9.01%	5.66%	7.16%	8.55%	6.56%	8.42%

Source: City financial records and reports

CITY OF SAN LUIS, ARIZONA
PROGRAM REVENUES
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Governmental Activities:										
Charges for service										
General Government	$ 1,793,937	$ 1,870,445	$ 2,938,045	$ 3,544,657	$ 1,350,023	$ 1,765,937	$ 3,021,700	$ 2,780,190	$ 2,494,028	$ 2,226,528
Public Safety	82,127	41,886	46,924	423,258	305,749	426,767	315,098	1,007,465	980,528	867,899
Health and Welfare	-	-	-	-	-	-	-	-	-	-
Culture and Recreation	42,555	19,047	39,786	272,468	142,037	211,126	74,395	373,194	288,009	219,142
Community Development	-	-	-	-	-	-	594,182	385,797	432,936	497,921
Public Works & Streets	37,442	-	-	371,427	187,408	342,089	62,642	62,640	51,595	50,530
Operating grants and contributions	3,837,548	5,517,652	4,519,471	2,372,433	2,002,228	2,308,056	2,709,123	2,989,656	2,564,023	3,343,398
Capital grants and contributions	2,069,581	10,801,651	5,044,964	6,874,510	4,511,855	3,749,914	7,816,499	612,897	157,458	947,390
Total governmental activities	$7,863,190	$18,250,681	$12,589,190	$13,858,753	$8,499,300	$8,803,889	$14,593,639	$8,211,839	$6,968,577	$8,152,808
Business-type activities										
Charges for service										
Water	$ 4,746,978	$ 4,840,917	$ 4,722,633	$ 4,382,952	$ 4,182,192	$ 4,025,661	$ 3,796,031	$ 3,592,820	$ 3,369,477	$ 3,056,742
Wastewater	4,259,727	4,186,548	4,040,776	3,930,950	4,054,103	4,006,279	3,686,360	3,397,094	2,663,176	2,156,201
Business Center	633,396	600,000	582,560	600,000	626,826	629,265	629,265	629,265	629,265	629,265
Business Incubator	90,080	43,843	41,706	38,869	29,999	3,471	-	-	-	-
Sanitation	1,640,763	1,579,491	1,507,375	1,444,522	1,386,984	1,284,544	1,205,279	1,159,196	1,142,822	1,117,185
Ambulance Services	2,429,825	2,364,529	2,106,432	2,014,413	2,476,604	1,953,337	-	-	-	-
Operating grants and contributions	-	-	-	-	-	-	-	-	-	-
Capital grants and contributions	337,189	3,158,839	1,365,769	1,214,350	1,046,430	-	1,941,586	1,177,792	1,322,452	481,955
Total business-type activities	$ 14,137,958	$ 16,774,167	$ 14,367,251	$ 13,626,056	$ 13,803,138	$ 11,902,557	$ 11,258,521	$ 9,956,167	$ 9,127,192	$ 7,441,348
Total primary government	$ 22,001,148	$ 35,024,848	$ 26,956,441	$ 27,484,809	$ 22,302,438	$ 20,706,446	$ 25,852,160	$ 18,168,006	$ 16,095,769	$ 15,594,156

Source: City financial records and reports
Statement of Activities

CITY OF SAN LUIS, ARIZONA
GOVERNMENT-WIDE REVENUES BY FUNCTION
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Governmental Activities										
General Government	$ 2,087,635	$ 2,011,652	$ 3,263,002	4,438,576	1,355,037	1,807,078	3,107,233	2,856,516	2,531,262	$2,288,465
Public Safety	1,311,374	3,926,785	2,618,495	936,173	631,996	964,958	932,208	1,990,965	1,653,703	2,184,656
Health and Welfare	95,252	-	-		-	-	-	-	-	-
Culture and Recreation	386,716	1,413,170	876,495	272,468	150,537	211,126	197,593	489,099	368,966	302,596
Community Development	66,199	1,219,380	355,948	268,570	275,175	202,706	594,182	385,797	432,936	497,921
Public Works & Streets	3,916,014	9,679,694	5,475,250	7,942,966	6,086,555	5,618,021	9,762,423	2,489,462	1,981,710	2,879,170
Unallocated General Revenues	24,523,001	23,686,160	20,228,284	18,700,485	17,597,115	15,831,747	15,267,071	14,986,913	14,670,183	13,040,703
Total Governmental Activities	$ 32,386,191	$ 41,936,841	$ 32,817,474	$ 32,559,238	$ 26,096,415	$ 24,635,636	$ 29,860,710	$ 23,198,752	$ 21,638,760	$ 21,193,511
Business-type activities										
Water	$4,876,859	$6,649,314	$5,247,041	$4,990,743	$4,672,760	$4,025,661	$3,796,031	$3,592,820	$3,869,477	$3,106,217
Wastewater	4,467,035	5,536,990	4,882,137	4,537,510	4,609,965	4,006,279	5,627,946	3,418,093	2,663,176	2,588,681
Business Center	633,396	600,000	582,560	600,000	626,826	629,265	629,265	629,265	629,265	629,265
Business Incubator	90,080	43,843	41,706	38,869	29,999	3,471	-	1,156,793	-	-
Sanitation	1,640,763	1,579,491	1,507,375	1,444,522	1,386,984	1,284,544	1,205,279	1,159,196	822,452	1,117,185
Ambulance Services	2,429,825	2,364,529	2,106,432	2,014,413	2,476,604	1,953,337	-	-	-	-
Unallocated General Revenues	6,255	368,336	590,016	1,202,616	481,713	449,922	-	122,508	13,909	936
Total Business Activities	$ 14,144,213	$ 17,142,503	$ 14,957,267	$ 14,828,673	$ 14,284,851	$ 12,352,479	$ 11,258,521	$ 10,078,675	$ 7,998,279	$ 7,442,284

Source: Statement of Activities.
City financial Records and reports

CITY OF SAN LUIS, ARIZONA
TAX REVENUES BY SOURCE, GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
City Sales Tax	$11,954,405	$12,128,587	$10,660,531	$9,720,729	$8,989,483	$7,694,566	$7,508,359	$7,324,294	$6,750,517	$6,531,779
State Sales taxes	4,992,164	4,125,823	3,470,421	3,272,469	3,090,501	2,889,943	2,659,098	2,550,568	2,812,693	2,104,763
Franchise Tax	459,210	445,925	415,758	437,765	435,767	401,364	435,822	439,034	427,800	432,371
Special Districts	584,632	488,533	482,034	335,006	345,509	302,546	302,865	374,470	282,484	218,171
Others	76,930	84,579	117,824	131,423	129,514	-	-	122,163	(69,355)	1,296
Total tax revenues	$18,067,341	$17,273,447	$15,146,568	$13,897,392	$12,990,774	$11,288,419	$10,906,144	$10,810,529	$10,204,139	$9,288,380

Source: Statement of Activities
Statement of Reveneues, Expenditures and Change in Fund Balance Governmental Fund

Note: Includes Governmental Fund Types
Special Districts include Strret Light Improvement Districts (SLIDs), Maintenance Improvement Districts (MIDs); both are levy as secondary property taxes.

CITY OF SAN LUIS, ARIZONA
INTERGOVERNMENTAL REVENUES BY SOURCE, GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(accrual basis of accounting)

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
State Shared Sales Tax	$4,992,164	$4,125,822	$3,470,721	$3,272,469	$3,090,501	$2,889,943	$2,659,098	$2,550,568	$2,812,693	$2,104,763
Urban Revenue Sharing	4,631,128	4,970,262	4,330,742	3,929,206	3,981,836	3,856,245	3,360,240	3,378,557	3,559,275	2,605,281
Highway Users	3,376,414	3,144,848	3,006,613	2,804,155	2,651,344	2,526,082	2,239,260	2,126,238	1,929,961	2,041,357
Auto-in-lieu	1,808,742	1,838,257	1,466,398	1,407,377	1,335,198	1,259,413	1,104,206	1,007,212	959,549	1,015,403
Local Transportation Aid						-	-	-	-	-
Federal	1,880,353	3,970,104	2,536,130	1,140,890	40,939	1,139,781	673,284	615,896	634,216	1,130,716
Others	46,752	32,639	64,175	82,600	14,010	64,356	123,047	419,754	-	133,216
Total tax revenues	$16,735,553	$18,081,932	$14,874,779	$12,636,697	$11,113,828	$11,735,820	$10,159,135	$10,098,225	$9,895,694	$9,030,736
							-	-	-	

Source: Statement of Activities
Finance Records
Note: Includes governmental fund types
Includes all governmental revenues, including revenues from federal government

CITY OF SAN LUIS, ARIZONA
CITY TRANSACTION PRIVILEGE TAXES BY CATEGORY
LAST TEN FISCAL YEARS

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Retail Sales	$7,420,108	$7,211,203	$6,023,773	$5,100,707	$5,307,579	$4,693,648	$3,731,819	$3,719,366	$3,498,869	$3,288,946
Contracting	1,714,833	2,140,305	2,056,745	2,039,455	1,188,901	888,499	1,573,668	1,654,681	1,336,456	1,468,887
Rentals	416,507	395,765	398,642	456,557	360,153	333,635	407,570	356,150	324,795	297,456
Communications/Utilities	1,111,684	1,045,592	992,652	1,021,204	1,140,903	947,825	1,174,550	1,044,285	1,053,760	959,929
Restaurant/Bar	838,501	734,546	652,531	604,790	611,999	456,027	422,284	417,278	363,027	371,107
Use	429,550	574,531	491,719	395,085	221,860	356,078	129,156	121,091	109,195	84,108
Other	23,222	26,645	44,469	102,956	107,963	18,855	69,312	45,339	64,415	61,346
	$11,954,405	$12,128,587	$10,660,531	$9,720,754	$8,989,483	$7,694,566	$7,508,359	$7,358,190	$6,750,517	$6,531,779
% Growth by year										
Retail Sales	2.9%	19.7%	18.1%	-3.9%	13.1%	25.8%	0.3%	6.3%	6.4%	8.0%
Contracting	-19.9%	4.1%	0.8%	71.5%	33.8%	-43.5%	-4.9%	23.8%	-9.0%	-6.7%
Rentals	5.2%	-0.7%	-12.7%	26.8%	7.9%	-18.1%	14.4%	9.7%	9.2%	6.2%
Utilities	6.3%	5.3%	-2.8%	-10.5%	20.4%	-19.3%	12.5%	-0.9%	9.8%	53.8%
Restaurant/Bar	14.2%	12.6%	7.9%	-1.2%	34.2%	8.0%	1.2%	14.9%	-2.2%	8.3%
Use	-25.2%	16.8%	24.5%	78.1%	-37.7%	175.7%	6.7%	10.9%	29.8%	-35.8%
Other	-12.8%	-40.1%	-56.8%	-4.6%	472.6%	-72.8%	52.9%	-29.6%	5.0%	-17.6%
	-29.3%	17.7%	-21.0%	156.2%	544.3%	55.7%	83.1%	96.6%	60.2%	16.0%

Note: Includes governmental fund types

Source: AZ Department of Revenues
City of San Luis Finance Department

CITY OF SAN LUIS, ARIZONA
SALES TAX PAYERS - BY CATEGORY
CURRENT YEAR AND TEN YEARS AGO

	2022				2013			
	Number of Payers	Percentage of Total Payers	Sales Tax Paid	Percentage of Total City Sales Tax Revenue	Number of Payers	Percentage of Total Payers	Sales Tax Paid	Percentage of Total City Sales Tax Revenue
Retail Sales	3,302	60.79%	$7,420,108	62.07%	485	28.47%	3,288,946	50.35%
Construction, MFG & Wholesale	105	1.93%	$1,714,833	14.34%	646	37.91%	1,468,887	22.49%
Rentals	287	5.28%	$416,507	3.48%	116	6.81%	297,456	4.55%
Communications/Utilities	74	1.36%	$1,111,684	9.30%	60	3.52%	959,929	14.70%
Restaurant/Bar	45	0.83%	$838,501	7.01%	38	2.23%	371,107	5.68%
Use/Services	892	16.42%	$429,550	3.59%	195	11.44%	84,108	1.29%
Other	727	13.38%	$23,222	0.19%	164	9.62%	61,346	0.94%
	5,432	100%	$11,954,405	100%	1,704	100%	6,531,779	100.00%

Note: Includes governmental fund types

Source: AZ Department of Revenues
City financial Records and reports

CITY OF SAN LUIS, ARIZONA
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years

	Governmental Activities			Business-Type Activities						
Fiscal Year	Municipal Bonds	Notes Payable	Leases and Financed Purchases	Municipal Bonds/Loans	Direct Placement Revenue	Notes Payable	Leases and Financed Purchases	Total Primary Government	Percentage of Personal Income	Per Capita
2022	$ 20,697,655	$ 436,325	$ 156,973	$ 25,931,647	$ 4,855,000	$ 88,479	$ 714,861	$ 52,880,940	4.51%	1,494
2021	21,429,404	561,281	208,986	27,245,890	5,170,000	138,525	100,396	54,854,482	4.51%	1,550
2020	13,881,119	129,217	260,847	27,632,179	5,475,000	186,338	182,593	47,747,292	4.18%	1,388
2019	14,546,315	174,462	265,209	28,974,986	5,770,000	243,768	262,367	50,237,107	4.28%	1,511
2018	15,231,748	270,762	297,873	30,377,536	6,050,000	57,843	339,794	52,625,556	4.43%	1,590
2017	12,369,441	3,387,834	-	27,635,220	6,320,000	102,171	379,540	50,194,206	4.55%	1,543
2016	13,350,329	3,562,910	-	31,430,036	6,580,000	185,909	-	55,109,184	4.86%	1,621
2015	13,350,329	3,562,910	-	31,430,036	6,580,000	185,909	-	55,109,184	6.64%	1,660
2014	14,383,209	3,336,222	-	33,153,576	6,580,000	127,693	-	57,580,700	8.26%	1,847
2013	14,698,048	3,323,879	-	33,642,562		834,330	-	52,498,819	5.61%	1,602

Note; See Table XIV for Personal Income and Population

Source: (1) Based on data provided by the Greater Yuma Economic Development
City financial Records and reports

CITY OF SAN LUIS, ARIZONA
PLEDGED REVENUE COVERAGE - EXCISE TAX REVENUE BONDS
LAST TEN FISCAL YEARS

		Excise Tax Revenue Bonds									
		2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Pledged revenues	(1)	$24,657,240	$24,759,401	$21,475,220	$19,715,582	$18,672,560	$15,562,640	$15,766,957	$15,379,657	$15,052,446	$13,283,180
Debt service requirements											
Principal		$2,315,000	$1,975,000	$1,880,000	$1,915,000	$1,035,000	$995,000	$1,690,001	$1,020,000	$785,000	$755,000
Interest		1,766,249	1,687,496	1,710,626	1,759,000	1,679,297	2,337,226	2,369,747	3,528,124	2,723,387	2,756,749
Total Annual Requirements		4,081,249	3,662,496	3,590,626	3,674,000	2,714,297	3,332,226	4,059,748	4,548,124	3,508,387	3,511,749
Estimated Coverage		6.04	6.76	5.98	5.37	6.88	4.67	3.88	3.38	4.29	3.78

(1) Pledged revenues on the Excise Tax Revenue Bonds are the "Excise Taxes", "State Shared Revenues", Licenses and Permit Fees, and Franchise fees. Excise Taxes are defined to include the transaction privilege and business taxes, which the City imposes. State Shared Revenues are defined as any excise tax, transaction privilege and use taxes and income taxes imposed by the State of Arizona and allocated or apportioned to the City, except the City's share of any such taxes which by State law, rule or regulation must be expended for other purposes.

Source: Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds and debt service schedules - City financial records

CITY OF SAN LUIS, ARIZONA
PLEDGED REVENUE COVERAGE - UTILITY REVENUE BONDS
LAST NINE FISCAL YEARS

		Water and Wastewater Utility Revenue Bonds								
	(3)	2022	2021	2020	2019	2018	2017	2016	2015	2014
Gross Revenues	(1)	9,012,642	9,050,328	8,976,213	8,598,226	8,232,732	$8,086,255	$7,506,930	$7,011,185	$6,045,693
Operating Expenses	(2)	5,494,237	5,130,618	4,405,164	4,059,728	3,363,861	5,027,804	4,388,160	5,387,500	4,315,552
Net Revenues Available		3,518,405	3,919,710	4,571,049	$4,538,498	$4,868,871	$3,058,451	$3,118,770	$1,623,685	$1,730,141
Debt Service Requirements										
Principal		325,000	315,000	305,000	295,000	280,000	$270,000	$260,000		
Interest		184,490	196,460	208,050	219,260	229,900	240,160	250,040	250,040	159,053
		509,490	511,460	513,050	514,260	509,900	510,160	510,040	250,040	159,053
Estimated Coverage		6.91	7.66	8.91	8.83	9.55	6.00	6.11	6.49	10.88

Notes:

(1) Includes total operating revenues and investment income of the Water Utility and Wastewater Utility Enterprise Funds.
(2) Includes total operating expenses of the Water Utility and Wastewater Utility Enterprise Funds less depreciation and amortization.
(3) The Water and Wastewater Utility Revenue Bonds were issued during fiscal year 2014; therefore only seven years are presented.

Source: Statement of Revenues, Expenses and Changes in Fund Net Position - Proprietary Funds and repayment schedules for the Water and Wastewater Utility Revenue Bonds.

CITY OF SAN LUIS
Computation of Direct and Overlapping Debt
June 30, 2022

Jurisdiction	Net Assessed Value (2)	Net Debt Outstanding	Estimated Percentage Applicable	Estimated Share of Overlapping Debt
City of San Luis: Note Payable	$ 93,087,841	$ 436,325	100.00%	$ 436,325
City of San Luis: Revenue Bond	93,087,841	19,591,257	100.00%	19,591,257
City of San Luis: Premiums	93,087,841	1,106,398	100.00%	1,106,398
City of San Luis: Financed Purchases Payable	93,087,841	156,973	100.00%	156,973
		$ 21,290,953		$ 21,290,953
As presented fiscal year ended June 30, 2022				
Arizona Western College	$ 1,365,743,788	$ 58,260,160	0.61%	$ 355,387
Somerton Elementary School District No. 11	89,033,991	1,543,134	18.00%	$ 277,764
Gadsden School District No. 32	78,339,152	9,715,603	26.70%	$ 2,594,066
Yuma County	1,365,743,788	46,833,807	0.61%	$ 285,686
Yuma Union High School District No 70 (1)	1,259,689,377	47,247,596	0.94%	$ 444,127
Total Overlapping General Obligation Bonded Debt		$ 163,600,300		$ 3,957,030
Total Direct and Ovelapping General Obligation Debt				$ 25,247,983

Sources: City of San Luis GIS Department

(1) Total Net Debt Outstanding from FY21 Report of Bonded Indebtedness, AZ Financial Transparency Portal
(2) County records and the State and County Abstract of the Assessment Roll, Arizona Department of Revenue.

CITY OF SAN LUIS, ARIZONA
DEMOGRAPHIC STATISTICS
LAST TEN FISCAL YEARS

Fiscal Year	Population	Personal Income	Labor force	Employment	Unemployment	Unemployment rate percentage
2022	35,391	47,414	15,096	8,062	7,034	46.6%
2021	35,394	41,122	13,946	10,850	3,096	22.2%
2020	34,394	37,800	14,626	7,386	7,240	49.5%
2019	33,243	37,800	14,534	11,220	3,314	22.8%
2018	33,107	33,967	14,139	10,787	3,352	23.7%
2017	32,540	33,124	13,382	9,897	3,485	26.0%
2016	34,001	33,376	18,632	9,998	8,633	46.3%
2015	33,190	25,000	18,662	9,822	8,840	47.4%
2014	31,180	22,368	19,824	9,689	10,134	65.8%
2013	32,763	28,548	17,965	6,000	11,965	66.6%

Data Source:

Greater Yuma Economic Development Corporation

CITY OF SAN LUIS, ARIZONA
MAJOR EMPLOYERS WITHIN THE CITY
CURRENT YEAR AND NINE YEARS AGO

	2022			2013		
Employer	# of Employees	Rank	Percentage of City Employment	# of Employees	Rank	Percentage of City Employment
Arizona State Prison	993	1	26.29%	800	3	22.75%
Gadsen Unified School District	485	2	12.84%	845	1	24.03%
ACT Call Center	585	3	15.49%	812	2	23.09%
Factor Sales	456	4	12.07%	403	4	11.46%
Ortiz Brothers	350	5	9.27%	-		0.00%
City of San Luis	313	6	8.29%	237	6	6.74%
Walmart	335	7	8.87%	290	5	8.25%
San Luis Detention Center	173	8	4.58%	130	7	3.70%
Comite De Bienestar	46	9	1.22%	-		0.00%
Basha's/Food City	41	10	1.08%	-		0.00%
Total Employees	3,777		100.00%	3,517		100.00%

Source: Greater Yuma Economic Development Corporation

Notes:

(1) Data for 7 employers was the only available information for 2013.

CITY OF SAN LUIS, ARIZONA
AUTHORIZED FULL-TIME EQUIVALENT CITY GOVERNMENT EMPLOYEES BY FUNCTION
LAST TEN FISCAL YEARS

	Fiscal Year									
Permanent Position by Function	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
General Fund										
General Government	76	76	91	89	79	56	58	55	57	57
Public Safety	98	98	80	83	96	89	94	85	90	90
Health and Welfare	5	5	4	4	4	3	4	4	2	2
Culture and Recreation	27	25	23	47	23	35	47	37	36	36
Community Development	16	14	12	12	10	9	9	8	9	9
Sub total General Fund	222	218	210	235	212	192	189	194	194	194
General Fund	222	218	210	235	212	192	189	194	194	194
Public Works & Streets	21	21	20	15	17	18	15	16	11	11
Enterprise Funds	58	53	40	30	53	50	32	32	32	32
Total Permanent Positions	301	292	270	280	282	260	237	237	237	237

Source: City Payroll

CITY OF SAN LUIS, ARIZONA
UTILITY STATISTICAL DATA - BILLINGS
LAST TEN FISCAL YEARS

	Utility Rate Increases & Average Bill									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Water										
Average bill	$46.11	$48.10	$48.84	$48.28	$48.16	$48.45	$48.03	$46.59	$45.05	$41.72
% Increase	-4.14%	-1.52%	1.16%	0.25%	-0.60%	0.88%	3.09%	3.41%	7.98%	8.89%
Wastewater										
Average bill	$43.96	$43.26	$43.65	$44.56	$44.60	$51.57	$48.40	$46.30	$37.33	$31.57
% Increase	1.62%	-0.89%	-2.04%	-0.09%	-13.52%	6.56%	4.52%	24.03%	18.25%	7.34%
Residential Solid Waste										
Average bill	$17.90	$17.48	$17.51	$17.64	$17.82	$17.03	$16.95	$16.86	$16.89	$17.11
% Increase	2.42%	-0.17%	-0.74%	-1.01%	4.64%	0.47%	0.52%	-0.15%	-1.32%	4.07%

Source: City Customer Service and Billing records (Billing Register Summary)

CITY OF SAN LUIS, ARIZONA
UTILITY STATISTICAL DATA - ACCOUNTS
LAST TEN FISCAL YEARS

	Utility Accounts									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
Water										
Number of Accounts	8103	7,949	7,614	7,194	6,828	6,669	6,384	6,190	6,023	5,890
% Increase	1.94%	4.40%	5.84%	5.36%	2.38%	4.46%	3.13%	2.77%	2.26%	-2.42%
Wastewater										
Number of Accounts	7972	7,721	7,383	7,027	6,618	6,495	6,216	5,990	5,827	5,688
% Increase	3.25%	4.58%	5.07%	6.18%	1.89%	4.49%	3.77%	2.80%	2.44%	1.63%
Residential Solid Waste										
Number of Accounts	7559	7,319	6,983	6,620	6,222	6,113	5,825	5,643	5,549	5,366
% Increase	3.28%	4.81%	5.48%	6.40%	1.78%	4.94%	3.23%	1.69%	3.41%	2.23%

Source: City Customer Service and Billing records

CITY OF SAN LUIS, ARIZONA
UTILITY STATISTICAL DATA - RATES

Charges for Water Services
Based Minimum Monthly Bill

Water Service Fees

	Residential		Commercial / Government / School		
Meter Size	***1st 2,000 G***	***Excess / 000's***	***1st 2,000 G***	***Commercial / Gov't Excess / 000's***	***School***
5/8" - 3/4"	$ 13.80	$ 2.11	$ 35.10	$ 2.66	$ 2.95
1"	N/A	N/A	$ 58.62	$ 2.66	$ 2.95
1 ½"	N/A	N/A	$ 116.89	$ 2.66	$ 2.95
2"	N/A	N/A	$ 187.09	$ 2.66	$ 2.95
3"	N/A	N/A	$ 409.64	$ 2.66	$ 2.95
4"	N/A	N/A	$ 1,404.07	$ 2.66	$ 2.95
6"	N/A	N/A	$ 2,925.15	$ 2.66	$ 2.95
8"	N/A	N/A	$ 4,212.22	$ 2.66	$ 2.95

Charges for Wastewater Services
Based Minimum Monthly Bill

Wastewater Service Fees

	Residential		Commercial / Government / School	
Meter Size	***Base***	***Excess / 000's***	***Base***	***Volume/000's***
Senior 60+ yrs	$ 20.23	N/A	N/A	N/A
5/8" - 3/4"	$ 40.00	N/A	$ 24.50	$ 2.47
1" - 8"	N/A	N/A	$ 24.50	$ 2.47
Gadsden	$ 55.27	N/A	$ 76.35	$ 2.47
Gadsden School	N/A	N/A	$ 205.81	$ 2.47

Source: City Customer Service and Billing records

CITY OF SAN LUIS, ARIZONA
UTILITY STATISTICAL DATA
LAST TEN FISCAL YEARS

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Miscellaneous data on water utility										
Annual Consumption (000's gal)	1,220,347	1,240,165	1,180,168	1,144,797	1,085,982	1,067,585	1,041,105	1,023,995	1,080,987	962,719
Avg gallons/account/month	12,654	13,001	13,671	13,261	13,254	13,340	13,590	13,786	14,956	13,621
Avg gallons/account/year	151,845	156,015	164,049	159,132	159,048.33	160,082	163,080	165,427	179,477	163,452
Avg. daily demand (MGD)	3.75	3.74	3.53	3.23	3.23	445	453	460	499	454
Peak demand (MGD)	4.48	4.84	4.74	3.81	3.81	3.81	3.43	3.43	3.43	3.43
Number of wells in system	10	10	12	12	12	12	12	12	12	12
Available storage capacity (million Gallons)	4,025	4,025	4,025	4,025	4,025	4,025	4,025	4,025	4,025	4,025
Miscellaneous data on wastewater utility										
Treatment plant capacity (000's)	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Annual wastewater treated (000's)	580,295	526,272	613,095	586,810	514,839	458,763	465,867	471,403	463,767	457,864
Average daily flow (000's)	1,590	1,442	1,679	1,608	10,740	1,286	1,340	1,340	1,340	1,340
Miscellaneous data on solid waste service										
Tons of waste collected and disposed	14,313	14,100	12,300	12,046	11,719	10,740	10,306	9,681	10,610	9,013

Source: City Customer Service and Billing records
Public Works records

CITY OF SAN LUIS, ARIZONA
BUILDING PERMITS AND HOME SALES
LAST TEN FISCAL YEARS
($'s in 000's)

Building Permits

	Fiscal Year										
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**	**2012**
Commercial											
Number of Permits	9	2	6	1	1	6	16	16	16	16	16
Value	$ 25,898	$ 5,721	$ 17,447	10	$568	$7,091	$51	$128	$2,181	$204	$5,773
Residential											
Number of Dwelling Units	193	374	355	340	193	267	169	159	112	120	85
Value	$ 30,795	$ 57,804	$ 54,327	$ 49,318	$ 29,110	$ 35,339	$ 24,850	$ 24,530	$ 16,908	$ 20,166	$ 13,147
Other											
Number of Permits	414	484	390	352	404	480	523	318	200	138	161
Value	$ 9,342	$ 11,432	$ 8,160	$ 6,664	$ 8,293	$ 9,601	$ 10,652	$ 2,146	$ 19,089	$ 3,649	$ 1,157

Single Family Housing Sales

	Calendar Year										
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**	**2012**
New units sold	244	349	317	314	258	228	175	88	56	118	114

Source: City Development Services

CITY OF SAN LUIS, ARIZONA
Operating Indicator by Function
LAST TEN FISCAL YEARS

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
GENERAL GOVERNMENT										
Court										
Charges filed/ Charges adjudicated(resolved)	2,684	2,186	2,630	2,749	2,200	3,317	3,734	3,989	4,630	7,214
Charges dismissed	862	399	761	1,014	754	1,037	841	938	1,019	8,469
Human Resources										
# of employment Applications Processed	2,044	2,001	2,683	1,816	2,829	3,047	1,643	750	530	601
Finance										
# of Accounts Payable checks issued	5,398	4,247	4,456	4,780	4,721	4,785	4,264	4,201	3,848	3,739
# of Claims filed, injured or ill workers	68	104	221	33	27	16	13	29	27	18
# of electrical inspections performed	-	2	3	4	**	**	3	1	8	10
Notice of claims	4	3	14	7	14	3	2	4	1	6
PUBLIC SAFETY										
Police										
# of 911 Emergency and Animal Calls	5,171	5,518	5,556	7,276	5,467	4,889	5,920	5,483	5,694	5,046
# of Traffic Stops	4,134	3,553	4,147	5,463	4,786	5,220	4,681	6,393	6,834	9,439
# of Arrests on Warrants	254	362	360	396	374	468	439	**	**	**
Fire										
# of Ambulance Transport Services	3,523	3,430	3,341	2,972	2,699	2,767	2,665	2,476	2,318	2,169
# of Fire & Hazmat Incidents	68	71	50	61	63	41	57	28	78	62
HEALTH AND WELFARE										
# of Meals served - Food Assistance	11,470	2,168	5,590	4,787	5,783	7,791	8,869	7,963	9,604	9,296
# of citywide transit ridership	2,682	390	4,797	6,157	6,166	9,538	10,661	8,136	9,243	8,378

Note: (*) Hiring Freeze
(**) Information is not available
Source: Various Departments

CITY OF SAN LUIS, ARIZONA
CAPITAL ASSETS BY FUNCTION
LAST TEN FISCAL YEARS

	Fiscal Year									
	2022	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**
General Government										
City Hall										
Building	1	1	1	1	1	1	1	1	1	1
Vehicle	40	41	37	34	33	31	26	26	18	18
Public Safety										
Building	2	2	2	2	2	2	2	2	2	2
Vehicle	73	77	71	72	70	69	70	70	57	57
Culture & Recreation										
Building	3	3	3	3	3	3	3	3	3	3
Equipment	52	45	41	38	37	39	33	33	23	23
Health and Welfare										
Building	2	2	2	2	2	2	2	2	2	2
Vehicle	4	2	2	2	2	3	3	3	5	5
Public Works and streets										
Building	1	1	1	1	1	1	1	1	1	1
Equipment	35	29	28	28	28	27	26	26	18	18
Enterprise										
Building	4	4	4	4	4	4	4	4	3	3
Equipment	76	71	68	67	61	61	51	51	44	44

Source: City records Finance Department

City of San Luis, Arizona
Single Audit Report
Year Ended June 30, 2022

CITY OF SAN LUIS, ARIZONA
SINGLE AUDIT REPORT
FOR THE YEAR ENDED JUNE 30, 2022

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Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

Honorable Mayor and Members of the City Council
City of San Luis, Arizona

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, the discretely presented component unit, and the aggregate remaining fund information of City of San Luis, Arizona, as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise City of San Luis, Arizona's basic financial statements, and have issued our report thereon dated December 20, 2022. Our report included an emphasis of matter paragraph as to comparability because of the implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered City of San Luis, Arizona's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City of San Luis, Arizona's internal control. Accordingly, we do not express an opinion on the effectiveness of City of San Luis, Arizona's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether City of San Luis, Arizona's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C.
Scottsdale, Arizona
December 20, 2022

Report on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance; and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

Independent Auditor's Report

Honorable Mayor and Members of the City Council
City of San Luis, Arizona

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited City of San Luis, Arizona's compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of City of San Luis, Arizona's major federal programs for the year ended June 30, 2022. City of San Luis, Arizona's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, City of San Luis, Arizona complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of City of San Luis, Arizona and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of City of San Luis, Arizona's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to City of San Luis, Arizona's federal programs.

Auditor's Responsibilities for the Audit of Compliance
Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on City of San Luis, Arizona's compliance based on our audit.

Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate it would influence the judgment made by a reasonable user of the report on compliance about City of San Luis, Arizona's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding City of San Luis, Arizona's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of City of San Luis, Arizona's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of City of San Luis, Arizona's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance
A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, the discretely presented component unit and the aggregate remaining fund information of City of San Luis, Arizona as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise City of San Luis, Arizona's basic financial statements. We issued our report thereon dated December 20,2022, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C.
Scottsdale, Arizona
January 26, 2023

CITY OF SAN LUIS, ARIZONA
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Fiscal Period 7/1/2021 - 6/30/2022

Federal Awarding Agency/Program Title	*Federal CFDA Number*	*Additional Award Identification (Optional)*	*Name of Funder Pass-Through Entity*	*Identifying Number Assigned By Funder Pass-Through Entity*	*Federal Expenditures*	*Federal Program Total*	*Cluster Name*	*Cluster Total*
DEPARTMENT OF JUSTICE								
MISSING CHILDREN'S ASSISTANCE	*16.543*		*CITY OF PHOENIX POLICE DEPARTMENT*	*N/A*	*$1,606*	*$1,606*	*N/A*	*$0*
TOTAL DEPARTMENT OF JUSTICE					$1,606			
DEPARTMENT OF LABOR								
WIOA YOUTH ACTIVITIES	*17.259*		*YUMA PRIVATE INDUSTRY COUNCIL, INC.*	*2021-4576*	*$6,731*	*$6,731*	*WIOA CLUSTER*	*$6,731*
TOTAL DEPARTMENT OF LABOR					$6,731			
DEPARTMENT OF TRANSPORTATION								
STATE AND COMMUNITY HIGHWAY SAFETY	*20.600*		*YUMA PRIVATE INDUSTRY COUNCIL, INC.*	*2021-AL-028*	*$2,497*	*$24,170*	*HIGHWAY SAFETY CLUSTER*	*$24,170*
STATE AND COMMUNITY HIGHWAY SAFETY	*20.600*		*STATE OF ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY*	*2021-PTS-059*	*$1,474*	*$24,170*	*HIGHWAY SAFETY CLUSTER*	*$24,170*
STATE AND COMMUNITY HIGHWAY SAFETY	*20.600*		*STATE OF ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY*	*2022-AL-030*	*$7,726*	*$24,170*	*HIGHWAY SAFETY CLUSTER*	*$24,170*
STATE AND COMMUNITY HIGHWAY SAFETY	*20.600*		*STATE OF ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY*	*2022-PTS-058*	*$12,473*	*$24,170*	*HIGHWAY SAFETY CLUSTER*	*$24,170*
TOTAL DEPARTMENT OF TRANSPORTATION					$24,170			
DEPARTMENT OF TREASURY								
COVID-19 - CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS	21.027	COVID-19			$516,121	$516,121	N/A	$0
TOTAL DEPARTMENT OF TREASURY					$516,121			
DEPARTMENT OF HEALTH AND HUMAN SERVICES								
SPECIAL PROGRAMS FOR THE AGING_TITLE III, PART C_NUTRITION SERVICES	*93.045*		*WESTERN ARIZONA COUNCIL OF GOVERNMENTS*	*E866000101-101-01-22*	*$79,878*	*$79,878*	*AGING CLUSTER*	*$79,878*
TEENAGE PREGNANCY PREVENTION PROGRAM	*93.297*		*COMPESINOS SIN FRONTERERAS*	*N/A*	*$11,999*	*$11,999*	*N/A*	*$0*
TOTAL DEPARTMENT OF HEALTH AND HUMAN SERVICES					$91,877			
DEPARTMENT OF HOMELAND SECURITY								
HOMELAND SECURITY GRANT PROGRAM	*97.067*		*STATE OF ARIZONA DEPARTMENT OF HOMELAND SECURITY*	*20-AZDOHS-OPSG-200434-01*	*$323,641*	*$421,253*	*N/A*	*$0*
HOMELAND SECURITY GRANT PROGRAM	*97.067*		*STATE OF ARIZONA DEPARTMENT OF HOMELAND SECURITY*	*EMW-2021-SS-00005*	*$97,612*	*$421,253*	*N/A*	*$0*
TOTAL DEPARTMENT OF HOMELAND SECURITY					$421,253			
TOTAL EXPENDITURE OF FEDERAL AWARDS					$1,061,758			

Please Note:
Italicized award lines indicate pass-through funding

The accompanying Notes to the Schedule of Expenditures of Federal Awards are an integral part of the schedule.

CITY OF SAN LUIS, ARIZONA
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Fiscal Period 7/1/2021 - 6/30/2022

Significant Accounting Policies Used in Preparing the SEFA

The accompanying Schedule of Expenditures of Federal Awards (Schedule) includes the federal grant activity of City of San Luis, Arizona under programs of the federal government for the year ended June 30, 2022. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the City, it is not intended to and does not present the financial position, changes in net position or cash flows of the City. Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Any negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. Pass-through entity identifying numbers are presented where available.

10% De Minimis Cost Rate

The auditee did not use the de minimis cost rate.

Assistance Listing Numbers

The program titles and Assistance Listing numbers were obtained from the federal or pass-through grantor or through sam.gov. If the three-digit Assistance Listing extension is unknown, there is a U followed by a two-digit number in the Assistance Listing extension to identify one or more Federal award lines from that program. The first Federal program with an unknown three-digit extension is indicated with U01 for all award lines associated with that program, the second is U02, etc.

CITY OF SAN LUIS, ARIZONA
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
YEAR ENDED JUNE 30, 2022

Summary of Auditor's Results:

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:
- Significant deficiency(ies) identified: No
- Material weakness(es) identified: No

Noncompliance material to financial statements noted: No

Federal Awards

Internal control over major programs:
- Significant deficiency(ies) identified: No
- Material weakness(es) identified: No

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with §200.516 of Uniform Guidance: No

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster
21.027	Coronavirus State and Local Fiscal Recovery Fund

Dollar threshold used to distinguish between Type A and Type B programs: $750,000

Auditee qualified as low-risk auditee: No

Findings Related to Financial Statements Reported in Accordance with *Government Auditing Standards*: No

Findings and Questioned Costs Related to Federal Awards: No

Summary Schedule of Prior Audit Findings required to be reported: No

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. C.**

Meeting Date: 04/12/2023

Department Head: Monica Castro, Director of Finance, Finance Department

Submitted By: Roula Encinas, Accountant, Finance Department

Action Requested: Motion

ITEM:

Discussion and possible action on any all matters regarding authorization to reallocate FY 2023 budget capacity to projects requested in FY 2024 Budget, and to waive the procurement code as allowed under San Luis Purchasing Code Section 3.05.010 (F) for purchases exceeding the $45,000.00 threshold. **(Monica Castro, Director of Finance)**

SUMMARY:

After concluding the department budget reviews, and reviewing the budget requests from all departments, we have 50.6 million in capital projects, which is 22.6 million more than last year. This fiscal year, we experienced delays in completing projects due to supply chain, and labor shortages. We identified at least $2,000,000 in projects that will not be completed in FY 2023. This situation has created budget capacity in this fiscal year, but at the same time has put weight into next year's budget as many of these non-completed projects need to be rolled over in FY 2024. We are currently 4 million over the city's expenditure limitation set by state statute for next year.
As part of our budget strategy to reduce the expenditures for next year and effectively use the resources of the City, we are requesting council approval:

- To reallocate the budget capacity from projects that will not be completed this year to projects requested in next year's budget 2024 that can be completed this year. Most of these projects are requested in next year's budget FY 2024 and are critical for the City.
- To waive the formal purchasing procedures as allowed under San Luis Purchasing Code Section 3.05.010 (F) to facilitate the procurement process and ensure items arrive before the end of the fiscal year.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPROVE BUDGET TRANSFER AS PRESENTED IN THE BUDGET TRANSFER DETAIL FORM IN THIS AGENDA ITEM TO COMPLETE IN FY 2023 PROJECTS REQUESTED IN FY 2024 BUDGET, AND TO WAIVE FORMAL PROCEDURES FOR THE GOOD CAUSE PRESENTED AS ALLOWED UNDER SAN LUIS PURCHASING CODE.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	YES
CITY/STATE/FEDERAL FUNDS:	YES
TOTAL:	$1,924,277
BUDGETED AMOUNT:	See fiscal impact statement
AVAILABLE AMOUNT TO TRANSFER:	See fiscal Impact statement

ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE: See fiscal impact statement

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

We have budget capacity in the East Community Park and Well site 5 projects. We are asking council authorization to do a budget transfer as requested in the budget transfer detail form presented with this item.

Attachments

Budget Detail Transfer Form

Budget Transfer from:

Department	Account	Description	Debit	Credit
Parks	806-144-90015	East San Luis Community Park		$ 193,940
Water	300-302-90015	Well Site 5, Well, Filters		$ 1,729,337
		Total		**$ 1,923,277**

Budget Transfer to:

City Administration	100-999-90005	Wrought iron fence & swing gate opener	$ 95,640	
Human Resources	100-999-90000	HR Equipment Fernando Padilla	$ 54,000	
Cultural Center	100-999-90000	2023 Ford Explorer - Cultural Center	$ 44,300	
Parks	100-999-90000	2023 Ram 1500 Truck	$ 35,909	
Parks	100-999-90000	2022 Susa 77x10 Trailers	$ 6,433	
Recreation	100-999-90000	Sound System for Joe Orduno Baseball Fields (F2 & F3)	$ 9,386	
Youth Center	100-999-90000	2023 Ford Expedition	$ 59,500	
Youth Center	100-999-90000	New Boxing Ring	$ 15,738	
Planning and Zoning/Fire Department	100-999-90000	Review Digital Table (2 Tables)	$ 15,056	
Senior Services	100-999-89000	Cabinets/countertop	$ 9,201	
Senior Services	100-999-89000	Replace 3 compartment sink with fitting	$ 10,068	
Fire Department	100-999-89000	Aero Coolers	$ 20,000	
Fire Department	100-999-89000	Sensors for bay doors	$ 2,989	
Fire Department	100-999-90000	Travel vehicle	$ 35,000	
Fire Department	100-999-90000	BCs and Inspector vehicles	$ 136,500	
Police Department	100-999-90000	Intoxilyzer 9000	$ 12,000	
Police Department	100-999-90000	2 Expedition	$ 147,640	
Police Department	100-999-90000	Van 2023 Ford Transit	$ 58,900	
Police Department	100-181-70000	Vehicle Maintenance (Trasnmission Repair, Vehicle Restickers, Tinting, Misc)	$ 44,950	
Police Department	100-181-60025	Uniforms and Badges	$ 7,000	
Police Department	100-181-70040	Field Force Mapping Software	$ 7,800	
Police Department	100-181-60050	Vehicle Equipment Supplies (Catalytic Converters)	$ 31,000	
Police Department	100-181-80000	Contractual Services (Evidence Room/ Room Service)	$ 5,000	
Police Department	100-181-70020	Building Maintenance (Remodel printer room)	$ 10,000	
Information Technology	100-999-90020	Audio equipment replacement	$ 47,828	
Information Technology	100-999-90020	Network infrastructure replacement	$ 40,000	
Information Technology	100-999-90020	Network storage for long term retention	$ 22,000	
Information Technology	100-999-90020	Computer replacements	$ 78,000	
Information Technology	100-999-90020	Fernando Padilla IT Equipment & Windows	$ 84,000	
Facilities	100-999-90000	2024 Silverado Reg cab	$ 44,300	
Facilities	100-999-89000	5 year check valve & internal pipe inspection for various departments.	$ 7,002	
Fleet Services	100-999-90000	Fleet Services Wheel Balancer, Mount and Dismount	$ 14,941	
Fleet Services	100-999-90000	Fleet Services Brake Lathe	$ 12,755	
Fleet Services	100-999-90000	Fleet Services, Mechanic Shop Vehicle lifts	$ 32,473	
Billings & Collections	300-302-90000	2023 Toyota Tacoma	$ 40,600	
Billings & Collections	100-999-90000	Sensus RF Hanheld FL7502	$ 12,403	
Water	300-302-90015	Entrance Gate for Public Works Yard	$ 100,000	
Water	300-302-90000	Water Operations, Pressure reducing valves for three locations within the water distribution system	$ 70,000	
Wastewater	310-311-90000	Wastewater Operations, two (2) replacement pickup trucks. Ford F-150 Crew Cabs 4x4 Trucks	$ 108,000	
Wastewater	310-311-90000	Wastewater Operations, Electric motor for West Wastewater treatment plant aeration system	$ 13,800	
Wastewater	310-311-90000	Wastewater Operations, Four (4) Submersible wastewater pumps for lift stations	$ 117,288	
Wastewater	310-311-90000	Wastewater Operations, Wastewater camera lens replacement for inspection sewer main lines	$ 34,100	
Wastewater	310-311-90000	Wastewater Operations, Wastewater push camera for inspecting sewer lateral lines from home/commercial locations to City main lines	$ 14,000	
WasteWater	310-311-89000	Cesar Chavez Blvd and Hidalgo Ave manholes	$ 120,000	
Ambulance Service	340-341-90000	Lucas Stairs Chairs	$ 35,778	
		Total	**$ 1,923,277**	**$ 1,923,277**

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. D.**

Meeting Date: 04/12/2023

Department Head: Eulogio Vera, Director of Public Works, Public Works Department

Submitted By: Manuel Hernandez, Project Manager, Public Works Department

Action Requested:

ITEM:

Discussion and possible action on any and all matters regarding the engagement of Nicklaus Engineering, Inc. for design and engineering services for the Ave F roadway widening project.
(Manuel Hernandez, Public Works Project Manager)

SUMMARY:

The Department of Public Works is seeking Council approval for accepting Professional Services from Nicklaus Engineering, Inc. for design and engineering services for the Ave F roadway widening project. The improvements to this intersection will help alleviate traffic congestion during peak hours for the thousands of residents that travel on this roadway. The widening improvements to a two-travel lanes in each direction will help with traffic flow and circulation. The roadway widening will also increase safety and help reduce vehicle accidents.

The Public Works department is asking Council approval for acceptance of Professional Services in the amount of $83,521.00. This purchase falls under the provisions of City Code 3.05.080 Professional Services and is under the amount that would require state bidding under A.R.S. § 34-103. Nicklaus Engineering is on the City's on-call list under Resolution 2161.

RECOMMENDATION / SUGGESTED MOTION:

§I MOVE TO ACCEPT THE PROFESSIONAL SERVICES FOR ENGINEERING AND DESIGN SERVICES FOR THE AVE F WIDENING PROJECT BY NICKLAUS ENGINEERING INCORPORATED NOT TO EXCEED $83,521.00 AND APPROVE THE TRANSFER OF FUNDS AS PRESENTED.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	Yes
CITY/STATE/FEDERAL FUNDS:	City
TOTAL:	$83,521.00
BUDGETED AMOUNT:	$50,000
AVAILABLE AMOUNT TO TRANSFER:	See fiscal impact statement
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	See fiscal impact statement
FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):	

We have a shortfall of $33,521.00 to complete the project. We budget $50,000.00 for FY 2023. We are asking council approval to do a budget transfer from account 100-999-90015 to account 200-210-90010 in the amount of $33,521.00 to cover this project. We do have budget capacity due to delay in the design of the City Hall Building Expansion.

Attachments

Ave F Widening, NEI Proposal

February 7, 2023

San Luis Department of Public Works
1090 E. Union Street
San Luis, Arizona 85349

Attention: **Mr. Manuel Hernandez, Public Works Project Manager**
Reference: **Engineering Consulting Services for**
Avenue F Widening from Juan Sanchez Boulevard to County 23rd-½ Street

Dear Mr. Hernandez,

Nicklaus Engineering, Inc. (Nicklaus) appreciates the opportunity to submit our revised formal proposal for the above-referenced project. It is our understanding that the City of San Luis plans to widen Avenue F from Juan Sanchez Boulevard to County 23rd-½.

Our services will include the following:

TASK 1.0: PROJECT MANAGEMENT

Our services for Task 1.0 will include the following:

- Coordination with City of San Luis Project Manager
- Project Management during Pre-Design Phase, Design Phase, Bidding Phase, and Post Construction Phase.

TASK 2.0: PRE-DESIGN PHASE

Our services for Task 2.0 will include the following:

- Meet with the City of San Luis and other stakeholders to prepare a detailed design schedule.
- Participate in a general Project kick-off meeting.
- Review and comment on Project kick-off meeting minutes.

TASK 2.1 TOPOGRAPHIC SURVEY

Our services for Task 2.1 will include the following:

- Survey of existing Right-of-Way (ROW).
- Survey of existing striping and signing.
- Survey of everything near the surface of the roadway including survey markers/pins, manholes, water valves, catch basins, etc.
- Survey to include anything important within 5 feet of the ROW such as fences and walls.
- Survey of existing utilities.
- Coordinate with the City of San Luis to identify where the existing traffic loops are in the pavement, for survey.
- Delivery of Topographic Survey in City of San Luis CAD Criteria format.

Survey Notes and Exclusions:

- The proposal does not include boundary survey and/or the setting of survey monuments of the preparation and filing of a Record of Survey for the project site.

- The location of utilities to be those observed or marked on plans supplied by City of San Luis. No location of underground lines by a private utility location service are included in this proposal. Note that 811 utility location services typically only locate and mark underground utilities at construction phase.
- This proposal excludes all fees charged by other entities, if any, that may be required in conjunction with the work, including but not limited to title company fees, city and county fee, if any.
- This proposal does not include the production of legal descriptions or the production of right of way documents and/or any easement documents.

TASK 3.0: DESIGN PHASE

Our services for Task 3.0 will include a 30% (Initial) submittal, 60% (Preliminary) submittal, a 95% (Final) submittal, and a 100% (PS&E) submittal. Services for the Site Design Package will include:

- Coordination with appropriate agencies and utilities.
- Preparation of Utility Supplemental Provisions.
- Reproducible bid schedule necessary to bid and construct the improvements.
- Electronic versions of all plan sheets, technical specifications, supplementary conditions, cross sections and bid schedule in AutoCAD (plan sheets and cross sections) and PDF (all documents) formats on USB drive.

30% (Initial) Design Submittal

- Final roadway geometry and preliminary roadway plan and profile sheets
- Typical roadway sections
- Location of existing utilities
- Graphic layout of proposed pavement markings
- Initial roadway cross sections at one hundred (100) ft. intervals
- Final survey information
- Initial summary of quantities
- Listing of Technical Specifications and/or Supplementary Conditions anticipated
- Estimate of probable construction cost

60% (Preliminary) Design Submittal

- Preliminary design sheet(s) with sheet index, general notes, and summary sheets
- Pre-final roadway plan and profile sheets
- Final typical roadway sections
- Preliminary pavement marking plans
- Preliminary roadway cross sections at one hundred (100) ft. intervals
- Preliminary summary of quantities
- Draft Technical Specifications and Supplementary Conditions
- Preliminary Bid Schedule
- Preliminary Lighting Design
- Estimate of probable construction cost

95% (Final) Design Submittal

- Design sheet(s) with sheet index and general notes
- Summary sheets
- Typical roadway sections
- Roadway plan and profile sheets

- Signing and pavement marking plans
- Roadway cross sections
- Final summary of quantities
- Final design calculations
- Final Lighting Design
- Final Technical Specifications
- Final Supplementary Conditions
- Final Bid Schedule
- Estimate of probable construction cost

100% (PS&E) Submittal

- Reproducible set of sealed and signed plans.
- Reproducible set of sealed and signed technical specifications and supplementary conditions.
- Final and complete quantity summaries.
- Final estimate of probable construction cost.

Civil Design assumptions and exclusions include:

- Should offsite improvements be required beyond those specifically identified in this proposal we can provide those services under a contract modification.
- Nicklaus will not evaluate existing utilities nor design any new utilities.
- It is assumed that traffic control plans are not required.
- The fee does not include traffic signals or any intersection work. The project limits include south of curb return at the intersection of Avenue F and Juan Sanchez Boulevard, and the north curb return of the intersection of Avenue F and County 23rd-½ Street. Therefore, the design of ADA ramps nor traffic signals is part of the project.
- Services do not include evaluation nor improvements to existing offset drainage conditions. As requested by the City of San Luis, it is expected drainage from the roadway improvements will be retained in the drainage swales along the shoulder. All calculations for drainage will be roadway runoff. Offsite is defined as areas outside of the proposed improvements.
- It is assumed no landscaping.

If you have any questions regarding this proposal, please feel free to give me a call at (928) 246-1616 (cell).

Best regards,
Nicklaus Engineering, Inc.

Antonio Alvarez, P.E.
Vice President

CITY OF SAN LUIS
A/E FEE ITEMIZATION SHEET

DATE OF PROPOSAL: 2/7/2023

PROJECT:	Roadway Reconstruction and Improvements	Task 1		Task 2		Task 3		Task 4		Task 5		Totals	
		Pre-Design Phase & Engineering Programming		Initial Design		Preliminary Design		Final Design		Plans, Specifications & Estimate			
LOCATION:	Avenue F Widening from Juan Sanchez Boulevard to County 23-1/2												
PART I - Direct Services													
LABOR CATEGORY	**RATE**	HOURS	COST	HOURS	COST	HOURS	COST	HOURS	COST	HOURS	COST	HOURS	COST
Principal Engineer	$211.00	1	$211	1	$211	1	$211	1	$211	1	$211	5	$1,055
Senior Engineer	$170.00	3	$510	6	$1,020	22	$3,740	10	$1,700	5	$850	46	$7,820
Project Engineer	$128.00	4	$512	14	$1,792	35	$4,480	38	$4,864	11	$1,408	102	$13,056
Senior Engineering Designer	$116.00	8	$928	41	$4,756	41	$4,756	26	$3,016	9	$1,044	125	$14,500
Engineering Designer	$104.00	1	$104	15	$1,560	8	$832	4	$416	0	$0	28	$2,912
Engineering Technician - III	$82.00	0	$0	19	$1,558	13	$1,066	8	$656	0	$0	40	$3,280
Engeeering Techncian - II	$79.00	0	$0	76	$6,004	76	$6,004	50	$3,950	2	$158	204	$16,116
Sub Total Direct Labor		17	$2,265	172	$16,901	196	$21,089	137	$14,813	28	$3,671	550	$58,739
Profit 0.00%			$0		$0		$0		$0		$0		$0
Total Direct Labor & Profit			**$2,265**		**$16,901**		**$21,089**		**$14,813**		**$3,671**		**$58,739**
Other Direct Costs													
Reproduction			$0		$209		$127		$145		$95		$577
Sub Contractors													
Topographic Survey	Desert Surveying		$0		$6,000		$0		$0		$0		$6,000
Electrical Engineering	JOL Enterprises		$0		$3,000		$1,500		$500		$250		$5,250
Sub Total ODCs and Sub Contractors			$0		$9,209		$1,627		$645		$345		$11,827
G&A 6.79%			$0		$625		$111		$44		$23		$803
Profit 5.00%			$0		$492		$87		$34		$18		$632
Total ODCs and Sub Contractors			**$0**		**$10,326**		**$1,825**		**$723**		**$387**		**$13,262**
Travel			**$0**		**$0**		**$0**		**$0**		**$0**		**$0**

Grand Total	**$2,265**	**$27,227**	**$22,914**	**$15,536**	**$4,058**	**$72,001**

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. E.**

Meeting Date: 04/12/2023

Department Head: Eulogio Vera, Director of Public Works, Public Works Department

Submitted By: Manuel Hernandez, Project Manager, Public Works Department

Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding the City of San Luis purchasing slurry seal application services from American Pavement Preservation for the application of type 2 slurry seal for Fiscal Year 2022-2023 Spring Pavement Preservation Project. **(Manuel Hernandez Public Works Project Manager)**

SUMMARY:

In continuance of the Pavement Preservation Program, staff recommends that the city accepts services offered by American Pavement Preservation for a total amount not to exceed $350,000.00. The city would piggyback on a contract that the City of Yuma has in place with American Pavement Preservation, Slurry Seal Service, BID #2020-0000153. The City of Yuma completed the full bidding process for slurry services in 2020 for a 5-year contract, which allows for the cooperative use of the contract. Public Works will comply with the state's cooperative purchasing under A.R.S. §41-2632(2). This request also complies with the San Luis Purchasing Code Section 3.05.090, Cooperative Purchasing.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO ACCEPT THE SERVICES AS PRESENTED FOR THE FISCAL YEAR 2023 SPRING PAVEMENT PRESERVATION PROJECT NOT TO EXCEED $350,000.00, AND APPROVE BUDGET TRANSFER AS PRESENTED IN THE FISCAL IMPACT OF THIS ITEM.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	Yes
CITY/STATE/FEDERAL FUNDS:	City/HURF
TOTAL:	$350,000
BUDGETED AMOUNT:	See Fiscal Impact Statement
AVAILABLE AMOUNT TO TRANSFER:	See fiscal impact statement
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	Non Capital Projects 200-210-8900/ $95,000.00

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

We do not have budget to complete purchase of this item. There is only $95,000 budget capacity so we have a $255,000 shortfall. We have budget capacity in Water relating to the Well site 5, project will not be completed this year. We are asking council authorization to do a budget transfer from Water Fund account 300-302-90015 in the amount of $255,000 to HURF account 200-210-89000 to have budget capacity to complete this project.

Attachments

City of Yuma Bid

City of Yuma Bid

City of San Luis Purchasing Agreement

City of Yuma Purchasing Agreement

CITY OF YUMA
PURCHASING DIVISION
NOTICE OF INVITATION FOR FORMAL BID

BID NUMBER: 2020-20000153

BID TITLE: Pavement Preservation Services

SCOPE OF WORK: Purchase and Delivery of Pavement Preservation Services

Question Deadline	June 16, 2020 10:00 am MST
Bid Deadline	June 25, 2020 2:00 pm MST
Submittal Location	City Hall Purchasing Division One City Plaza Yuma, AZ 85364
Release Date	Monday – June 1, 2020

NOTE: All Bidders must register with www.AZPurchasing.org. Please be advised if this solicitation is received by other than downloading the solicitation directly from www.AZPurchasing.org, you may not receive all the required documents. The City of Yuma will not accept any bids that are not on a City of Yuma Bid Form, which accompanies this solicitation.

VENDORS ARE STRONGLY ENCOURAGED TO CAREFULLY READ THE ENTIRE BID.

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CITY OF YUMA
PURCHASING DIVISION

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BID FORM (Return All Pages)

Attachments:
Attachment A: Bid Bond
Attachment B: Performance Bond
Attachment C: Payment Bond
Attachment D: Chip Seal Specifications
Attachment E: Fiber Sealant Specifications
Attachment F: Slurry Seal Specifications

VENDOR CHECKLIST
****IMPORTANT****

- □ The appropriate principal of the firm has signed the bid.
- □ The bid prices offered have been reviewed and include shipping cost.
- □ The price extensions and totals have been checked. Unit prices will prevail.
- □ Any required samples or descriptive literature have been included.
- □ All individual samples or descriptive literature have been identified with Vendor's name and City's bid number.
- □ If required, the bid surety has been included.
- □ Bid Package and/or Envelope have been identified with Vendor's name, bid number and bid title.
- □ Documents, forms, and any information identified as part of the bid submittal have been included.
- □ All pages marked "Return This Page" have been properly filled in and returned.
- □ Signed and returned the Arizona Revised Statutes Compliance Form (last page of Bid Form).

INSTRUCTIONS TO VENDORS

IT IS THE RESPONSIBILITY OF ALL VENDORS TO EXAMINE THE ENTIRE BID AND SEEK CLARIFICATION OF ANY ITEM OR REQUIREMENT THAT MAY NOT BE CLEAR AND TO CHECK ALL RESPONSES FOR ACCURACY BEFORE SUBMITTING A BID.

Contractor shall return the Bid Form in a sealed envelope that clearly identifies the bid number, vendor's name and address. Bids must be received in the office of Purchasing Division, One City Plaza, Yuma, Arizona 85364 no later than the time stated in the bid. The time/date recorder located in the Purchasing Division Office will be used to record the official time of receipt.

1. COMMUNICATIONS WITH THE CITY:

All Vendor communication (phone, email, mail, courier, overnight delivery, or other service) concerning this Bid must be directed to the Purchasing Division. The Point of Contact is

City of Yuma Purchasing Division.
Attn: Mary E. Roman
Buyer's email: Mary.Roman@YumaAz.gov

Unless authorized by the individual above, no other City official or City employee is empowered to speak for the City with respect to the Bid. Any Vendor seeking to obtain information, clarification, or interpretations from any other City official or City employee other than the person identified above, is advised that such material is used at the Vendors own risk. The City will not be bound by any such information, clarification, or interpretation.

At no time prior to award of bid will Vendor have any communication with any City employee, except the person identified above. Contact by a Vendor regarding this Bid with a City employee other than a Purchasing Division representative may be considered grounds for rejection of the bid submitted.

As questions submitted require adequate time for response preparation, Vendors are asked to forward all questions to the person listed above by the date indicate in the solicitation, which is contained on the coversheet.

2. PRE-BID CONFERENCE:

If a pre-bid conference is scheduled, the date and time of this conference will be indicated in this document. Vendor attendance is highly recommended, though not mandatory. The purpose of this conference will be to clarify the contents of this bid in order to prevent any misunderstandings of the City's position. Any doubt as to the requirements of this bid or any apparent omission or discrepancy may be presented in writing or in person to the City at this conference. Oral statements or instructions will not constitute an amendment to this bid. The City will determine the appropriate action necessary, if any, and issue a written addendum to the bid.

3. PREPARATION OF BID:

A. All bids must be submitted on the forms provided in this bid and must not be altered in any manner. It is permissible to copy these forms as required.
B. All items must be new and unused, unless otherwise stated in the specifications.
C. The Price Page of the bid must be submitted with an original signature of an officer of the firm authorized to contract for the work, and if necessary must initial erasures, interlineations or other modifications in the bid.
D. No bid will be altered, amended or withdrawn after the specified time and date for opening bids.
E. Envelopes with insufficient postage will not be accepted by the City of Yuma.

4. ADDENDA:

Receipt and acceptance of a Bid addendum is to be acknowledged by signing and returning the document with the bid response.

INSTRUCTIONS TO VENDORS

5. BID SUMMARY:

Vendor will provide all bid information and must answer all conformance questions as requested.

6. TAXES:

Unless specifically required in this bid, do not include any sales tax, use tax, or Federal Excise Tax in your bid pricing. Unit price will not include any tax. Taxes may be added to invoices and must be current Arizona State Tax and your local tax as applicable.

7. FEDERAL EXCISE TAX:

The City of Yuma is exempt from Federal Excise Tax for petroleum products including Federal Transportation Tax.

8. INVOICING:

In order to receive prompt payment for goods or services to the City of Yuma, the vendor is to submit an invoice to: payables@YumaAz.gov with the following information on the invoice:

1) City Contract (Bid) Number **2020-20000153**
2) Complete descriptions of the goods or services furnished
3) Quantity of each item
4) Unit prices, extensions and all applicable taxes
5) Labor hours and materials broken down (no lump sum)
6) Name of department/division who requested services
7) In addition, the invoice should include the vendor's invoice number and contact information
8) City staff person's name that placed the order

Note: Invoices for work performed during the month of June must be received no later than the end of the first week in July, for City of Yuma fiscal year end closing purposes.)

9. WITHDRAWAL OF BID:

A Vendor may withdraw a bid prior to the deadline for bid submittal by submitting a request for its withdrawal. Bids received after the time for opening bids or received at any place other than the place specified will not be considered. Except as otherwise provided by regulation, all decisions to permit the correction or withdrawal of bids, or to cancel awards or contracts based on bid mistakes must be submitted in writing and must also be supported by a written determination made by the Purchasing Agent.

10. PROTESTS:

Any actual or prospective Vendor who is aggrieved in connection with this bid or award may protest to the City Council. The protest must be submitted in writing to the City Administrator within ten days after such aggrieved person knows or should have known of the facts giving rise, and the City Administrator will place same on the next Council agenda if not resolved prior to that time.

11. POLICY ON NON-DISCRIMINATION ON THE BASIS OF DISABILITY:

A. In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in its programs, activities, or services.
B. For information regarding rights and provisions of the ADA or section 504, or to request reasonable accommodations for participation in City programs, activities, or services, contact:

City of Yuma Human Resources Division
One City Plaza
Yuma, Arizona 85364-1436
(928) 373-5127 or (928) 373-5149 (TTY)

SPECIAL TERMS AND CONDITIONS

ANALYSIS AND TEST: When deemed necessary, samples of materials may be taken at random from stock received for submission to a commercial laboratory or other appropriate agency, for analysis and test as to whether the material conforms in all respects to the specifications. In cases where commercial laboratory reports indicate that the materials do not meet the specifications, the expense of such analysis is to be borne by the Vendor holding the contract.

ANNUAL CONTRACTS: Vendor will hold firm, fixed pricing for a period of twelve months after notice of award. Vendors may also be requested to make multiple deliveries to one or more locations, at no additional cost to the City.

AWARD OF BID: A primary and secondary Vendor may be awarded this bid, if required, to ensure goods or services are available on an "as needed" basis. If the primary Vendor indicates that he cannot deliver by the City's required deadline, the City reserves the right to contact the secondary Vendor.

BID LIMIT (INFORMAL): In the event this contract exceeds $100,000.00, the contract will be canceled and formally bid as required by City Charter.

BRAND NAMES: Unless otherwise specified, the mention of a particular manufacturer's brand name or number in the specifications does not imply that this particular product is the only one that will be considered for purchase. This reference is intended solely to designate the type of quality of merchandise that will be acceptable. Alternate offers will be considered and must include descriptive literature and/or specifications. Failure to provide descriptive literature and/or specifications with alternate offers may be considered non-responsive.

CLEAN UP: The Vendor must at all times keep the area, including storage areas used, free from accumulations of waste material or rubbish and prior to completion of the work, remove any rubbish from the premises and all tools, scaffolding, equipment, and materials not the property of the City. Upon completion of the repair, the Vendor must leave the work and premises in a clean, neat and workmanlike condition.

CONTRACT EXTENSION: In the event the City does not opt to renew the contract or the City and Vendor(s) are unable to reconfirm or renegotiate unit rates for another year, the City will have the option of extending this contract at the current rates, but not-to-exceed six months total.

COOPERATIVE USE OF CONTRACT: The City of Yuma, Arizona has entered into interactive purchasing agreements with other political subdivisions, cities and towns in order to conserve resources reduce procurement costs and improve the timely acquisition and costs of goods or services. The Vendor(s) to whom this contract is awarded may be requested by other parties to said interactive purchasing agreements to extend to those parties the right to purchase goods or services provided by the Vendor(s) under this contract, pursuant to the terms and conditions stated herein.

EMERGENCY DELIVERIES: The City may purchase goods or services required under "emergency" situations, after-hours, or on weekends.

EXPANSION CLAUSE: This contract may be further expanded to include any other item normally offered by the Contractor, as long as the price of such additional products is based on the same cost/profit formula as the listed items.

INSURANCE: **Before the commencement of any services, the Vendor shall name the CITY, and its employees as Additional Insured** on all required insurance policies, except Workers' Compensation. Any insurance carried by the CITY, and its employees, is excess coverage, and non-contributory coverage to include endorsements provided by the Vendor. All insurance policies are subject to approval by the CITY.

Failure to provide required coverage and failure to comply with the terms and conditions of this Agreement shall not waive the contractual obligations herein. Moreover, failure to provide evidence of required insurance as set forth below shall delay payment for services rendered. If the policy or policies are canceled or not renewed, the insurance company shall provide thirty (30) days written notice to the CITY prior to the effective date of such cancellation or termination.

The Certificate Holder must be named as follows: **City of Yuma, Yuma, Arizona**
All certificates are to be emailed to: ***purchasingweb@yumaaz.gov***

A. Commercial General Liability

The policy shall include bodily injury, property damage, personal injury, and broad form contractual liability, and at least the minimum limits of the following:

• General Aggregate	$2,000,000
• Products – Completed Operations Aggregate	$500,000
• Personal and Advertising Injury	$500,000
• Blanket Contractual Liability – Written and Oral	$500,000
• Fire Legal Liability	$50,000
• Each Occurrence	$1,000,000

The policy shall be endorsed to include the following additional language: "The City of Yuma, its officials, officers, employees, and agents shall be named as additional insured's with respect to liability arising out of the activities performed by the Vendor".

All policies shall contain a waiver of subrogation against the City, its officials, officers, employees, and agents for losses arising from work performed by or on behalf of the Vendor.

SPECIAL TERMS AND CONDITIONS

B. Business Automobile Liability

The policy shall include bodily injury and property damage for any owned, hired, leased, borrowed, and/or non-owned vehicles used in the performance of this Agreement.

- Combined Single Limit (CSL) $1,000,000

If hazardous materials or wastes are transported, CA 9948 endorsement must be included and $3,000,000.00 per accident, limits for bodily injury and property damage will apply.

The policy shall be endorsed to include the following additional insured language: "The City of Yuma its officials, officers, employees, and agents shall be named as additional insured's with respect to liability arising out of the activities performed by or on behalf the Vendor involving automobiles owned, leased, hired, borrowed, and/or non-owned by the Vendor".

The policy shall contain a waiver of subrogation against the City, its officials, officers, employees, and agents for losses arising from work performed by or on behalf the Vendor.

C. Worker's Compensation and Employers' Liability

- Workers' Compensation: Statutory
- Employers Liability

Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

The Vendor shall require sub-Vendors to provide Worker's Compensation and Employer's Liability with at least as much coverage as that provided by the Vendor.

All policies shall contain a waiver of subrogation against the City, its officials, officers, employees, and agents for losses arising from work performed by or on behalf of the Vendor.

D. The polices of insurance required under this section are to be primary insurance policies and any insurance policy maintained by the City is considered excess insurance. The existence of excess insurance policies should in no way be construed to limit the requirements of insurance described herein.

In the event, any of the above insurance policies are written on a "claims made" basis, coverage must extend for three years past completion and acceptance of the work or services as evidenced by annual Certificates of Insurance.

INVENTORY: The City has an ongoing requirement for the material indicated in this bid. It is an express condition of any award that a Vendor must maintain a reasonable stock on hand for delivery to the City. Failure to maintain such a stock may result in cancellation of the contract.

MANUALS: Items furnished within the materials section of this document, must be provided with the manufacturer's specification sheet and/or manuals. These documents and/or manuals must be shipped within the shipping container.

MATERIAL SAFETY DATA SHEETS: Material Safety Data Sheets (as required by Federal Law or Regulations) must be submitted by the successful Vendor prior to or concurrent with each shipment of materials purchased under this bid.

MULTIPLE AWARDS: The City has numerous departments that could become potential customers. In order to assure that any ensuing contracts will allow the City to fulfill current and future requirements, the City reserves the right to award contracts to multiple companies. The actual utilization of any contract will be at the sole discretion of the City. The City may make multiple awards and should be taken into consideration by each Vendor.

PRICE ADJUSTMENT: The City's Purchasing and Contracts Manager and the user department will review documented requests for price increases after any contract has been in effect for one year. Any general price increase adjustment will only be made at the time of contract extension and will be a factor in the extension review process. The City Purchasing and Contracts Manager will determine whether the requested price increase or an alternate option, is in the best interest of the City. Any price adjustment will be effective upon the date of the contract extension.

PRICE REDUCTION:

If the contracted price is higher than the current Fair Market Value for the commodity, the City of Yuma may request the awarded vendor(s) to reduce the price to the current Fair Market Value.

The current awarded vendor may offer to the City of Yuma a price reduction adjustment at any time during the term of contract. The price reduction adjustment will become effective upon the City's receipt of notice.

STANDARD TERMS AND CONDITIONS

It is the City of Yuma's intent for these specifications to set the minimum standards to be used for the bidding of these products/services. Any references to Make, Model and Manufacturer are only to indicate minimum specifications for quality and performance. They are not intended to be restrictive in nature or to eliminate use of any other manufacturer's products.

VENDORS ARE STRONGLY ENCOURAGED TO CAREFULLY READ THE ENTIRE BID.

In compliance with bid specifications, Vendor offers and agrees to furnish any and all of the items or services enumerated at the unit price offered set opposite each item, delivered at the designated point(s) within the time specified. The Vendor also acknowledges that the Terms and Conditions of the Bid were carefully read and the appropriate sections were completed.

The award is subject to all legal requirements provided for in the City Charter or applicable City Ordinances, State and Federal Statutes.

All Vendors must disclose with their bid the name of any officer, director, or agent who is also an employee of City of Yuma. Further, all Vendors must disclose the name of any City employee who owns, directly or indirectly, an interest of ten percent (10%) or more in the Vendor's firm or any of its branches. Should the awarded Vendor permanently or temporarily hire any City of Yuma employee who is, or has been, directly involved with the Vendor prior to or during performance of the resulting contract, the contract will be subject to immediate termination by the City.

ADDENDA: Addenda issued during the time of bidding must be attached to and made a part of the contract documents.

AFFIRMATIVE ACTION: The Vendor will be an Equal Opportunity Employer and make a good faith effort to encourage minority employment and agrees to meet Federal and State guidelines.

Vendors doing business with the City of Yuma are prohibited from discriminating against any employee, applicant, or client because of race religion, color, disability, national origin, gender, or age with regard to but not limited to the following: employment practices, rates of pay or other compensation methods, and trainers selection.

ALTERNATE BID: Bids submitted as alternates, as "equals", or on the basis of exceptions to specific conditions of purchases and/or required specifications, must be submitted with an attachment referencing the specific paragraph numbers and adequately defining the exception submitted. Detailed product or service literature, suitable to evaluate, must be submitted with the bid. If no exceptions are taken, the City will expect and require complete compliance with the specifications and conditions of purchase.

AMERICAN MADE: Whenever possible, the goods, material, articles or equipment specified will be of United States origin and manufacture.

APPLICABLE LAWS: In the performance of this contract, Vendors must abide by and conform to any and all laws of the United States, State of Arizona and City of Yuma including but not limited to Federal and State executive orders providing for equal employment and procurement opportunities, the Federal Occupational Safety and Health Administration and any other Federal or State laws applicable to this contract.

This contract will be governed by the City, and the Vendor will have all remedies afforded each by the Uniform Commercial Code, as adopted in the State of Arizona, except as otherwise provided in this contract or in statutes pertaining specifically to the City. The laws of the State of Arizona will govern this contract and any suit pertaining to this contract may be brought only in courts in the State of Arizona. Lack of knowledge by the Vendor and any subcontractor will in no way be a cause for relief from responsibility.

APPROPRIATION: The City is obligated only to pay its obligations set forth in the Contract as may lawfully be made from funds appropriated and budgeted for that purpose during the City's then current fiscal year. The City's obligations under this Contract are current expenses subject to the "budget law" and the unfettered legislative discretion of the City concerning budgeted purposes and appropriation of funds. Should the City elect not to appropriate and budget funds to pay its Contract obligations, this Contract shall be deemed terminated at the end of the then-current fiscal year term for which such funds were appropriated and budgeted for such purpose and the City shall be relieved of any subsequent obligation under this Contract. The Parties agree that the City has no obligation or duty of good faith to budget or appropriate the payment of the City's obligations set forth in this Contract in any budget in any fiscal year other than the fiscal year in which the Contract is executed and delivered. The City shall be the sole judge and authority in determining the availability of funds for its obligations under this Contract. The City shall keep Consultant informed as to the availability of funds for this Contract. The obligation of the City to make any payment pursuant to this Contract is not a general obligation or indebtedness of the City. Consultant hereby waives any and all rights to bring any claim against the City from or relating in any way to the City's termination of this Contract pursuant to this section.

ASSIGNMENT: This contract is not assignable unless both parties mutually consent otherwise in writing. The requirements of this contract are binding upon the heirs, executors, administrators, successors and assigns of both parties.

AUTHORITY: This bid as well as any resultant contract is issued under the authority of the City of Yuma Purchasing and Contracts Manager. No alteration of any resultant contract may be made without the express written approval of the Purchasing and Contracts Manager in the form of an official contract amendment. Any attempt to alter any contract without such approval is a violation of the contract and the City Charter and Code. Any such action is subject to the legal and contractual remedies available to the City inclusive of, but not limited to, contract cancellation, suspension and/or debarment of the Vendor.

AWARD OF BID: Awards will be made with reasonable promptness to the lowest responsible, responsive Vendor(s) whose offer(s) best conform to the bid and is in the best interest of the City. Other factors to be considered may include, but are not limited to, quality, uniformity of product, delivery time, and the Vendor's past performance on other contracts with the City. Awards may be made to other than the lowest price offer.

The City reserves the right to award any item or group of items of the bid, unless the Vendor has qualified the bid by specific limitation. A written award of acceptance, in the form of a purchase order as per specifications or written notice of award on City of Yuma stationery, mailed or delivered to the successful Vendor constitutes a binding contract without further action by either party.

STANDARD TERMS AND CONDITIONS

If contract award is $100,000.00 or over, it will be at the discretion of the City Council as to whether or not to make award, to whom, or to reject offers.
The City, not withstanding any other provisions of this bid (including attached documents), expressly reserves the right to:

1. Waive any insignificant defect or informality in any offer or bid procedure.
2. Reject any or all offers or
3. Re-issue the bid.

BID OFFER ACCEPTANCE PERIOD: In order to allow for an adequate evaluation, the City requires an offer in response to a bid to remain valid and irrevocable for 90 days after the bid opening time and date.

BOYCOTT OF ISRAEL: The Parties shall comply with the applicable requirements of Arizona Revised Statutes § 35-393.01. However, the Parties recognize that the U.S. District Court for the District of Arizona has entered an injunction barring enforcement of this statute in *Mikkel Jordahl, et al., v. Mark Brnovich, et al.*, No. CV-17-08263-PCT-DJH, and unless and until the District Court's injunction is stayed or lifted, A.R.S. § 35-393.01 is unenforceable and neither Party can take any action to enforce it.

CERTIFICATION: By signature in the offer section the Vendor certifies:

A. The submission of the offer did not involve collusion or other anti-competitive practices.
B. The Vendor will not discriminate against any employee, or applicant for employment in violation of Federal Executive Order 11246 or A.R.S. § 31-1461 Et. Seq.
C. The Vendor has not given, offered to give, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer.
D. The Vendor submitting the offer hereby certifies that the individual signing the bid is an authorized agent for the Vendor and has the authority to bind the Vendor to the contract.

CITY PROCUREMENT DOCUMENT: The Purchasing Division is issuing this bid. Vendor is not permitted to alter any portion of the bid document, and any attempt to do so will result in Vendor's offer being considered non-responsive. Vendor must not alter any portion of a resultant contract without the written approval of the Purchasing Division and any attempt to do so will be a violation of the contract. Any such action is subject to the legal and contractual remedies available to the City inclusive of, but not limited to, contract cancellation, suspension and/or debarment of the Vendor.

CLARIFICATIONS: The City reserves the right to obtain clarification from Vendor when necessary to arrive at full and complete understanding of bid response.

CONFLICT OF WORDING: Where an item in the bid specification conflicts with the Terms and Conditions, the bid specifications will prevail and control.

CONTRACT: Upon acceptance of the Vendor's proposal the Vendor will, if requested by the City, execute and enter into a formal contract that is satisfactory to the Vendor and the City, to secure the contract required to protect the City.

CONFIDENTIAL INFORMATION: Proposals submitted to the City will be reviewed and evaluated by only those persons who have a legitimate interest. The City cannot guarantee the confidentiality of any information provided in the proposal and all items submitted as part of the Vendor's proposal will be available for public inspection to the extent required by public records disclosure laws after proposals have been received by the City.

To the extent possible, the City will provide Vendor with 48 hours written notice of any public records disclosure request relating to Vendor's documents to allow Vendor to seek a protective order from the Court. Vendor agrees to indemnify, defend, and hold the City harmless for any damages resulting from the City's failure to disclose information under the terms of this section. The City reserves the right to use any or all ideas presented in any reply to this proposal. Selection or rejection of the proposal does not affect this right.

CONTRACT ADMINISTRATION: The Purchasing Division and an authorized representative of the primary user department will jointly administer this contract. All questions regarding this contract after award must be referred to an authorized representative for resolution.

CONTRACT AMENDMENTS: Any adjustments, alterations, additions, deletions, or modifications in the terms and/or conditions of this contract must be made by written change order approved by the City. If Vendor performs any modification without written change order, the City will not be obligated to accept said modifications.

CONTRACT DEFAULT: The City, by written notice of default to the Vendor, may terminate in whole or any part of this contract in any one of the following circumstances:

A. If the Vendor fails to make delivery of the supplies or to perform the services within the time specified: or
B. If the Vendor fails to perform any of the provisions of this contract and fails to remedy the situation within the specified period of time in the notice.

In the event the City terminates this contract in whole or part, the City may procure goods or services similar to those terminated, and the Vendor may be liable to the City for any excess costs for such similar goods or services.

CONTRACT LENGTH: The contract will remain valid for a period of one year from date of issuance of purchase order or Notice of Award, unless otherwise noted.

CONTRACT TERMINATION: Either party may terminate the contract upon 30 days written notice by one party to the other. Both parties will perform in accordance with the contract prior to the effective termination date. The City may at any time cancel the contract for cause without penalty or liability on the part of the City.

STANDARD TERMS AND CONDITIONS

The City reserves the right to cancel any resultant contract upon 30 days written notice when, in the City's judgment, the workmanship, quality, performance of the goods or services of this contact are rendered unsatisfactorily or do not conform to the contract.

CURRENT PRODUCT: All bid offers made in response to this bid will be in current and ongoing production; will have been formally announced for general marketing purposes; will be a model or type currently functioning in user (paying customer) environments and capable of meeting or exceeding all specifications and requirements set forth in this bid. Enhancements to established products need not necessarily comply with this clause, and will be reviewed on individual merits.

DEFECTIVE PRODUCT: All defective products must be replaced and exchanged by the Vendor. The Vendor will pay for the cost of transportation, unpacking, inspection, repacking, reshipping or other like expenses. The City must receive all replacement products within the specific period of time stated in the notice.

DELIVERY: Unless otherwise stated, the goods or services, specified or called for in or under this bid, must be delivered or completely performed by the successful Vendor within the period set out herein as the guaranteed period of delivery or completion after receipt of order. The Vendor agrees to make deliveries, only upon receipt of a duly signed and approved purchase order issued by the City of Yuma Purchasing and Contracts Manager or designated representative. Delivery made without such purchase order will be at Vendor's risk.

DISCOUNTS: Prompt payment discounts will be considered in making the award provided the discount period is sufficient to allow the City to make payments in the regular course of business. If a discount is offered, time is computed from the date of receipt of goods or services, or from the date a correct invoice is received, whichever is the later date. Payment is deemed made on the date the check is issued.

EVALUATION: In an Invitation for Bid, award(s) will be made to the lowest responsible and responsive Vendor whose bid conforms in all material respects to the requirements and criteria set forth in the Invitation for Bid. The City will be the sole judge as to the acceptability of the products and/or services offered.
Evaluation criteria will include, but not be limited to:

1. Conformity with bid specifications, performance requirements, terms and conditions, Vendor instructions and any other contractual clauses and or requirements.
2. Operational compatibility with existing City resources, as applicable;
3. Availability of competent service and prompt delivery of goods or services;
4. Having legally required licenses, certifications and/or qualifications to perform the contract;
5. Cost consideration including item pricing, delivery, installation, operation and life cycle and costs, Vendor's financial capability to perform the contract, and any other factors that would be advantageous to the City;
6. Record of past performance and integrity on City and/or other public agency contracts; and
7. Production capability of equipment as determined by product samples, customer references, and/or City inspection

E-VERIFY REQUIREMENTS:

To the extent applicable under Arizona Revised Statutes ("A.R.S.") § 41- 4401, the Consultant and its subcontractors warrant compliance, and are contractually obligated to comply, with all federal immigration laws and regulations that relate to their employees and their compliance with the E-verify requirements under A.R.S. § 23-214(A) ("Immigration Warranty"). Consultant's or its subcontractor's failure to comply with Immigration Warranty shall be deemed a material breach of this Agreement and may subject Contractor to penalties up to and including termination of this Agreement at the sole discretion of the City.

The City retains the legal right to inspect the papers of all Contractor personnel who provide services under this Agreement to ensure that Contractor or its subcontractors are complying with the Immigration Warranty. Contractor agrees to assist the City in regard to any such inspections. The City may, at its sole discretion, conduct random verification of the employment records of Contractor and any subcontractor to ensure compliance with the Immigration Warranty. Contractor agrees to assist the City in regard to any random verification performed.

Neither Contractor nor any subcontractor will be deemed to have materially breached the Contractor Immigration Warranty if Contractor or subcontractor establishes that it has complied with the employment verification provisions prescribed by Sections 274A and 274B of the Federal Immigration and Nationality Act and the E-Verify requirements prescribed by A.R.S. § 23-214 (A).

FORCE MAJEURE: The parties to the contract will be excused from performance during the time and to the extent that they are prevented from obtaining, delivering or performing by act of God, fire, strike, loss or shortage of transportation, facilities, lock-out, commandeering of materials, products, plants or facilities by the government, when satisfactory evidence is presented to the City, provided that it is satisfactorily established that the non-performance is not due to the fault or neglect of the party not performing.

FREIGHT: Prices will be Free On Board (FOB) Destination to the delivery location designated herein. Vendor will retain title and control of all goods until they are delivered and the contract has been completed. The City will notify the Vendor promptly of any damaged goods and will assist the Vendor in arranging for inspection. All risk of transportation and all related charges will be the responsibility of the Vendor. The Vendor must file all claims for visible or concealed damage.

FUNDING: Any contract entered into by the City of Yuma is subject to funding availability. The fiscal year for the City of Yuma is July 1, to June 30. The City Council approves all budget requests. If a specific funding request is not approved, the contract may be terminated.

GRATUITIES: The City may, by written notice to the Vendor, cancel this contract if it is found that gratuities, in the form of entertainment, gifts or otherwise, were offered or given by the Vendor or any agent or representative of the Vendor, to any officer or employee of the City making any determinations with respect to the performing of such contract. In the event, this contract is canceled by the City pursuant to this provision, the City will be entitled to recover or withhold from the Vendor the amount of the gratuity in addition to any rights and remedies.

STANDARD TERMS AND CONDITIONS

INDEMNIFICATION: To the fullest extent permitted by law, Vendor shall indemnify, defend, and hold harmless the City, its agents, employees, officers, volunteers, and officials ("Indemnitee") for, from and against all claims, liabilities, demands, damages, losses, and expenses, including attorneys' fees and litigation expenses, to which any such Indemnitee may become subject, under any theory of liability whatsoever, (collectively "Claims") to the extent that such Claims result from and/or arise out of the Vendor's intentional, reckless, or negligent acts, mistakes, directives, errors, or omissions in performance of this Agreement. This includes any intentional, reckless, or negligent acts, mistakes, directives, errors, or omissions of the Vendor's officers, employees, agents, or any tier of subcontractor or person for which Vendor may be legally liable in the performance of this Agreement.

If the City uses grant funds received from the Arizona Department of Homeland Security to pay for the services or materials provided under this Contract, the following indemnity provision applies: Vendor shall defend, indemnify, and hold harmless the City and the State of Arizona, and any jurisdiction or agency issuing any permits for any work arising out of this Contract, and its departments, agencies, boards commissions, universities, officers, officials, agents and employees (hereinafter referred to as "Indemnitee") from and against any and all claims, actions, liabilities, damages, losses, or expenses (including court costs, attorneys' fees, and costs of claim processing, investigation and litigation) (hereinafter referred to as "Claims") for bodily injury or personal injury (including death), or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or

in part, by the negligent or willful acts or omissions of the Vendor or any of the directors, officers, agents, or employees or subcontractors of Vendor. This indemnity includes any claim or amount arising out of or recovered under the Worker's Compensation Law or arising out of the failure of such contractor to conform to any federal, state or local law, statute, ordinance, rule regulation or court decree. It is the specific intention of the parties that the Indemnitee shall, in all instances, except for Claim arising solely from the negligent or willful acts or omissions of the Indemnitee, be indemnified by Vendor from and against any and all claims. It is agreed that Vendor will be responsible for primary loss investigation, defense and judgement costs where this indemnifications applicable. Additionally on all applicable insurance policies, contractor and its subcontractor's shall name and endorse the City and the State of Arizona, and its departments, agencies, boards, commissions, universities, officers, officials, agents and employees as an additional insured and also include an endorsed waiver of subrogation in favor of the City and the State.

INSPECTION: All goods or services are subject to final inspection and acceptance by the City. Goods or services failing to meet the requirements of this contract will be held at Vendor's risk and may be returned to the Vendor or reworked by the Vendor. If returned, the cost of transportation, unpacking, inspecting, repacking, reshipping or any other expenses are the responsibility of the Vendor.

INTERNET ORDERING CAPABILITY: The City may utilize the Internet to place orders under this contract.

LATE BIDS: Bids received after the time for opening bids or received at any place other than the place specified will not be considered. If a bid is received late the bid will not be considered and may be returned to the Vendor at the Vendor's request and expense.

LICENSES: Vendor will maintain, in current status, all federal, state and local licenses and permits required for the operation of the business conducted by the Vendor as applicable to this contract. The Vendor and all of his employees or agents will secure and maintain in force such licenses and permits as are required by law, and by the City, in connection with the furnishing of goods or services requested.

LIENS: All goods or service must be free of all liens, and if the City requests, a formal release of all liens will be delivered to the City.

NON-EXCLUSIVE CONTRACT: Any contract resulting from this Bid will be awarded with the understanding and agreement that it is for the sole convenience of the City of Yuma. The City reserves the rights to obtain like goods or services from another source when necessary. Only the City of Yuma Purchasing and Contracts Manager may approve off-contract purchase authorization. Approval will be at the discretion of the City of Yuma Purchasing and Contracts Manager and will be conclusive. However, approval will be granted only after a proper review and when deemed to be appropriate. Off-contract procurement will be consistent with the City Policies and Procedures.

NOTICE: All notices, requests, demands, consents, approvals, and other communications which may or are required to be served or given hereunder (for the purposes of this provision collectively called "Notices"), may be in writing and may be sent registered or certified United States mail, return receipt requested, postage prepaid, addressed to the party or parties to receive such notice as follows:

A. If intended for the City, to: City of Yuma, Purchasing Division, One City Plaza, Yuma, Arizona 85364-1436

B. If intended for the Vendor, to: The Vendor at the Vendor's address and the attention of the person named as provided in the offer of this contract.

OBJECTIONS: Any objection to the specifications and requirements as set forth in this bid must be filed in writing with the Purchasing Division 72 hours prior to bid opening.

ORDERING INSTRUCTIONS: Authorization for purchases under the terms and conditions of this contract will be made only upon issuance of a purchase order or document signed by an authorized agent. The purchase order will specify the items ordered, delivery instructions and any other pertinent information required. All City and Vendor documents must reference the resultant contract number.

PACKING AND SHIPPING: Vendor will be responsible for industry standard packing, which conforms to requirements of carrier's tariffs and Commerce Commission regulations. Containers must be clearly marked as to lot number, destination, address, and purchase order number.

PATENTS: The successful Vendor must agree to defend, at his own risk, all suits alleging infringement on any United States Patents by reason of the use and/or resale of items purchased under this bid.

STANDARD TERMS AND CONDITIONS

PAYMENTS: Invoices will normally be paid within 30 days after receipt of services or invoice; whichever is later. The City reserves the right to review all payments made to the Vendor by auditing at a later date. Subject to such audit, the Vendor must immediately reimburse any overpayments.

PERMITS: The Vendor is responsible for procuring all permits and licenses, paying all charges, fees and sales tax, and giving any notices necessary and incidental to performing the work. The City will exempt the Vendor from paying the standard fees for permits issued by the City provided that all the permits are issued prior to the commencement of the work. Permits requested and issued after commencement of the work, will be paid for by the Vendor, and at double the standard fee rate, for which the City will assume no responsibility.

PERIOD OF TIME: Periods of time, stated as number of days, will be calendar days.

PREMATURE BID OPENING: No responsibility will be attached to a City employee for premature opening of a bid.

PREPARATION: The City will not reimburse the cost of developing, presenting or providing any response to this bid. Offers submitted for consideration should be prepared simply and economically, providing adequate information in a straightforward and concise manner.

PREPARATION OF SPECIFICATIONS BY PERSONS OTHER THAN CITY PERSONNEL: All specifications will seek to promote overall economy for the purposes intended and encourage competition and not be unduly restrictive in satisfying the City's needs. No person preparing specifications will receive any direct or indirect benefit from the utilization of specifications, other than fees paid for the preparation of specifications.

PRICE: The prices quoted on this bid will be based on the goods and/or services referred to herein, being delivered F.O.B. destination, freight, duty and all other charges prepaid, unless otherwise indicated herein. A detailed delivery ticket or piece tally, showing the exact quantity of goods and/or services must accompany each delivery. A representative's signature will not bind the City to accept the goods, material, articles or equipment covered.

PRODUCT DISCONTINUANCE: The City of Yuma may award contracts for particular products and/or styles as a result of this bid. In the event that the manufacturer discontinues a product or style, the City, at its sole discretion, may allow the Vendor to provide a substitute for the discontinued item. The Vendor must request permission to substitute a new product or style and provide the following:

A. A formal announcement from the manufacturer that the product or style has been discontinued.
B. Documentation from the manufacturer that names the replacement product or style.
C. Documentation that provides clear and convincing evidence that the replacement meets or exceeds all specifications required by the original bid.
D. Documentation that provides clear and convincing evidence that the replacement will be compatible with all the functions or uses of the discontinued product or style.
E. Documentation confirming that the price for the replacement is the same as or less than the discontinued style.

PROTECTION OF CITY PROPERTY: The Vendor will use reasonable care to avoid damaging City property. If the Vendor causes damages, the Vendor must replace or repair the damage at no expense to the city as directed by the Purchasing and Contracts Manager. If the Vendor fails or refuses to make such repair or replacement, then the Vendor will be liable for the cost thereof, which may be deducted from the contract price.

PROVISIONS BY LAW: Each and every provision of law and any clause required by law to be in this contract will be read and enforced as though it were included herein, and if through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon the application of either party the contract will forthwith be physically amended to make sure insertion or correction.

PUBLIC RECORD: All offers submitted in response to this bid will become the property of the City and will become a matter of public record available for review, in accordance with the City's Charter.

QUANTITIES: The quantities requested are estimates based upon available information. The City reserves the right to adjust the quantities as necessary. The quantity of goods and services ordered must not be exceeded or reduced without the City's permission in writing except in conformity with acknowledged industry tolerances.

REJECTIONS: The City and/or City Council may reject any part of or all bids whenever it is deemed in the best interest of the City. The City may also waive any minor informalities or irregularities in any bid.

RIGHTS AND REMEDIES: No provisions of this bid or in the Vendor's bid response will be construed, expressly or by implication, as a waiver by the City or any existing or future right and/or remedy available by law in the event of any claim of default or breach of contract. The failure of the City to insist upon strict performance of any term or condition of the contract or to exercise or delay the exercise of any right or remedy provided in the contract, or by law, will not release the Vendor from any responsibilities or obligations imposed by the contract or by law, and will not be deemed a waiver of any right of the City to insist upon the strict performance of the contract.

SAMPLES AND/OR DEMONSTRATIONS: Samples and/or demonstrations may be requested if item is other than specified. When required, such samples and/or demonstrations are to be furnished after the date of bid opening only upon request of the City unless otherwise stated in the bid proposal. If samples and/or demonstrations should be requested unless otherwise authorized, the City must receive such samples and/or demonstrations within a specific period of time as stated in the formal request. When required, the City may request samples and/or demonstrations of any item bid prior to the award of any contract.

Bid samples must be an exact and true representative sample of the actual material offered. Each bid sample must be properly tagged or labeled with the name of the Vendor and manufacturer, the bid opening date, and the bid number. Bid samples must be provided at no additional cost to the City. Samples not used for test will be returned to the Vendor, at the Vendor's expense.

STANDARD TERMS AND CONDITIONS

Furthermore, the City reserves the right to secure additional samples from the actual material supplied. In the event the samples fail to conform to the contract requirements, the Vendor will immediately replace the portion of the delivered commodity with acceptable materials conforming to the contract requirements at no cost to the City.

SEVERABILITY. The provisions of this Contract are severable to the extent that any provision or application held to be invalid by a Court of competent jurisdiction shall not affect any other provision or application of the Contract which may remain in effect without the invalid provision or application.

SITE CONDITIONS: Vendor must make all investigations necessary to thoroughly inform themselves regarding site conditions for delivery of goods or services as required in this bid. Failure of the Vendor to thoroughly investigate site conditions will not be:

A. Accepted as a basis for failure to fulfill the requirements
B. A basis for variance of compensation

SUBSEQUENT EMPLOYMENT: The City may cancel this contract without penalty or further obligation pursuant to the A.R.S. §38-511 if any person significantly involved in initiating, negotiating, securing, drafting or creating the contract on behalf of the City is or becomes, at any time while the contract or any extension of the contract is in effect, an employee of or a consultant to any other party to this contract with respect to the subject matter of the contract. Such cancellation will be effective when the parties to this contract receive written notice from the Purchasing & Contracts Manager, unless the notice specifies at a later date.

SUBMITTAL: It is the Vendor's sole responsibility to ensure the delivery and receipt of bid submittal to the City of Yuma, Purchasing Division, prior to bid opening time. Bids and modifications or withdrawals received after the time set for the bid opening will not be considered. Bids must be submitted on the forms furnished.

TAX: Taxes may be added to invoices and must be current Arizona State Tax and the Vendor's local tax. If the Vendor is an out-of-state Vendor, the City of Yuma will remit the Arizona Use tax directly to the State of Arizona.

TAX/DUTY CHANGES: The Vendor will be responsible for advising the City of any tax/duty change. If such a change occurs in tax or duty imposed for such goods or services before delivery, the appropriate increase or decrease will be made to compensate for such changes as of the effective date.

WARRANTIES: The awarded Vendor must fully warrant all products furnished hereunder against defect in materials and/or workmanship for a period of one year from date of delivery and complete acceptance by the City, unless indicated otherwise in bid specifications. Should any defect in materials or workmanship except ordinary wear and tear appear during the above stated warranty period, the awarded Vendor will repair or replace same at no cost to the City, immediately upon verbal or written notice from the City. A copy of the warranty must be provided at time of delivery. Failure to provide warranty at time of delivery will be considered as an incomplete delivery.

WITHDRAWAL: A Vendor may withdraw a bid prior to the deadline for bid submittal by submitting a request for its withdrawal. Except as otherwise provided by regulation, all decisions to permit the correction or withdrawal of bids, or to cancel awards or contracts based on bid mistakes, must be submitted in writing and must be supported by a written determination made by the Purchasing Agent.

WRITTEN AUTHORIZATION: No verbal arrangement or agreement, relating to the goods, or service specified or called for under this bid will be considered binding, and every notice, advice or other communication must be in writing and signed by a duly authorized person.

ADDITIONAL REQUIREMENTS

1.1 Prices quoted must remain firm-fixed for the first **TWELVE** months.

1.2 Vendor must indicate any minimum order requirements for each item listed in this invitation for bid. Preference may be given to a vendor that DOES NOT require minimum quantities on order. As stated on page 11, quantities requested are estimates based upon available information. The City reserves the right to adjust the quantities as necessary. The quantity of goods and services ordered must not be exceeded or reduced without the City's permission in writing except in conformity with acknowledged industry tolerances.

1.3 If any products vary from the specification, or if substitution or alternative are offered, such variations must be listed in writing on the conformance sheet and attach detailed item specification. The City reserves the right to waive minor deviations if the equipment is suitable for the intended purpose.

1.4 Delivery hours are from 8:00 am – 3:00 pm Arizona Time, Monday through Friday, excluding holidays and weekends, unless other arrangements have been made between the awarded vendor and the City of Yuma.

1.5 As stated on page 5, this contract may be further expanded to include any other Pavement Seal Services normally offered by the vendor, as long as the price of such additional products is based on the same cost formula as the listed items.

1.6 As stated on page 9, freight must always be F.O.B. Destination. No freight charges will be allowed for any item purchased under this agreement including special orders and emergency shipments.

1.7 Termination of Contract - The City of Yuma reserves the right to terminate any part of or the entirety of any contract that may result from this proposal, without cause and at any time with thirty calendar days written notice. In such case, the Contractor shall be paid for services rendered through the date of the termination notice, and the results of all such work (includes all documents and files) through that date shall become the property of the City of Yuma.

1.9 **Bid Bond** - All proposals must be accompanied by a certified check, cashier's check, or surety bond (**Attachment C**) payable to the City of Yuma - for at least ten percent of the total bid price as a guarantee that the Contractor will enter into a contract to perform the contract in accordance with the Formal Bid, within 10 days after the Notice of Award letter. A company authorized to transact surety business in the state of Arizona must issue the surety bond.

If the successful Contractor fails or refuses to execute the required Contract, Performance Bond, and Payment Bond within the time specified in the paragraph entitled "Award of Contract," the City will retain the bid guarantee proceeds as liquidated damages for delay in execution of the contract and as compensation for subsequent acceptance of a higher or less desirable proposal.

Bid guarantees will be returned to the unsuccessful Contractors immediately after the execution of a contract with the successful Contractor, and to the successful Contractor immediately after the contract is properly signed.

1.10 **Performance Bond and Payment Bond** - When the contract is signed, the successful Contractor will furnish surety bonds payable to the City of Yuma, from a surety company authorized to do business in the State of Arizona and represented by an agent doing business in the State of Arizona, as follows:

a. A performance bond **(Attachment D)** in an amount equal to one hundred percent of the contract value as surety for the faithful performance of the contract by the Contractor.

b. A payment bond **(Attachment E)** in an amount equal to one hundred percent of the contract value for the payment of just claims for materials, labor, and subcontractors employed by the contractor, as a guarantee of labor and materials used or incorporated in the work, and for the fulfillment of other requirements as may be required by law.

SPECIFICATIONS

The pavement sealants shall be a mixture of asphalt emulsion, mineral aggregate, mineral fillers and water properly proportioned, mixed and spread on the pavement surface in accordance with recommended performance guidelines. All work done under this Contract will be accomplished in accordance with City of Yuma standards and supplement to MAG uniform standard specifications for Public Works Construction. Pavement preservation sealants have separate specifications shall be in accordance with attached documents.

A. Previous calibration documentation shall not be accepted unless the calibration was completed during the current calendar year in the presence of a City of Yuma representative or by another local agency with the same materials and mix design.

Test Strip

Prior to project Public Works Manager and the Contractor will determined the location and time of the test strip. The Contractor shall construct a test strip for evaluation by the City of Yuma. The test strip shall be 300 to 500 feet long and shall consist of the application course specified of the mix design. The test strip shall be approved by the City of Yuma. All test strips shall be at the cost of the Contractor.

Repair of Distress

If bleeding, raveling, delamination, wash boarding occurs within 60 days after placement, the Contractor shall diligently pursue repairs by a method approved by the City of Yuma. Payment may be held until repairs have been completed.

B. **Maintaining Traffic and Notification**

The Contractor must provide all traffic control and traffic control devices for the project. The Contractor will use the latest version of Manual of Uniform Traffic Control Devices for all traffic control set up. All traffic control devices must be properly maintained for cleanliness, visibility, corrects positioning, and should have adequate retro reflectivity. All traffic control devices that are damaged, deteriorated, or have lost significant legibility, must be promptly replaced. Trained and knowledgeable traffic control personnel will be utilized to insure a proper set-up of material and maintenance of traffic control devices and to assist in the safe movement of vehicles through the traffic control zone. Any damage to the uncured slurry seal will be the responsibility of the Contractor.

C. The Contractor must provide a written notice to all residents, apartment managers, and businesses along the streets to be slurry sealed, 24 to 48 hours in advanced. The notices must indicate; what is to happen, when it will happen, parking availability, and access measures and indicate the CITY will pick up trash collection earlier than normal.

1. It will be the Contractor's responsibility to provide adequate sanitary facilities in the location of the project for use by the Contractor's employees.

2. The traffic must be protected by signing and barricading as described in the 2009 edition of the Manual of Uniform Traffic Control Devices and may be supplemented by the City Traffic Engineer or Public Works Manager if conditions warrant.

3. It will be the Contractor's responsibility to keep the City Police Department, Fire Department, School Transportation Department and U.S. Post Office informed of all restrictions to traffic flow due to the slurry seal operations.

4. A preconstruction conference will be required in order to review the awarded Contractor's work and traffic control plan. A tentative construction schedule will be worked out prior to and finalized at the preconstruction conference meeting. The Contractor will not start the project until the schedule is approved by City Staff. It is at that time the Contractor will designate an employee other than the project superintendent, who is qualified and experienced in construction traffic control. This employee must be available to monitor and maintain safe barricading throughout the project. A traffic control plan must be submitted upon request from the City Inspector.

5. At reasonable intervals during the progress of the work, clean up and disposal of waste materials and debris on the project site will be required. Waste materials and debris must be disposed of at a legally established facility, or as directed by the. City Inspector. The Contractor will be responsible for, and pay all costs for periodic and final cleanup of the site during construction.

6. It will be the Contractor's responsibility to keep all crosswalks, stop bars, directional arrows, manhole covers and rings; water valve covers rings and survey markers free from coverage by the slurry seal coating process. This work will be incidental and all-inclusive in the price per square yard. Any deviations must be approved by the Public Works Manager.

7. The Contractor shall maintain a continuous work schedule as to not delay the project and shall advise with the City other work scheduled to be performed while in Yuma County. All mobilization costs will be considered incidental work and no separate payment will be made.

8. Prior to the preconstruction meeting, the Contractor will be responsible for locating areas for storage of equipment and materials. The Contractor will be responsible for all spills, dust control measures, left over materials, and site clean-up of all areas selected for storage. In case of a spill, the Contractor shall follow the leak and spill containment recommendation on the specific products Material Safety Data Sheet. The City may assist the Contractor in locating storage areas when deemed necessary by the City Inspector.

D. Responsibilities of the City of Yuma

1. The City will be responsible for sweeping all streets prior to slurry seal application.
2. The City will provide a complete street listing identifying to and from cross streets.

3. The City will confirm daily totals of materials used and amount of square yards applied with the contractor.
4. The City will review and have final approval of the street schedule.
5. This City will apply final street striping.

CITY OF YUMA
BID #2020-20000153
PAVEMENT PRESERVATION SERVICES

Vendor # 112143

American Pavement Preservation
4725 E Cartier Avenue
Las Vegas, NV 89115

Vendor Contact: Eric Reimschiissel @ (702) 507-5410
Ericr@americanpave.com
COY Contact: PW - Streets - Michael Flowers @ (928) 373-4539
Michael.Flowers@YumaAZ.gov
COY Contact Purchasing: Mary E Roman - Buyer @ (928) 373-5114
Delivery: 30 Days ARO Prompt Payment: Net 30 Days Payment Method:
5 Year Contract: July 16, 2020 through July 15, 2025 Purchase Order

		QTY		
				$1.550
3.	Type II Slurry Seal	250,000	$387,500.00	**P**
				$2.21
4.	Type III Slurry Seal	250,000	$552,500.00	**S**
				$1.780
5.	Type II Fiber Sealant	250,000	$445,000.00	**P**
				$2.56
6.	Type III Fiber Sealant	250,000	$640,000.00	**S**

P = Primary Vendor
S = Secondary Vendor

Invoicing: In order to receive prompt payment for goods or services to the City of Yuma, the vendor is to submit an invoice to: Payables@YumaAz.gov with the following information on the invoice:

1 City Contract (Bid) Number: 2020-20000153
2 Complete descriptions of the goods or services furnished
3 Quantity of each item
4 Unit prices, extensions and all applicable taxes
5 Labor hours and materials broken down (no lump sum)
6 Name of department/division who requested services/materials
7 In addition, the invoice should include the vendor's invoice number and contact information
8 City staff person's name that placed the order

Note: Invoices for work performed during the month of June must be received no later than the end of the first week in July, for City of Yuma fiscal year end closing purposes.

Purchasing Division
One City Plaza
P. O. Box 13012
Yuma, AZ 85366-3012
(928) 373-5108 PHONE
(928) 373-5109 FAX
(928) 373-5149 TTY
www.YumaAz.gov

City of YUMA

July 16, 2010

Sharon E. Williams
Development Services Director
City of San Luis
Box 3750
1090 E. Union Street
San Luis, AZ 85349

RE: COOPERATIVE PURCHASE AGREEMENT WITH CITY OF YUMA

Dear Ms. Williams:

Enclosed is your copy of the signed Cooperative Agreement between the City of Yuma and City of San Luis.

If you should have questions or I can be of help in utilization of this agreement, please call the number above.

Sincerely,

Bill Pfannenstiel, CPPB
Purchasing and Contracts Manager

/bp

encl: Approved Cooperative Purchase Agreement

2010-066

City of YUMA

Exhibit "A"

CITY OF YUMA
COOPERATIVE PURCHASE AGREEMENT

This Cooperative Purchasing Agreement ("Agreement") is entered into between the City of San Luis ("Contracting Agency") and the City of Yuma, Yuma, Arizona ("COY"), each being Eligible Public Procurement Units within A.R.S.§ 41-2631 *et. Seq.*, for the purpose of allowing cooperative and reciprocal utilization of each Eligible Procurement Unit's requirements contracts with vendors for the procurement of supplies, services or construction.

In consideration of the mutual promises contained in this Agreement and the mutual benefits to result therefrom, the parties agree as follows:

1. The party soliciting the requirements contract will determine the specifications, terms and conditions for products, materials and services.
2. The procurement will be conducted in accordance with the procuring party's Procurement Code and applicable local and state statutes, resulting in a "requirements contract" which may be utilized by other eligible procurement units.
3. The party soliciting the requirements contract may invite other eligible procurement units to participate in certain specific bids.
4. An eligible procurement unit utilizing another eligible procurement unit's requirements contract shall:
   A. Insure that purchase orders issued against the requirements contract are in accordance with the terms and prices established in the original procurement.
   B. Make timely payments to the vendor for all materials and services received in accordance with the terms and conditions of the original procurement. Payment for materials or services and inspection and acceptance of materials or services ordered by an eligible procurement unit shall be the exclusive obligation of such ordering unit.
   C. Not use a requirements contract of another eligible procurement unit as a means for obtaining additional concessions or reduced prices for similar material or services by advertising or marketing the requirements contract to third parties.
   D. Be solely responsible for the ordering of materials or services under this Agreement. The eligible procurement unit securing the original procurement shall not be liable in any fashion for any violation by another eligible procurement unit ordering under this Agreement.
   E. Have the exclusive obligation of exercising any right or remedies for its orders under the requirements contract.
5. Either party may terminate this Agreement without notice if the other party fails to comply with the terms of a requirements contract of the party issuing the original solicitation.
6. Except as provided in Paragraph 5, either party may terminate this Agreement upon thirty (30) days written notice to the other party.
7. This Agreement shall be effective upon execution by the parties and continue until terminated in accordance with its terms and supersedes any and all previous cooperative purchasing agreements between the parties.

Dated this 8th **day of** July, 2010.

CITY OF YUMA	City of San Luis ELIGIBLE PROCUREMENT UNIT
BY: _____ SIGNATURE	**BY:** _____ 5.18.10 SIGNATURE
Gregory K. Wilkinson PRINTED NAME	Ralph Velez PRINTED NAME
CITY ADMINISTRATOR TITLE	City Administrator TITLE

Resolution

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

RESOLUTION NO. 878

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SAN LUIS, ARIZONA APPROVING AN INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT WITH THE CITY OF YUMA FOR PROFESSIONAL SERVICES .

Whereas, the City of San Luis desires to enter into an intergovernmental cooperative purchasing agreement with the City of Yuma; and

Whereas, the parties to the Intergovernmental Purchasing Agreement desire to enter said agreement;

NOW THEREFORE BE IT RESOLVED, by the Mayor and Council of the City of San Luis, State of Arizona, as follows:

Section 1: That the Cooperative Purchasing Agreement as attached hereto as Exhibit "A", is hereby authorized and approved.

Section 2: That the appropriate City officials are hereby authorized and directed to enter into said agreement on behalf of the City and take any all actions as may be necessary to effectuate said agreement.

PASSED AND ADOPTED by the Mayor and Common Council of the City of San Luis, Arizona, this 12th day of May, 2010.

Juan C Escamilla

Juan Carlos Escamilla, Mayor

ATTEST:

Sonia Cuello, City Clerk

APPROVED AS TO FORM:

Glenn Gimbut
City Attorney

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. F.**

Meeting Date: 04/12/2023

Department Head: Eulogio Vera, Director of Public Works, Public Works Department

Submitted By: Manuel Hernandez, Project Manager, Public Works Department

Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding the City of San Luis Public Works Department accepting Construction Services from DPE Construction, Inc. for the rehabilitation of two (2) lift stations; Los Alamos Lift Station and East Mesa Lift Station. **(Manuel Hernandez, Public Works Project Manager)**

SUMMARY:

The Department of Public Works is seeking Council approval for accepting Construction Services from DPE Construction, Inc. for the Rehabilitation of two (2) lift stations; Los Alamos Lift Station ($153,455.11) and East Mesa Lift Station ($211,868.68).
Lift stations are a crucial part of a sewer and wastewater system that pumps wastewater from a lower elevation to a higher elevation. Over time, lift stations become damaged or malfunction due to age, corrosion, or mechanical failure. Lift station rehabilitation refers to the process of repairing, restoring, and upgrading a lift station to its optimal function. Overall, lift station rehabilitation is essential to maintain the functionality of a sewer or wastewater system and protect public health and the environment.

Three (3) local vendors were solicited for this project. Pilkington Construction Co. and Desert Excavating Inc. informed Public Works they could not provide a quote for this project due to time constraints and not being able to have the appropriate credentials on time. DPE Construction, Inc. was the only responsive company to provide a quote.

Staff is seeking Council approval for accepting Construction Services from DPE Construction, Inc. for this project in the amount of $365,323.79. This purchase falls under the provisions of City Code 3.05.050 Performance bond, which bond expense is included in the quote. Project total exceeds the $49,999 allowed by our City Code without bidding, so staff is asking Council to waive formal bidding process to save time and commence work immediately.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO ACCEPT CONSTRUCTION SERVICES FROM DPE CONSTRUCTION, INC. FOR THE REHABILITATION OF TWO LIFT STATIONS NOT TO EXCEED $365,323.79 AND TO WAIVE FORMAL PURCHASING PROCEDURES PER CITY CODE 3.05.010 (F) FOR THE GOOD CAUSE PRESENTED, AND REALLOCATE ARPA BUDGET AS STATED IN THE FISCALIMPACT OF THIS ITEM.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM: Yes

CITY/STATE/FEDERAL FUNDS:	Federal
TOTAL:	$383,591.00
BUDGETED AMOUNT:	$210,000
AVAILABLE AMOUNT TO TRANSFER:	YES
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	255-021-90052.228 Capital Outlay - ARPA Revenue Loss Water Infrastructure/$5,041,067.00

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

We budgeted $210,000 for the Los Alamos and lift station project #16 to be funded with ARPA funds, we have budget available in the ARPA fund projects relating the West Waste Water Treatment Plan expansion project #8 . We will be covering the shortfall of $155,323.79, with the available funds that we have in the West Waste water expansion project.

Attachments

East Mesa Lift Station Proposal

Los Alamos Lift Station Proposal

City of San Luis

Department of Public Works

• Administration • Streets • Water • Wastewater • Solid Waste • Fleet Services •

Quote Request Form			
Release Date:	1/18/23	**Quote Due Date:**	1/27/2023
Please complete and return this quote request form by No Later than the date stated above			
Return quote to:	Manuel Hernandez	Project Manager	
Telephone:	928-323-7454	mhernandez@sanluisaz.gov	
Location/Item:	East Mesa Lift Station 4290 E Co. 24th Street		
Scope of Work:	East Mesa Lift Station Rehab (See attached sketch)		
Start Date:	2/6/2023	**End Date:**	3/31/23

Vendor/Contractor Information	
Business/Company Name:	DPE Construction, Inc.
Point of Contact Name/Job Title:	Esteban Hernandez
Company Telephone:	928-783-7885
Email Address:	Estebanh@dpeyuma.com
Vendor Note:	

Description of Services

No.	Service/Item	Qty	UOM	Unit Cost
1	Pipe Sway Brace (Stainless Steel 316)	9	EA	1,080.00
2	Intermediate stiffener bracket (Stainless Steel 316)	3	EA	675.00
3	Upper Guide Bar Bracket (Stainless Steel 316)	3	EA	450.00
4	Guide Bar (Stainless Steel 316)	6	EA	3,400.00
5	Installation	1	Lump Sum	48,000.00
6	Remove/Replace Discharge Pipes 8" approximately 25' Long	3	EA	17,00.00
7	Bypass of sewer water	1	Lump Sum	57,000.00
8	COSL Tax 10.7%	1	LS	20,275.97
	Bond Rate -1% DPE	1	LS	2,097.71
		Total:	**$211,868.68**	

City of San Luis

Department of Public Works

• Administration • Streets • Water • Wastewater • Solid Waste • Fleet Services •

Quote Request Form			
Release Date:	1/9/2023	**Quote Due Date:**	1/20/2023
Please complete and return this quote request form by No Later than the date stated above			
Return quote to:	Manuel Hernandez		Project Manager
Telephone:	928-323-7454		mhernandez@sanluisaz.gov
Location/Item:	Los Alamos Lift Station at Vega Avenue & David Riedel Blvd		
Scope of Work:	Los Alamos Lift Station Rehab (See attached sketch)		
Start Date:	2/6/2023	**End Date:**	3/10/2023

Vendor/Contractor Information	
Business/Company Name:	DPE Construction, Inc.
Point of Contact Name/Job Title:	Esteban Hernandez
Company Telephone:	928-783-7885
Email Address:	Estebanh@dpeyuma.com
Vendor Note:	

Description of Services

No.	Service/Item	Quantity	UOM	Unit Cost
1	Intermediate guide bar	2	EA	550.00
2	Upper Guide bar brackets	2	EA	450.00
3	Guides (316 Stainless Steel)	4	EA	1,400.00
4	Installation	1	EA	37,000.00
5	Pipe Sway brace	6	EA	1,025.00
6	Remove/Replace discharge pipe (4") with new (316 Stainless Steel)	1	EA	24,000.00
7	Traffic Control	1	EA	5,500.00
8	Wastewater Bypass	1	EA	57,000.00
9	Tax COSL 10.7%	1	LS	14,685.75
10	Bond Rate- DPE 1%	1	LS	1,513.36
11				
12				
		Total:	**$153,455.11**	

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. G.**

Meeting Date: 04/12/2023

Department Head: Jose L. Cisneros, Acting Assistant Director to Parks & Recreation, Parks & Recreation Department

Submitted By: Yolanda Duenas, Facilities Supervisor, Parks & Recreation Department, Facility Maintenance

Action Requested: Motion

ITEM:

Discussion and possible action on any and all matters regarding authorization to use Council Contingency Funds to complete reconstruction repairs of the Fernando Padilla Community Center Repair Project. **(Yolanda Dueñas, Facilities Supervisor)**

SUMMARY:

On the Special City Council Meeting that took place on January 25, 2023, authorization was given to reallocate $100,000.00 from the Fleet Shop Project to the Fernando Padilla Community Center Repair Project. Funds approved are being used to cover demolition & debris removal, plumbing, electrical, I.T. wiring, frame/tape texture, cabinets, and replacement of an A/C unit. To complete the repair project we still need $100,000.00 additional funds to cover painting, restroom partitions, flooring installation, flooring, and front door replacement.

The Department of Finance identified budget capacity in the Council Contingency account for use for the Fernando Padilla Community Center Project. The San Luis City Code § 3.05.110 and A.R.S. §34-201(C) require bidding at more than $23,548 through this fiscal year as adjusted annually for inflation. The bids have come in, and a list has been provided as an attachment.

Staff would like to request authorization from Mayor and City Council to do a budget transfer in the amount of $100,000.00 to the Fernando Padilla Community Center Project. This would allow staff to subcontract vendors needed to perform the remodeling of the building.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPROVE BUDGET TRANSFER AS STATED IN FISCAL IMPACT STATEMENT OF THIS ITEM

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	Yes
CITY/STATE/FEDERAL FUNDS:	City
TOTAL:	$100,000.00
BUDGETED AMOUNT:	No
AVAILABLE AMOUNT TO TRANSFER:	Yes

ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE: Contingencies 100-110-81000 $258,137

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

We are requesting Council approval to do a budget transfer from the Council Contingency account 100-110-81000 in the amount of $100,000.00 to account 100-999-89000 Non-Capital Projects to fund the work on the Fernando Padilla Community Center Building.

Attachments

Quotes

DESCRIPTION:	AMOUNT:
INSTALLATION OF AC UNIT	**$7,989**
INSTALLATION OF CABINETS. SINKS AND BASES	**$29,310**
PLUMBER WORK	**$16,515**
DEMOLITION AND DEBRI REMOVAL	**$8,000**
ELECTRICAL WORK	**$13,966**
FRAME, TAPE TEXTURE	**$11,100**
IT REWIRING	**$13,523**
TOTAL:	**$100,403**

DESCRIPTION:	AMOUNT:
PAINTING	**$29,500**
AC REPAIRS	**$2,000**
RESTROOM PARTITTIONS	**$8,300**
FRONT DOOR	**$9,863**
INSTALLATIONOF DUCT MICROHOOD	**$350**
FLOORING AND RESTROOM ITEMS	**$9,200**
RENTAL OF 40 YARD BIN	**$714**
FLOOR INSTALLATION	**$19,500**
ELECTRICAL	**$8,682**
TOTAL:	**$88,109**

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. H.**

Meeting Date: 04/12/2023

Department Head: Jenny Torres, Economic Development Manager, Administration, Economic Development

Submitted By: Jenny Torres, Assistant City Manager, Administration

Action Requested: Motion
Order

ITEM:

Discussion and possible action on any and all matters regarding Order No. 2023-05. An Order of the Mayor and City Council of the City of San Luis, Arizona, (1) authorizing and directing the acquisition of all property necessary for the construction of a well site and expansion of City Departments by dedication, donation, purchase, exchange, or under the power of eminent domain as a matter of public necessity, and (2) authorizing the transfer of funds to make up the shortfall from the general fund and Water Fund for the acquisitions, and (3) authorizing the City Manager to take any and all actions in furtherance of the acquisitions. **(Jenny Torres, Assistant City Manager)**

SUMMARY:

The City of San Luis identify a location for a future well site to serve the East part of the city and identified small portions of land located around City Hall that would allow the expansion of City department offices. Landmark Valuation Services conducted appraisals for 4 acres of land located on the west side of Avenue D and County 25th Street for the well site and 4.75 acres of land located on the northeast corner of Union Street and 4th Avenue for the City offices. Staff is requesting authorization to take any required action to complete the purchase of the two properties.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPROVE ORDER NO. 2023-05, THE AUTHORIZATION OF BUDGET TRANSFERS FROM THE ACCOUNTS AS STATED IN TEH FISCAL IMPACT AND AUTHORIZE THE CITY MANAGER TO TAKE SUCH ACTIONS AS MAY BE NEEDED TO CLOSE ESCROW ACCORDING TO THE TERMS IN THE OFFER PACKAGES.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	Yes
CITY/STATE/FEDERAL FUNDS:	City
TOTAL:	$528,310
BUDGETED AMOUNT:	$458,100.00
AVAILABLE AMOUNT TO TRANSFER:	Yes
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	See fiscal impact statement
FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):	

The City budgeted $200,000.00 from Account No. 300-302-900015 for the well site and $258,100.00 from Account #100-999-90015 for the City Department Sites. We have a shortfall of $70,210. We are asking approval to council to transfer budget capacity in the amount of $42,200.00 from Account No. 255-210-90010 to Account No. 300-302-90015 and $28,010.00 from account 255-210-90010 to Account No. 100-999-90015 to have the necessary budget to complete this purchase.

We have remaining capacity in this account due to the completion of the Circulation O &D parking studies due to roll over from prior year.

Attachments

Order No. 2023-05
Property Maps
Property Site Appraisal
Well Site Appraisal

Order

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

No. 2023-05

AN ORDER OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN LUIS, ARIZONA, (1) AUTHORIZING AND DIRECTING THE ACQUISITION OF ALL PROPERTY NECESSARY FOR THE CONSTRUCTION OF A WELL SITE AND EXPANSION OF CITY DEPARTMENTS WITHIN THE CITY OF SAN LUIS BY DEDICATION, DONATION, PURCHASE, EXCHANGE, OR UNDER THE POWER OF EMINENT DOMAIN AS A MATTER OF PUBLIC NECESSITY, (2) AUTHORIZING THE TRANSFER OF FUNDS TO MAKE UP THE SHORTFALL FROM THE GENERAL FUND AND WATER FUND FOR THE ACQUISITIONS, AND (3) AUTHORIZING THE CITY MANAGER TO TAKE ANY AN ALL ACTIONS IN FURTHERANCE OF THE ACQUISITIONS.

WHEREAS, the City needs land in the east part of the city to construct a well site to enlarge the water system to provide water due to the city's population growth: and

WHEREAS, the City's Departments need space to improve services for the growing demands of the city; and

WHEREAS, these land acquisitions are for the health and safety of the public; and

WHEREAS, the Mayor and City Council of the City of San Luis, Arizona, determine and find that the property to be acquired is necessary for these public purposes;

NOW, THEREFORE, IT IS HEREBY ORDERED BY THE Mayor and City Council of the City of San Luis, Arizona:

Section 1: It is deemed necessary and essential as a matter of public use and necessity that the lands described in the attached Appraisals by Landmark Valuation Services, Inc. report dated August 31, 2022, portions of Assessor's Parcel Numbers 226-01-008 and 226-01-009 and report date January 9, 2023, for 30 Acres from Assessor's Parcel Number 227-14-011.

Section 2: The Appraisals described in Section 1, above are incorporated into this order by this reference.

Section 3: City staff are directed to acquire the land described in Appraisals, including by eminent domain, to construct a well site and expand the City's Departments.

Section 4: The Mayor or, in the alternative, the City Manager are both authorized to execute any documents that may be necessary to carry out this order.

PASSED, ADOPTED, and **APPROVED** by the Mayor and City Council of the City of San Luis, Yuma County, Arizona, this _____ day of April 2023.

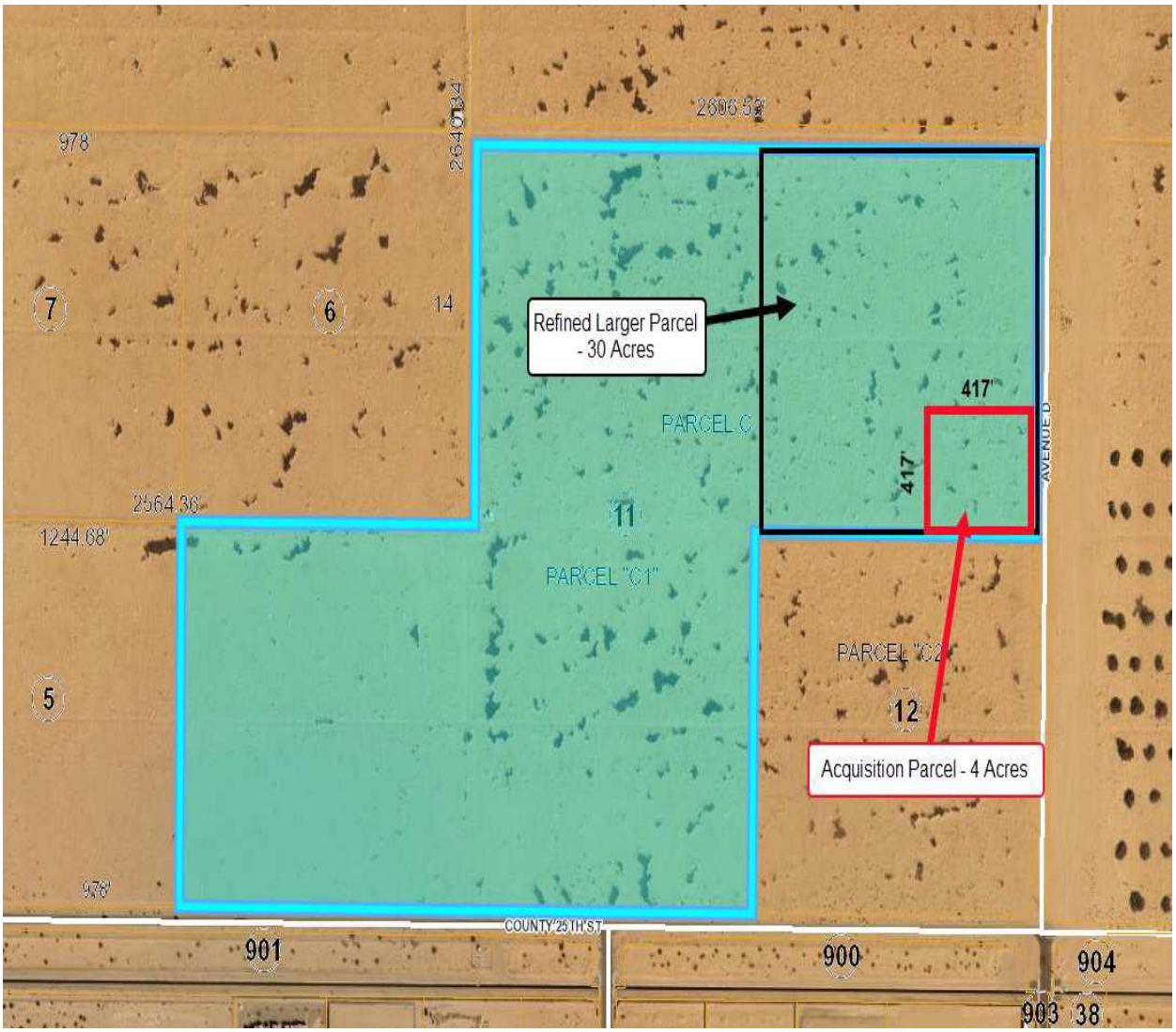
Nieves Riedel, Mayor

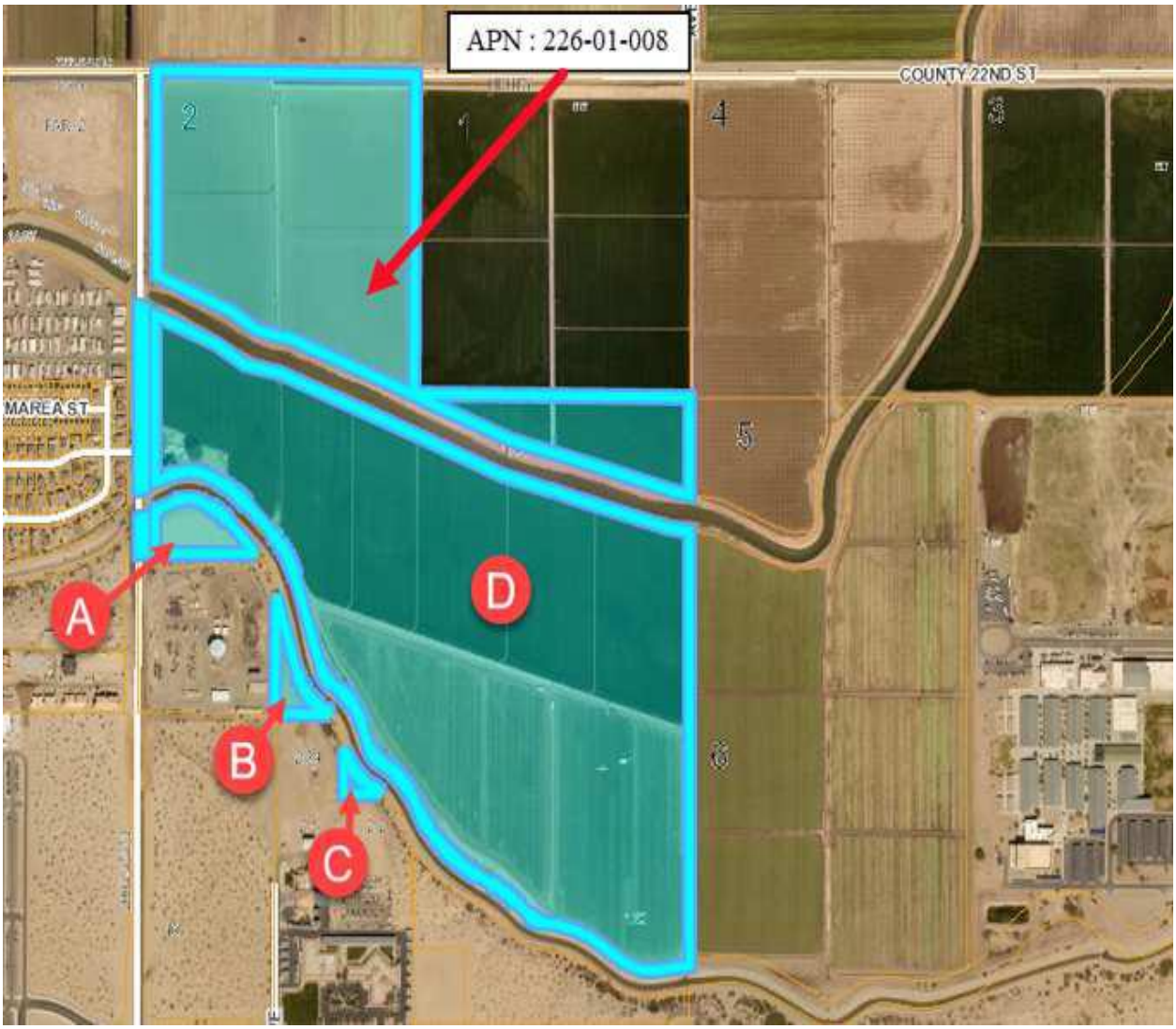
ATTEST:

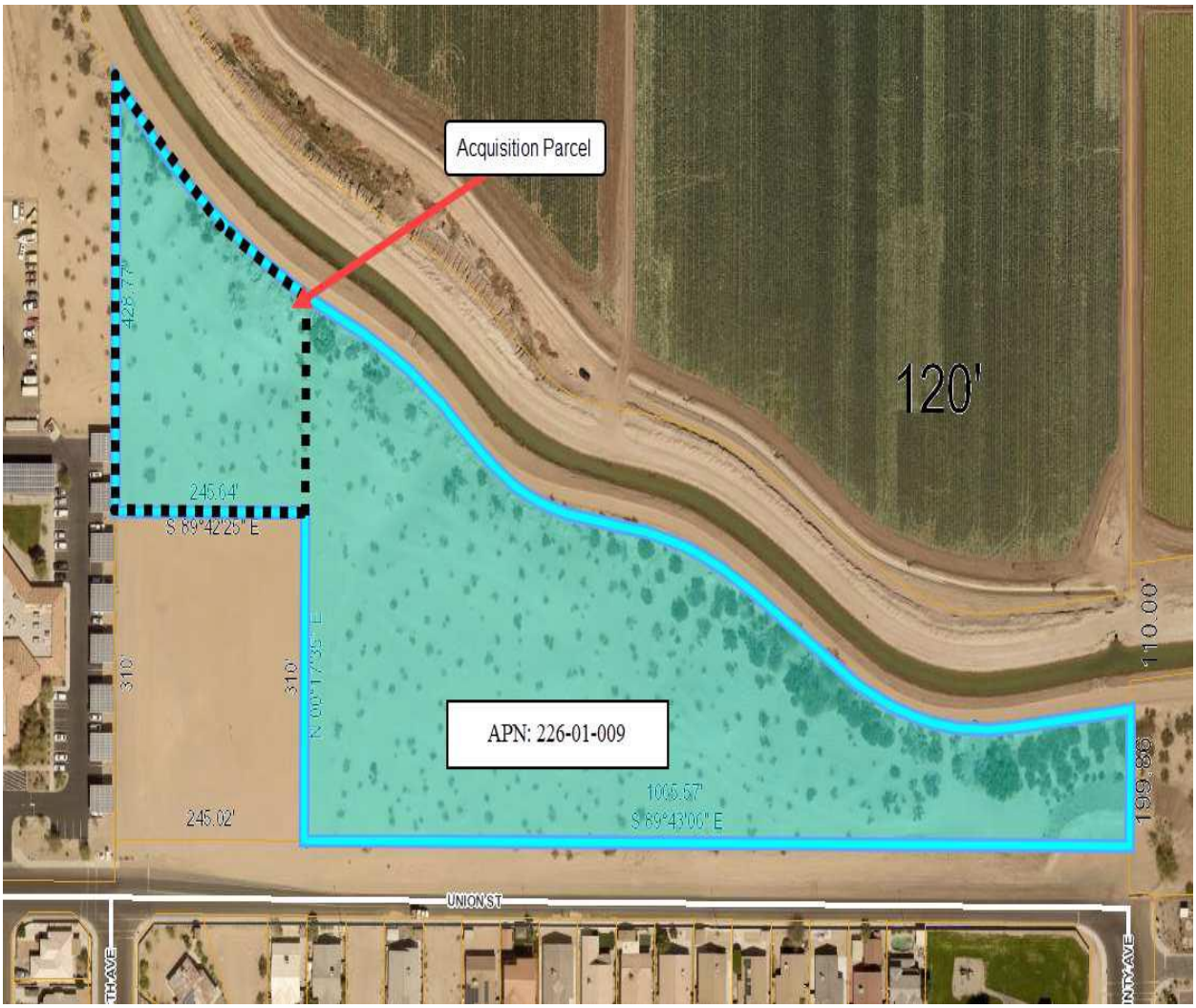
Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

Kay Marion Macuil, City Attorney


978'
2640.24'
2606.52'
7
6
14
Refined Larger Parcel
- 30 Acres
417'
417'
PARCEL C
AVENUE D
2564.36'
1244.68'
11
PARCEL "C1"
PARCEL "C2"
5
12
Acquisition Parcel - 4 Acres
978'
COUNTY 25TH ST
901
900
904
903
38


APN : 226-01-008
COUNTY 22ND ST
MAREA ST
A
B
C
D
1
2
3
4
5
6


Acquisition Parcel
120'
426.77'
245.64'
S 89°42'25" E
310'
N 00°17'35" E
APN: 226-01-009
110.00'
199.86'
1005.57'
S 89°43'00" E
245.02'
UNION ST

AN APPRAISAL OF

1.79 Acres, 1.02 Acres, and 0.28 Acres on the Northeast Corner of Union Street and 4th Avenue
A portion of Yuma County APN: 226-01-008
AND
8.30 Acres on the Northwest Corner of Union Street and 6th Avenue
Yuma County APN: 226-01-009
San Luis, Yuma County, Arizona 85349

PREPARED FOR

Ms. Jenny Torres
Community Development Director
City of San Luis
1090 East Union Street: P.O. Box 1170
San Luis, Arizona 85349

PREPARED BY

Mr. Mark A. Nelson, MAI
Landmark Valuation Services Inc.
P.O. Box 651
Gilbert, Arizona 85299
Telephone: 480-216-2757
Email Address: AZRealestate2@cox.net

DATE OF VALUATION

July 14, 2022
Fee Simple Estate

DATE OF REPORT

August 31, 2022

Client File No. NA
Landmark Valuation Services Inc. File No.: 2022-125

LANDMARK VALUATION SERVICES INC.

P.O. BOX 651, Gilbert, Arizona 85299

Telephone: 480-216-2757 Email: AZRealestate2@cox.net

August 31, 2022

Ms. Jenny Torres
Community Development Director
City of San Luis
1090 East Union Street: P.O. Box 1170
San Luis, Arizona 85349

RE: An appraisal of 1.79 acres, 1.02 acres, and 0.28 acres on the northeast corner of Union Street and 4th Avenue (a portion of Yuma County APN: 226-01-008); and 8.30 acres on the northwest corner of Union Street and 6th Avenue Yuma County APN: 226-01-009 in San Luis, Yuma County, Arizona 85349

Dear Ms. Torres:

Attached is an appraisal of the above property: defined as four parcels in San Luis, Yuma County, Arizona. The purpose of this appraisal is to determine the value of each parcel for a proposed acquisition. The sales comparison approach is the only method of valuation used. Being vacant land, neither the cost nor income approaches are applicable.

This appraisal is divided into two sections: one for the valuation of the three parcels of APN 226-01-008 and one for the valuation of APN: 226-01-009. Each section is further divided into the following sections:

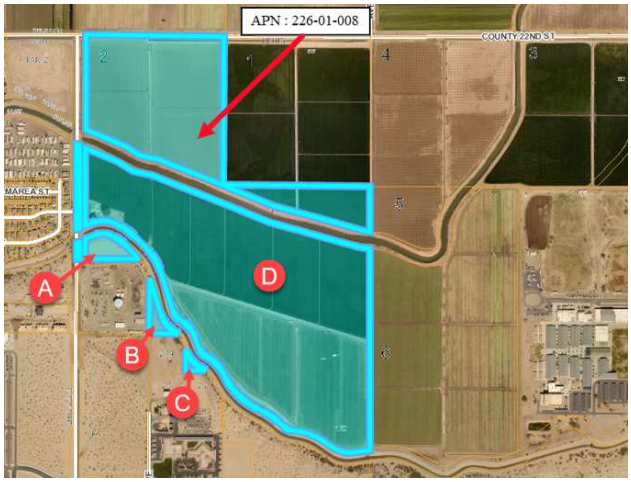
- the first describes the subject property before acquisition.
- the second determines the larger parcel – if the larger parcel is an applicable concept.
- the third values the larger parcel and the value of the acquisition parcel, as well as other financial considerations of the acquisition, i.e., severance damages, special benefits, cost to cure, incidental items, temporary construction easements, etc.

Larger Parcel – APN: 226-01-008

Three of the four subject parcels are located in Yuma County APN 226-01-008, which is 137.51 acres on the southeast corner of 4th Avenue and County 22nd Street in San Luis. For purposes of this appraisal, it is divided into four parcels, labeled A, B, C, and D as summarized in the adjacent table.

Summary of APN 226-01-008

	Description	Location	% of Total	SF	Acres
Subject Property					
A	Usable Desert	On top of the Mesa	1.30%	77,972	1.79
B	Unusable desert	On top of the Mesa	0.74%	44,431	1.02
C	Unusable desert	On top of the Mesa	0.20%	12,197	0.28
	Subtotal		2.25%	134,600	3.09
D	Vegetable farm land	Below the Mesa	97.75%	5,855,335	134.42
Totals			100.00%	5,989,936	137.51



Parcels A, B, and C, which are the subject of this appraisal, is desert on top of the Mesa, while Parcel D is vegetable farmland below the Mesa. Parcels A, B, and C are not integral to Parcel D and have a different highest and best use than Parcel D; therefore the acquisition of Parcels A, B, and C will not impact any aspect of Parcel D and therefore, there will be no valuation of a larger parcel.

Parcels A, B, and C are dissimilar parcels, none of which are contiguous, and none that could be assembled for a unified use. As such, each parcel will be valued based on the specifics of that given parcel.

Acquisition Parcel

Parcel A is 1.79 acres zoned R-3 on the east side of 4th Avenue, 300' south of Las Brisas Boulevard in San Luis. It has street access, and water, sewer, and electric are to the property line. Of the 1.79 acres, approximately one acre is level land at the top, while the balance slopes down along its north, east and west sides. Of the three parcels, Parcel A has material value as it could be used for residential development.

Parcel B is 1.02 acres zoned R-2 ±200' south of Parcel A's southeast corner. It is a triangular-shaped parcel with no street frontage or utilities to the property line. Of the total land area, ±14,000 SF is level, while the balance slopes down to the northeast at a substantial grade. Parcel B has no material value as it has no access, no utilities to the property line, its topography that would be prohibitively expensive to develop, and it is materially landlocked.

Parcel C is 0.28 acres zoned R-2 ±150' south of Parcel B's southeast corner. It is a triangular-shaped parcel with no street frontage or utilities to the property line. It has virtually no usable land. Most of the site slopes down to the northeast at a substantial grade. Parcel C has no material value as it has no access, no utilities to the property line, its topography that would be prohibitively expensive to develop, and it is materially landlocked.

The city intends to acquire parcels to Parcel A, B and C to add to city land that is adjacent to the west of these three parcels.

Larger Parcel – APN: 226-01-009

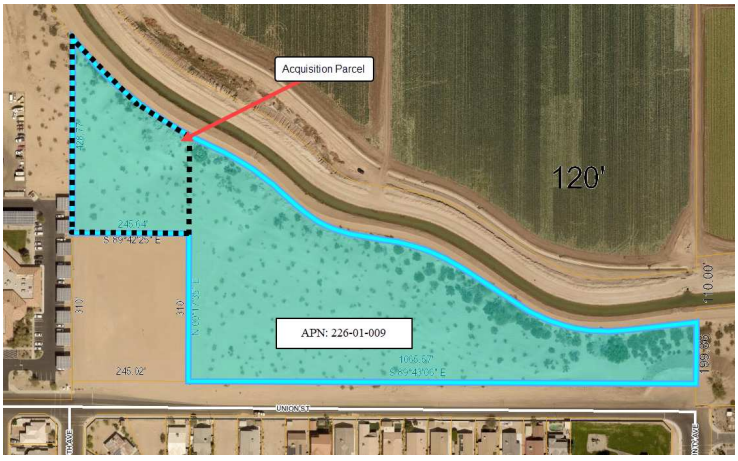
APN 226-01-009 is 8.30 acres on the northwest corner of Union Street and 6th Avenue, land that fronts an asphalt-covered street and has all utilities to the property line. In evaluating the larger parcel, the subject portion is integral to the overall parcel and the subject has the same highest and best use as the larger parcel. Therefore, the larger parcel valued in this appraisal will be the 8.30 acres of APN 226-01-009.

Summary of APN 226-01-009

	% Total	SF	Acres
Before Acquisition	100.00%	361,548	8.30
Acquistition Parcel	20.00%	72,310	1.66
After Acquisition	80.00%	289,238	6.64

Subject Before Acquisition

Before the acquisition, the subject is 8.30 acres on the northwest corner of Union Street and 6th Avenue, land that is zoned R-2 by the city of San Luis. It is 100% usable land that has all utilities to the property line.



Subject After Acquisition

After the acquisition, the subject property will be 6.64 acres of usable land on the northwest corner of Union Street and 6th Avenue in San Luis. Its highest and best use after the acquisition is the same as its highest and best use before acquisition. Additionally, the taking of the acquisition parcel will not damage the remainder.

Acquisition Parcel

The acquisition parcel will be 1.66 acres of usable land zoned R-2 by the city of San Luis, land that would most likely be used for residential. The city intends to acquire the 1.66 acres to add to city land that is adjacent to the west.

Final Estimate:

Based on information in this report, it is my opinion that the value of the subject property, in terms of cash or equivalent financing under the scenario requested is:

Summary of Value

Location	NEC 4th Avenue and Union Street and NWC 6th Avenue and Union Street
City	San Luis
Yuma County APN:	226-01-008 and 226-01-009

Location	NEC 4th Avenue and Union Street				NWC 6th Ave and Union St		
	APN: 226-01-008				APN: 226-01-009		
Net Land Area	Parcel A	Parcel B	Parcel C	Totals	Before	After	Taking
Acres	1.79	1.02	0.28	3.09	8.30	6.64	1.66
Zoning	R-3	R-2	R-2		R-2	R-2	R-2

Date of Valuation	July 14, 2022
Date of Report	August 31, 2022
Property Rights Valued	Fee Simple Estate

Final Value Summary

APN 226-01-008	Acres	$ Acre	$ Total
Parcel A	1.79	$70,000	$125,300
Parcel B	1.02	$0	$0
Parcel C	0.28	$0	$0
Estimated Just Compensation for Property Rights to be Acquired for APN 226-01-008			$125,300

APN 226-01-009	Acres	$ Acre	$ Total
Value of the Whole Parcel	8.30	$80,000	$664,000
Acquisition as Part of the Whole	1.66	$80,000	$132,800
Remainder as Part of the Whole	6.64	$80,000	$531,200

Value of the Partial Acquisition:			$132,800
Remainder as Part of the Whole	$531,200		
Remainder After the Acquisition and Before Special Benefits	$531,200		
Preliminary Severance Damages	$0		
Remainder After the Acquisition and After Special Benefits	$531,200		
Remainder as Part of the Whole	$531,200		
Special Benefits	$0		
Preliminary Severance Damages		$0	
Cost to Cure		$0	
Additional Diminishment of Preliminary Severance Damages		$0	
Net Service Damages			$0
Minor Improvements Being Acquired			$0
Minor Improvements Cost to Cure			$0
Estimated Just Compensation for Property Rights to be Acquired for APN 226-01-009			$132,800

Total Estimated Just Compensation for Property Rights to be Acquired - APN 226-01-008 and 009	**$258,100**

Certification

I hereby certify:

1) That I have personally inspected the property herein appraised and that I have also made a personal field inspection of the comparable sales relied upon in making said appraisal. The subject and the comparable sales relied upon in making said appraisal were as represented in said appraisal or in the data book or report which supplements said appraisal.

2) That I have afforded the owner or owner's designated representative the opportunity to accompany me on the property inspection on July 14, 2022.

3) That to the best of my knowledge and belief, the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed therein are based is correct; subject to the limiting conditions therein set forth.

4) That I understand that such appraisal may be used in connection with the acquisition of property utilizing Federal fund assistance, although the property is not being acquired for a specific identified project at this time.

5) That such appraisal has been made in conformity with the appropriate laws, regulations, and policies and procedures applicable to appraisal of property for such purposes; and that to the best of my knowledge no portion of the value assigned to such property consists of items which are non-compensable under the established law.

6) That my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice (USPAP)* and the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) and the Code of Federal Regulations 49, Part 24*.

7) The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

8) The reported analyses, opinions, and conclusions are limited only by the assumptions and contingent conditions contained herein and are my personal, unbiased professional analyses, opinions, and conclusions.

9) I have no bias with respect to the property that is the subject of this appraisal or to the parties involved with this assignment.

10) My engagement in this assignment was not contingent upon developing or reporting predetermined results.

11) No one has provided significant appraisal, appraisal review, or appraisal consulting assistance to me in the preparation of this review.

12) That any increase or decrease in the market value of the real property before the date of valuation caused by the proposed acquisition, or by the likelihood that the property would be acquired, other than that due to physical deterioration within the reasonable control of the owner, was disregarded in this appraisal.

13) That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

14) That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

15) That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency and I will not do so until so authorized by said officials, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

16) As of the date of this report, I have completed the continuing education program for Designated Members of the Appraisal Institute.

17) That I have not appraised the subject property, nor provided any professional services in regards to the subject property in the prior three years.

I appreciate the opportunity to be of service to you and thank you for the business.

Best Regards,



Mark A. Nelson, MAI
Certified General Real Estate Appraiser
Arizona Certificate No. 30695
Expires September 30, 2023

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ADDENDA

Contract Letter
Drawings Provided for This Appraisal
Sale Comparisons
Appraiser's Qualifications

UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

- The legal description reported in this appraisal is assumed to be accurate. No responsibility is assumed for the legal description provided or for matters including legal or title considerations.

- The title to the property is assumed to be marketable, free and clear of all liens, including tax liens, improvement district assessments and mortgages.

- Responsible ownership and competent property management are assumed for the property.

- The information furnished by others and contained in this report is believed to be reliable. However, no warranty (express or implied) is given for its accuracy.

- The plot plan, floor plans and other illustrative material in this report are included only to assist the reader in visualizing the property.

- It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging engineering studies that may be required for their discovery.

- It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.

- It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the appraisal report.

- It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

- It is assumed that the utilization of the land and proposed improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.

- The distribution, if any, of the total valuation in this report between land and proposed improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.

- The use (function) of this report is to determine market value for each subject parcel in this report. Possession of this report, or a copy thereof, does not carry with it the right of publication. The report may not be used for any purpose by any person other than proper representatives of the client without the express written consent of the appraiser.

- The appraiser, by reason of this appraisal, is not required to given further consultation, testimony, or be in attendance in court with reference to the property unless arrangements have been previously made.

- Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm to which he is employed) shall be conveyed to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.

- Compensation for appraisal services rendered is dependent only upon the delivery of this report and not contingent upon the values estimated.

- Hidden defects within the materials of the structures, or defects that are inaccessible to normal inspection, are not the responsibility of the appraiser.

- It is assumed that information, including leases and operating expenses furnished by the property owner, agent and/or management is accurate.

- This appraisal does not take into consideration the possibility of the existence of asbestos, PCB transformers, urea-formaldehyde foam insulation, or other toxic, hazardous, or contaminated substances and/or underground storage tanks (containing hazardous materials), or the cost of encapsulation or removal thereof. The appraiser is not qualified to detect or evaluate such substances. Should the client have a concern over the existence of such substances, they are urged to retain the services of a qualified independent engineer or contractor to determine the extent of the condition and the cost of any required or desired treatment or removal. The cost must be borne by the client or owner of the property, however, this cost has not been considered in the valuation of the property.

- Subsurface rights (minerals and oil) and their potential impact upon value were not considered in this appraisal.

- The land and soil underlying the subject property (site) appears sufficiently firm and solid to support typical development in the area. Subsidence in the area is uncommon, however no warranty is expressed against this potential occurrence.

- The comparable sales data relied upon in this appraisal is believed to be from reliable sources. However, it was not possible to inspect the market comparables completely, and as such, it was necessary to rely on information furnished by others as to said data. Therefore, the value conclusions expressed herein are subject to the accuracy of this data.

Special Assumptions and Limiting Conditions

In forming my opinion of value, I have disregarded any increase or decrease in the estimated market value of the real property to be acquired, prior to the effective date of valuation, caused by the project for which the property is to be acquired, or by the likelihood that the property would be acquired for subject project, other than due to physical deterioration withing the owner's reasonable control. In the case of a partial acquisition, using the before and after method of valuation, my opinion of the value of the remaining not-to-be acquired portion of the property shall reflect any increase or decrease in value attributable to the project.

The property owner inspected the subject property with the appraiser and city of San Luis representatives on July 14, 2022 at 2:00 PM.

The subject property was not staked, which would have shown the precise location of the property. Property lines and lines showing that part taken on aerial photographs and street photographs are approximates made by the appraiser. Additionally, the usable land area is also an approximate area based on measurements from online assessor maps.

That the city of San Luis would provide a curb cut on the east side of 4th Avenue for access to Parcel A. Reportedly, Parcel A did have a curb cut until 4th Avenue was recently rebuilt at the subject location.

That zoning reported on city San Luis zoning maps is correct.

EXECUTIVE SUMMARY

Scope of Work

Client:	City of San Luis
Intended User:	City of San Luis
Intended Use:	The intended use of the acquisition is to acquire land adjacent to city of San Luis property.
Definition Market Value:	The most probable price estimated in terms of cash in United States dollars or comparable market financial arrangements that the property would bring if exposed for sale in the open market, with reasonable time allowed in which to find a purchaser, buying with knowledge of all of the uses and purposes to which it was adapted and for which it was capable.
Effective Date of Valuation:	July 14, 2022
Assignment Conditions:	None

PROPERTY DESCRIPTION – YUMA COUNTY APN: 226-001-008

Subject: APN 226-01-008 is 137.51 acres on the southeast corner of County 22nd Street and 4th Avenue in San Luis, land that consists of four separate parcels, three of which are the subject of this appraisal.

For purposes of this appraisal, APN 226-01-008 is divided into four parcels, labeled Parcels A, B, C, and D. A description of each is in the adjacent table. Of the four parcels, the subject is Parcels A, B, and C, three parcels that are on top of the mesa, land that is separated from Parcel D by a ±30' high cliff, and the Main Canal.

Summary of APN 226-01-008

	Description	Location	% of Total	SF	Acres
Subject Property					
A	Usable Desert	On top of the Mesa	1.30%	77,972	1.79
B	Unusable desert	On top of the Mesa	0.74%	44,431	1.02
C	Unusable desert	On top of the Mesa	0.20%	12,197	0.28
	Subtotal		2.25%	134,600	3.09
D	Vegetable farm land	Below the Mesa	97.75%	5,855,335	134.42
Totals			100.00%	5,989,936	137.51

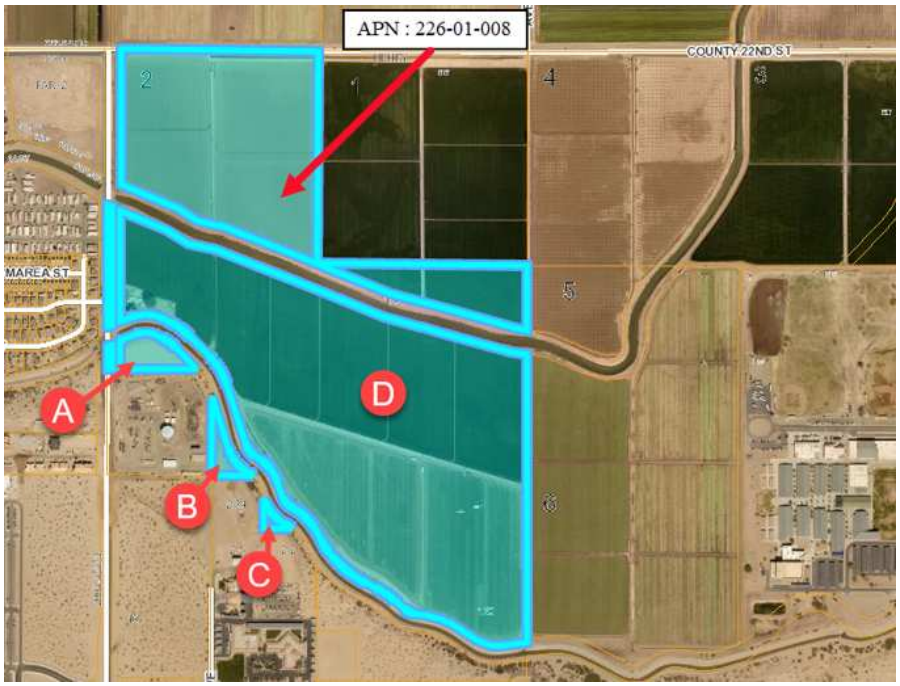
Land at the top of the mesa has a different highest and best use and has no continuity of use with that at the bottom of the mesa. Usable land at the top of the mesa would be used for residential, while land at the bottom of the mesa would be used for farming.

Central to the subject valuation is a determination of the larger parcel. The larger parcel test includes:

unity of use,
unity of ownership, and
physical unity as it relates to its highest and best use.

The key question in determining the larger parcel is whether parcels have an integrated use. Those with dissimilar uses are not part of the same parcel, as uses of the parcel(s) must have an integrated highest and best use.

Parcels A, B, and C, which are not contiguous with Parcel D, have no continuity of use, and have different highest and best use. As such, there will be no larger parcel valuation in this appraisal, and Parcels A, B, and C will be valued as individual parcels.

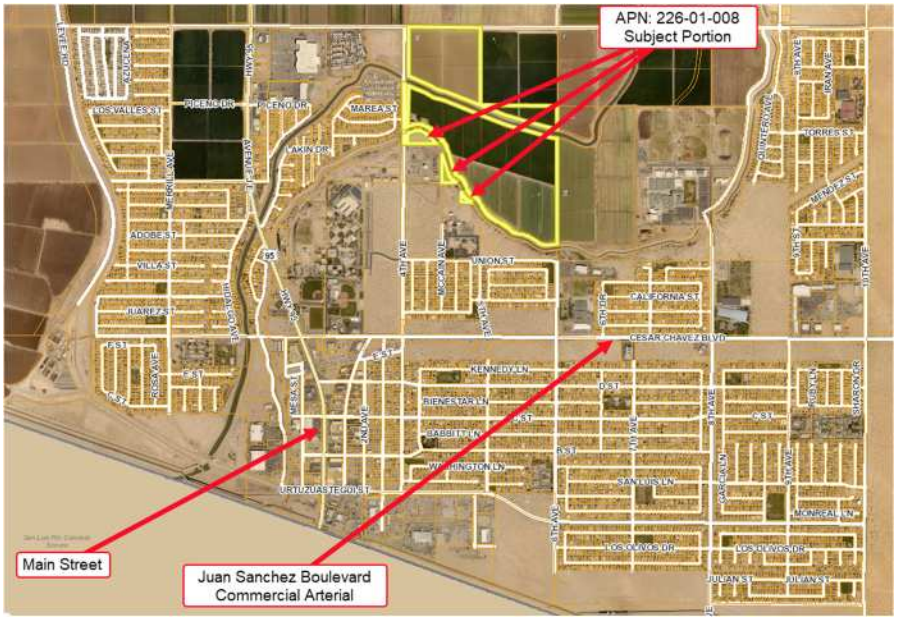


Legal Description and Owner:

Summary

Account Id	R0100153
Parcel Number	22601008
Owners	MJS PROPERTIES AZ LLC PART
Address	3686 S 18TH AVE YUMA, AZ 85365
Situs Address	1400 N 4TH AVE SAN_LUIS
Legal	Subdivision: MJS PROPERTIES LP LOT SPLIT Lot: A Section: 01 Township: 11S Range: 25W

Neighborhood Data: The subject is on the northeast corner of Union Street and 4th Avenue, a location that is distant from Central San Luis and is on the north side of San Luis, just before the area turns to vast areas of farmland.



North: The area north of the subject is vast areas of farmland that has limited off-site improvements. Given the government's desire to retain farmland and farmers reluctance to sell farmland, the area north of the subject will remain farmland for the foreseeable future. Remaining farmland for the foreseeable future, there will be limited population north of the subject. Limited population growth north of the subject would highly limit the subject's prospect of attracting commercial development.

South: The area south of the subject is desert, city offices, and subdivisions of 30-year-old, site-built single-family homes. Desert land is owned by the State of Arizona, the city of San Luis, a church, and the subject owner. Residential development is most likely for land owned by the private party. Being off an arterial, it has limited prospects of commercial development.

East: The area east of the subject is farmland followed by a high school operated by the Yuma Union High School District.

West: The area west of the subject is a new apartment complex that is under construction along with a subdivision of site-built single-family homes.

Improved Commercial

Improved commercial is in three primary areas in San Luis. Main Street has a large concentration of commercial; it consists mostly of small retail buildings that are occupied by local tenants. Most

buildings along Main Street south of C Street are more than 30 years old.

A 200,454 SF Wal-Mart Super Center was built in 2007 on the southeast corner of Main Street and County 22nd Street. This development, along with adjacent pad stores, absorbed much of San Luis' retail market, reducing the prospect of many new retail uses being built in San Luis for years.

The Riedel Center is a ±150,000 SF neighborhood center on the northwest corner of Cesar Chavez and 10th Street, a development that started nearly 20 years ago. It accounts for much of the office space in San Luis.

Given the above, San Luis has demonstrated to be a market that adds little new commercial each year, and a market in which Wal-Mart will absorb much of the retail potential for years. Therefore, new retail will be slow to add in San Luis the next 10 to 15 years. When added, it will be built on the better parcels, of which there are many in San Luis, all of which are far superior to the subject as a commercial parcel. Given slow demand, it will take +30 years to absorb and develop all the better parcels, as such, being an inferior parcel, it would be 30 plus years before the subject would be considered for commercial use.

The most likely location for new commercial would be along Juan Sanchez Boulevard, which is one-half mile south of the subject. As shown on the neighborhood map, there is a substantial quantity of available land along Juan Sanchez Boulevard.

Conclusion

The subject is in a moderately developed area that will see little new commercial development the next 10 years, as Wal-Mart has absorbed much of the demand for commercial and as residential development moved two miles east of San Luis to the East Submarket.

Property Data – Before Acquisition:

Yuma County APN:

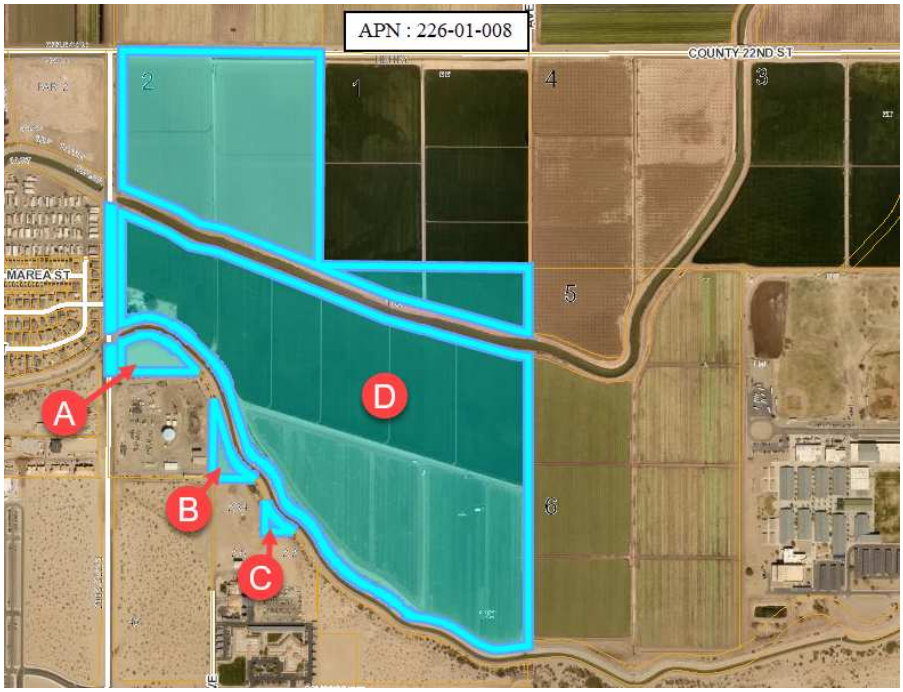
The subject is a portion of APN: 226-01-008, a 137.51-acre parcel on the southeast corner of 22nd Street and 4th Avenue. Though the subject is part of a larger parcel, 134.42 acres of the larger parcel is vegetable farmland that is below the mesa, while the balance, which is the subject property, is desert that is above the mesa. They are two distinct areas that do not have continuity of use, nor do they have a similar highest and best use. As such, there will be no valuation of the larger parcel, only the valuation of each subject parcel.

Total Land Area:

The subject property consists of three non-contiguous parcels, labeled Parcel A, B, and C throughout this report. Parcel A, which is 1.79 acres, could be used for residential development, while Parcels B and C, which are 1.02 acres and 0.28 acres, respectively, have no practical use as neither fronts a street, neither has utilities to the property line, and the topography of both is hilly, a condition that would lead to the cost to level being more than the value of the land after leveling. The total land area of the three parcels is 3.09 acres.

Summary of APN 226-01-008

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A	Usable Desert	On top of the Mesa	1.30%	77,972	1.79
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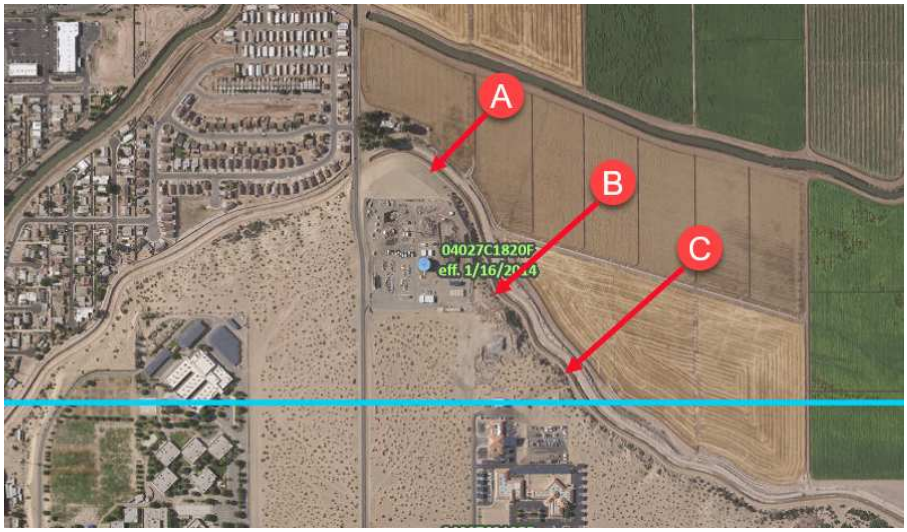
Topography:

Parcel A has one acre of level land on top, while the balance is hilly land that slopes down along its north, east and west sides.

Parcel B is 1.02 acres in which ±14,000 SF is level, while the balance slopes down ±30' to the northeast.

Parcel C is 0.28 acres in which the entire site slopes down ±30' to the northeast.

Flood Zone: Flood Zone X, per FEMA Map No. 4027C1820F, dated January 16, 2014. Flood insurance is not required under a Flood Zone X.



Streets: Parcel A has 175' of frontage along the east side of 4th Avenue.

Parcel B has no street frontage and has no prospect of street access in the future. It is a land-locked parcel that is surrounded by land owned by the city of San Luis on its north, south, and west sides; and is sided by an irrigation canal on its east side.

Parcel C has no street frontage and has no prospect of street access in the future. It is a land-locked parcel that is surrounded by land owned by the city of San Luis on its north, south, and west sides; and is sided by an irrigation canal on its east side.

Ingress and Egress: Parcel A will have access from north and southbound traffic from 4th Avenue.

Parcel B has no street access and there is no prospect that it would ever have street access.

Parcel C has no street access and there is no prospect that it would ever have street access.

Utilities:

Electric:	Arizona Public Service
Water:	City of San Luis
Sewer:	City of San Luis

Utilities are along 4th Avenue. Parcel A has immediate access to utilities, while Parcels B and C have no access to utilities. The cost to extend utilities to Parcels B and C would be prohibitively expensive.

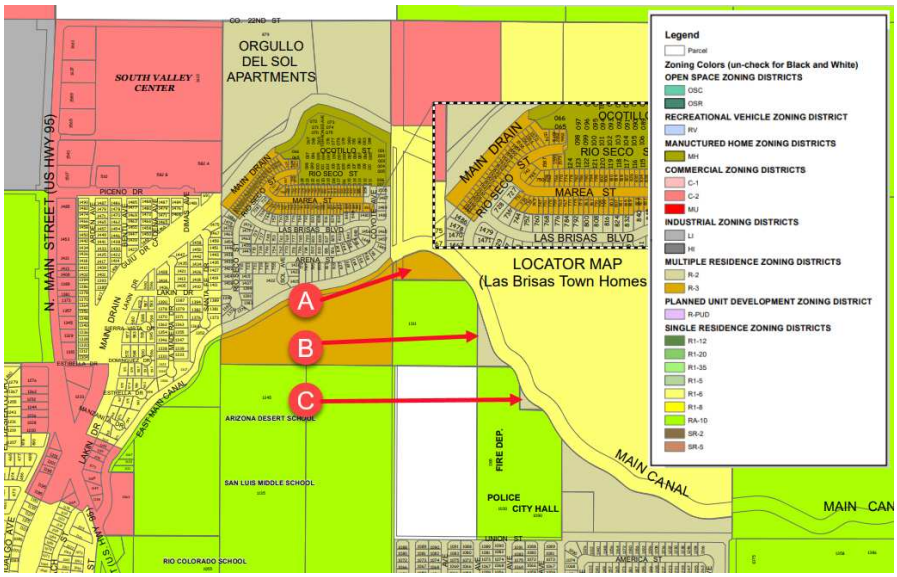
Zoning: Parcel A: R-3, High-Density Residential, city of San Luis.

The purpose of this zoning district is to provide for high-density attached residential development and destination tourism uses within designated activity centers where adequate public facilities and services are available. It is intended that this district accommodate multi-story residential and tourist developments incorporating unique design and exceptional amenities.

The primary use of R-3 zoning is for multi-family up to 20 dwelling units per acre.

Parcels B and C: R-2, High-Density Residential, city of San Luis. The purpose of this zoning district is to allow for a variety of building types, including duplexes, townhouses, and apartments with varied project amenities. The "R-2" shall provide a balance of housing opportunities to serve the needs of the residents of San Luis. The intent of this district is to permit higher-density urban development with a mixture of uses of similar intensity.

Principal use of R-2 zoning is for attached or detached residential, including multifamily not to exceed 10 dwelling units per acre. Conditional uses include public schools, private schools, charter schools, and religious institutions.



Use History:	Parcels A, B, and C have always been desert.
Sales History:	No subject sales in the prior five years and the subject is not posted for sale.
Rental History:	None
Full Cash Value:	$328,900; $2,392 per acre; full cash value for entire parcel of APN: 226-01-008
Real Estate Taxes:	$3,308; $24 per acre; taxes for entire parcel of APN: 226-01-008
Tax Rate:	1.006%
Back Taxes:	None

Highest and Best Use:

As Vacant:

Physically Possible

Parcel A: If developed, the most likely use would be for residential development, potentially site-built single-family homes or condominiums.

Parcel B: Residential development if the land were leveled.

Parcel C: Residential development if the land were leveled.

Legally Permissible

It would be legally permissible to develop each parcel with residential.

Financially Feasible

Parcel A: It could be financially feasible to develop Parcel A with residential use, given the recent residential development of land similar to Parcel A.

Parcel B: It would not be financially feasible to develop Parcel B, given that it is a land-locked parcel with no street access nor utilities to the property line, and it has a rolling topography - all factors that would preclude the profitable development of Parcel B.

Parcel C: It would not be financially feasible to develop Parcel C, given that it is a land-locked parcel with no street access nor utilities to the property line, and it has a rolling topography - all factors that would preclude the profitable development of Parcel C.

Conclusion

Residential use would be probable for Parcel A, while there would be no profitable use for Parcels B and C. To make either parcel usable for

development would cost more than the value of either parcel after improvements were made to make either usable land for development. Therefore, neither Parcel B or C has any material value.

Property Rights Appraised: Fee simple estate: Absolute ownership unencumbered by any other interest or estate subject only to the four powers of government.

Marketing Period:

Parcel A: ±12 months.

Parcel B: If Parcel B were posted for sale, it would be unmarketable as it has no development potential in the foreseeable future.

Parcel C: If Parcel C were posted for sale, it would be unmarketable as it has no development potential in the foreseeable future.

Exposure Period:

Parcel A: ±12 months.

Parcel B: If Parcel B were posted for sale, it would be unmarketable as it has no development potential in the foreseeable future.

Parcel C: If Parcel C were posted for sale, it would be unmarketable as it has no development potential in the foreseeable future.

Scope of The Appraisal Report

The assignment involves estimating the market value of the subject property, along with other parcels that form the "larger parcel" – if applicable - and estimating the market value of the acquisition parcel. In order to derive these estimates, only the sales comparison will be used. Being vacant land, neither the cost nor income approach is applicable. The scope of this appraisal included:

- A physical inspection of the subject property on July 14, 2022, at 2 PM. The appraiser, as well as the property owner, and Ms. Jenny Torres with the city of San Luis inspected the property.

- A collection and analysis of primary and secondary data relative to the general economic viability of current and/or future potential development on the site. This information is generally presented in the *Neighborhood Analysis* Sections and is important in establishing the highest and best use of the subject property. More specific information relative to current market trends as they relate to the current use and/or potential land uses are contained in the *Highest and Best Use* section.

- A collection and analysis of property data (including zoning, availability of municipal utilities, potential flood plain hazards, etc). This information is generally presented in the

Site Data section of this report and is important in establishing highest and best use as well as delineating the parameters for selection and analysis of comparable sales.

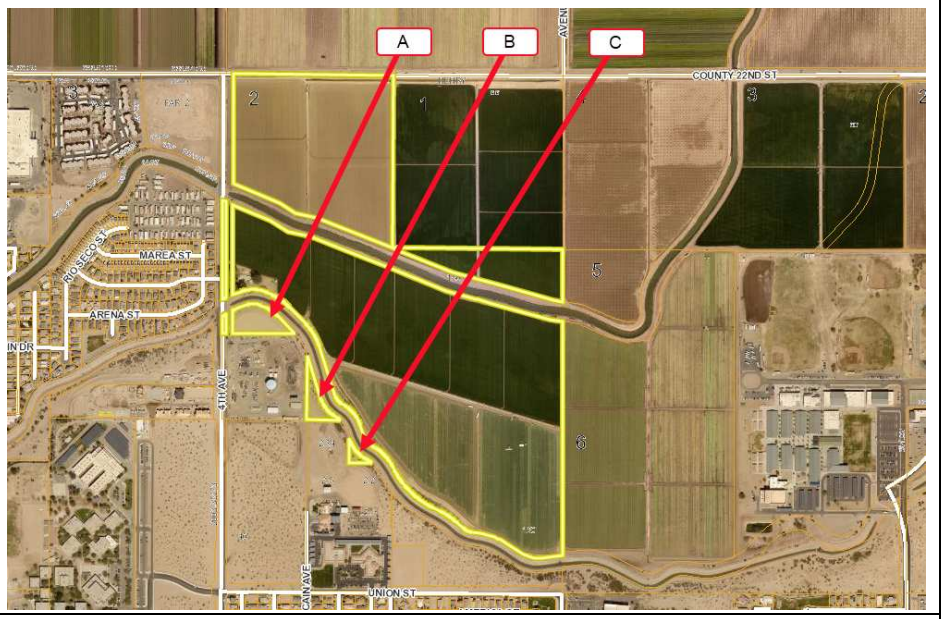
- A collection and analysis of primary data used in the applicable approaches to value.

- A reconciliation of methods utilized in the valuation analysis and testing of value conclusions for reasonableness.

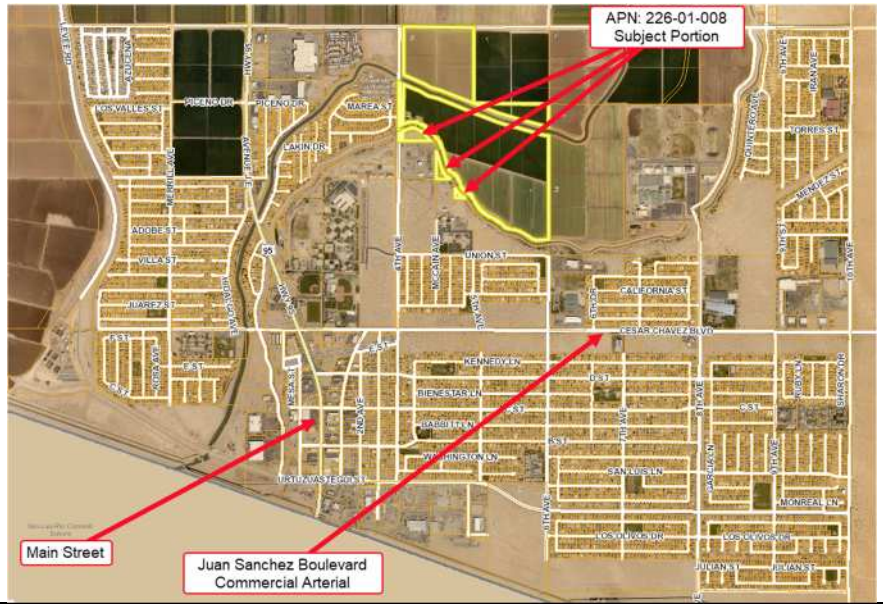
- This appraisal uses only the sales comparison approach to determine the value of the larger parcel – if applicable - and the acquisition parcel.

AERIAL PHOTOGRAPHS

Overhead view of the subject property showing the three subject parcels of APN 226-01-008; as well as the total parcel of APN 226-01-008 outlined in yellow.



Wider view of the subject area. The subject is on the north side of San Luis in an area with no residential development north of the subject property. Given limited residential north of the subject, Parcel A of APN 226-01-008 has no prospect of commercial development, i.e., hotel, restaurant, etc. Juan Sanchez Boulevard, which is one-half mile south of the subject, has substantial commercial land and has more prospects of commercial development.



Wider view of the area surrounding the subject property. The area north of the subject is 100% vegetable farmland, land that will remain vegetable farmland for the foreseeable future. With no prospect of residential development north of the subject, the subject has no prospect of commercial development.



SUBJECT PHOTOGRAPHS APN 226-01-008 Parcel A as seen from 4th Avenue – a view of Parcels A's north and west sides.	
Looking north along 4th Avenue from Parcel A with the Las Brisas residential subdivision on the left.	
Looking southwest from Parcel A with a new apartment project in the background.	

North side of Parcel A; the very north side is approximately the road that extends along the Main Canal; it then moves up ±30' to the top of the mesa, which is shown.	
Looking east along the north side of Parcel A.	
Looking east from the top of the mesa of Parcel A.	

Looking northeast from the top of the Mesa from Parcel A. The farmland below is a portion of APN 226-01-008. The picture shows the substantial elevation difference between the top of the mesa and the land below the mesa; it is estimated to be at least 30'.	
Looking southeast across Parcel A from on top of the Mesa. Immediately south of Parcel A is a city storage yard.	
Looking northwest across Parcel A from its southeast corner. The Red line is the approximate north property line of Parcel A; it is approximately 30' below the top of the mesa.	

Looking west across the top of Parcel A.	
Parcel B – looking west/southwest across Parcel B from the Main Canal. It borders the east side of the city of San Luis storage yard. Of its 1.02 acres, ±14,000 SF is usable land. It is landlocked and has no street or utility access. The cost to gain street access, bring utilities to the property line, and make level would be prohibitively expensive; likely it would be more than the value of the land once access was established, utilities were to the property line, and more of the site was made level.	
Looking west across parcel B showing elevation difference between its east and west sides.	

Looking south across Parcel B from its north side. The two arrows mark its top side and bottom side. The level area on top is ±14,000 SF. As can be seen, it has no access.	
Looking south from Parcel B's northwest corner, a picture that shows most of its usable land, borders in red.	
Looking north across Parcel B from a point 200' south of Parcel B. It has no access from the north, south, east, or west. The arrow points to ±14,000 SF of level land on top; the balance of Parcel B is east of the level portion, an area that is along the side of the cliff and below the cliff.	

Looking east from Parcel B.	
Parcel C – 0.28 Acres of unusable land Parcel C has no usable land and it is land-locked. This picture, which is looking west at Parcel C from the Main Canal, shows the property in its entirety.	
Looking south across Parcel C from the Main Canal.	

VALUATION PROCESS

Real estate can be valued using the cost, sales comparison or income (capitalization) approach to value. These approaches are generally defined as:

COST APPROACH: Approach through which an appraiser derives a value indication of the fee simple interest in a property by estimating the current cost to construct a reproduction of or replacement for the existing structure, deducting for all evidence of accrued depreciation from the cost new of the reproduction or replacement structure, and adding the estimated land value plus an entrepreneurial profit. Adjustments may be made to the indicated fee simple value of the subject property to reflect the value indication of the property being appraised. (1)

SALES COMPARISON APPROACH: Approach through which an appraiser derives a value indication by comparing the property being appraised to similar properties that have been sold recently, applying appropriate units of comparison and making adjustments, based on elements of comparison, to the sale prices of the comparables.(2)

INCOME (CAPITALIZATION) APPROACH: Approach through which an appraiser derives a value indication for income-producing property by converting anticipated benefits, i.e., cash flows and reversions, into property value. This conversion can be accomplished in two ways: One year's income expectancy or an annual average of several years' income expectancies may be capitalized at a market-derived capitalization rate or a capitalization rate that reflects a specified income pattern, return on investment, and change in the value of the investment; secondly, the annual cash flows may be discontinued for the holding period and the reversion at a specified yield rate.(3)

In the *Reconciliation and Final Estimate* section of the report, the three approaches are evaluated as to their pertinence and reliability to the appraisal problem. This reconciliatory analysis results in a final estimate of value for the subject property.

1). The Dictionary of Real Estate Appraisal (Chicago, Illinois: American Institute of Real Estate Appraisers, 1989), page 72.

2). Ibid., p. 265.

3). Ibid., p. 156.

LAND VALUATION - SALES COMPARISON APPROACH

The sales comparison approach is based on the principle of substitution which states that a buyer will pay no more for one property than for another that is equally desirable. Property values tend to be set by the cost of acquiring an equally desirable alternative property. The substitution of one property for another may be considered in terms of use, structural design, or earnings. The sales comparison approach is applicable to all types of real property when there are sufficient, recent, and reliable transactions to determine the subject's value.

Sales Comparison Approach Conclusions:

The subject consists of three parcels, labeled Parcels A, B and C through this report. Each parcel will be valued separately. Only a qualitative analysis will be used to evaluate each sale.

Land Sale Comparisons

No		Sale Date	Sale Price $ Total	$ Acre	$ SF	Acres	SF	Zoning	Flood Zone
1	NEC 5th Avenue and Union St	Jul-19	$200,000	$114,286	$2.62	1.75	76,230	R-2	X
2	West side of 4th Ave, 500' S of Las Brisas Blvd	Nov-20	$800,000	$60,377	$1.39	13.25	577,170	Rural	X
3	North side County 22nd St at Quintero Ave	Apr-21	$682,500	$65,186	$1.50	10.47	456,073	R1-12	X
4	SWC Avenue F and San Luis Lane	Mar-22	$670,000	$70,452	$1.62	9.51	414,256	R-3	X
Subject									
	Parcel A					1.79	77,972	R-3	X
	Parcel B					1.02	44,431	R-2	X
	Parcel C					0.28	12,197	R-2	X



Parcel A is 1.79 acres west side of 4th Avenue, 300' south of Las Brisas Boulevard. It has rolling topography, though with approximately one acre of level land on the top.

Sale No. 1 is 1.75 acres on the northeast corner of 5th Avenue and Union Street, a property that is ±2,000' from Parcel A. It sold July 2019 to a church for $200,000, $2.62/SF/NLA, $114,286 per acre. Unlike Parcel A, 100% of Sale No. 1 is usable land. Applying Sale No. 1's value of $2.62/SF/NLA to the subject's usable land area of ±43,560 SF indicates a total value of $114,127; $63,758 per acre, based on Parcel A's total land area of 1.79 acres.

Sale No. 2 is adjacent to the west of the subject. It is 13.25 acres that sold November 2020 for $800,000, $60,377 per acre. Like the subject, it has rolling topography, though the percentage of its land that is rolling is less than the subject's.

The subject's value per acre would only be marginally more than Sale No. 2's value per acre. Though it is far larger than the subject and typically as size increases, price per unit decreases, Sale No. 2 has the off-setting factor of having a higher percentage of usable land. Sale No. 2 indicates a subject value marginally more than $60,377 per acre.

Sale No. 3 is 10.47 acres which are slightly more than one mile northeast of the subject. It sold April 2021 for $682,500, $65,186 per acre. Like the subject, it has rolling topography, though the percentage of its land that is rolling is less than the subject's.

The subject's value per acre would only be marginally more than Sale No. 3's value per acre. Though it is far larger than the subject and typically as size increases, price per unit decreases, Sale No. 3 has the off-setting factor of having a higher percentage of usable land. Sale No. 3 indicates a subject value marginally more than $65,186 per acre.

Sale No. 4 is 9.51 acres on the southwest corner of Avenue F and San Luis Lane, a level parcel that is several miles east of the subject property. It sold March 2022 for $670,000, $70,452 per acre, a sale that was an exchange for a property that was valued at $670,000.

The subject value per usable acre would be more than Sale No. 4's as the subject is substantially smaller. Off-setting the higher price per acre is that Sale No. 4 is 100% usable land, while the subject is not 100% usable.

Sales Comparison Approach Conclusions

Four sale comparisons are qualitatively evaluated to determine the value of Parcel A. Sale data indicates a value from $65,000 to $70,452 per acre. Within this range, its value is concluded to be $70,000 per acre, which for 1.79 acres totals $125,300.

$70,000 Per Acre x 1.79 Acres = $125,300

Parcel B

Parcel B is 1.02 acres in which ±14,000 SF is level. The balance is either land along the side of a cliff or at the bottom along the Main Canal, land that has no street access, is landlocked by other parcels, and has no access to utilities. If Parcel B were level, had street access, and utilities to the property line, its value would be $70,000 per acre. However, it would cost substantially more than $70,000 to cure the above issues. Therefore, Parcel B has no material value, rendering its market value as $0.

$0 Per Acre x 1.02 Acres = $0

Parcel C

Parcel C is 0.28 acres in which none of it is level. All is either land along the side of a cliff or at the bottom along the Main Canal. Additionally, it has no street access, is landlocked by other parcels, and has no access to utilities. If Parcel C were level, had street access, and utilities to the property line, its value would be $70,000 per acre. However, it would cost substantially more than $70,000 to cure the above issues. Therefore, Parcel C has no material value, rendering its market value as $0.

$0 Per Acre x 0.28 Acres = $0

Conclusion

The aggregate value of the three subject parcels of APN 226-01-008 is $125,300.

PROPERTY DESCRIPTION – YUMA COUNTY APN: 226-001-009

Property Description

Subject: APN 226-01-009 is 8.30 acres on the northwest corner of Union Street and 6th Avenue in San Luis. It is a level parcel that is at grade with Union Street.

Legal Description and Owner:

Account Id	R0100154
Parcel Number	22601009
Owners	MJS PROPERTIES AZ LLC PART
Address	3686 S 18TH AVE YUMA, AZ 85365
Situs Address	SAN_LUIS
Legal	Subdivision: MJS PROPERTIES LP LOT SPLIT Lot: B Section: 01 Township: 11S Range: 25W

Neighborhood Data: The subject is on the northwest corner of Union Street and 6th Avenue in San Luis.

North: The area north of the subject is vast areas of farmland that has limited off-site improvements. Given the government's desire to retain farmland and farmers reluctance to sell farmland, the area north of the subject will remain farmland for the foreseeable future. Remaining farmland for the foreseeable future, there will be limited population north of the subject. Limited population growth north of the subject would highly limit the subject's prospect of attracting commercial development.

South: The area south of the subject is subdivisions of ±30-year old, site-built single-family homes and a 1.75-acre parcel of desert that was purchased by a church.

East: The area east of the subject is farmland and desert. Given government's desire to retain farmland and farmers reluctance to sell farmland, the area east of the subject will remain farmland for the foreseeable future.

West: The area west of the subject is city offices and a 1.75-acre parcel of desert that was purchased by a church.

Improved Commercial

Improved commercial is in three primary areas in San Luis. Main Street has a large concentration of commercial; it consists mostly of small retail buildings that are occupied by local tenants. Most buildings along Main Street south of C Street are more than 30 years old.

A 200,454 SF Wal-Mart Super Center was built in 2007 on the southeast corner of Main Street and County 22nd Street. This development, along with adjacent pad stores, absorbed much of San

Luis' retail market, reducing the prospect of many new retail uses being built in San Luis for years.

The Riedel Center is a ±150,000 SF neighborhood center on the northwest corner of Cesar Chavez and 10th Street, a development that started nearly 20 years ago. It accounts for much of the office space in San Luis.

Given the above, San Luis has demonstrated to be a market that adds little new commercial each year, and a market in which Wal-Mart will absorb much of the retail potential for years. Therefore, new retail will be slow to add in San Luis for the next 10 to 15 years. When added, it will be built on the better parcels, of which there are many in San Luis, all of which are far superior to the subject as a commercial parcel. Given slow demand, it will take +30 years to absorb and develop all the better parcels, as such, being an inferior parcel, it would be 30 plus years before the subject would be considered for commercial use.

The most likely location for new commercial would be along Juan Sanchez Boulevard, which is one-half mile south of the subject. As shown on the neighborhood map, there is a substantial quantity of available land along Juan Sanchez Boulevard.

Conclusion

The subject is in a moderately developed area that will see little new commercial development in the next 10 years, as Wal-Mart has absorbed much of the demand for commercial and as residential development moved two miles east of San Luis to the East Submarket.

Property Description – Before Acquisition

Yuma County APN: 226-01-009

Total Land Area: 8.30 Acres



Topography: Mostly level desert that is at grade with Union Street.

Flood Zone: Flood Zone X, per FEMA Map No. 4027C2135F, dated January 16, 2014. Flood insurance is not required under a Flood Zone X.



Streets: The subject property fronts Union Street, a two-lane asphalt-covered street.

Ingress and Egress: The subject has access from east and westbound traffic from Union Street.

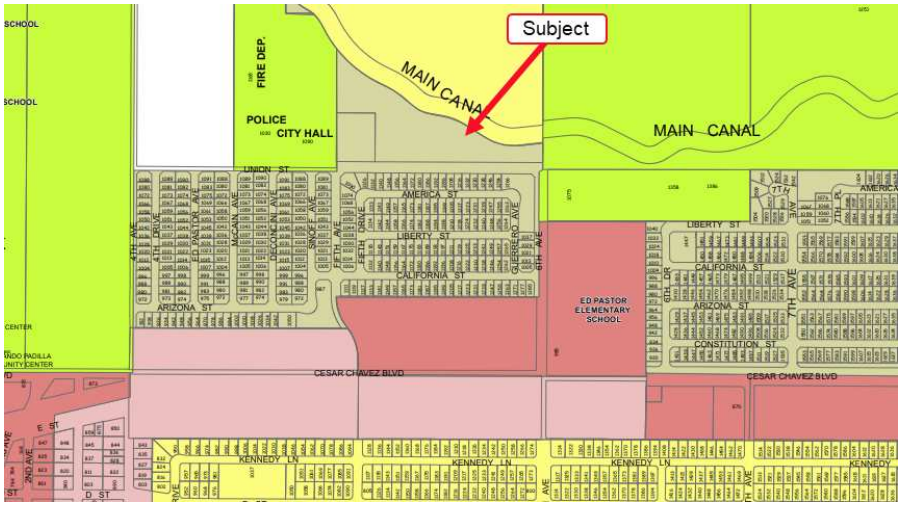
Utilities:

Electric: Arizona Public Service
Water: City of San Luis
Sewer: City of San Luis

Utilities are along Union Street.

Zoning: R-2, High Density Residential, city of San Luis. The purpose of this zoning district is to allow for a variety of building types, including duplex, townhouses, and apartments with varied project amenities. The "R-2" shall provide a balance of housing opportunities to serve the needs of the residents of San Luis. The intent of this district is to permit higher density urban development with a mixture of uses of a similar intensity.

Principal use of R-2 zoning is for attached or detached residential, including multifamily not to exceed 10 dwelling units per acre. Conditional uses include public schools, private schools, charter schools and religious institutions.



Use History: The subject has always been vacant desert.

Sales History: No subject sales in the prior five years, though the subject is posted for sale. It has been posted for sale for several years.

Rental History: None

Full Cash Value: $124,500; $15,000

Real Estate Taxes: $2,017; $243 per acre

Tax Rate: 1.62%

Back Taxes: None

Highest and Best Use:

As Vacant: <u>Physically Possible</u>

If developed, the most likely use would be residential development, potentially site-built single-family homes, condominiums, or apartments.

Legally Permissible

It would be legally permissible to develop the subject with residential.

Financially Feasible

It could be financially feasible to develop the subject with residential, given recent residential development of land similar to the subject.

Conclusion

Residential use would be probable for the subject property. Commercial use would not be a probable use given the substantial quantity of commercial land along Juan Sanchez Boulevard, which is one-quarter mile south of the subject.

Property Rights Appraised: Fee simple estate: Absolute ownership unencumbered by any other interest or estate subject only to the four powers of government.

Marketing Period: ±12 months.

Exposure Period: ±12 months.

AERIAL PHOTOGRAPHS

Overhead view of APN 226-01-009, which is outlined in yellow, and the acquisition parcel, which is outlined in red.



Wider view of subject area. The subject is on the north side of San Luis in an area with no residential development north of the subject property.



Wider view of the area surrounding the subject property. The area north of the subject is 100% vegetable farmland, land that will remain vegetable farmland for the foreseeable future. With no prospect of residential development north of the subject, the subject has no prospect of commercial development.



SUBJECT PHOTOGRAPHS Looking east along Union Street from the south side of APN 226-01-009. A subdivision of 30-year-old, site-built single-family homes is on the right.	
Looking west along Union Street from APN 226-01-009's southeast corner.	
Looking north across APN 226-01-009 from Union Street.	

Looking northeast across APN 226-01-009 from its southwest corner.	
Looking south/southeast across APN 226-01-009 from its northwest corner. Red arrow indicates the portion to be acquired.	
Looking north from APN 226-01-009.	

Larger Parcel Determination: Central to the subject valuation is a determination of the larger parcel. The larger parcel test includes:

unity of use,
unity of ownership, and
physical unity as it relates to its highest and best use.

The key question in determining the larger parcel is whether parcels have an integrated use. Those with dissimilar uses are not part of the same parcel, as uses of the parcel(s) must have an integrated highest and best use.

The subject property (the acquisition parcel) is a portion of APN 226-01-009, a parcel that totals 8.30 acres. The subject has unity of use, unity of ownership, and the same highest and best use. As such, the subject (the acquisition parcel) is integral to the larger parcel. Therefore, the larger parcel for valuation in this report will be APN: 226-01-009 in its entirety.

Conclusion For purposes of this appraisal, the "larger parcel" is APN 226-01-009 in its entirety – 8.30 acres. The taking will be from the northwest corner of APN 226-01-009, a taking that will not impair the remaining parcel.

Summary of APN 226-01-009

	% Total	SF	Acres
Before Acquisition	100.00%	361,548	8.30
Acquistition Parcel	20.00%	72,310	1.66
After Acquisition	80.00%	289,238	6.64

Scope of The Appraisal Report

The assignment involves estimating the market value of the subject property, along with other parcels that form the "larger parcel" and estimating the market value of the acquisition parcel. In order to derive these estimates, only the sales comparison will be used. Being vacant land, neither the cost nor income approach is applicable. The scope of this appraisal included:

- A physical inspection of the subject property on July 14, 2022, at 2 PM. The appraiser, as well as the property owner, and Ms. Jenny Torres with the city of San Luis inspected the property.

- A collection and analysis of primary and secondary data relative to the general economic viability of current and/or future potential development on the site. This information is generally presented in the *Neighborhood Analysis* Sections and is important in establishing the highest and best use of the subject property. More specific information relative to current market trends as they relate to the current use and/or potential land uses are contained in the *Highest and Best Use* section.

- A collection and analysis of property data (including zoning, availability of municipal utilities, potential flood plain hazards, etc). This information is generally presented in the *Site Data* section of this report and is important in establishing highest and best use as well as delineating the parameters for selection and analysis of comparable sales.

- A collection and analysis of primary data used in the applicable approaches to value.

- A reconciliation of methods utilized in the valuation analysis and testing of value conclusions for reasonableness.

- This appraisal uses only the sales comparison approach to determine the value of the larger parcel and the acquisition parcel.

VALUATION PROCESS

Real estate can be valued using the cost, sales comparison or income (capitalization) approach to value. These approaches are generally defined as:

COST APPROACH: Approach through which an appraiser derives a value indication of the fee simple interest in a property by estimating the current cost to construct a reproduction of or replacement for the existing structure, deducting for all evidence of accrued depreciation from the cost new of the reproduction or replacement structure, and adding the estimated land value plus an entrepreneurial profit. Adjustments may be made to the indicated fee simple value of the subject property to reflect the value indication of the property being appraised. (1)

SALES COMPARISON APPROACH: Approach through which an appraiser derives a value indication by comparing the property being appraised to similar properties that have been sold recently, applying appropriate units of comparison and making adjustments, based on elements of comparison, to the sale prices of the comparables.(2)

INCOME (CAPITALIZATION) APPROACH: Approach through which an appraiser derives a value indication for income-producing property by converting anticipated benefits, i.e., cash flows and reversions, into property value. This conversion can be accomplished in two ways: One year's income expectancy or an annual average of several years' income expectancies may be capitalized at a market-derived capitalization rate or a capitalization rate that reflects a specified income pattern, return on investment, and change in the value of the investment; secondly, the annual cash flows may be discontinued for the holding period and the reversion at a specified yield rate.(3)

In the *Reconciliation and Final Estimate* section of the report, the three approaches are evaluated as to their pertinence and reliability to the appraisal problem. This reconciliatory analysis results in a final estimate of value for the subject property.

1). The Dictionary of Real Estate Appraisal (Chicago, Illinois: American Institute of Real Estate Appraisers, 1989), page 72.

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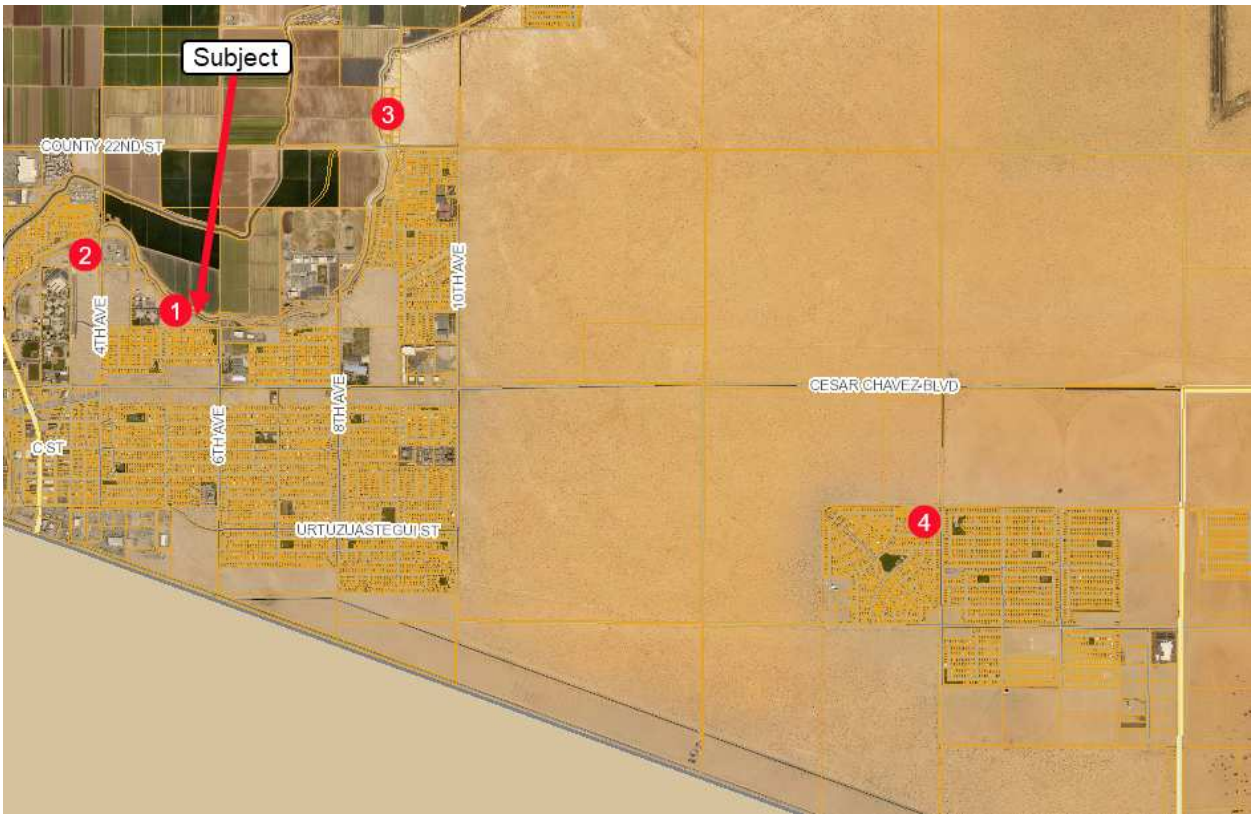
3). Ibid., p. 156.

LAND VALUATION - SALES COMPARISON APPROACH

The sales comparison approach is based on the principle of substitution which basically states that a buyer will pay no more for one property than for another that is equally desirable. Property values tend to be set by the cost of acquiring an equally desirable alternative property. The substitution of one property for another may be considered in terms of use, structural design or earnings. The sales comparison approach applies to all types of real property when there are sufficient, recent, and reliable transactions to determine the subject's value.

The larger parcel, as determined in this appraisal, will be valued as if vacant based on the highest and best use conclusion in this report. Its highest and best use would be for residential development. It has no prospect of commercial development as it is in a residential area, a view that is supported by the lack of commercial development in residential areas that are north of Juan Sanchez Boulevard in San Luis. The following sale comparisons are the most applicable to the subject valuation.

The larger parcel for this valuation is APN 226-01-009, 8.30 acres on the northwest corner of Union Street and 6th Avenue in San Luis.



Land Sale Comparisons

No		Sale Date	Sale Price $ Total	Sale Price $ Acre	Sale Price $ SF	Acres	SF	Zoning	Flood Zone
1	NEC 5th Avenue and Union St	Jul-19	$200,000	$114,286	$2.62	1.75	76,230	R-2	X
2	West side of 4th Ave, 500' S of Las Brisas Blvd	Nov-20	$800,000	$60,377	$1.39	13.25	577,170	Rural	X
3	North side County 22nd St at Quintero Ave	Apr-21	$682,500	$65,186	$1.50	10.47	456,073	R1-12	X
4	SWC Avenue F and San Luis Lane	Mar-22	$670,000	$70,452	$1.62	9.51	414,256	R-3	X
Subject						8.30	361,548	R-2	

Sale No. 1 is 1.75 acres on the northeast corner of 5th Avenue and Union Street, land that is adjacent to the west of the subject property. It sold July 2019 for $200,000, $114,286 per acre, $2.62/SF/NLA. Except for size, it is identical to the subject property. Typically as size decreases, the price per square foot increases. Being substantially larger than Sale No. 1, the subject's value per square foot is less than $2.62/SF/NLA.

Sale No. 2, which is 2,000' northwest of the subject property, is 13.25 acres that sold November 2020 for $800,000, $60,377 per acre, $1.39/SF/NLA. Unlike the subject, it has rolling topography, making a portion of this land unusable. Of the total land area, no more than 10 acres is usable. Assigning its price to its usable land area, it sold for ±$1.84/SF/NLA, $80,150 per acre.

The subject's value per acre would be similar to Sale No. 2's price per usable acre as the subject is similar size and offers a similar location.

Sale No. 3 is 10.47 acres which are slightly more than one mile northeast of the subject. It sold April 2021 for $682,500, $65,186 per acre. Unlike the subject, it has rolling topography, making it more expensive to develop than the subject.

The subject's value per acre would be more than Sale No. 3's price per acre as the subject is marginally smaller and the subject is mostly usable land.

Sale No. 4 is 9.51 acres on the southwest corner of Avenue F and San Luis Lane, a level parcel that is several miles east of the subject property. It sold March 2022 for $670,000, $70,452 per acre, a sale that was an exchange for a property that was valued at $670,000.

The subject value per acre would be similar to Sale No. 4's price per acre.

Sales Comparison Approach Conclusions

Four sale comparisons are qualitatively evaluated to determine the value of 8.30 acres at the subject location. Sale data indicates a value from $70,000 to less than $114,000 per acre. Of the four sale comparisons, Sale No. 2 provides the best indication. Placing more consideration on this sale, the subject's value is concluded to be:

$80,000 Per Acre x 8.30 Acres = $664,000

PARTIAL ACQUISITION ANALYSIS AND VALUATION

Project Overview

The City of San Luis desires to acquire the subject to control land development adjacent to city property.

Description of Acquisition

Size and Location

The proposed acquisition is 1.66 acres in the northwest corner of APN 226-01-009

Improvements

None; it is vacant desert.

Effect of the Proposed Acquisition and the Effect on the Remainder

Size and Shape

The fee simple taking will reduce the site area of the larger parcel by the size of the acquisition parcel, 1.66 acres, reducing the larger parcel from 8.30 acres to 6.64 acres. The proposed acquisition will slightly change the shape of the property, however, the change in the shape will not have a negative impact on the remainder.

Summary of APN 226-01-009

	% Total	SF	Acres
Before Acquisition	100.00%	361,548	8.30
Acquistition Parcel	20.00%	72,310	1.66
After Acquisition	80.00%	289,238	6.64

Access

After the acquisition, the property will continue to have adequate access from Union Street, an adjacent roadway that extends along the south side of APN 226-01-009.

Visibility

The acquisition and project will not impact the visibility of the remainder property.

Topography

The topography of the remainder will not be affected by the proposed acquisition or project.

Developability

Other than the slightly smaller area, the development of the remainder will not be affected by the acquisition. It is my opinion that the remaining property has the same utility for potential uses.

Improvements

NA

Highest and Best Use

The highest and best use of the remainder site, if vacant or improved, does not change after the acquisition or project.

Eminent Domain Valuation

Value of the Larger Parcel Before the Partial Acquisition

As concluded previously, the value of the larger parcel is estimated to be $664,000, $80,000 per acre.

Value of the Partial Acquisition as Part of the Larger Parcel

The partial acquisition consists of 1.66 acres. Its value per acre is the same as the value of the overall parcel, estimated to be $80,000 per acre, which for 1.66 acres is:

$80,000 Per Acre X 1.660 Acres = $132,800

Value of the Remainder before the Acquisition – As A Fee Simple Acquisition

With a value of $664,000 for the larger parcel and a value of $132,800 for the partial acquisition, the value of the remainder before the acquisition is calculated by subtracting the value of the acquisition from the value of the whole.

Value Summary

	Acres	SF	$ Acre	$ Total
Value of the Whole	8.300	361,548	$80,000	$664,000
Value of the Partial Acquisition	1.660	72,310	$80,000	$132,800
Value of the Remainder Before	6.640	289,238	$80,000	$531,200

Value of the Remainder after the Acquisition

To estimate the value of the remainder after the acquisition, the remainder is considered a "new" parcel, different from the original whole parcel and the portion to be acquired. As stated previously, the development of the site will not be affected by the acquisition. Moreover, the highest and best use of the remainder site does not change after the acquisition. Therefore, it is my opinion that the remainder parcel has a unit value of $80,000 per acre after the acquisition. With a remainder site area of 6.64 acres, the value of the remainder, after the acquisition, is calculated as:

$80,000 Per Acre X 6.64 Acres = $531,200

Therefore, it is my opinion that the market value of the remainder parcel after the acquisition is $531,200.

Severance Damages (Value of the Remainder After the Acquisition, Before Special Benefits)

Severance damages are indicated when the value of the remainder after the acquisition is less than the value of the remainder before the acquisition. A difference indicates that the taking has a detrimental effect on the property and lessens its marketability. In the case of the subject property, as if vacant, the value of the remainder, before the acquisition (before special benefits), is equal to the value of the remainder, after acquisition (before special benefits), $531,200 - $531,200 = $0. Therefore, there are no severance damages.

Special Benefits (Value of the Remainder After the Acquisition, After Special Benefits)

As discussed previously, the subject property will not receive any special benefits that result in any significant measurable change in value or marketability. Therefore, no special benefits are indicated.

Preliminary Severance Damages

No preliminary severance damages are indicated.

Cost-to-Cure

A cost-to-cure is estimated if special benefits do not offset preliminary severance damages. In this analysis, the partial acquisition and project result in no preliminary severance damages. Therefore, a cost-to-cure is not estimated.

Net Severance Damages

No net severance damages are indicated.

Minor Improvements, Acquisition, Replacement, and Relocation

There are no improvements on site.

Incidental Items

None

Final Valuation Summary

Based on this analysis, the final valuation summary for the proposed acquisition is:

Therefore, based on this analysis, it is my opinion that the market value of the proposed partial acquisition, as of the effective date of the appraisal, is **$132,800**.

ADDENDA

CONTRACT LETTER

PROFESSIONAL SERVICES AGREEMENT

Professional Services Agreement (this "Agreement") is effective the 15th day of July 2022 between the City of San Luis, Arizona, a municipal corporation organized under the laws of the State of Arizona ("CITY"), has its administrative offices at 1090 East Union Street, P.O. Box 170, San Luis, Arizona 85349 ("CITY"), and Landmark Valuation Services, Inc., with an office located at P.O. BOX 651, Gilbert, Arizona 85299, an Arizona corporation, authorized to do business in the State of Arizona ("CONSULTANT"). CONSULTANT and CITY may be referred to singularly as the "Party" and collectively as the "Parties."

RECITALS

The Parties entered into this Agreement based on the following facts, understanding and intentions of the Parties:

A. CITY has determined that it is in the public interest to proceed with the work described below in Section One (the "Project"); and

B. CONSULTANT has made a Proposal ("Proposal") to the CITY to provide such professional services, which Proposal is attached hereto as Exhibit 1; and

C. CITY desires to engage CONSULTANT and CONSULTANT agrees to render professional services to perform certain specific duties and produce the specific work as set forth in the Proposal; and

D. CONSULTANT represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. CONSULTANT further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the foregoing introduction and Recitals, which are incorporated herein by reference, the following mutual covenants and conditions, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the CITY and the CONSULTANT hereby agree as follows:

SECTION ONE.
DESCRIPTION OF PROJECT

The Project is described in the attached Exhibit 1, June 22, 2022, proposal for The City of San Luis Land Development Project.

SECTION TWO.
PROPOSAL SUBMITTAL

The Parties mutually agree that the attached Exhibit 1, as described in Section One above is incorporated in this Agreement by this reference.

SECTION THREE.
SCOPE OF WORK

CONSULTANT shall provide the Services as set forth in the Scope of Work described in the Proposal and incorporated in this Agreement by this reference.

SECTION FOUR.
SCOPE OF WORK—ADDITIONAL SERVICES

CITY and CONSULTANT understand that it may be necessary for the CONSULTANT to perform or secure the performance of consulting and related services other than those set forth in the proposal. If the CITY requests additional services, CONSULTANT shall advise CITY in writing of the need for additional services and the cost and estimated time to perform the services. CONSULTANT shall not proceed to perform any such additional service until CITY has determined that such service is beyond the scope of the basic services to be provided by CONSULTANT and has given its written authorization to proceed. Written approval for performance and compensation for additional services may be granted by the San Luis Economic Development Manager (referred to as the "Economic Development Manager") or the San Luis City Manager. Except as stated in this paragraph, any additional service shall require a written amendment to this Agreement and shall be subject to all the provisions of this Agreement.

SECTION FIVE.
AUTHORITY OF THE ECONOMIC DEVELOPMENT MANAGER

CONSULTANT shall perform all necessary services provided under the Agreement and outlined in the proposal and shall do, perform, and carry out such work in a satisfactory and proper manner as determined by and to the satisfaction of the Economic Development Manager. The Economic Development Manager reserves the right to make changes, additions or deletions, to the scope of work as deemed to be necessary or advisable to implement and carry out the purposes of the Agreement. The Economic Development Manager is authorized to execute the change orders on behalf of the CITY.

SECTION SIX.
RESPONSIBILITY OF CONSULTANT

By executing this Agreement, CONSULTANT represents and states to CITY that he possesses or will arrange to secure from others all necessary professional capabilities, experience, resources and facilities necessary to provide to CITY the services contemplated under this Agreement. CONSULTANT further warrants that he will follow the current generally accepted

practices of the profession to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding the Project for which services are rendered under this Agreement.

SECTION SEVEN.
INDEPENDENT CONTRACTOR

The Parties to this Agreement agree that CONSULTANT, his employees, agents and subcontractors shall be independent contractors with regard to the providing of services under this Agreement and that CONSULTANT's employees, agents and subcontractors shall not be considered to be employees or agents of CITY, for any purpose, whatsoever, and will not be entitled to any of the benefits CITY provides for its employees. Rights of the CONSULTANT as an independent contractor include, but are not limited to, control of the work, manner and methods of the work, and the right to contract with other employers.

Rights of the CITY include, but are not limited to, inspection and approval of the work and the right to contract with others to perform the work.

SECTION EIGHT.
MATERIALS AND EQUIPMENT

CONSULTANT shall furnish at its own expense all materials and equipment necessary to carry out the terms of this Agreement.

SECTION NINE.
DIGITAL FILES

CONSULTANT shall furnish copies of all deliverables in digital format. Files shall be compatible with the current versions used by CITY. All other deliverables shall be in accordance with the Proposal.

SECTION TEN.
EMPLOYMENT OF PERSONNEL

CONSULTANT shall provide experienced and qualified personnel to carry out the work to be performed by CONSULTANT under this Agreement and shall be responsible for and in full control of the work of such personnel.

SECTION ELEVEN.
TIME OF PERFORMANCE

Subject to the provisions of this Agreement, CONSULTANT agrees to perform the Project in accordance with the proposal. The services of CONSULTANT are to be undertaken and completed in such a sequence as to assure their expeditious completion in light of the purpose of this Agreement. CONSULTANT's performance of the Project starts July 15, 2022, and shall be completed on or before August 31, 2022.

SECTION TWELVE.

COMPENSATION

Subject to the provisions of this Agreement, CONSULTANT agrees to perform the work and services specified and outlined in the proposal for $5,500.00. CONSULTANT shall prepare invoices in accordance with this Agreement and shall submit to CITY once a month covering the amount and value of the Project satisfactorily performed by CONSULTANT up to the date of such invoice. CITY shall reimburse CONSULTANT for work satisfactorily performed on a time and materials basis. The satisfactory performance will be determined as described in Section Five. The consultant's billing statements shall be paid within sixty (60) days of the statement date. The CITY agrees that it will review the CONSULTANT's statement upon receipt and will advise the CONSULTANT of any objection to or dispute with the statement and the work reflected in the statement within sixty (60) days of the statement date. In the event the CITY disputes part of the CONSULTANT's bill, the undisputed part shall be paid within thirty (30) days of the statement date. Without liability, the CONSULTANT reserves the right to withhold delivery of services, testimony, reports or data (written or oral), or suspend work, if the account on this agreement is not current. A late payment charge of one percent (1%) per month (or the maximum rate permitted by law, whichever is less) may be added to any outstanding invoices that are past due.

SECTION THIRTEEN.
ASSIGNMENT

CONSULTANT shall not assign any duties, responsibilities or obligations under this Agreement without the prior written consent of CITY.

SECTION FOURTEEN.
INDEMNIFICATION

To the fullest extent permitted by law, CONSULTANT agrees to indemnify, protect, defend and hold harmless CITY, its Mayor, Council Members, any and all of its officers, directors, officials, employees, agents, insurers, and indemnitors ("Indemnified Parties") for, from and against any and all suits, claims, losses, liabilities, damages, costs, expenses and debt, including reasonable attorneys' fees and costs incurred by the CITY which arise out of, attributable to or caused in whole or in part by acts or omissions of CONSULTANT (or its officers, directors, shareholders, agents or employees) including but not limited to injuries to CONSULTANT's employees who may or may not be covered by workers' compensation insurance; except, to the extent such suits, claims, losses, liabilities, damages, costs, expenses and debt result from acts or omission of the CITY and all Indemnified Parties. Notwithstanding the foregoing, but without limiting insurance coverage provided by Section 15 of this Agreement, CONSULTANT, and its partners, agents and employees, shall not be liable to CITY, whether jointly severally or individually, in excess of the compensation paid to the CONSULTANT under any Agreement as a result of any act or omission not amounting to willful or intentional wrong. CITY hereby agrees that to the fullest extent permitted by law, but without limiting insurance coverage

provided by Section 15 of this Agreement, CONSULTANT shall not be liable to CITY for any special indirect or consequential damages whatsoever, whether caused by CONSULTANT's negligence, errors, omissions, strict liability, breach of contract, breach of warranty or other cause or causes whatsoever.

SECTION FIFTEEN.
INSURANCE

A. Insurance Requirements.

Prior to the beginning and throughout the duration of the work, CONSULTANT will maintain insurance in conformance with the requirements set forth below. CONSULTANT will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth in this Section Fifteen, then such coverage shall be amended to do so. CONSULTANT acknowledges that the insurance coverage and policy limits set forth in this Section Fifteen constitute the minimum amount of coverage required. Any insurance proceeds in excess of the limits and coverage required in this Agreement, and which is applicable to a given loss in accordance with the terms of this Agreement, will be available to CITY.

Without in any way limiting CONSULTANT's liability pursuant to the indemnification described above, CONSULTANT shall maintain, during the term of this Agreement, the following types and amounts of insurance:

Coverage Type	Coverage Amounts- Minimum Limits
Commercial General Liability, including: Premises and Operations Contractual Liability Personal-Injury Liability Independent Contractors Liability Coverage for an additional insured shall not be limited to its vicarious liability. Defense costs must be paid in addition to limits.	$1,000,000 Combined Single Limit, per occurrence and $2,000,000 general aggregate
Comprehensive Automobile Liability (including, owned, non-owned and hired autos)	$1,000,000 Combined Single Limit, per Occurrence

If CONSULTANT owns no vehicles, then this requirement may be satisfied by a non-owned auto endorsement to the general liability policy described above. If CONSULTANT or CONSULTANT'S employees use personal motor vehicles in any way on this Project, then CONSULTANT shall obtain evidence of personal motor vehicle liability coverage for each such person.

Workers Compensation and Employer's Liability	Statutory $1,000,000
Professional Liability	$1,000,000 per claim and $2,000,000 annual aggregate

Except for Workers Compensation and Professional Liability Insurance coverage, such insurance shall include additional endorsements naming CITY and its directors, officers, employees and agents as additional insured with respect to liabilities arising out of the performance of services under this Agreement. CONSULTANT shall provide CITY with certificates of insurance documenting that the CONSULTANT has obtained the above coverages. Such certifications shall include the required provisions and endorsements required by this Agreement. Such Certificates shall include a statement that insurance may not be canceled without 30-day prior written notice to CITY by first class mail, postage prepaid, 10 days of notice in the event that cancellation is due to nonpayment of premium.

B. Certificates of Insurance and Endorsements.

CONSULTANT will file a certificate of insurance naming CITY as an additional insured under General Liability and Auto Liability, if applicable. Such liability insurance maintained by CONSULTANT shall be primary and non-contributory, and any coverage maintained by CITY shall not be expected to contribute to any claims to the extent caused by the negligence or more culpable conduct of CONSULTANT in performing the Services under this agreement. The CONSULTANT shall file these certificates with CITY within 10 days of execution of this Agreement and prior to engaging any operation or activities set forth in this Agreement. The foregoing policies shall provide that no cancellation, major change in coverage, or expiration by the insurance company or the insured during the term of this Agreement shall occur without 30 days' written notice to CITY prior to the effective date of such cancellation or change in coverage.

SECTION SIXTEEN.
COMPLIANCE WITH LAWS AND REGULATIONS

Services performed by CONSULTANT pursuant to this Agreement shall be performed in accordance with full compliance to all applicable federal, state, and CITY laws and any rules or regulations promulgated under such laws including but not limited to the following Arizona required provisions:

A. Conflict of Interest

CONSULTANT declares that he presently has no interest and shall not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the services under this Agreement. CONSULTANT further declares that in the performance of this Agreement, no subcontractor or person having such interest shall be employed. CONSULTANT certifies that, if it hires any employee, no one who has or will have any financial interest in this Agreement is an officer or employee of CITY. The Parties agree that in the performance of the services under this Agreement, CONSULTANT shall at all times be deemed an independent contractor and not an agent or employee of CITY. Under Arizona law, rules and regulations, no member, official or employee of the CITY shall have any personal interest, direct or indirect in this Agreement, nor shall any such member, official or employee participate in any decision relating this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or it is, directly or indirectly, interested. This Agreement is subject to A.R.S. §38-511.

B. Employment Eligibility

CONSULTANT hereby warrants that it complies with all federal immigration laws and regulations that relate to its employees and with A.R.S. § 23-214 relating to verification of employment eligibility. A breach of this warranty shall be deemed a material breach of this Agreement. CITY retains the legal right to inspect the papers of CONSULTANT to ensure that CONSULTANT complies with this warranty.

C. Boycott

CONSULTANT certifies that it does not participate in, and agrees not to participate in during the term of this Agreement a boycott of Israel under A.R.S. § 35-393.01.

D. San Luis Business License

CONSULTANT shall obtain a San Luis Business License.

SECTION SEVENTEEN.
INSPECTION OF WORK

CITY's representative or his or her designee shall at all times have the right to inspect the work, services or performance of CONSULTANT. CONSULTANT shall furnish all reasonable aid and assistance required by the CITY for proper examination of the work or services. Such inspection

shall not relieve the CONSULTANT of any obligation to perform such services in accordance with the law or this Agreement.

SECTION EIGHTEEN.
NO WAIVER

CONSULTANT agrees that any waiver by CITY of any breach or violation of any term or condition of this Agreement shall not be deemed to be a waiver of any subsequent breach or violation of the same or any other term or condition. The acceptance by CITY of the performance of any work or services by CONSULTANT shall not be deemed to be a waiver of any term or condition of this Agreement.

SECTION NINETEEN.
ATTORNEYS' FEES; COURT VENUE

Should either Party to this Agreement commence legal action against the other (including a formal judicial proceeding, mediation or arbitration), the case shall be handled in Yuma County, Arizona in either the Superior Court or the United States District Court for the District of Arizona at the election of the plaintiff in such legal action. The Parties waive any right to object to such venue. Nothing in this paragraph will be deemed to have authorized the bringing of any legal action in a court which does not otherwise have jurisdiction to adjudicate the legal action. The Party prevailing in such action shall be entitled to reasonable attorneys' fees, which shall be fixed by the judge, mediator or arbitrator hearing the case, and such fees shall be included in the judgment, together with all costs.

SECTION TWENTY.
NOTICES

All notices to be given under this Agreement, or which may be given by either Party to the other, shall be considered validly given and fully received when made in writing and delivered or refused delivery by means of prepaid service by:

- deposit in the United States Postal Service by certified mail, return receipt requested, and postage prepaid,
- personal delivery by process server or
- sent by a nationally recognized courier (e.g., Federal Express, UPS)

and addressed to the respective Parties as follows:

If for the CITY -

City Manager
City of San Luis
P.O. Box 1170(by United States Postal Service)
1090 East Union Street (by personal process or courier)
San Luis, Arizona 85349

Copy to

San Luis City Attorney
City of San Luis
P.O. Box 1170
San Luis, Arizona 85349

If to the CONSULTANT- Landmark Valuation Services, Inc.
P.O. BOX 651
Gilbert, Arizona 85299
Attn: Mark Nelson

or such other addresses as either Party may from time to time designate in writing and deliver in a like manner. Any such change of address notice shall be given at least ten (10) days before the date on which the change is to become effective.

SECTION TWENTY-ONE.
TERMINATION

This agreement is effective as of the date first above written and shall continue until the services and Project are completed and delivered to the CITY. Either Party may terminate this Agreement upon 30 days' written notice to the other Party. In the event of such termination, CITY shall pay CONSULTANT for all services performed to the satisfaction of CITY to the date of receipt of notice of termination. An itemized statement of the work performed to the date of termination shall be submitted to CITY. In ascertaining the services actually rendered under this Agreement up to the date of termination, consideration shall be given to both completed work and work in the process of completion and to complete and incomplete documents whether delivered to CITY or in the possession of CONSULTANT.

SECTION TWENTY-TWO.
OWNERSHIP OF DOCUMENTS

Upon completion, termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of CITY and may be used, reused, or otherwise disposed of by CITY without the permission of CONSULTANT.

When CONSULTANT creates any copyrightable material or invents any patentable property under this Agreement, CITY shall retain a royalty-free, non-exclusive and irrevocable license to reproduce, publish, recover, or otherwise use the materials or property and to authorize others to do the same.

SECTION TWENTY-THREE.
GOVERNING LAW AND SEVERABILITY

This Agreement shall be administered and interpreted under the laws of Arizona. Jurisdiction of litigation arising from this Agreement shall be in Arizona. If any part of this Agreement is found to conflict with applicable laws, then such part shall be inoperative and void insofar as it conflicts with such laws, but the remainder of the Agreement shall continue to be in full force and effect.

SECTION TWENTY-FOUR.
MISCELLANEOUS PROVISIONS

A. Headings

The descriptive headings of the paragraphs of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of the provisions of this Agreement.

B. Authority

The undersigned represent to each other that they have full power and authority to enter into this Agreement and that all necessary actions have been taken to give full force and effect to this Agreement.

C. No Third-Party Beneficiaries

There are no third-party beneficiaries to this Agreement, and no person or entity not a Party shall have any right or cause of action under this Agreement.

D. No Agency Created

It is not intended by this Agreement to, and nothing contained in this Agreement shall create any agency, partnership, joint venture or other similar arrangement between the Parties.

E. No Personal Liability

No member, official or employee of the CITY shall be personally liable to CONSULTANT, or any successor or assignee, (a) if any default occurs or breach by the CITY, (b) for any amount which may become due to the CONSULTANT or its successor or assign, or (c) under any obligation of the CITY under this Agreement. Notwithstanding anything contained in this Agreement to the contrary, the liability of CONSULTANT under this Agreement shall be limited solely to the assets of CONSULTANT and shall not extend to or be enforceable against: (i)

the individual assets of the individuals or entities who are shareholders, members, managers constituent partners, officers or directors of the general partners or members of CONSULTANT; (ii) the shareholders, members or managers or constituent partners of CONSULTANT; or (iii) officers of CONSULTANT.

F. Survival

All representations and warranties of CONSULTANT, CONSULTANT's indemnity, hold harmless and defense obligations shall survive the expiration or earlier termination of the Agreement.

G. Time is of the Essence

Time is of the essence in this Agreement, and CONSULTANT agrees to use the utmost diligence and dispatch to speedily to have all the work specified in this Agreement entirely completed on or before August 31, 2022. Unless otherwise specifically provided in this Agreement, any consent to delay in the performance of the CONSULTANT of any obligation shall be applicable only to the particular transaction to which it relates, and it shall not apply to any other obligation or transaction.

H. Further Acts

Each of the Parties shall execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.

I. Force Majeure

If CONSULTANT or CITY are prevented or materially restricted from performing any of their obligations under this Agreement by an event of force majeure, then the obligations of each Party shall be suspended or reduced to the extent made necessary by the event. As used in this section, "force majeure" means any act or cause not reasonably within the control of the Party whose ability to perform is impaired and which that Party could not have prevented by the exercise of reasonable diligence. Examples of 'force majeure" include, but are not limited to, acts of God, fire, flood, explosions, strikes or labor disputes over which the affected Party has no control, sabotage, riots, civil commotion, acts of civil or military authority, wars or material changes in applicable business laws or regulations.

J. Counterparts

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts, and such

signature pages all attached to a single instrument so that the signature of all Parties may be physically attached to a single document.

SECTION TWENTY-FIVE.
ENTIRE AGREEMENT

This Agreement, including its Exhibits, represents the entire understanding of CITY and CONSULTANT as to those matters contained in this Agreement. No prior oral or written understanding shall be of any force or effect with respect to those matters covered in it. This Agreement may not be modified or altered except by amendment in writing signed by both Parties.

[Intentionally left bank, signatures continue on next page]

The Parties have executed this Agreement in Arizona the day and year first above written, which is the day the last Party approved this Agreement.

City of San Luis, Arizona

Lizandro Galaviz, Interim City Manager

ATTEST:

Deputy City Clerk
for Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

Kay Marion Macuil, City Attorney

Landmark Valuation Services, Inc.

Mark Nelson, Vice President

EXHIBIT 1, DUTY OF APPRAISER

The Appraiser shall render professional appraisal services as described below:

Project Scope of Work: The purpose of the appraisal work is to provide an opinion of the market value of the proposed partial acquisition of the property. The three properties are located east of 4th Avenue and north of Union Street in San Luis, AZ as shown in the attached map and owned by MJS Properties LP. The second property is located East of Avenue D between County 24th and County 25th in San Luis, AZ as shown in the map and own by Moy Farming Company, LLC.

A. Basic Services - Develop Appraiser Reports

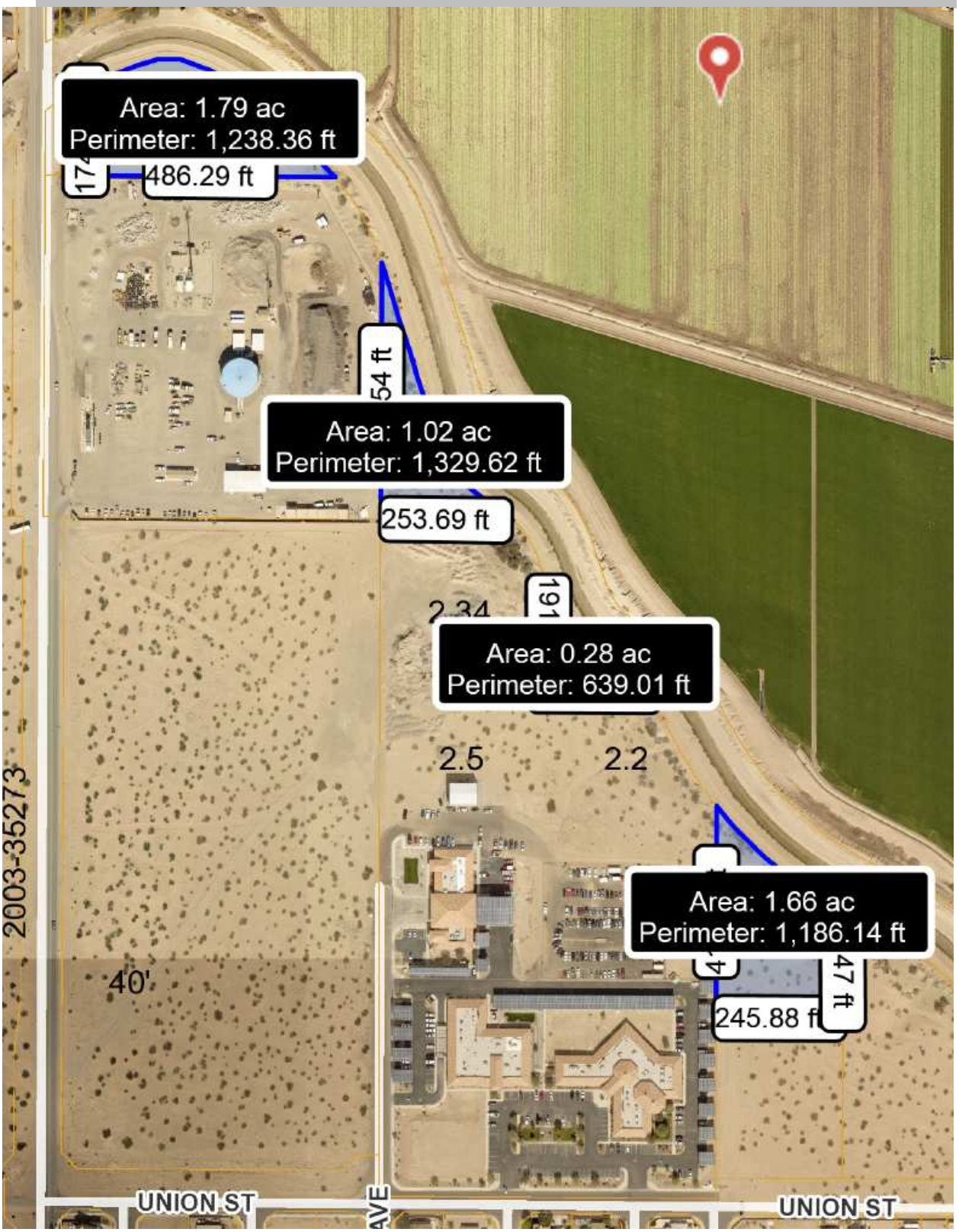
1. Appraisals will include the following:

The scope of work for the development of the appraisal reports will including the following:

- Inspection of the property
- Inspection of the comparable sales and rentals
- Verification of the comparable sales through AMLS, Costar and/or public records.

The fee for the appraisal for the MJS Property is $3,000 and the fee for the appraisal for the Moy Farming Company is $2,500. The appraisal report will be provided as a PDF file sent vial email. One hard copy report will be provided to the City of San Luis. The appraisal report will be completed within 45 days of authorization to proceed by the City of San Luis.

MAPS PROVIDED FOR THIS APPRAISAL


Area: 1.79 ac
Perimeter: 1,238.36 ft
486.29 ft
54 ft
Area: 1.02 ac
Perimeter: 1,329.62 ft
253.69 ft
Area: 0.28 ac
Perimeter: 639.01 ft
2.5
2.2
Area: 1.66 ac
Perimeter: 1,186.14 ft
47 ft
245.88 ft
2003-35273
40'
UNION ST
UNION ST

SALE COMPARISONS

Sale No. 1	NEC 5th Avenue and Union Street, San Luis, Arizona
APN:	226-01-010
Sale Date:	July 2019
Deed No.:	2019-17620
Buyer:	Iglesia Apostolica
Seller:	MJS Properties
$ Total:	$200,000
$ Acre & $ SF:	$114,286; $2.62 SF
Terms:	Cash
Acres:	1.75 Acres
Zoning:	R-2, city of San Luis
Topography:	Level desert
Sale History:	No sales the prior three years and the property is not currently for sale.
Confirmation:	Public record and seller
Comments:	This land is adjacent to APN 226-01-009. Except for differences in size with APN 226-01-009, it is similar to the 8.30 acre larger parcel.





Sale No. 2	West side 4th Avenue, 500' south of Las Brisas Boulevard, San Luis
APN:	227-14-207 and 208
Sale Date:	November 2020
Deed No.:	2020-36330 and 36332
Buyer:	Comite
Seller:	LPB Durham Partner LP
$ Total:	$800,000
$ Acre & $ SF:	$60,377 Acres; $1.39 SF
Terms:	Cash
Acres:	13.25
Zoning:	Rural, San Luis
Topography:	Hilly
Sale History:	No sales the prior five years and the property is not listed for sale.
Confirmation:	Sale agent, Mr. Tom Pancrazi, 928-782-0000
Comments:	This land is 13.25 acres of land in two parcels that were zoned rural at the time of sale, though rezoned to R-3 after the sale. The buyer, Comite, intends to develop this land with 100 condominiums that will be built under the LIHTC program. The complex will include 13 buildings with two, three, and four-bedroom units, along with a 3,000 SF multi-use center for residents. Tenants will be low-income families that will qualify for subsidized rents. The buyer will have additional costs to extend water and sewer to this property from Union Street (one-quarter mile south); as well as street widening costs. Though listed as 13.25 acres, not all was developable land due to slopes along its north and west sides.





Sale No. 3	North side County 22nd Street at Quintero Avenue, San Luis
APN:	211-31-012
Sale Date:	April 2021
Deed No.:	2021-14937
Buyer:	Salmos 127:1 LLC
Seller:	Riedel Construction
$ Total:	$682,500
$ Acre & $ SF:	$65,186 Acre / $1.50 SF
Terms:	Cash
Acres:	10.47 acres
Zoning:	R1-12, city of San Luis
Topography:	Rolling
Sale History:	No sales the prior five years and the property is not currently for sale.
Confirmation:	Appraisal and Seller, Neives Riedel, 928-627-9385
Comments:	This is 10.47 acres zoned residential that the buyer intends to convert into 18, 20,000 SF lots. It is a rolling site that will require extraordinary costs to develop. The appeal of this land is that the west side offers territorial views of farmland, while the north and east side back land owned by the Federal Government, land that is unlikely to be converted into residential in the foreseeable future. The seller had intended to develop the 18 lots but elected to sell the land. She added that she had more prospective buyers than lots that would be built. She supplied to the buyer before the sale - engineering plans for the subdivision and the list of prospective buyers for the finished lots.





Sale No. 4	Southwest Corner of Avenue F and San Luis Lane, San Luis
APN:	777-52-100
Sale Date:	March 2022
Deed No.:	2022-08727
Buyer:	Somerton School System
Seller:	Sam Group Investments
$ Total:	$670,000
$ Acre & $ SF:	$70,452 Acre; $1.62 SF
Terms:	Exchange
Acres:	9.51
Zoning:	R-3, city of San Luis
Topography:	Level
Sale History:	No sales the prior three years and the property is not for sale
Confirmation:	Appraisal
Comments:	This is 9.51 acres that is similar to APN 226-01-009.





APPRAISER'S QUALIFICATIONS

MARK A NELSON, MAI

Background

Landmark Valuation Services Inc. was formed in 1994 to provide professional appraisals of investment and non-investment grade real estate in Arizona. Mr. Nelson, the principal, has a diverse background in the valuation of apartments, industrial developments, office buildings, retail developments, and residential subdivisions for mortgage financing, loan workouts, bank foreclosures, estate valuation, appraisal reviews, investment counseling and analysis, and buyer/seller transactions.

Appraisal Experience

Landmark Valuation Services Inc., Gilbert, Arizona
Principal, January 1994 - Present
Landmark Valuation Services Inc. provides real estate valuation of apartments, general offices, industrial developments, medical office buildings, shopping centers, residential subdivisions, and undeveloped acreage. Properties appraised ranged in value from $100,000 to $50,000,000.

Gladstone and Company, Phoenix, Arizona
Real Estate Analyst, August 1993 - January 1994
Gladstone and Company specialized in valuing apartment, industrial, office and retail developments in Arizona and Washington. Properties appraised ranged in value from $200,000 to $5,000,000.

Bankers Real Estate Counseling Group, Spokane, Washington and Phoenix, Arizona
Real Estate Analyst, October 1988 - August 1993
Bankers Real Estate Counseling Group specialized in valuing apartment, industrial, office and retail developments in Arizona and Washington. Properties appraised ranged in value from $200,000 to $5,000,000.

Southwest Savings and Loan Association, Phoenix, Arizona
Residential Appraiser, August 1986 - September 1988

Farmers Home Administration, Rapid City, South Dakota
Credit Officer and Appraiser, January 1984 - August 1986

Areas of Experience

· Apartments	· Condominiums	· General Office
· Medical Office	· Industrial Developments	· Shopping Centers
· Special Use Properties	· Subdivisions (Residential and Industrial)	

Education

South Dakota State University, Bachelor of Science degree in Business, 1983
Arizona State University, Graduate Study in Finance, 1991

Appraisal Institute

- Advanced Applications
- Basic Valuation Procedures
- Income Capitalization Part A
- Income Capitalization Part B
- Real Estate Appraisal Principals
- Report Writing & Valuation Analysis
- Standards of Professional Practice Parts A and B
- Case Studies in Commercial Real Estate

Scottsdale School of Real Estate

- Arizona Subdivision Law
- Bankruptcy
- Environmental Problems and their Effect on Land Values
- Exchanging Real Estate
- Federal Fair Housing and ADA
- Finance and Foreclosures
- Uniform Standards of Appraisal Practice
- Working with Blueprints

Institute of Financial Education

- Residential Mortgage Lending
- Single Family Residential Appraisal

Other

- American with Disabilities Seminar
- Flood Zone Seminar

MAI Continuing Education completed

Professional Designations and Certifications

MAI, Member Appraisal Institute, Appraisal Institute, Awarded 1994. Member Number 10310.
Arizona State Certified General Real Estate Appraiser, Certificate No. 30695

Partial Summary of Appraisal Assignments

Industrial

- Three-Five Systems Corporate Office, 89,200 SF, Office/Industrial Development
- Grandview Plaza, 25,144 SF, Multi-tenant industrial Building
- Foxworth Galbraith Lumber Yard, 30,000 SF Industrial Building
- Desert Depot, 103,805 SF Proposed Warehouse and 112,000 SF Existing Warehouse
- Hewson Industrial Building, 43,550 SF in Scottsdale Airpark

Retail

- Lincoln Village Shops, 34,000 SF, Strip Shopping Center
- Hampton Plaza, 31,000 SF, Strip Shopping Center
- Albertsons Center, 22,000 SF, Inline Retail Space
- King’s Inn Center, 22,00 SF, Inline Retail Space
- Sawmill Square, 135,171 SF Neighborhood Center
- Perper Plaza, 11,559 SF Strip Center
- Design Source Furniture Store and Strip Center, 32,908 SF
- Houston Furniture, 37,600 SF Retail and 7,200 SF Warehouse

Office

- Fifth Ave Medical Office Building, 31,000 SF, Multi-Tenant Medical Office Building
- 444 West Osborn Road, 35,000 SF, Multi-Tenant Medical Office Building
- Lincoln Towne Center, 235,000 SF, General Office Building
- One West Madison Building, 30,000 SF, General Office Building
- 24th and Camelback Office Building, 240,000 SF General Office Building
- Northern Business Center, 31,000 SF General Office Building
- Yuma Pediatric Center, 8,342 SF
- Red Mountain Office Condominiums, 12 Buildings, 51,966 SF (A and D Loan)
- Policinica San Xavier Medical Center, 21,000 SF

Multifamily

- Casa Del Largo Apartment, 96 Unit Tax Credit Development
- Maryland Lakes Apartments, 196 Units
- Northern Point Apartments, 484 Units
- Medpark Apartments, 80 Units

Special Use/Other

- Temple Beth (Religious Campus)
- Outryder Restaurant (Ocean front Restaurant)
- National Bank Branch in Page, Arizona
- Checker Auto Store, 8,000 SF
- Yuma County Adult Probation Headquarters, 33,640 SF
- A-Secured Self Storage, 588 Vehicle Stalls

Clients:

- *Alliance Bank*
- *Bank of America*
- *California Bank and Trust*
- *First Bank Yuma*
- *Farmers Insurance Group of Companies*
- *Farm Credit Services*
- *Foothills Bank of Yuma*
- *JP Morgan*
- *Midfirst Bank*
- *National Bank of Arizona*
- *US Government*
- *Wells Fargo Bank*

Department of Insurance and Financial Institutions

State of Arizona

CGA - 30695

This document is evidence that: **MARK ALAN NELSON** has complied with the provisions of Arizona Revised Statutes, relating to the establishment and operation of a:

Certified General Real Estate Appraiser

and that the Superintendent of Financial Institutions of the State of Arizona has granted this license to transact the business of a:

Certified General Real Estate Appraiser

MARK ALAN NELSON

This license is subject to the laws of Arizona and will remain in full force and effect until surrendered, revoked or suspended as provided by law.

Expiration Date : **September 30, 2023**

AN APPRAISAL OF

An Appraisal of 30 Acres on the West side of Avenue D
1,320' North of County 25th Street
San Luis, Yuma County, Arizona 85349
Yuma County APN: 227-14-011

PREPARED FOR

Ms. Jenny Torres
Community Development Director
City of San Luis
1090 East Union Street: P.O. Box 1170
San Luis, Arizona 85349

PREPARED BY

Mr. Mark A. Nelson
Landmark Valuation Services Inc.
P.O. Box 651
Gilbert, Arizona 85299
Telephone: 480-216-2757
Email Address: AZRealestate2@cox.net

DATE OF VALUATION

January 9, 2023
Fee Simple Estate

DATE OF REPORT

January 9, 2023

Client File No. NA
Landmark Valuation Services Inc. File No.: 2023-101

LANDMARK VALUATION SERVICES INC.

P.O. BOX 651, Gilbert, Arizona 85299

Telephone: 480-216-2757 Email: AZRealestate2@cox.net

January 9, 2023

Ms. Jenny Torres
Community Development Director
City of San Luis
1090 East Union Street: P.O. Box 1170
San Luis, Arizona 85349

RE: An appraisal of 30 acres on the west side of Avenue D, 1,320' north of County 25th Street in San Luis, Yuma County, Arizona 85349. Yuma County APN: 227-14-011

Dear Ms. Torres:

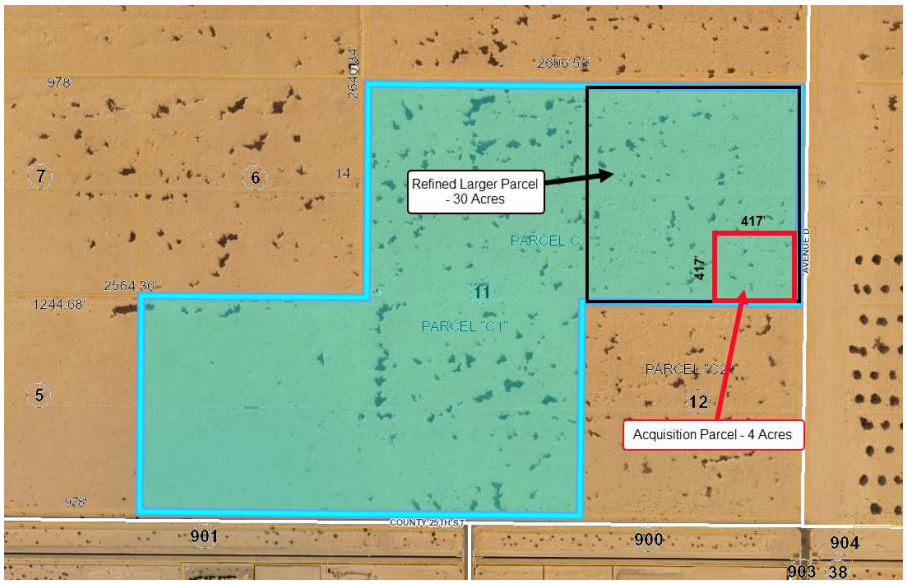
Attached is an appraisal of the above property: defined as 30 acres on the west side of Avenue D, 1,320' north of County 25th Street in San Luis, Yuma County, Arizona. The city of San Luis intends to acquire 4 acres in the southeast corner of the larger parcel, land that will be used for a well site.

The larger parcel for purposes of this appraisal is 30 acres of the 152.18 acres of APN: 227-14-011. The larger parcel is not 152.18 acres as in San Luis, ±150 acres is typically subdivided into ±20-to-40-acre parcels. For purposes of this appraisal, the larger parcel is defined as 30 acres of APN 227-14-011. The redefined larger parcel will be valued using only the sales comparison approach. Being vacant land, neither the cost nor income approaches are applicable.

This appraisal is divided into three sections:

- the first describes the subject property before acquisition.
- the second determines the larger parcel.
- the third values the larger parcel and the value of the acquisition parcel, as well as other financial considerations of the acquisition, i.e., severance damages, special benefits, cost to cure, incidental items, and temporary construction easements, etc.

Larger Parcel – APN: 227-14-011



APN 227-14-011 is 152.18 acres on the northwest corner of County 25th Street and Avenue D in San Luis, Arizona. ±150 acres in San Luis is most often divided into ±20-to-40-acre parcels. Therefore, for purposes of the subject valuation, the larger parcel is defined as 30 acres at the subject location. The highest and best use of the redefined larger parcel would be for industrial or residential development.

Acquisition Parcel

The acquisition parcel is 4.00 acres that fronts the west side of Avenue D, 1,320' north of County 25th Street. It fronts a dirt road and has electric only to the property line. When land immediately south of the subject, which sold October 2022, is developed, Avenue D will be extended to the south side of the acquisition parcel.

Final Estimate:

Based on information in this report, it is my opinion that the value of the subject property, i.e., the four-acre acquisition parcel, in terms of cash or equivalent financing under the scenario requested is:

4.00 Acres x $60,000 Per Acre = $240,000

Certification

I hereby certify:

1) That I have personally inspected the property herein appraised and that I have also made a personal field inspection of the comparable sales relied upon in making said appraisal. The subject and the comparable sales relied upon in making said appraisal were as represented in said appraisal or in the data book or report which supplements said appraisal.

2) That I have afforded the owner or owner's designated representative the opportunity to accompany me on the property inspection, which was held on the July 14, 2022.

3) That to the best of my knowledge and belief, the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed therein are based is correct; subject to the limiting conditions therein set forth.

4) That I understand that such appraisal may be used in connection with the acquisition of property utilizing Federal fund assistance, although the property is not being acquired for a specific identified project at this time.

5) That such appraisal has been made in conformity with the appropriate laws, regulations, and policies and procedures applicable to appraisal of property for such purposes; and that to the best of my knowledge no portion of the value assigned to such property consists of items which are non-compensable under the established law.

6) That my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice (USPAP)* and the *Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) and the Code of Federal Regulations 49, Part 24*.

7) The reported analyses, opinions, and conclusions are limited only by the assumptions and contingent conditions contained herein and are my personal, unbiased professional analyses, opinions, and conclusions.

8) I have no bias with respect to the property that is the subject of this appraisal or to the parties involved with this assignment.

9) My engagement in this assignment was not contingent upon developing or reporting predetermined results.

10) No one has provided significant appraisal, appraisal review, or appraisal consulting assistance to me in the preparation of this review.

11) That any increase or decrease in the market value of the real property before the date of valuation caused by the proposed acquisition, or by the likelihood that the property would be acquired, other than that due to physical deterioration within the reasonable control of the owner, was disregarded in this appraisal.

12) That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

13) That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

14) That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency and I will not do so until so authorized by said officials, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

15) That I have not appraised the subject property, nor provided any professional services in regard to the subject property in the prior three years.

I appreciate the opportunity to be of service to you and thank you for the business.

Best Regards,



Mark A. Nelson
Certified General Real Estate Appraiser
Arizona Certificate No. 30695
Expires September 30, 2023

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ADDENDA

Contract Letter
Drawings Provided for This Appraisal
Appraiser's Qualifications

UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

- The legal description reported in this appraisal is assumed to be accurate. No responsibility is assumed for the legal description provided or for matters including legal or title considerations.

- The title to the property is assumed to be marketable, free and clear of all liens, including tax liens, improvement district assessments and mortgages.

- Responsible ownership and competent property management are assumed for the property.

- The information furnished by others and contained in this report is believed to be reliable. However, no warranty (express or implied) is given for its accuracy.

- The plot plan, floor plans and other illustrative material in this report are included only to assist the reader in visualizing the property.

- It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging engineering studies that may be required for their discovery.

- It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.

- It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the appraisal report.

- It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

- It is assumed that the utilization of the land and proposed improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.

- The distribution, if any, of the total valuation in this report between land and proposed improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.

- The use (function) of this report is to determine market value for each subject parcel in this report. Possession of this report, or a copy thereof, does not carry with it the right of publication. The report may not be used for any purpose by any person other than proper representatives of the client without the express written consent of the appraiser.

- The appraiser, by reason of this appraisal, is not required to given further consultation, testimony, or be in attendance in court with reference to the property unless arrangements have been previously made.

- Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm to which he is employed) shall be conveyed to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.

- Compensation for appraisal services rendered is dependent only upon the delivery of this report and not contingent upon the values estimated.

- Hidden defects within the materials of the structures, or defects which are inaccessible to normal inspection, are not the responsibility of the appraiser.

- It is assumed that information, including leases and operating expenses furnished by the property owner, agent and/or management are accurate.

- This appraisal does not take into consideration the possibility of the existence of asbestos, PCB transformers, urea formaldehyde foam insulation, or other toxic, hazardous, or contaminated substances and/or underground storage tanks (containing hazardous materials), or the cost of encapsulation or removal thereof. The appraiser is not qualified to detect or evaluate such substances. Should the client have a concern over the existence of such substances, they are urged to retain the services of a qualified independent engineer or contractor to determine the extent of the condition and the cost of any required or desired treatment or removal. The cost must be borne by the client or owner of the property, however, this cost has not been considered in the valuation of the property.

- Subsurface rights (minerals and oil) and their potential impact upon value were not considered in this appraisal.

- The land and soil underlying the subject property (site) appears sufficiently firm and solid to support typical development in the area. Subsidence in the area is uncommon, however no warranty is expressed against this potential occurrence.

- The comparable sales data relied upon in this appraisal is believed to be from reliable sources. However, it was not possible to inspect the market comparables completely, and as such, it was necessary to rely on information furnished by others as to said data. Therefore, the value conclusions expressed herein are subject to the accuracy of this data.

Special Assumptions and Limiting Conditions

In forming my opinion of value, I have disregarded any increase or decrease in the estimated market value of the real property to be acquired, prior to the effective date of valuation, caused by the project for which the property is to be acquired, or by the likelihood that the property would be acquired for subject project, other than due to physical deterioration withing the owner's reasonable control. In the case of a partial acquisition, using the before and after method of valuation, my opinion of the value of the remaining not-to-be acquired portion of the property shall reflect any increase or decrease in value attributable to the project.

The property owner and representatives with the city of San Luis representatives were invited to inspect the subject property on July 14, 2022 at 3:00 PM.

The subject property was not staked, which would have shown the precise location of the property. Property lines and lines showing that part taken on aerial photographs and street photographs are approximates made by the appraiser.

That the acquisition parcel will total 4.00 acres, a parcel that will measure 417' x 417'.

That the subject was initially inspected July 14, 2022 with an appraisal completed August 31, 2022. This report is an update to the original appraisal dated July 14, 2022, an appraisal. that includes an additional sale that closed after the original appraisal was completed. The subject property was not reinspected for this updated report; therefore, the concluded value in this update is based on the assumption that the subject is in the same condition as on July 14, 2022.

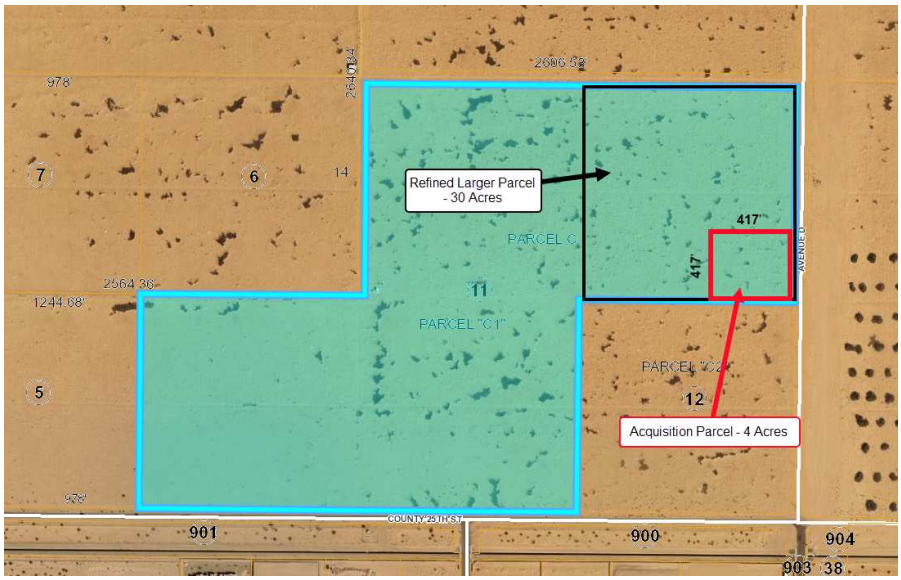
EXECUTIVE SUMMARY

Scope of Work

Client:	City of San Luis
Intended User:	City of San Luis
Intended Use:	The intended use of the acquisition is to acquire land for a well site.
Definition Market Value:	The most probable price estimated in terms of cash in United States dollars or comparable market financial arrangements that the property would bring if exposed for sale in the open market, with reasonable time allowed in which to find a purchaser, buying with knowledge of all of the uses and purposes to which it was adapted and for which it was capable.
Effective Date of Valuation:	January 9, 2023
Assignment Conditions:	None

PROPERTY DESCRIPTION – YUMA COUNTY APN: 227-14-011

Subject: APN 227-14-011 is 152.18 acres on the northwest corner of Avenue D and County 25th Street in San Luis, Arizona. As cited throughout this report, ±150 acres is most often further subdivided into ±20-to-40-acre parcels. For purposes of this appraisal, the larger parcel is redefined as a 30-acre parcel. The highest and best use of the redefined 30-acre larger parcel would be for residential or industrial.



Legal Description and Owner:

Account Id	R0095486
Parcel Number	22714004
Owners	MOY FARMING COMPANY LLC
Address	10602 S CAMINO DEL SOL YUMA, AZ 85367
Situs Address	SAN_LUIS
Legal	Section: 14 Township: 11S Range: 24W SE4; SE4SW4 EXC RD R/W AKA PARCEL C SAN LUIS PORT II - INDUSTRIAL PARK LLC LOT SPLIT - LOT TIE 26/4 EXC S 50 FT & E 40 FT & N 40 FT R/W PER 2012-29215

The above is the former parent parcel of APN 227-14-011, a parcel that totaled 196.18 acres.

Neighborhood Data: The subject is on the northwest corner of County 25th Street and Avenue D, a location that is five miles east of Central San Luis. It is in an area developed with two industrial subdivisions and several residential subdivisions. The subject neighborhood is the area in San Luis that will attract the most development the next 20 years.

North: Raw desert in which most will be used for residential over the next 20 to 30 years.

South: Magrino Industrial Park, a 10-year-old industrial park that covers ±300 acres, of which 50% has been developed with lots.

East: Raw desert that will be developed with residential and/or industrial as market conditions permit.

West: Raw desert that will be developed with industrial and residential as market conditions permit.

Property Description – Before Acquisition

Yuma County APN: 227-14-011

Land Area: 152.18 acres

Topography: Level desert

Flood Zone: Flood Zone X, per FEMA Map No. 4027C2160E, dated August 28, 2008. Flood insurance is not required under a Flood Zone X.



Streets: Avenue D, a dirt road along the east side of Avenue D; and County 25th Street, an asphalt street along the south side of County 25th Street.

Ingress and Egress: Avenue D, a dirt road

Utilities:

Electric: Arizona Public Service. Electric is along Avenue D and County 25th Street.

Water: City of San Luis – water line is in County 25th Street.

Sewer: City of San Luis - sewer line is in County 25th Street.

Zoning: LI, Light Industrial, city of San Luis. Light industrial zoning allows for industrial development. Though the 152.18 acres is zoned light industrial, there is the prospect that portions could be rezoned for residential, based on land north of the subject being rezoned for residential. In reviewing San Luis zoning maps, it appears San Luis has an excessive quantity of land zoned industrial and that portions will need to be rezoned to residential.

Use History: The subject has always been vacant desert.

Sales History: No subject sales in the prior five years and the subject is not posted for sale.

Rental History: None

Full Cash Value: $127,517; $650 per acre (full cash value of the former parcel parcel)

Real Estate Taxes: $5,903; $30 per acre (real estate taxes of the former parcel parcel)

Tax Rate: 4.629%

Back Taxes: None

Highest and Best Use:

As Vacant: Physically Possible

The subject site is raw desert that could physically be developed with residential or industrial.

Legally Permissible

It would be legally permissible to develop the subject with industrial. However, land north of the subject that was zoned industrial was recently rezoned to residential, as there is substantial demand for residential land, whereas there is limited demand for the substantial quantity of industrial land that exists in San Luis.

Financially Feasible

It could be financially feasible to develop super-pads from the 150 acres of APN 227-14-011, i.e., develop 20 to 40 acres at a time for residential or industrial. It would be questionable if it would be profitable to develop the entire 150 acres with industrial. In San Luis, industrial subdivision development would not be financially feasible, due to slow absorption and high development costs.

Conclusion

The highest and best use of APN 227-14-011 would be to divide into 20-to-40-acre super-pads and use most for residential development as market conditions permit.

Property Rights Appraised: Fee simple estate: Absolute ownership unencumbered by any other interest or estate subject only to the four powers of government.

Marketing Period: ±12 months.

Exposure Period: ±12 months.

Scope of The Appraisal Report

The assignment involves estimating the market value of the subject property, along with other parcels that form the "larger parcel" and estimating the market value of the acquisition parcel. In order to derive these estimates, only the sales comparison will be used. Being vacant land, neither the cost nor income approach are applicable. The scope of this appraisal included:

- A physical inspection of the subject property on July 14, 2022, at 3 PM. The appraiser invited the owner and Ms. Jenny Torres with the city of San Luis to inspect the property.

- A collection and analysis of primary and secondary data relative to the general economic viability of current and/or future potential development on the site. This information is generally presented in the *Neighborhood Analysis* Sections and is important in establishing the highest and best use of the subject property. More specific information relative to current market trends as they relate to the current use and/or potential land uses are contained in the *Highest and Best Use* section.

- A collection and analysis of property data (including zoning, availability of municipal utilities, potential flood plain hazards, etc). This information is generally presented in the *Site Data* section of this report and is important in establishing highest and best use as well as delineating the parameters for selection and analysis of comparable sales.

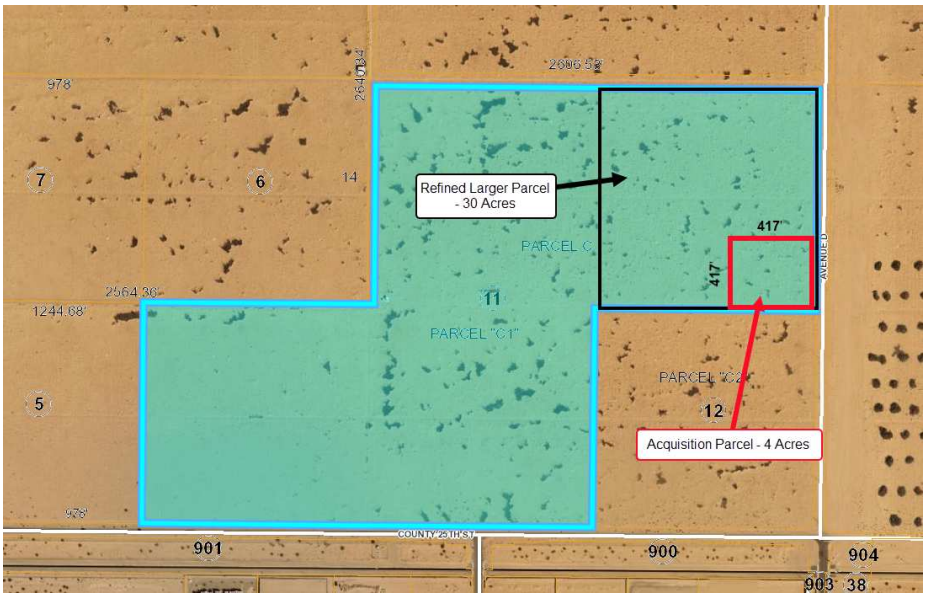
- A collection and analysis of primary data used in the applicable approaches to value.

- A reconciliation of methods utilized in the valuation analysis and testing of value conclusions for reasonableness.

- This appraisal uses only the sales comparison approach to determine the value of the larger parcel and the acquisition parcel.

AERIAL PHOTOGRAPHS

Overhead view of APN 227-14-011 – 152.18 acres. The entire 152.18 acres is raw desert that could be developed for a variety of uses. Typically, ±150 acre parcels in San Luis are further divided into 30-acre parcels, which are then developed with a range of uses.



Wider view of the subject area. Much of the area north and east of the subject will be used for residential.



Wider view of the area surrounding the subject property. Much of the vacant land between the subject area (the East Submarket) and the formal city of San Luis (two miles west of the East Submarket) is owned by the Federal Government. It is land that has little prospect of being developed.



SUBJECT PHOTOGRAPHS Looking north along 25th Street from County 25th Street. Red arrow indicates the location of the acquisition parcel. The area north of County 25th Street is thousands of acres of raw desert.	
Looking northwest across APN 227-14-011 from its southeast corner. This picture shows the subject property in its entirety.	
Looking west along County 25th Street from Avenue D; the subject is on the right and the Magrino Industrial Park is on the left.	

Looking north across the subject from County 25th Street. One mile north of this property is a new residential subdivision.	

Larger Parcel Determination:

Central to the subject valuation is a determination of the larger parcel. The larger parcel test includes:

unity of use,
unity of ownership, and
physical unity as it relates to its highest and best use.

The key question in determining the larger parcel is whether parcels have an integrated use. Those with dissimilar uses are not part of the same parcel, as uses of the parcel(s) must have an integrated highest and best use.

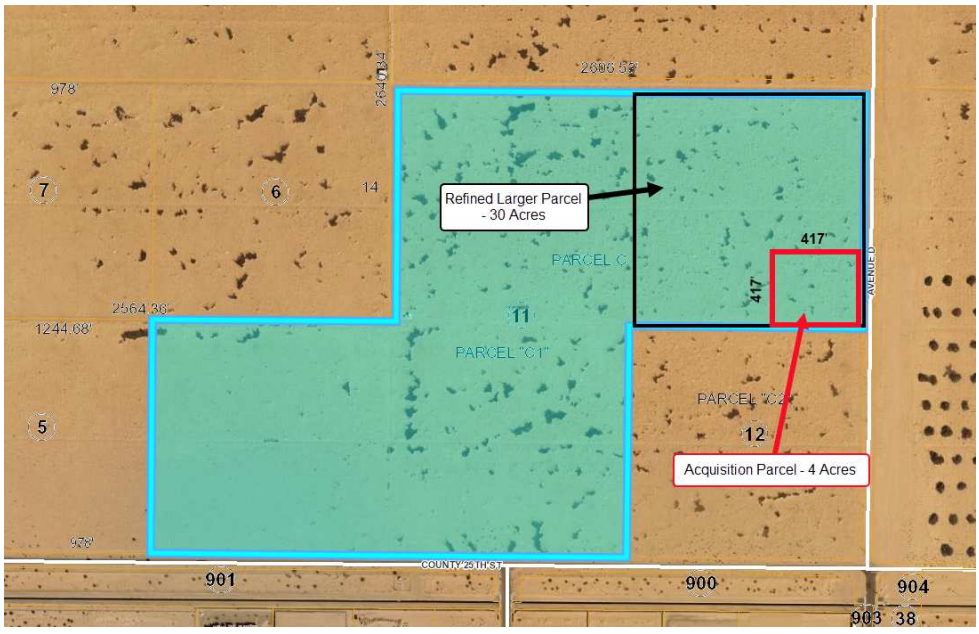
The subject property is Yuma County APN 227-14-011, a 152.18-acre parcel on the northwest corner of County 25th Street and Avenue D. 152.18 acres is never developed in its entirety in San Luis. Typically, ±150 acres is divided into ±20-to-40-acre parcels, as evidenced by all but one sale comparison. A 30-acre parcel would have unity of use, unity of ownership and the same highest and best use. As such, the subject is integral to the redefined 30-acre larger parcel. The larger parcel for valuation in this report is 30 acres of APN: 227-14-011.

Conclusion

For purposes of this appraisal, the "larger parcel" is redefined as 30 acres from APN 227-14-011. The taking of 4.00 acres will be from the southeast corner of the 30 acres, a taking that will not impair the remaining parcel.

Summary of APN 227-14-011

	% Total	SF	Acres
Before Acquisition	100.00%	1,306,800	30.00
Acquisition Parcel	13.33%	174,240	4.00
After Acquisition	86.67%	1,132,560	26.00



VALUATION PROCESS

Real estate can be valued using the cost, sales comparison or income (capitalization) approach to value. These approaches are generally defined as:

COST APPROACH: Approach through which an appraiser derives a value indication of the fee simple interest in a property by estimating the current cost to construct a reproduction of or replacement for the existing structure, deducting for all evidence of accrued depreciation from the cost new of the reproduction or replacement structure, and adding the estimated land value plus an entrepreneurial profit. Adjustments may be made to the indicated fee simple value of the subject property to reflect the value indication of the property being appraised. (1)

SALES COMPARISON APPROACH: Approach through which an appraiser derives a value indication by comparing the property being appraised to similar properties that have been sold recently, applying appropriate units of comparison and making adjustments, based on elements of comparison, to the sale prices of the comparables.(2)

INCOME (CAPITALIZATION) APPROACH: Approach through which an appraiser derives a value indication for income-producing property by converting anticipated benefits, i.e., cash flows and reversions, into property value. This conversion can be accomplished in two ways: One year's income expectancy or an annual average of several years' income expectancies may be capitalized at a market-derived capitalization rate or a capitalization rate that reflects a specified income pattern, return on investment, and change in the value of the investment; secondly, the annual cash flows may be discontinued for the holding period and the reversion at a specified yield rate.(3)

In the *Reconciliation and Final Estimate* section of the report, the three approaches are evaluated as to their pertinence and reliability to the appraisal problem. This reconciliatory analysis results in a final estimate of value for the subject property.

1). The Dictionary of Real Estate Appraisal (Chicago, Illinois: American Institute of Real Estate Appraisers, 1989), page 72.

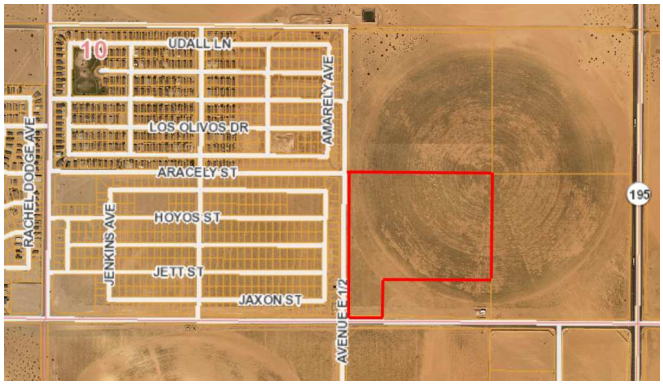
2). Ibid., p. 265.

3). Ibid., p. 156.

LAND VALUATION - SALES COMPARISON APPROACH

The sales comparison approach is based on the principle of substitution which basically states that a buyer will pay no more for one property than for another that is equally desirable. Property values tend to be set by the cost of acquiring an equally desirable alternative property. The substitution of one property for another may be considered in terms of use, structural design, or earnings. The sales comparison approach is applicable to all types of real property when there are sufficient, recent, and reliable transactions to determine the subject's value.

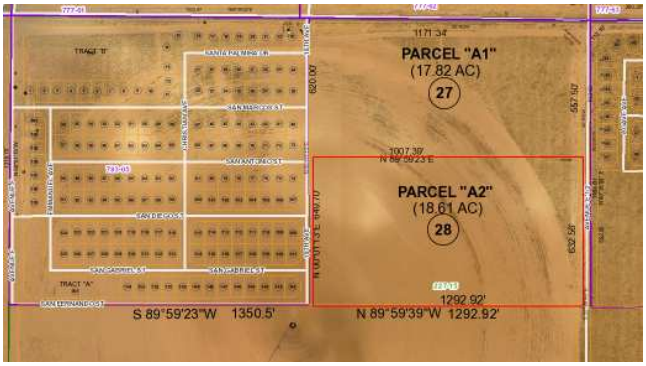
In searching for sale comparisons, San Luis was searched for recent sale comparisons. The following sale comparisons are the most applicable. Using these sales provides a reasonable indication of the value of the larger parcel, redefined as 30 acres of APN 227-14-011.

Sale No. 1	NEC Avenue F and County 24th Street, San Luis	
APN:	227-10-010 and 11	
Sale Date:	April 2017	
Deed No.:	WD; 2017-10523	
Buyer:	R & G Associates	
Seller:	Border Ranches	
$ Total:	$1,052,520	
$/Acre	$28,000	
Terms:	Cash	
Acres:	37.59	
Zoning:	R1-6, San Luis	
Comments:	This is 37.59 acres of land that was used for 163 - 6,000 SF residential lots.	
Sale No. 2	NEC County 24th Street and Avenue E 1/2, San Luis, Arizona	
APN:	227-15-014	
Sale Date:	April 2019	
Deed No.:	2019-10608	
Buyer:	Riedel Construction	
Seller:	Border Ranches	
$ Total:	$960,000	
$/Acre	$31,058	
Terms:	Cash	
Acres:	30.91	
Zoning:	R-2	
Comments:	This land was turned into 141 lots. At the time of sale, all utilities were to the property line. The developer had to add the east side of Avenue E 1/2 and the south side of Aracely Street, both off-site streets.	

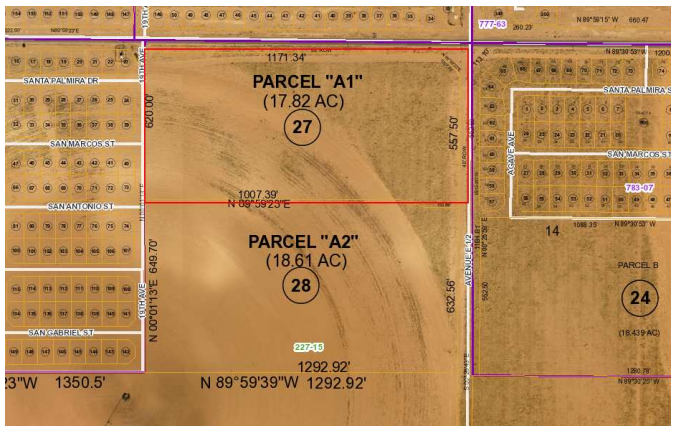
Sale No. 3	SEC County 23rd 1/2 Street and Avenue E 1/2, San Luis, Arizona
APN:	227-15-013
Sale Date:	January 2020
Deed No.:	2020-346
Buyer:	Riedel Construction
Seller:	Border Ranches
$ Total:	$1,177,280
$/Acre	$32,035
Terms:	Cash
Acres:	36.75
Zoning:	R-2
Comments:	This land was turned into 173 lots. At the time of sale all utilities were to the property line as it was adjacent to an existing subdivision. After the sale, the buyer built the east side of Avenue E 1/2 and the south side of County 23rd and 1/2 Street, both off-site streets.



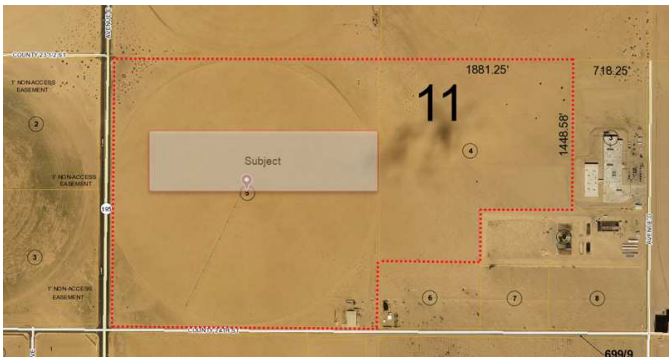
Sale No. 4	NEC of San Fernado and 19th Avenue, San Luis, Arizona
APN:	227-15-028
Sale Date:	November 2020
Deed No.:	2020-34624
Buyer:	Comite De Bienestar
Seller:	Border Ranches
$ Total:	$652,460
$/Acre	$35,060
Terms:	Cash
Acres:	18.61
Zoning:	R-1-6, San Luis
Comments:	This land is 18.61 acres that was used for residential subdivision development.



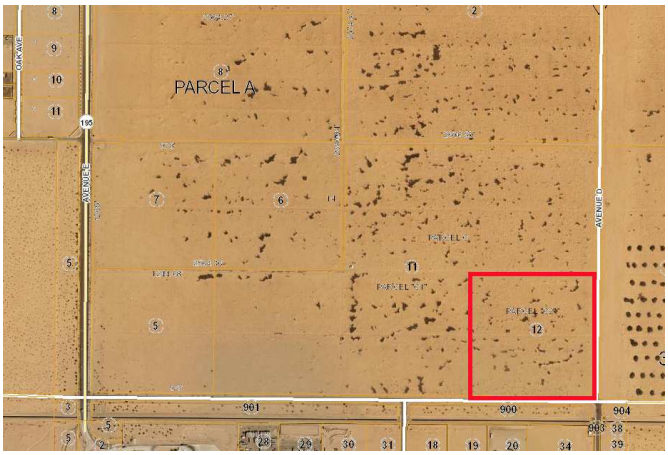
Sale No. 5	NEC of County 24th Street and 19th Avenue, San Luis, Arizona
APN:	227-15-027
Sale Date:	November 2020
Deed No.:	2020-37087
Buyer:	City of San Luis
Seller:	Border Ranches
$ Total:	$678,640
$/Acre	$38,083
Terms:	Cash
Acres:	17.82
Zoning:	R-1-6, San Luis



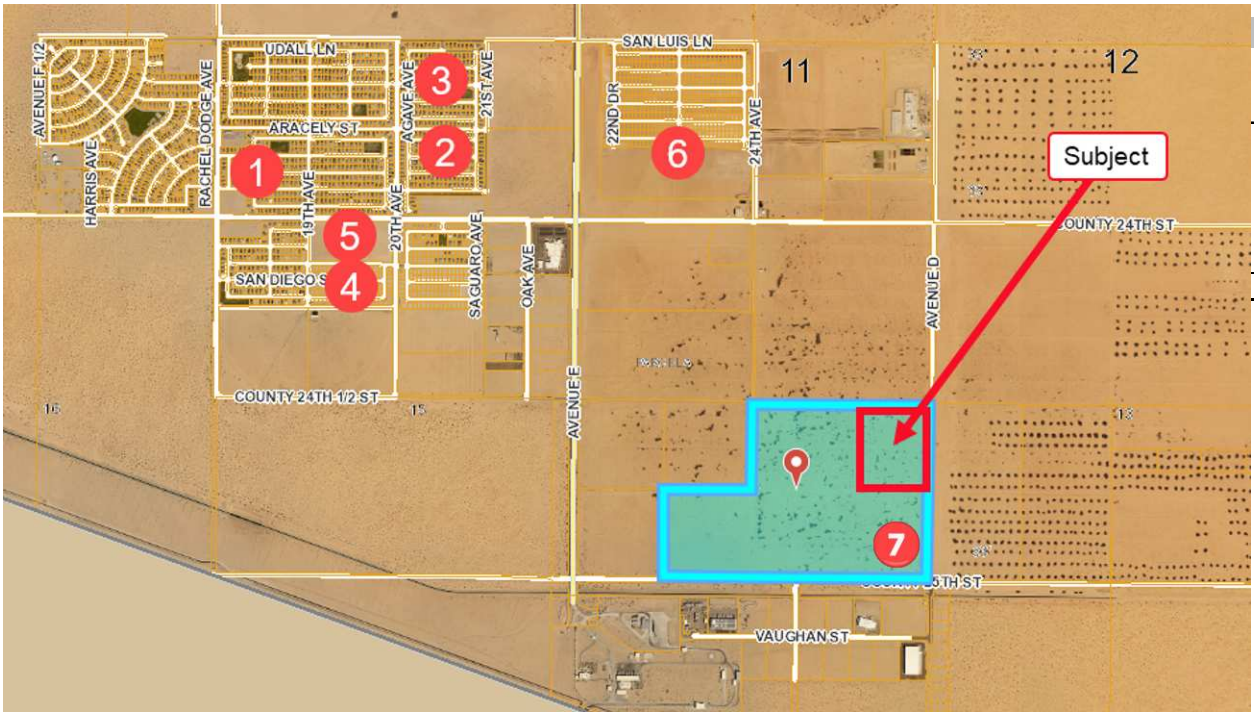
Comments:	This land is 17.82 acres that will be used for a city park.
Sale No. 6	NEC of County 24th Street and Avenue E, San Luis, Arizona
APN:	227-15-027
Sale Date:	November 2020
Deed No.:	2021-20458
Buyer:	Riedel Construction
Seller:	San Luis Port LLC
$ Total:	$6,630,001
$/Acre	$29,085
Terms:	Cash
Acres:	227.95
Zoning:	LI, C-2, R-2, R-3, San Luis



Comments:	This land is 227.95 acres in which ±80% was zoned light industrial, with the balance was zoned commercial and multi-family residential. In addition to hard zoning, it was general planned industrial. After the sale, the buyer got a general amendment as well as a change in zoning to allow development of a subdivision of site-built single-family homes.
Sale No. 7	NWC of County 25th Street and Avenue D, San Luis, Arizona
APN:	227-14-012
Sale Date:	October 2022
Deed No.:	2022-36917
Buyer:	Anderson Trucking Service
Seller:	Moy Farming Co
$ Total:	$2,400,000
$/Acre	$60,000
Terms:	Cash
Acres:	40
Zoning:	LI, San Luis



Comments:	This is 40 acres of industrial land on the northwest corner of County 25th Street and Avenue D, a location immediately south of the subject property. Being the most recent sale and similar in size as the subject, it provides the best indication of the subject's market value.



An adjustment process will be used to compare Sale Nos. 1 – 5 and 7 with the subject. Sale No. 6, which is far different than the subject's larger parcel, will only be evaluated qualitatively. The subject is like Sale Nos. 1 – 5, except for the difference in time, i.e., changes in market conditions, since several sale comparisons sold. All sales, except Sale No. 7, were confirmed via appraisals of each property.

LAND SALE COMPARISONS

No	City	Sale Date	Sale Price $ Total	$ Acre	$ Lot	Net Acres	Prospective No. of Lots	Zoning
1	San Luis	Apr-17	$1,052,520	$28,000	$6,457	37.59	163	R1-6
2	San Luis	Apr-19	$960,000	$31,058	$6,809	30.91	141	R-2
3	San Luis	Jan-20	$1,177,280	$32,035	$6,805	36.75	173	R-2
4	San Luis	Nov-20	$652,460	$35,060	$6,941	18.61	94	R1-6
5	San Luis	Nov-20	$678,640	$38,083		17.82		R1-6
6	San Luis	Nov-20	$6,630,001	$29,085		227.95		LI
7	San Luis	Oct-22	$2,400,000	$60,000		40.00		LI
	San Luis					30.00		LI

Sale No. 1 is 37.59 acres on the northeast corner of Avenue F and County 24th Street in San Luis, land that sold April 2017 for $1,052,520, $28,000 per acre, cash. This land was converted into a subdivision offering homes and lots like those that would be built on the subject site. Since this land was sold, market conditions have improved, as indicated by the increase in building permits issued between 2017 and 2020, and the marginal increase in lot prices. Given these two factors, the value of residential land has increased to the mid/high-$30,000s per acre.

Adjustments applied to Sale No. 1 include:

- A +20% adjustment for changes in market conditions.

After adjusting, Sale No. 1 indicates a subject value of $33,600 per acre, a total of $1,008,000, rounded for the 30-acre larger parcel.

Sale No. 2 is 30.91 acres that raw land that was ready for residential development with all utilities to the property line. It sold April 2019 for $960,000, $31,058 per acre. Though reported as selling April 2019, its price was set by an option that was signed two years prior.

Adjustments applied to Sale No. 2 include:

- A +20% adjustment for changes in market conditions.

After adjusting, Sale No. 2 indicates a subject value of $37,269 per acre, a total of $1,118,000, rounded for the 30-acre larger parcel.

Sale No. 3 is 36.75 acres which is similar to Sale No. 2. It sold January 2020 for $1,177,280, $32,035 per acre. Though reported as selling January 2020, its price was set by an option that was signed three years prior.

Adjustments applied to Sale No. 3 include:

- A +20% adjustment for changes in market conditions.

After adjusting, Sale No. 3 indicates a subject value of $38,442 per acre, a total of $1,153,500, rounded for the 30-acre larger parcel.

Sale No. 4 is 18.61 acres that was intended for residential development that sold November 2020 for $652,460, $35,060 per acre.

Adjustments applied to Sale No. 4 include:

- A +15% adjustment for changes in market conditions.

After adjusting, Sale No. 4 indicates a subject value of $40,319 per acre, a total of $1,209,500, rounded for the 30-acre larger parcel.

Sale No. 5 is 17.82 acres that is like the prior sales. It sold November 2020 for $678,640, $38,083 per acre.

Adjustments applied to Sale No. 5 include:

- A +5% adjustment for changes in market conditions.

After adjusting, Sale No. 5 indicates a subject value of $39,987 per acre, a total of $1,199,500, rounded for the 30 acre larger parcel.

Sale No. 6, which will not be adjusted in the adjustment grid, is 227.95 acres, which most was zoned light industrial at the time of sale. After the sale, the buyer rezoned it for residential and commercial development. Residential will be developed in phases, with each phase being 20 to 40 acres. It is included to reflect that buyers pay a similar price for land zoned for industrial, adjusting for differences in size, as they pay for land zoned for residential development.

Sale No. 7 is the most useful of the seven sale comparisons as it has the same zoning as the subject, is immediately south of the subject and is similar size as the subject. Sale No. 7, which is also the most recent sale, closed October 2022 for $2,400,000, $60,000 per acre. No adjustments are needed for this sale. Therefore, it indicates a subject value of $60,000 per acre, a total of $1,800,000.

Sales Comparison Approach Conclusions

Six of the seven sale comparisons, all in the subject's immediate area and all like the subject, are used to determine the value of the re-defined larger parcel of 30 acres. Adjusting each sale comparison with the subject, the value of the re-defined larger parcel ranges from $33,600 to $60,000 per acre. Of all sale comparisons, Sale No. 7 is the most useful given that it is immediately south of the subject, has the same zoning as the subject, and is the most recent sale.

Summary of Sale Comparisons

	NLA	Sale Price		Adjusted Price	
Sale	Acres	$ Acre	$ Total	$ Acre	$ Total
1	37.59	$28,000	$1,052,520	$33,600	$1,008,000
2	30.91	$31,058	$960,000	$37,269	$1,118,000
3	36.75	$32,035	$1,177,280	$38,442	$1,153,500
4	18.61	$35,060	$652,460	$40,319	$1,209,500
5	17.82	$38,083	$678,640	$39,987	$1,199,500
7	40.00	$60,000	$2,400,000	$60,000	$1,800,000
Average	30.28	$37,373	$1,153,483	$41,603	$1,248,083
Minimum	17.82	$28,000	$652,460	$33,600	$1,008,000
Maximum	40.00	$60,000	$2,400,000	$60,000	$1,800,000

Subject Concluded Value

	Acres	$ Acre	$ Total (Rd)
Subject Value	30.00	$60,000	$1,800,000

Placing full consideration on Sale No. 7, the subject's "as is" value, as of the date of valuation cited in this report, is $60,000 per acre, a total of $1,800,000, rounded.

Land Sales Adjustment Grid

	Subject			Sale No. 1			Sale No. 2			Sale No. 3			Sale No. 4			Sale No. 5			Sale No. 7
Net Land Area																			
Acres	30.00			37.59			30.91			36.75			18.61			17.82			40.00
Zoning	LI			R1-6			R-2			R-2			R1-6			R1-6			LI
Prospective No. of Lots				163			141			173			94						
Sale Price				$1,052,520			$960,000			$1,177,280			$652,460			$678,640			$2,400,000
$ Lot and $ Acre			$6,457	$28,000		$6,809	$31,058		$6,805	$32,035		$6,941	$35,060			$38,083			$60,000
Sale Date				Apr-17			Apr-19			Jan-20			Nov-20			Nov-20			Oct-22
Initial Adjustments																			
Adjusted Price				$28,000			$31,058			$32,035			$35,060			$38,083			$60,000
Property Rights Conveyed	Fee Simple	Fee Simple		$28,000	Fee Simple		$31,058	Fee Simple		$32,035	Fee Simple		$35,060	Fee Simple		$38,083	Fee Simple		$60,000
Adjustment		Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Adjusted Price				$28,000			$31,058			$32,035			$35,060			$38,083			$60,000
Financing	Market	Market		$28,000	Market		$31,058	Market		$32,035	Market		$35,060	Market		$38,083	Market		$60,000
Adjustment		Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Adjusted Price				$28,000			$31,058			$32,035			$35,060			$38,083			$60,000
Conditions of Sale	Typical	Typical		$28,000	Typical		$31,058	Typical		$32,035	Typical		$35,060	Typical		$38,083	Typical		$60,000
Adjustment		Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Adjusted Price				$28,000			$31,058			$32,035			$35,060			$38,083			$60,000
Market Conditions (Time)																			
Sale Date	Jan-23	Apr-17		$28,000	Apr-19		$31,058	Jan-20		$32,035	Nov-20		$35,060	Nov-20		$38,083	Oct-22		$60,000
Adjustment (%)		Inferior	20.00%	$5,600	Inferior	20.00%	$6,212	Inferior	20.00%	$6,407	Inferior	15.00%	$5,259	Inferior	5.00%	$1,904	Similar	0.00%	$0
Adjusted Price				$33,600			$37,269			$38,442			$40,319			$39,987			$60,000
Location	Average	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Physical Characteristics																			
Land Area	30.00	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Off-Site Improvements	Electric	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Shape/Topography	Level	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Zoning/General Plan	LI	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0	Similar	0.00%	$0
Net Adjustments				$5,600			$6,212			$6,407			$5,259			$1,904			$0
Indicated Subject Value																			
$ Lot and $Acre				$33,600			$37,269			$38,442			$40,319			$39,987			$60,000
$ Total Rounded				$1,008,000			$1,118,000			$1,153,500			$1,209,500			$1,199,500			$1,800,000
	Subject			Sale No. 1			Sale No. 2			Sale No. 3			Sale No. 4			Sale No. 5			Sale No. 7

PARTIAL ACQUISTIION ANALYSIS AND VALUATION

Project Overview

The City of San Luis desires to acquire the acquisition parcel for a well site.

Description of Acquisition

Size and Location

The proposed acquisition is 4.00 acres on the east side of APN 227-14-011, land that should measure 417' x 417'.

Improvements

None; it is vacant desert

Effect of the Proposed Acquisition and the Effect on the Remainder

Size and Shape

The fee simple taking will reduce the site area by the size of the acquisition, 4.00 acres, reducing the larger parcel from 30.00 acres to 26.00 acres. The proposed acquisition will slightly change the shape of the property, however, the change in the shape will not have a negative impact on the remainder.

Summary of APN 227-14-011

	% Total	SF	Acres
Before Acquisition	100.00%	1,306,800	30.00
Acquisition Parcel	13.33%	174,240	4.00
After Acquisition	86.67%	1,132,560	26.00

Access

After the acquisition, the property will continue to have adequate access from Avenue D, an adjacent roadway that extends along the east side of APN 227-14-011.

Visibility

The acquisition and project will not impact the visibility of the remainder property.

Topography

The topography of the remainder will not be affected by the proposed acquisition or project.

Developability

Other than the slightly smaller area, the development of the remainder will not be affected by the acquisition. It is my opinion that the remaining property has the same utility for potential uses.

Improvements

NA

Highest and Best Use

The highest and best use of the remainder site, as if vacant or as improved, does not change after the acquisition or project.

Eminent Domain Valuation

Value of the Larger Parcel Before the Partial Acquisition

As concluded previously, the value of the larger parcel is estimated to be $1,800,000, $60,000 per acre.

Value of the Partial Acquisition as Part of the Larger Parcel

The partial acquisition consists of 4.00 acres. Its value per acre is the same as the value of the overall parcel, estimated to be $60,000 per acre, which for 4.00 acres is:

$60,000 Per Acre X 4.00 Acres = $240,000

Value of the Remainder before the Acquisition – As A Fee Simple Acquisition

With a value of $1,800,000 for the larger parcel and a value of $240,000 for the partial acquisition, the value of the remainder before the acquisition is calculated by subtracting the value of the acquisition from the value of the whole.

Value Summary

	Acres	$ Acre	$ Total
Value of the Whole	30.000	$60,000	$1,800,000
Value of the Partial Acquisition	4.000	$60,000	$240,000
Value of the Remainder Before	26.000	$60,000	$1,560,000

Value of the Remainder after the Acquisition

To estimate the value of the remainder after the acquisition, the remainder is considered a "new" parcel, different from the original whole parcel and the portion to be acquired. As stated previously, the developability of the site will not be affected by the acquisition. Moreover, the highest and best use of the remainder site does not change after the acquisition. Therefore, it is my opinion that the remainder parcel has a unit value of $60,000 per acre after the acquisition. With a remainder site area of 26 acres, the value of the remainder, after the acquisition, is calculated as:

$60,000 Per Acre X 26.00 Acres = $1,560,000

Therefore, it is my opinion that the market value of the remainder parcel after the acquisition is $1,560,000.

Severance Damages (Value of the Remainder After the Acquisition, Before Special Benefits)

Severance damages are indicated when the value of the remainder after the acquisition is less than the value of the remainder before the acquisition. A difference indicates that the taking has a detrimental effect on the property and lessens its marketability. In the case of the subject property, as if vacant, the value of the remainder, before the acquisition (before special benefits), is equal to the value of the remainder, after acquisition (before special benefits), $1,560,000 - $1,560,000 = $0. Therefore, there are no severance damages.

Special Benefits (Value of the Remainder After the Acquisition, After Special Benefits)

As discussed previously, the subject property will not receive any special benefits that result in any significant measurable change in value or marketability. Therefore, no special benefits are indicated.

Preliminary Severance Damages

No preliminary severance damages are indicated.

Cost-to-Cure

A cost-to-cure is estimated if special benefits do not offset preliminary severance damages. In this analysis, the partial acquisition and project results in no preliminary severance damages. Therefore, a cost-to-cure is not estimated.

Net Severance Damages

No net severance damages are indicated.

Minor Improvements, Acquisition, Replacement and Relocation

There are no improvements on site.

Incidental Items

None

Final Valuation Summary

Based on this analysis, the final valuation summary for the proposed acquisition is:

Based on this analysis, it is my opinion that the market value of the proposed partial acquisition, as of the effective date of the appraisal, is **$240,000.**

Summary of Value

Location	NWC County 25th Street and Avenue D
City	San Luis
Yuma County APN:	227-14-004

Net Land Area	Before	After	Taking
Acres	30.00	26.00	4.00
Zoning	LI	LI	LI

Date of Valuation	January 9, 2023
Date of Report	January 9, 2023
Property Rights Valued	Fee Simple Estate

Final Value Summary

	Acres	$ Acre	$ Total
Value of the Whole Parcel	30.00	$60,000	$1,800,000
Acquisition as Part of the Whole	4.00	$60,000	$240,000
Remainder as Part of the Whole	26.00	$60,000	$1,560,000

Value of the Partial Acquisition:			$240,000
Remainder as Part of the Whole	$1,560,000		
Remainder After the Acquisition and Before Special Benefits	$1,560,000		
Preliminary Severance Damages	$0		
Remainder After the Acquisition and After Special Benefits	$1,560,000		
Remainder as Part of the Whole	$1,560,000		
Special Benefits	$0		
Preliminary Severance Damages		$0	
Cost to Cure		$0	
Additional Diminishment of Preliminary Severance Damages		$0	
Net Service Damages			$0
Minor Improvements Being Acquired			$0
Minor Improvements Cost to Cure			$0
Estimated Just Compensation for Property Rights to be Acquired for APN 227-14-004			$240,000

CONTRACT LETTER

PROFESSIONAL SERVICES AGREEMENT

Professional Services Agreement (this "Agreement") is effective the 15th day of July 2022 between the City of San Luis, Arizona, a municipal corporation organized under the laws of the State of Arizona ("CITY"), has its administrative offices at 1090 East Union Street, P.O. Box 170, San Luis, Arizona 85349 ("CITY"), and Landmark Valuation Services, Inc., with an office located at P.O. BOX 651, Gilbert, Arizona 85299, an Arizona corporation, authorized to do business in the State of Arizona ("CONSULTANT"). CONSULTANT and CITY may be referred to singularly as the "Party" and collectively as the "Parties."

RECITALS

The Parties entered into this Agreement based on the following facts, understanding and intentions of the Parties:

A. CITY has determined that it is in the public interest to proceed with the work described below in Section One (the "Project"); and

B. CONSULTANT has made a Proposal ("Proposal") to the CITY to provide such professional services, which Proposal is attached hereto as Exhibit 1; and

C. CITY desires to engage CONSULTANT and CONSULTANT agrees to render professional services to perform certain specific duties and produce the specific work as set forth in the Proposal; and

D. CONSULTANT represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. CONSULTANT further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the foregoing introduction and Recitals, which are incorporated herein by reference, the following mutual covenants and conditions, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the CITY and the CONSULTANT hereby agree as follows:

SECTION ONE.
DESCRIPTION OF PROJECT

The Project is described in the attached Exhibit 1, June 22, 2022, proposal for The City of San Luis Land Development Project.

SECTION TWO.
PROPOSAL SUBMITTAL

The Parties mutually agree that the attached Exhibit 1, as described in Section One above is incorporated in this Agreement by this reference.

SECTION THREE.
SCOPE OF WORK

CONSULTANT shall provide the Services as set forth in the Scope of Work described in the Proposal and incorporated in this Agreement by this reference.

SECTION FOUR.
SCOPE OF WORK—ADDITIONAL SERVICES

CITY and CONSULTANT understand that it may be necessary for the CONSULTANT to perform or secure the performance of consulting and related services other than those set forth in the proposal. If the CITY requests additional services, CONSULTANT shall advise CITY in writing of the need for additional services and the cost and estimated time to perform the services. CONSULTANT shall not proceed to perform any such additional service until CITY has determined that such service is beyond the scope of the basic services to be provided by CONSULTANT and has given its written authorization to proceed. Written approval for performance and compensation for additional services may be granted by the San Luis Economic Development Manager (referred to as the "Economic Development Manager") or the San Luis City Manager. Except as stated in this paragraph, any additional service shall require a written amendment to this Agreement and shall be subject to all the provisions of this Agreement.

SECTION FIVE.
AUTHORITY OF THE ECONOMIC DEVELOPMENT MANAGER

CONSULTANT shall perform all necessary services provided under the Agreement and outlined in the proposal and shall do, perform, and carry out such work in a satisfactory and proper manner as determined by and to the satisfaction of the Economic Development Manager. The Economic Development Manager reserves the right to make changes, additions or deletions, to the scope of work as deemed to be necessary or advisable to implement and carry out the purposes of the Agreement. The Economic Development Manager is authorized to execute the change orders on behalf of the CITY.

SECTION SIX.
RESPONSIBILITY OF CONSULTANT

By executing this Agreement, CONSULTANT represents and states to CITY that he possesses or will arrange to secure from others all necessary professional capabilities, experience, resources and facilities necessary to provide to CITY the services contemplated under this Agreement. CONSULTANT further warrants that he will follow the current generally accepted

practices of the profession to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding the Project for which services are rendered under this Agreement.

SECTION SEVEN.
INDEPENDENT CONTRACTOR

The Parties to this Agreement agree that CONSULTANT, his employees, agents and subcontractors shall be independent contractors with regard to the providing of services under this Agreement and that CONSULTANT's employees, agents and subcontractors shall not be considered to be employees or agents of CITY, for any purpose, whatsoever, and will not be entitled to any of the benefits CITY provides for its employees. Rights of the CONSULTANT as an independent contractor include, but are not limited to, control of the work, manner and methods of the work, and the right to contract with other employers.

Rights of the CITY include, but are not limited to, inspection and approval of the work and the right to contract with others to perform the work.

SECTION EIGHT.
MATERIALS AND EQUIPMENT

CONSULTANT shall furnish at its own expense all materials and equipment necessary to carry out the terms of this Agreement.

SECTION NINE.
DIGITAL FILES

CONSULTANT shall furnish copies of all deliverables in digital format. Files shall be compatible with the current versions used by CITY. All other deliverables shall be in accordance with the Proposal.

SECTION TEN.
EMPLOYMENT OF PERSONNEL

CONSULTANT shall provide experienced and qualified personnel to carry out the work to be performed by CONSULTANT under this Agreement and shall be responsible for and in full control of the work of such personnel.

SECTION ELEVEN.
TIME OF PERFORMANCE

Subject to the provisions of this Agreement, CONSULTANT agrees to perform the Project in accordance with the proposal. The services of CONSULTANT are to be undertaken and completed in such a sequence as to assure their expeditious completion in light of the purpose of this Agreement. CONSULTANT's performance of the Project starts July 15, 2022, and shall be completed on or before August 31, 2022.

SECTION TWELVE.

COMPENSATION

Subject to the provisions of this Agreement, CONSULTANT agrees to perform the work and services specified and outlined in the proposal for $5,500.00. CONSULTANT shall prepare invoices in accordance with this Agreement and shall submit to CITY once a month covering the amount and value of the Project satisfactorily performed by CONSULTANT up to the date of such invoice. CITY shall reimburse CONSULTANT for work satisfactorily performed on a time and materials basis. The satisfactory performance will be determined as described in Section Five. The consultant's billing statements shall be paid within sixty (60) days of the statement date. The CITY agrees that it will review the CONSULTANT's statement upon receipt and will advise the CONSULTANT of any objection to or dispute with the statement and the work reflected in the statement within sixty (60) days of the statement date. In the event the CITY disputes part of the CONSULTANT's bill, the undisputed part shall be paid within thirty (30) days of the statement date. Without liability, the CONSULTANT reserves the right to withhold delivery of services, testimony, reports or data (written or oral), or suspend work, if the account on this agreement is not current. A late payment charge of one percent (1%) per month (or the maximum rate permitted by law, whichever is less) may be added to any outstanding invoices that are past due.

SECTION THIRTEEN.
ASSIGNMENT

CONSULTANT shall not assign any duties, responsibilities or obligations under this Agreement without the prior written consent of CITY.

SECTION FOURTEEN.
INDEMNIFICATION

To the fullest extent permitted by law, CONSULTANT agrees to indemnify, protect, defend and hold harmless CITY, its Mayor, Council Members, any and all of its officers, directors, officials, employees, agents, insurers, and indemnitors ("Indemnified Parties") for, from and against any and all suits, claims, losses, liabilities, damages, costs, expenses and debt, including reasonable attorneys' fees and costs incurred by the CITY which arise out of, attributable to or caused in whole or in part by acts or omissions of CONSULTANT (or its officers, directors, shareholders, agents or employees) including but not limited to injuries to CONSULTANT's employees who may or may not be covered by workers' compensation insurance; except, to the extent such suits, claims, losses, liabilities, damages, costs, expenses and debt result from acts or omission of the CITY and all Indemnified Parties. Notwithstanding the foregoing, but without limiting insurance coverage provided by Section 15 of this Agreement, CONSULTANT, and its partners, agents and employees, shall not be liable to CITY, whether jointly severally or individually, in excess of the compensation paid to the CONSULTANT under any Agreement as a result of any act or omission not amounting to willful or intentional wrong. CITY hereby agrees that to the fullest extent permitted by law, but without limiting insurance coverage

provided by Section 15 of this Agreement, CONSULTANT shall not be liable to CITY for any special indirect or consequential damages whatsoever, whether caused by CONSULTANT's negligence, errors, omissions, strict liability, breach of contract, breach of warranty or other cause or causes whatsoever.

SECTION FIFTEEN.
INSURANCE

A. Insurance Requirements.

Prior to the beginning and throughout the duration of the work, CONSULTANT will maintain insurance in conformance with the requirements set forth below. CONSULTANT will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth in this Section Fifteen, then such coverage shall be amended to do so. CONSULTANT acknowledges that the insurance coverage and policy limits set forth in this Section Fifteen constitute the minimum amount of coverage required. Any insurance proceeds in excess of the limits and coverage required in this Agreement, and which is applicable to a given loss in accordance with the terms of this Agreement, will be available to CITY.

Without in any way limiting CONSULTANT's liability pursuant to the indemnification described above, CONSULTANT shall maintain, during the term of this Agreement, the following types and amounts of insurance:

Coverage Type	Coverage Amounts- Minimum Limits
Commercial General Liability, including: Premises and Operations Contractual Liability Personal-Injury Liability Independent Contractors Liability Coverage for an additional insured shall not be limited to its vicarious liability. Defense costs must be paid in addition to limits.	$1,000,000 Combined Single Limit, per occurrence and $2,000,000 general aggregate
Comprehensive Automobile Liability (including, owned, non-owned and hired autos)	$1,000,000 Combined Single Limit, per Occurrence

If CONSULTANT owns no vehicles, then this requirement may be satisfied by a non-owned auto endorsement to the general liability policy described above. If CONSULTANT or CONSULTANT'S employees use personal motor vehicles in any way on this Project, then CONSULTANT shall obtain evidence of personal motor vehicle liability coverage for each such person.

Workers Compensation and Employer's Liability	Statutory $1,000,000
Professional Liability	$1,000,000 per claim and $2,000,000 annual aggregate

Except for Workers Compensation and Professional Liability Insurance coverage, such insurance shall include additional endorsements naming CITY and its directors, officers, employees and agents as additional insured with respect to liabilities arising out of the performance of services under this Agreement. CONSULTANT shall provide CITY with certificates of insurance documenting that the CONSULTANT has obtained the above coverages. Such certifications shall include the required provisions and endorsements required by this Agreement. Such Certificates shall include a statement that insurance may not be canceled without 30-day prior written notice to CITY by first class mail, postage prepaid, 10 days of notice in the event that cancellation is due to nonpayment of premium.

B. Certificates of Insurance and Endorsements.

CONSULTANT will file a certificate of insurance naming CITY as an additional insured under General Liability and Auto Liability, if applicable. Such liability insurance maintained by CONSULTANT shall be primary and non-contributory, and any coverage maintained by CITY shall not be expected to contribute to any claims to the extent caused by the negligence or more culpable conduct of CONSULTANT in performing the Services under this agreement. The CONSULTANT shall file these certificates with CITY within 10 days of execution of this Agreement and prior to engaging any operation or activities set forth in this Agreement. The foregoing policies shall provide that no cancellation, major change in coverage, or expiration by the insurance company or the insured during the term of this Agreement shall occur without 30 days' written notice to CITY prior to the effective date of such cancellation or change in coverage.

SECTION SIXTEEN.
COMPLIANCE WITH LAWS AND REGULATIONS

Services performed by CONSULTANT pursuant to this Agreement shall be performed in accordance with full compliance to all applicable federal, state, and CITY laws and any rules or regulations promulgated under such laws including but not limited to the following Arizona required provisions:

A. Conflict of Interest

CONSULTANT declares that he presently has no interest and shall not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the services under this Agreement. CONSULTANT further declares that in the performance of this Agreement, no subcontractor or person having such interest shall be employed. CONSULTANT certifies that, if it hires any employee, no one who has or will have any financial interest in this Agreement is an officer or employee of CITY. The Parties agree that in the performance of the services under this Agreement, CONSULTANT shall at all times be deemed an independent contractor and not an agent or employee of CITY. Under Arizona law, rules and regulations, no member, official or employee of the CITY shall have any personal interest, direct or indirect in this Agreement, nor shall any such member, official or employee participate in any decision relating this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or it is, directly or indirectly, interested. This Agreement is subject to A.R.S. §38-511.

B. Employment Eligibility

CONSULTANT hereby warrants that it complies with all federal immigration laws and regulations that relate to its employees and with A.R.S. § 23-214 relating to verification of employment eligibility. A breach of this warranty shall be deemed a material breach of this Agreement. CITY retains the legal right to inspect the papers of CONSULTANT to ensure that CONSULTANT complies with this warranty.

C. Boycott

CONSULTANT certifies that it does not participate in, and agrees not to participate in during the term of this Agreement a boycott of Israel under A.R.S. § 35-393.01.

D. San Luis Business License

CONSULTANT shall obtain a San Luis Business License.

SECTION SEVENTEEN.
INSPECTION OF WORK

CITY's representative or his or her designee shall at all times have the right to inspect the work, services or performance of CONSULTANT. CONSULTANT shall furnish all reasonable aid and assistance required by the CITY for proper examination of the work or services. Such inspection

shall not relieve the CONSULTANT of any obligation to perform such services in accordance with the law or this Agreement.

SECTION EIGHTEEN.
NO WAIVER

CONSULTANT agrees that any waiver by CITY of any breach or violation of any term or condition of this Agreement shall not be deemed to be a waiver of any subsequent breach or violation of the same or any other term or condition. The acceptance by CITY of the performance of any work or services by CONSULTANT shall not be deemed to be a waiver of any term or condition of this Agreement.

SECTION NINETEEN.
ATTORNEYS' FEES; COURT VENUE

Should either Party to this Agreement commence legal action against the other (including a formal judicial proceeding, mediation or arbitration), the case shall be handled in Yuma County, Arizona in either the Superior Court or the United States District Court for the District of Arizona at the election of the plaintiff in such legal action. The Parties waive any right to object to such venue. Nothing in this paragraph will be deemed to have authorized the bringing of any legal action in a court which does not otherwise have jurisdiction to adjudicate the legal action. The Party prevailing in such action shall be entitled to reasonable attorneys' fees, which shall be fixed by the judge, mediator or arbitrator hearing the case, and such fees shall be included in the judgment, together with all costs.

SECTION TWENTY.
NOTICES

All notices to be given under this Agreement, or which may be given by either Party to the other, shall be considered validly given and fully received when made in writing and delivered or refused delivery by means of prepaid service by:

- deposit in the United States Postal Service by certified mail, return receipt requested, and postage prepaid,
- personal delivery by process server or
- sent by a nationally recognized courier (e.g., Federal Express, UPS)

and addressed to the respective Parties as follows:

If for the CITY -

City Manager
City of San Luis
P.O. Box 1170(by United States Postal Service)
1090 East Union Street (by personal process or courier)
San Luis, Arizona 85349

Copy to

San Luis City Attorney
City of San Luis
P.O. Box 1170
San Luis, Arizona 85349

If to the CONSULTANT- Landmark Valuation Services, Inc.
P.O. BOX 651
Gilbert, Arizona 85299
Attn: Mark Nelson

or such other addresses as either Party may from time to time designate in writing and deliver in a like manner. Any such change of address notice shall be given at least ten (10) days before the date on which the change is to become effective.

SECTION TWENTY-ONE.
TERMINATION

This agreement is effective as of the date first above written and shall continue until the services and Project are completed and delivered to the CITY. Either Party may terminate this Agreement upon 30 days' written notice to the other Party. In the event of such termination, CITY shall pay CONSULTANT for all services performed to the satisfaction of CITY to the date of receipt of notice of termination. An itemized statement of the work performed to the date of termination shall be submitted to CITY. In ascertaining the services actually rendered under this Agreement up to the date of termination, consideration shall be given to both completed work and work in the process of completion and to complete and incomplete documents whether delivered to CITY or in the possession of CONSULTANT.

SECTION TWENTY-TWO.
OWNERSHIP OF DOCUMENTS

Upon completion, termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of CITY and may be used, reused, or otherwise disposed of by CITY without the permission of CONSULTANT.

When CONSULTANT creates any copyrightable material or invents any patentable property under this Agreement, CITY shall retain a royalty-free, non-exclusive and irrevocable license to reproduce, publish, recover, or otherwise use the materials or property and to authorize others to do the same.

SECTION TWENTY-THREE.
GOVERNING LAW AND SEVERABILITY

This Agreement shall be administered and interpreted under the laws of Arizona. Jurisdiction of litigation arising from this Agreement shall be in Arizona. If any part of this Agreement is found to conflict with applicable laws, then such part shall be inoperative and void insofar as it conflicts with such laws, but the remainder of the Agreement shall continue to be in full force and effect.

SECTION TWENTY-FOUR.
MISCELLANEOUS PROVISIONS

A. Headings

The descriptive headings of the paragraphs of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of the provisions of this Agreement.

B. Authority

The undersigned represent to each other that they have full power and authority to enter into this Agreement and that all necessary actions have been taken to give full force and effect to this Agreement.

C. No Third-Party Beneficiaries

There are no third-party beneficiaries to this Agreement, and no person or entity not a Party shall have any right or cause of action under this Agreement.

D. No Agency Created

It is not intended by this Agreement to, and nothing contained in this Agreement shall create any agency, partnership, joint venture or other similar arrangement between the Parties.

E. No Personal Liability

No member, official or employee of the CITY shall be personally liable to CONSULTANT, or any successor or assignee, (a) if any default occurs or breach by the CITY, (b) for any amount which may become due to the CONSULTANT or its successor or assign, or (c) under any obligation of the CITY under this Agreement. Notwithstanding anything contained in this Agreement to the contrary, the liability of CONSULTANT under this Agreement shall be limited solely to the assets of CONSULTANT and shall not extend to or be enforceable against: (i)

the individual assets of the individuals or entities who are shareholders, members, managers constituent partners, officers or directors of the general partners or members of CONSULTANT; (ii) the shareholders, members or managers or constituent partners of CONSULTANT; or (iii) officers of CONSULTANT.

F. Survival

All representations and warranties of CONSULTANT, CONSULTANT's indemnity, hold harmless and defense obligations shall survive the expiration or earlier termination of the Agreement.

G. Time is of the Essence

Time is of the essence in this Agreement, and CONSULTANT agrees to use the utmost diligence and dispatch to speedily to have all the work specified in this Agreement entirely completed on or before August 31, 2022. Unless otherwise specifically provided in this Agreement, any consent to delay in the performance of the CONSULTANT of any obligation shall be applicable only to the particular transaction to which it relates, and it shall not apply to any other obligation or transaction.

H. Further Acts

Each of the Parties shall execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.

I. Force Majeure

If CONSULTANT or CITY are prevented or materially restricted from performing any of their obligations under this Agreement by an event of force majeure, then the obligations of each Party shall be suspended or reduced to the extent made necessary by the event. As used in this section, "force majeure" means any act or cause not reasonably within the control of the Party whose ability to perform is impaired and which that Party could not have prevented by the exercise of reasonable diligence. Examples of 'force majeure" include, but are not limited to, acts of God, fire, flood, explosions, strikes or labor disputes over which the affected Party has no control, sabotage, riots, civil commotion, acts of civil or military authority, wars or material changes in applicable business laws or regulations.

J. Counterparts

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts, and such

signature pages all attached to a single instrument so that the signature of all Parties may be physically attached to a single document.

SECTION TWENTY-FIVE.
ENTIRE AGREEMENT

This Agreement, including its Exhibits, represents the entire understanding of CITY and CONSULTANT as to those matters contained in this Agreement. No prior oral or written understanding shall be of any force or effect with respect to those matters covered in it. This Agreement may not be modified or altered except by amendment in writing signed by both Parties.

[Intentionally left bank, signatures continue on next page]

The Parties have executed this Agreement in Arizona the day and year first above written, which is the day the last Party approved this Agreement.

City of San Luis, Arizona

Lizandro Galaviz, Interim City Manager

ATTEST:

Deputy City Clerk
for Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

Kay Marion Macuil, City Attorney

Landmark Valuation Services, Inc.

Mark Nelson, Vice President

EXHIBIT 1, DUTY OF APPRAISER

The Appraiser shall render professional appraisal services as described below:

Project Scope of Work: The purpose of the appraisal work is to provide an opinion of the market value of the proposed partial acquisition of the property. The three properties are located east of 4th Avenue and north of Union Street in San Luis, AZ as shown in the attached map and owned by MJS Properties LP. The second property is located East of Avenue D between County 24th and County 25th in San Luis, AZ as shown in the map and own by Moy Farming Company, LLC.

A. Basic Services - Develop Appraiser Reports

1. Appraisals will include the following:

The scope of work for the development of the appraisal reports will including the following:

- Inspection of the property
- Inspection of the comparable sales and rentals
- Verification of the comparable sales through AMLS, Costar and/or public records.

The fee for the appraisal for the MJS Property is $3,000 and the fee for the appraisal for the Moy Farming Company is $2,500. The appraisal report will be provided as a PDF file sent vial email. One hard copy report will be provided to the City of San Luis. The appraisal report will be completed within 45 days of authorization to proceed by the City of San Luis.

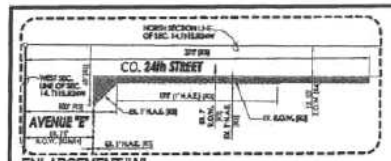
MAPS PROVIDED FOR THIS APPRAISAL

EAST CITY OF SAN LUIS

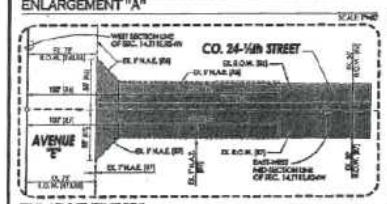
Exhibit A2

SAN LUIS PORT II - INDUSTRIAL PARK L.L.C.

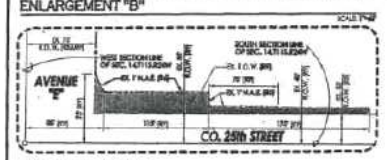
A Lot Split - Lot Tie of a portion of Section 14, T11S, R24W, G.&S.R.B.&M., Yuma County, Arizona. Creating New Parcels "A", "B" & "C"



ENLARGEMENT "A"



ENLARGEMENT "B"



ENLARGEMENT "C"

LEGAL DESCRIPTION

PARCEL "A"

THE SOUTH HALF OF THE NORTHWEST QUARTER (S½NW¼) AND THE NORTH HALF OF THE SOUTHWEST QUARTER (N½SW¼) OF SECTION 14, TOWNSHIP 11 SOUTH, RANGE 24 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YUMA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 14;
THENCE EAST ALONG THE NORTH SECTION LINE OF SECTION 14, A DISTANCE OF 2639.68 FEET TO THE NORTH QUARTER CORNER OF SECTION 14;
THENCE S00°27'40"E ALONG THE NORTH-SOUTH MID-SECTION LINE OF SECTION 14, A DISTANCE OF 1319.71 FEET TO A POINT;
THENCE N89°57'51"W, A DISTANCE OF 2639.68 FEET TO A POINT ON THE WEST SECTION LINE OF SECTION 14;
THENCE N00°27'40"W ALONG SAID WEST SECTION LINE OF SECTION 14, A DISTANCE OF 1320.20 FEET TO THE WEST QUARTER CORNER OF SECTION 14;
THENCE N00°27'35"W CONTINUING ALONG SAID WEST SECTION LINE OF SECTION 14, A DISTANCE OF 1320.41 FEET TO THE POINT OF BEGINNING;

SUBJECT TO ALL EASEMENTS OR RIGHTS-OF-WAYS APPARENT OR RECORDED.

CONTAINING 120.97 ACRES MORE OR LESS.

PARCEL "B"

THE NORTHEAST QUARTER (NE¼) OF SECTION 14, TOWNSHIP 11 SOUTH, RANGE 24 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YUMA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SECTION 14, BEING THE POINT OF BEGINNING;
THENCE S00°27'40"E ALONG THE EAST SECTION LINE OF SECTION 14, A DISTANCE OF 2639.41 FEET TO THE EAST QUARTER CORNER OF SECTION 14;
THENCE N89°57'51"W ALONG THE EAST-WEST MID-SECTION LINE OF SECTION 14, A DISTANCE OF 2639.68 FEET TO THE CENTER QUARTER CORNER OF SECTION 14;
THENCE N00°27'35"W ALONG THE NORTH-SOUTH MID-SECTION LINE OF SECTION 14, A DISTANCE OF 1320.41 FEET TO THE NORTH QUARTER CORNER OF SECTION 14;
THENCE S89°57'51"E ALONG THE NORTH SECTION LINE OF SECTION 14, A DISTANCE OF 2639.68 FEET TO THE POINT OF BEGINNING;

SUBJECT TO ALL EASEMENTS OR RIGHTS-OF-WAYS APPARENT OR RECORDED.

CONTAINING 120.97 ACRES MORE OR LESS.

PARCEL "C"

THE SOUTHEAST QUARTER (SE¼) AND THE EAST HALF OF THE SOUTHWEST QUARTER (E½SW¼) OF SECTION 14, TOWNSHIP 11 SOUTH, RANGE 24 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YUMA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SECTION 14, BEING THE POINT OF BEGINNING;
THENCE N89°57'51"W ALONG THE SOUTH SECTION LINE OF SECTION 14, A DISTANCE OF 2639.68 FEET TO A POINT;
THENCE N00°27'40"W, A DISTANCE OF 1320.20 FEET TO A POINT ON THE NORTH-SOUTH MID-SECTION LINE OF SECTION 14;
THENCE N89°57'51"W, A DISTANCE OF 1319.84 FEET TO THE SOUTH QUARTER CORNER OF SECTION 14;
THENCE N00°27'35"W ALONG SAID NORTH-SOUTH MID-SECTION LINE OF SECTION 14, A DISTANCE OF 1320.41 FEET TO THE CENTER QUARTER CORNER OF SECTION 14;
THENCE S89°57'51"E ALONG THE EAST-WEST MID-SECTION LINE OF SECTION 14, A DISTANCE OF 2639.68 FEET TO THE EAST QUARTER CORNER OF SECTION 14;
THENCE S00°27'40"E ALONG THE EAST SECTION LINE OF SECTION 14, A DISTANCE OF 2639.41 FEET TO THE POINT OF BEGINNING;

SUBJECT TO ALL EASEMENTS OR RIGHTS-OF-WAYS APPARENT OR RECORDED.

CONTAINING 159.97 ACRES MORE OR LESS.



VICINITY MAP



NORTH

SCALE: 1"=300'

BOOK 29 OF SURVEYS
PAGE 4

OWNER OF RECORD:

APN 784-01-04A
M.C.P. FARMING COMPANY, L.L.C.
10445 S. CAMINO DEL SOL
YUMA, AZ. 85367

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF YUMA }

THE INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23rd DAY OF August, 2015, BY EDDIE LOO.

NOTARY PUBLIC

MY COMMISSION WILL EXPIRE October 19, 2015

OWNER OF RECORD:

APN 784-01-03
YUMA RIVERSIDE DEVELOPMENT
10455 S. CAMINO DEL SOL
YUMA, AZ. 85367

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF YUMA }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23rd DAY OF August, 2015, BY EDDIE LOO.

NOTARY PUBLIC

MY COMMISSION WILL EXPIRE October 19, 2015

OWNER OF RECORD:

APN 784-01-04B
ELIZABETH CARPENTER
10455 S. CAMINO DEL SOL
YUMA, AZ. 85367

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF YUMA }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 21st DAY OF August, 2015, BY ELIZABETH CARPENTER.

NOTARY PUBLIC

MY COMMISSION WILL EXPIRE October 19, 2015

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A LAND SURVEYOR LICENSED ON THE ROSTER OF ACTIVE REGISTRANTS BY THE STATE BOARD OF TECHNICAL REGISTRATION OF ARIZONA, AND THAT THIS MAP CONSISTING OF ONE (1) SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION DURING JUNE OF 2015, THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN.

BY: _____ JOHN C. DOOLITTLE, R.L.S. No. 16228

LEGEND

———	INDICATES BOUNDARY LINE
———	INDICATES CENTERLINE
- - - -	INDICATES RIGHT-OF-WAY LINE
- - - -	INDICATES EASEMENT LINE
●	SET PROPERTY CORNER TO BE MARKED BY 1/2" DIA. REBAR TAGGED WITH CAP L.S. 16228 (UNLESS NOTED OTHERWISE)
○	EXISTING MONUMENT (SIZE AS SHOWN)
B.C.	INDICATES BRASS CAP
Y.C.R.	INDICATES YUMA COUNTY RECORDERS
G.L.O.	INDICATES GENERAL LAND OFFICE
N.A.E.	INDICATES NON ACCESS EASEMENT
(M)	INDICATES MEASURED DATA
(R1)	DATA REFERS TO YUMA AREA SERVICE HIGHWAY RELOCATION SURVEY, AS RECORDED IN BOOK 3 OF SURVEYS, PAGE 44, YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R2)	DATA REFERS TO FEE #2004-37184 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R3)	DATA REFERS TO FEE #2009-11501 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R4)	DATA REFERS TO DOCKET 674 PAGE 183, AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R5)	DATA REFERS TO FEE #2004-37184 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R6)	DATA REFERS TO FEE #2006-11502 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R7)	DATA REFERS TO FEE #2006-19644 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R8)	DATA REFERS TO DOCKET 674 PAGE 828, AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R9)	DATA REFERS TO FEE #2004-11502 AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA
(R10)	DATA REFERS TO DOCKET 674 PAGE 788, AS RECORDED IN YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA

ELABORATED BY:

VEGA & VEGA ENGINEERING PLLC
1845 S. 8th Avenue 928-329-0800 Tel
Yuma, Az. 85364 928-347-4252 Fax
www.vegaeng.com

BASIS OF BEARING

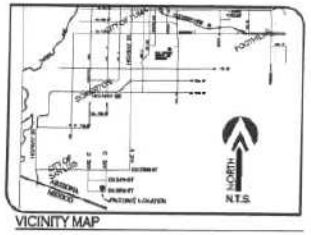
THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 14, T 11 S., R24W., G.&S.R.B.&M., YUMA COUNTY, ARIZONA, BEING THE LINE THE CENTERLINE OF AVENUE B, AS SHOWN ON YUMA AREA SERVICE HIGHWAY RELOCATION SURVEY, AS RECORDED IN BOOK 3 OF SURVEYS, PAGE 44, YUMA COUNTY RECORDERS OFFICE, YUMA COUNTY, ARIZONA.

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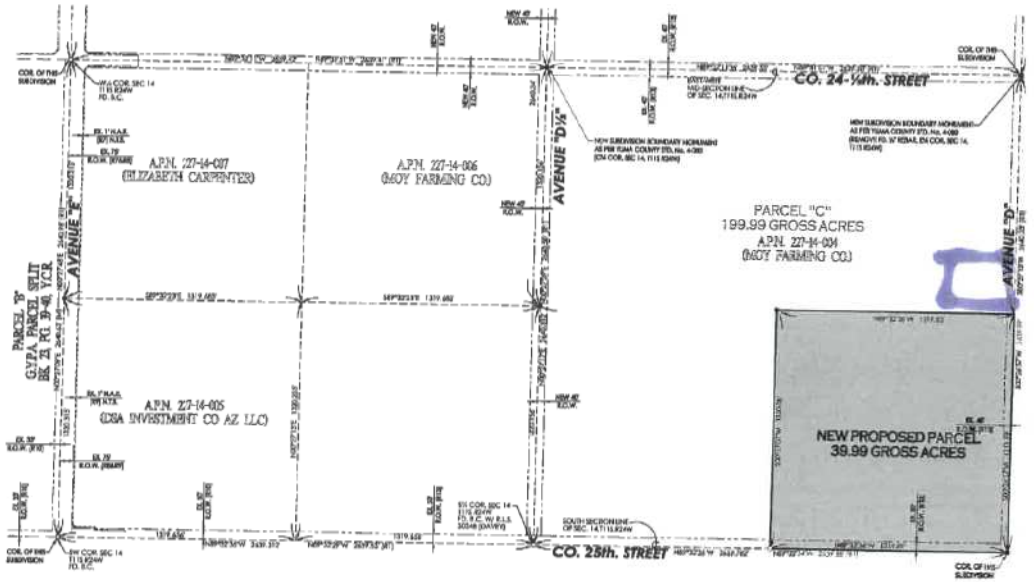
SHEET 1 OF 1

Exhibit A1

NEW PROPOSED PARCEL
NW CORNER OF CO. 25TH. STREET & AVE. "D"
PRELIMINARY



VICINITY MAP



NORTH

SCALE: 1"=300'

PRELIMINARY

ELABORATED BY:

V=V22-240

VEGA & VEGA ENGINEERING PLLC
2619 S. Avenue 3½ E 928-329-0000 Tel
Yuma, Az. 85364 928-247-6702 Fax
www.vegaandvega.com

APPRAISER'S QUALIFICATIONS

MARK A NELSON, MAI

Background

Landmark Valuation Services Inc. was formed in 1994 to provide professional appraisals of investment and non-investment grade real estate in Arizona. Mr. Nelson, the principal, has a diverse background in the valuation of apartments, industrial developments, office buildings, retail developments, and residential subdivisions for mortgage financing, loan workouts, bank foreclosures, estate valuation, appraisal reviews, investment counseling and analysis, and buyer/seller transactions.

Appraisal Experience

Landmark Valuation Services Inc., Gilbert, Arizona
Principal, January 1994 - Present
Landmark Valuation Services Inc. provides real estate valuation of apartments, general offices, industrial developments, medical office buildings, shopping centers, residential subdivisions, and undeveloped acreage. Properties appraised ranged in value from $100,000 to $50,000,000.

Gladstone and Company, Phoenix, Arizona
Real Estate Analyst, August 1993 - January 1994
Gladstone and Company specialized in valuing apartment, industrial, office and retail developments in Arizona and Washington. Properties appraised ranged in value from $200,000 to $5,000,000.

Bankers Real Estate Counseling Group, Spokane, Washington and Phoenix, Arizona
Real Estate Analyst, October 1988 - August 1993
Bankers Real Estate Counseling Group specialized in valuing apartment, industrial, office and retail developments in Arizona and Washington. Properties appraised ranged in value from $200,000 to $5,000,000.

Southwest Savings and Loan Association, Phoenix, Arizona
Residential Appraiser, August 1986 - September 1988

Farmers Home Administration, Rapid City, South Dakota
Credit Officer and Appraiser, January 1984 - August 1986

Areas of Experience

· Apartments	· Condominiums	· General Office
· Medical Office	· Industrial Developments	· Shopping Centers
· Special Use Properties	· Subdivisions (Residential and Industrial)	

Education

South Dakota State University, Bachelor of Science degree in Business, 1983
Arizona State University, Graduate Study in Finance, 1991

Appraisal Institute

- Advanced Applications
- Basic Valuation Procedures
- Income Capitalization Part A
- Income Capitalization Part B
- Real Estate Appraisal Principals
- Report Writing & Valuation Analysis
- Standards of Professional Practice Parts A and B
- Case Studies in Commercial Real Estate

Scottsdale School of Real Estate

- Arizona Subdivision Law
- Bankruptcy
- Environmental Problems and their Effect on Land Values
- Exchanging Real Estate
- Federal Fair Housing and ADA
- Finance and Foreclosures
- Uniform Standards of Appraisal Practice
- Working with Blueprints

Institute of Financial Education

- Residential Mortgage Lending
- Single Family Residential Appraisal

Other

- American with Disabilities Seminar
- Flood Zone Seminar

MAI Continuing Education completed

Professional Designations and Certifications

MAI, Member Appraisal Institute, Appraisal Institute, Awarded 1994. Member Number 10310.
Arizona State Certified General Real Estate Appraiser, Certificate No. 30695

Partial Summary of Appraisal Assignments

Industrial

- Three-Five Systems Corporate Office, 89,200 SF, Office/Industrial Development
- Grandview Plaza, 25,144 SF, Multi-tenant industrial Building
- Foxworth Galbraith Lumber Yard, 30,000 SF Industrial Building
- Desert Depot, 103,805 SF Proposed Warehouse and 112,000 SF Existing Warehouse
- Hewson Industrial Building, 43,550 SF in Scottsdale Airpark

Retail

- Lincoln Village Shops, 34,000 SF, Strip Shopping Center
- Hampton Plaza, 31,000 SF, Strip Shopping Center
- Albertsons Center, 22,000 SF, Inline Retail Space
- King's Inn Center, 22,00 SF, Inline Retail Space
- Sawmill Square, 135,171 SF Neighborhood Center
- Perper Plaza, 11,559 SF Strip Center
- Design Source Furniture Store and Strip Center, 32,908 SF
- Houston Furniture, 37,600 SF Retail and 7,200 SF Warehouse

Office

- Fifth Ave Medical Office Building, 31,000 SF, Multi-Tenant Medical Office Building
- 444 West Osborn Road, 35,000 SF, Multi-Tenant Medical Office Building
- Lincoln Towne Center, 235,000 SF, General Office Building
- One West Madison Building, 30,000 SF, General Office Building
- 24th and Camelback Office Building, 240,000 SF General Office Building
- Northern Business Center, 31,000 SF General Office Building
- Yuma Pediatric Center, 8,342 SF
- Red Mountain Office Condominiums, 12 Buildings, 51,966 SF (A and D Loan)
- Policinica San Xavier Medical Center, 21,000 SF

Multifamily

- Casa Del Largo Apartment, 96 Unit Tax Credit Development
- Maryland Lakes Apartments, 196 Units
- Northern Point Apartments, 484 Units
- Medpark Apartments, 80 Units

Special Use/Other

- Temple Beth (Religious Campus)
- Outryder Restaurant (Ocean front Restaurant)
- National Bank Branch in Page, Arizona
- Checker Auto Store, 8,000 SF
- Yuma County Adult Probation Headquarters, 33,640 SF
- A-Secured Self Storage, 588 Vehicle Stalls

Clients:

- *Alliance Bank*
- *Bank of America*
- *California Bank and Trust*
- *First Bank Yuma*
- *Farmers Insurance Group of Companies*
- *Farm Credit Services*
- *Foothills Bank of Yuma*
- *JP Morgan*
- *Midfirst Bank*
- *National Bank of Arizona*
- *US Government*
- *Wells Fargo Bank*

Department of Insurance and Financial Institutions

State of Arizona

CGA - 30695

This document is evidence that: **MARK ALAN NELSON** has complied with the provisions of Arizona Revised Statutes, relating to the establishment and operation of a:

Certified General Real Estate Appraiser

and that the Superintendent of Financial Institutions of the State of Arizona has granted this license to transact the business of a:

Certified General Real Estate Appraiser

MARK ALAN NELSON

This license is subject to the laws of Arizona and will remain in full force and effect until surrendered, revoked or suspended as provided by law.

Expiration Date : **September 30, 2023**

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. I.**

Meeting Date: 04/12/2023

Department Head: Jenny Torres, Assistant City Manager, Administration

Submitted By: Yigal Duarte, Economic Development Assistant, Administration, Economic Development

Action Requested: Motion
Resolution

ITEM:

Discussion and possible action on any and all matters regarding Resolution No. 2258. A Resolution of the Mayor and City Council of the City of San Luis, Arizona, adopting a Fair Housing Policy, making known its commitment to the principle of fair housing, and describing actions it shall undertake to affirmatively further fair housing. **(Jenny Torres, Assistant City Manager)**

SUMMARY:

The Housing and Community Development Act of 1974 as amended requires that all applicants for Community Development Block Grants funds certify that they shall affirmative further fair housing. The City is committed to undertake such actions to further fair housing to include, but not limited to refer persons that are being discriminated to appropriate agencies, publicize this resolution and promote the month of April as Fair Housing month.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPROVE AND ADOPT RESOLUTION NO. 2258.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	NO
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

There is no fiscal impact associated with this agenda item.

Attachments

Resolution No. 2258

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Resolution

NO. 2258

A RESOUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN LUIS, YUMA COUNTY, ARIZONA; ADOPTING A FAIR HOUSING POLICY, THE CITY MAKES KNOWN ITS COMMITMENT TO THE PRINCIPLE OF FAIR HOUSING AND DESCRIBING ACTIONS IT SHALL UNDERTAKE TO AFFIRMATIVELY FURTHER FAIR HOUSING.

WHEREAS, the Housing and Community Development Act of 1974 as amended requires that all applicants for Community Development Block Grant funds certify that they shall affirmatively further fair housing; and

WHEREAS, the Civil Rights Act of 1968 (commonly known as the Federal Fair Housing Act) as amended, prohibits discrimination in the sale, rental, and financing of dwellings, and in other house-related transactions based on race, color, national origin, religion, sex, familial status (including children under the age of 18 living with parents or legal custodians, pregnant women, and people securing custody of children under the age of 18), and disability; and

WHEREAS, fairness is the foundation of the American system and reflects traditional American values and discriminatory housing practices undermine the strengths and vitality of America and its people; and

WHEREAS, April has traditionally been designated as Fair Housing Month in the United States.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of San Luis, Arizona as follows:

SECTION 1

That the Mayor and City Council hereby wish all persons living in, working in, conducting business in, or traveling through this City to know that the City is committed to Fair Housing and does not condone discrimination in the sale, rental, and financing of dwelling, and in other house-related transactions based on race, color, national origin, religion, sex, familial status (including children under the age of 18 living with parents or legal custodians, pregnant women, and people securing custody of children under the age of 18), and disability; and

The City of San Luis will refer all persons who feel that they have been discriminated against regarding Fair Housing issues to the Southwest Fair Housing Council, the State Department of Housing, the Arizona Attorney General's Office, or the Department of Housing and Urban Development (HUD); and

The City of San Luis shall publicize this Resolution, thereby encouraging owners of rental properties, developers, builders, and other involved with housing to become aware of their respective responsibilities and rights under the Fair Housing Amendments Act of 1988 and any applicable state or local laws or ordinances.

The City of San Luis additionally furthers fair housing by posting copies of this Resolution in public places, proclaiming April as Fair Housing Month in the City of San Luis, posting Fair Housing posters to public areas, and distributing Fair Housing letters to different housing organizations.

APPROVED, PASSED and **ADOPTED** by the Mayor and City Council of the City of San Luis, Arizona, this _____ day of March 2023.

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

_____
Kay Marion Macuil, City Attorney

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. J.**

Meeting Date: 04/12/2023

Department Head: Jenny Torres, Economic Development Manager, Administration, Economic Development

Submitted By: Jenny Torres, Assistant City Manager, Administration

Action Requested: Motion
Public Hearing
Resolution

ITEM:

Public hearing followed by discussion and possible action on any and all matters regarding Resolution No. 2260. A Resolution of the Mayor and City Council of the City of San Luis authorizing the submission of an application for FY 2023 Community Development Block Grant (CDBG) Regional Account funds (RA) and FY 2022 State Special Projects (SSP) funds, certifying that said applications meet the community's previously identified housing and community development needs and the requirements of the Arizona Department of Housing (ADOH) Community Development Block Grant Program, and authorizing all actions necessary to implement and complete the activities outlined in said applications. **(Jenny Torres, Assistant City Manager)**

A. Open Public Hearing
   1.) Presentation by staff
   2.) Call to the public on this item
B. Close Public Hearing
C. Action on Resolution No. 2260

SUMMARY:

The Arizona Department of Housing Community Development Block Grant (CDBG) Program requires that a public hearing be held at a regular meeting of the local governing body to allow citizens to comment on the proposed projects to be funded with CDBG funds, and adopt a resolution selecting the project(s) for application(s) advancing for CDBG funding.

Staff recommending Merrill Avenue Street Improvements Phase I Project for CDBG Regional Account funding and Merrill Avenue Street Improvements Phase II Project for CDBG State Special Project funding. Both projects ranked as having the highest potential for advancement to the Arizona Department of Housing.

The City of San Luis is eligible to submit one (1) Regional Account application and one (1) State Special Project for FY 2022 SSP and FY 2023 RA funding.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO OPEN PUBLIC HEARING

1.) **Presentation by staff**

2.) **Call to the public on this item**

B. I MOVE TO CLOSE PUBLIC HEARING

C. I MOVE TO APPROVE AND ADOPT RESOLUTION NO. 2260.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	YES
CITY/STATE/FEDERAL FUNDS:	State
TOTAL:	$2,213,679
BUDGETED AMOUNT:	See Fiscal Impact Statement
AVAILABLE AMOUNT TO TRANSFER:	See Fiscal Impact Statement
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	See Fiscal Impact Statement

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

This grant application is for an award of approximately $496,929.00 CDBG RA funds and approximately $500,000.00 of CDBG SSP funds received. This application requires the City to provide matching funds in the amount of $$1,216,750. For a Total scope project of $2,213,679. The commitment of the matching funds are included in the presentation of resolution 2260. If approved City will make sure these funds are allocated in the budget for next fiscal year 2024.

Attachments

Resolution No. 2260

ADOH NOFO SSP

CDBG MOD 2023

PW Needs Identification Forms

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Resolution

NO. 2260

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN LUIS, ARIZONA, AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR FY 2023 STATE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) REGIONAL ACCOUNT FUNDS (RA) AND FY 2022 STATE SPECIAL PROJECT FUNDS (CDBG-SSP), CERTIFYING THAT SAID APPLICATIONS MEET THE COMMUNITY'S PREVIOUSLY IDENTIFIED HOUSING AND COMMUNITY DEVELOPMENT NEEDS AND THE REQUIREMENTS OF THE STATE CDBG PROGRAM, AND AUTHORIZING ALL ACTIONS NECESSARY TO IMPLEMENT AND COMPLETE THE ACTIVITIES OUTLINED IN SAID APPLICATIONS.

WHEREAS, the City of San Luis, Arizona, is desirous of undertaking community development activities; and

WHEREAS, the State of Arizona is administering the Community Development Block Grant Program; and

WHEREAS, the State CDBG RA and SSP Programs requires that CDBG funds requested address one of three Congressionally mandated National Objectives; and

WHEREAS, the activities within these applications address the community's identified housing and community development needs, including the needs of low- and moderate -income persons; and

WHEREAS, an Applicant for State CDBG-RA and CDBG-SSP funds is required to comply with the program guidelines and federal statutes and regulations.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of the City of San Luis, Arizona, County of Yuma, authorize these applications to be made to the State of Arizona, Department of Housing for FY 2023 CDBG-RA funds and FY 2022 CDBG-SSP funds, and authorize the Mayor to sign applications, contract or grant documents for receipt of and use of these funds for Merrill Avenue Street Improvement Phase I and Merrill Avenue Street Improvements Phase II; and authorize the Mayor to take all actions necessary to implement and complete the activities submitted in said applications; and

THAT, these applications for State CDBG funds meets the requirements of low- and moderate-income benefit for activities justified as benefiting low- and moderate-income persons, aids in the prevention or elimination of slum and blight or addresses an urgent need which poses a threat to health; and

THAT, the City of San Luis, Arizona will comply with all State CDBG program guidelines, federal statutes, and regulations applicable to the State CDBG-RA and CDBG-SSP Program and the certifications contained in these applications.

PASSED AND ADOPTED by the Mayor and City Council of the City of San Luis, Arizona, County of Yuma this ____ day of April 2023.

Nieves Riedel, Mayor

ATTEST:

Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

Kay Marion Macuil, City Attorney

Arizona Department *of* Housing

FFY2022 CDBG
State Special Project
Notice of Funding Available

Date Issued: February 15, 2023

1110 West Washington Street, Suite 280 | Phoenix, AZ 85007
Telephone: (602) 771-1000 | Facsimile: (602) 771-1002 | TTY: (602) 771-1001

EQUAL HOUSING OPPORTUNITY

Table of Contents

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Eligible Activities 1

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Application Submittal 4

Introduction

The Arizona Department of Housing ("ADOH" or the "Department") is pleased to announce a Notice of Funding Availability ("NOFA") for approximately $1,602,574 in Community Development Block Grant (CDBG) funding from the State Special Projects (SSP) account. The FFY2022 SSP funds will be distributed in one competitive funding round and the application submission deadline is Tuesday, May 15, 2023 at 4 p.m.

The Application Process for the SSP funding allocation is described in the CDBG Application Handbook (REV. January 2020) with any changes or additional requirements outlined in this NOFA. The CDBG Application Handbook, FFY2022 CDBG SSP Application Rating Tool and CDBG Application Form can be obtained from the ADOH website at: https://housing.az.gov/documents-links/forms/community-revitalization

Eligible Applicants

Consistent with federal law, eligible applicants for the State CDBG Program are:

- All incorporated cities and towns, except those located within Maricopa, and Pima Counties and excluding the cities of Casa Grande, Douglas, Eloy, Flagstaff, Florence, Mammoth, Maricopa, Prescott, Sierra Vista, Yuma and Tribal lands.
- All of Arizona's counties except Maricopa, Pima and Unincorporated Pinal Counties.

Eligible Activities

Eligible activity categories are found in the CDBG Application Handbook at Section 6 State Special Projects (SSP). Activities must meet a CDBG National Objective and at least seventy (70%) of the State's total allocation of funds annually must benefit persons of low and moderate income. Applicants unsure of an activity's eligibility are encouraged to contact ADOH staff to discuss the project.

Eligible activities should be ready to begin implementation within thirty-(30)-days of execution of the Funding Agreement, and must anticipate completion within the self-determined and approved contract timeframe, generally not to exceed twenty-four (24) months.

Thresholds and Application Requirements

There are general thresholds that apply to every application and thresholds that are project specific. Applications must meet both general and project specific thresholds in order to be eligible for scoring. Any application that does not meet all applicable threshold requirements will not be competitively scored and will be denied for funding.

In addition to the thresholds that are found at Section 6 "State Special Projects" of the CDBG Application Handbook (REV. January 2020) the following thresholds apply:

- **Project application must be for activities that align with the state's FY2020-2024 Consolidated Plan (Con Plan) at sections SP-45 and AP-20.** The Con Plan is available for

review or download from the publications page of the Department's website at: https://housing.az.gov/documents-links/publications.

- **Slum/Blight and Urgent Needs** activities are capped at a maximum of thirty percent (30%) of the total CDBG allocation per year. Applicants proposing Slum/Blight or Urgent Need projects must notify the Department in advance for approval of the submission of a Slum/Blight or Urgent Need project application. *Slum/Blight projects must address one or more of the conditions indicated in the applicant's resolution as the reason for designation of the target area as Slum/Blight.*

- **Budget:** Applicant must submit a detailed budget for both administrative and project funding (including any Leverage funding), which has been carefully considered to maximize the potential of CDBG funds. Budget should demonstrate project viability, sufficient funding to complete the entire project and document proposed expenses and schedules. The source of all Leverage funding must be provided.

- **Service Area:** Applicant must provide documentation evidencing a clearly defined and appropriate Service Area for the project (e.g. project maps, census data, surveys, appropriate/complete application forms etc.). Per application Form 4 Applicant, must attach a narrative explanation justifying the geographical outline of the Service Area.

Please review Part I "Thresholds" of the ADOH FFY2022 CDBG SSP Application Rating Form. The rating tool can be obtained from the ADOH website at: https://housing.az.gov/documents-links/forms/community-revitalization.

Public Participation

ADOH encourages each community to combine SSP projects with Regional Account Projects in the public participation and publication process to avoid the need for additional publications and hearings. *All documented evidence of Public Participation process where the project for this SSP application was selected must be submitted.* Please refer to Section 5 of the CDBG Application Handbook (Rev. 1/15/20): https://housing.az.gov/documents-links/handbooks.

Scoring

Only projects with the highest competitive score that meet underwriting, threshold, and eligibility requirements will qualify for an award of CDBG SSP funds under this NOFA. Applications shall be competitively scored in accordance with the following criteria. Refer to the FY2022 CDBG SSP Application Rating Form for specific criteria for each scoring category.

Point Scoring Summary	Maximum Points
Application Correct and Complete	Up to Ten (10)
Percentage of Low-Mod Persons Served	Up to twenty (20)
Leverage	Up to five (5)
Performance	Up to fifty-five (55)
Severe Need	Up to ten (10)
Total Maximum Points	**100**

Selection Notification

ADOH anticipates notifying all applicants within thirty-(30)-days of application deadline as to whether they will be funded. Applicants approved for funding should be prepared to initiate projects within thirty-(30)-days of notification.

Upon request, both funded and unfunded applicants will have the opportunity to review their application's scoring with ADOH staff in order to increase their competitiveness in subsequent application and funding processes.

Maximum Grant Amount

The maximum grant available including administrative funding under this notice is $500,000.00. Funds unexpended at contract termination shall be returned to ADOH.

Technical Assistance

The Department will not preview, comment on, or pre-judge any element of any application prior to its initial submittal. A limited amount of assistance is available regarding the interpretation of the Department's policies, the CDBG SSP program in general, and how program requirements should be applied. All requests for clarification shall be made in writing via e-mail to cd&r-nofa@azhousing.gov

Application Timeline

The following is a listing of key dates in the application and funding process:

Application Handbook (REV. January 2020) release:	January 24, 2020
NOFA release:	February 15, 2023
Application Deadline:	May 15, 2023, 4:00 p.m.

Application Submittal

ADOH will accept an application for ***one (1)*** project from each community/county eligible to receive funding from the State CDBG Program.

Applications must be electronically submitted and received by ADOH through the CDBG and HOME Portal located on the ADOH website at: https://housing.az.gov/portals/document-upload-portals no later than **Tuesday, May 15, 2023 by 4:00 p.m**.

Applications *may not* be submitted via U.S. mail, Fed-ex, UPS, e-mail or fax.

Questions regarding application submission may be sent via e-mail to:

kathy.blodgett@azhousing.gov

Western Arizona Council of Governments

Community Development Block Grant (CDBG)
FY 2023
Final Method Of Distribution (MOD)

Western Arizona Council of Governments (WACOG) was founded in 1971. The organization is a governmental non-profit that is dedicated to serving its local jurisdictions, income challenged households, and vulnerable populations in La Paz, Mohave, and Yuma, Counties.

WACOG works on a broad range of issues and programs including: the Community Development Block Grant (CDBG), Community Services Block Grant (CSBG), Early Childhood Education, Health, Low-Income Home Energy Assistance (LIHEAP), Nutrition, Services for Older Americans, Homelessness Prevention, Social Service Block Grant (SSBG), Transit and Transportation, Tax and Income Policies, Weatherization Assistance, and Housing Issues.

WACOG Executive Board Approval Date: March 23, 2023,

The Community Development Block Grant (CDBG) funds originated with the passage of the Housing and Community Development Act of 1974. The Arizona Department of Housing has been designated by the United States Department of Housing and Urban Development (HUD) to administer the small cities funding under the CDBG Program in Arizona. The regional account system is a method of equitably distributing CDBG funds to address local needs while having the local governments plays an important role in the grant solicitation process. Western Arizona Council of Governments' (WACOG) Method of Distribution (MOD) recognizes that role by using County allocations as its basis for localizing these decisions.

WACOG's Method of Distribution is formulated with the understanding that all applicable regulations, State or Federal, included in the FY 2003 CDBG Application Handbook updates and adopted as the FY 2013-14 regulations, produced by the Arizona Department of Housing, are incorporated - as they apply - into the WACOG Funding Strategy and any updated regulations provided on the ADOH website.

All potential regional applicants will be notified of the MOD, by mail, fax or hand delivery, at least 90 days prior to the deadline of 5 P.M. ON FRIDAY, May 19, 2023 for the submittal of regional projects for 2023. Records of how that notice was provided will be kept by WACOG.

A. TYPE OF METHOD OF DISTRIBUTION

The WACOG MOD is primarily an entitlement system. The communities entitled to receive funds in a rotating yearly manner and the percent of the total county allocation each will receive are determined by the WACOG Executive Board. The entitlement component results in each County being allocated funds calculated on a weighted formula of 70% persons in poverty (based on the 2010 Census) and 30% population (using the most recent Arizona Population Technical Advisory Committee [POPTAC] estimates), excluding the Indian population living on reservations and the City of Yuma, which is an entitlement entity. The WACOG Executive Board may adjust the percentages to reflect the local need.

REGION IV: CDBG
REVISED WEIGHTED AVERAGE DISTRIBUTION
FY-23

Step #1

	Mohave County	[1]Yuma County	Region IV
Population per ADOH:	210,572	105,119	315,691
% of Total Regional Population	66.70%	33.30%	100.00%
Poverty as per ADOH*	33,822	20,341	54,163
% of Total Region Poverty	62.44%	37.56%	100.00%

Step #2

	Mohave County	Yuma County	Region IV
% of Total Region Population	66.20%	33.30%	100.00%
30% Weight	30.00%	30.00%	
Population % weighted @30%	20.01%	9.99%	30.00%

Step #3

	Mohave County	Yuma County	Region IV
% of Total Region Poverty	62.44%	37.56%	100.00%
70% Weight	70.00%	70.00%	
Poverty Weighted @70%	43.71%	26.29%	70.00%

Step #4

	Mohave County	Yuma County	Region IV
Population % weighted @30%	20.01%	9.99%	30.00%
Poverty Weighted @70%	43.71%	26.29%	70.00%
Weighted Averages	63.72%	36.28%	100.00%

By County	*Adjusted Weight Distribution	%	CDBG Funds
La Paz County			$232,618
Mohave County	63.72%		$1,636,735
Yuma County	36.28%		$933,275
Region IV	**100.00%**	**$2,802,628**	**$2,802,628**

* Based on WACOG Executive Board decision to provide a base amount for La Paz County of $236,000 on 2/13/2003. Reductions have taken place since based on the reductions of CDBG funding.

* Revised Weighted Distribution based on La Paz County base amount, the 70/30 ratio applied to all counties to incorporate La Paz County into Regional increase for FY-23

1 The Yuma County numbers exclude the City of Yuma, who is a CDBG Entitlement City.

MOD Calculations

FY 23 CDBG DISTRIBUTION:

FY 23 2/23/23

La Paz County				
	Town of Parker		100%	$247,951
	Total La Paz County	**8.3%**		**$247,951**
Mohave County				
	Bullhead City		50%	$872.775
	Lake Havasu City		50%	$872,775
	Total Mohave County	**58.40%**		**$1,745,550**
Yuma County				
	City of San Luis		50%	$496,929
	City of Somerton		50%	$496,928
	Total Yuma County	**33.3%**		**$993,857**
	REGION IV TOTAL	**100%**		**$2,987,358**

Application Cycle for FY2023 Funds: 100% $2,987,358 (estimated)
Based on 70% Persons in Poverty (2009-2013 5 yr. American Community Survey) and
30% Population (2022 POPTAC Estimates).

Unless the Executive Board rules an entity's application ineligible, no substitution will be allowed. In the event that an entity should choose not to apply, those funds would remain within that entity's county and distribution would be determined by that county's entities under a special vote.

Entitlement applicants may choose to file a multi-jurisdictional application with another entitled or non-entitled applicant. An entitlement applicant may file a multi-jurisdictional application AND also file a second separate application, as long as the funds are within the total allocated amount. Entities within the same county may also agree between themselves to make up to a 10% adjustment in the funding amount to meet a local need (i.e., one entity agrees to reduce their request to satisfy a greater need of a neighboring applicant).

If an entitlement's regional account application is deemed non-fundable by WACOG staff, then that entitlement's backup application(s) will be given first preference to the funding.

If there is no backup application, then backup applications within the designated county will then be reviewed for funding. If there are no backup applications within the designated county, then backup applications within the WACOG region will then be reviewed for funding

In the event that there are no RA backup applications, the funds will then be evenly distributed to all other entitlements within the WACOG Region. If the funds exceed 35% of the initial amount, the entities must go through the Public Participation process and publish Public Notice #3.

If the Arizona Department of Housing determines during its review process that a project is non-fundable, after the regional account applications have been submitted to the State, those funds would revert back to the WACOG regional funds. WACOG would then proceed to redistribute those funds based on the process described above.

B. SUBMITTAL OF APPLICATION

I. All applications must be submitted to the **WACOG Executive Director, 1235 S. Redondo Center Drive, Yuma, Arizona, 85365; no later than: Five (5:00 p.m.), May 19, 2023.**

II. All required application documentation must be submitted with the application no later than Five (5:00 p.m.), **May 19, 2023.** Refer to the Arizona Community Development Block Grant Program latest Application Handbook on the ADOH website, Application Review Forms, for a complete listing of all forms that must be submitted as applicable to each project.

III. Applicants should adhere to all on-line application processes for Regional Applications established be the Arizona Department of Housing (ADOH), including deadlines and required documentation. **Failure to do so may result in the applicant being denied CDBG funding by ADOH.**

C. MINIMUM OR MAXIMUM APPLICATION OR ACTIVITY AMOUNTS

WACOG has no set minimum-funding amount for an activity. Maximum funding amounts are based on the percent of the total FY 2023 allocation that will be provided to each County, and then the percent of that County's share to which an entity will be entitled. However, an entity may choose to identify several activities to receive funding as long as the combined total of the activities does not exceed the maximum activities establish by ADOH.

D. ALLOCATION METHOD REDISTRIBUTED DE-OBLIGATED FUNDS

The Arizona Department of Housing may re-obligate funds to the same community from which it was de-obligated to an existing or new contract of the same funding year based on the following criteria: 1) performance of the contract from which the funds were de-obligated; and 2) ability to commit de-obligated funds to another project that can immediately use the funds provided the new funds can be committed through a contract within 60 days, subject to ADOH rules governing on de-obligated funds.

If ADOH cannot reallocate de-obligated funds according to the above criteria the de-obligated funds will be redistributed by ADOH, to WACOG's Regional Account, if allowable.

E. SLUM BLIGHT (SB)/URGENT NEED (UN)/PUBLIC SERVICES AND NON PROFIT ACTIVITES

PROCEDURES TO ENSURE A MAXIMUM OF 30% IS RECOMMENDED FOR ACTIVITIES JUSTIFIED ON THE BASIS OF EITHER THE SLUM BLIGHT (SB) OR /URGENT NEED (UN) NATIONAL OBJECTIVES

The Region IV MOD allows for recommendations of activities justified on either the SB or UN national objectives to a maximum of 30% of its RA allocations, utilizing a first-come, first-served basis for both types of activities to ensure that the 30% limitation is not exceeded.

Approval is based on a first come, first serve basis for either funding so as to ensure the 30% limitation is not exceeded.

In the event that an Urgent Need issue should arise after the May 19, 2023 deadline, WACOG would review the request with the WACOG Executive Board and the ADOH CDBG Program on a case-by-case basis to determine how to proceed.

F. PROCEDURES TO IMPLEMENT THE MOD, INCLUDING ENSURING THAT NO APPLICANT EVALUATES ITS OWN APPLICATION, AND NOTIFICATION OF APPLICANTS

All potential regional applicants will be notified of the MOD, by mail, fax or hand delivery at least ninety (90) days prior to the deadline for submittal of regional projects for FY 2020 funding. Records of how that notice was provided will be kept by WACOG.

Applicants are requested to send in separate applications, one for each of their entitlement activities. All WACOG entity applications must be submitted to the **WACOG Executive Director, 1235 S. Redondo Center Drive, Yuma, Arizona, 85365; no later than: 5:00 p.m., May 19, 2023.**

All applications will be DELIVERED TO WACOG in the following ADOH prescribed manner:

1. Original and one copy of completed application, top two-holed punched with metal clasp.
2. The application shall be split into activities with the first activity packet containing Activity #1 Admin AND Activity #2, the Disclosure Report and all the required certifications and public notice information placed after the backup documentation for Activity #2. The administration charged to each activity will be no more than 18% of the total cost of that activity.
3. Each activity packet thereafter will have a Form 1 and a Form 3 (Activity Budget Page), then the applicable activity form (4, 5, 6, etc.) with maps and backup documentation, minus the certifications and public notice information which were placed with Activity #2 packet.
4. This will allow the State to issue a separate contract number for each activity to speed processing of funds and closeout, in an attempt to meet the federal requirements.

G. ENSURING WACOG RECEIPT AND REVIEW OF ALL APPLICATIONS PRIOR TO JULY 1, 2022

W

Applicants are instructed to send in separate applications, one for each entitlement activity. All WACOG entity applications must be submitted to the **WACOG Executive Director, 1235 S. Redondo Center Drive, Yuma, Arizona, 85365; no later than: Five (5:00 p.m.), May 19, 2023.**

Applications that contain non-fundable activities (i.e., activities that are ineligible or that do not meet a national objective) or is substantially incomplete (e.g., has no evidence of prior approval by Arizona Department of Housing of a special survey, or has no documentation of public participation requirements being met) will NOT be recommended by WACOG staff to the WACOG Executive Board for funding. WACOG will provide technical assistance and application review for all potential applications on a request basis prior to the WACOG formal application review process.

Applications will be delivered to the State on or before Friday June 30, 2023. The State will make every effort to have contracts to the communities as soon as possible.

H. COG CHARGES FOR TECHNICAL ASSISTANCE AND APPLICATION PREPARATION (TAAP)

A TAAP Fee that covers all indirect, direct (application review and GIN response time hours), and any other activity furthering the contract between the entity and state and does not exceed $4,500.00 or 50 hours per entity, based on a rate of $90 per hour, will be charged each applicant. Each applicant will allocate the TAAP fee in the Administration budget of the grant application. WACOG will back up the costs with documented time and financial records kept by WACOG in conformance with OMB Circular A87 and other appropriate Federal Regulations. Copies of said documented time and financial records will be provided to entities upon request.

Indirect costs for which each applicant will be billed are based on its proportionate share of those funded, i.e. all WACOG/CDBG meetings, workshops, training sessions, etc. that the WACOG staff are obligated or instructed to attend by the state/federal agencies.

I. SIGNED PARTNERSHIP AGREEMENT(S)

Based on WACOG Executive Board's decision, the CDBG Program understands that there will be no such agreement(s).

J. APPROVAL BY FORMAL ACTION OF THE REGIONAL COUNCIL PRIOR TO SUBMISSION OF THE APPLICATIONS TO THE CDBG PROGRAM

The WACOG Executive Board met on February 23, 2023 to review and approve the MOD for submission to the Arizona Department of Housing using funding amounts provided by ADOH.

K. DISCLAIMER

For years beyond FY 2023, the MOD reflects only a tentative funding commitment contingent upon federal and state requirements that might impact on this funding schedule, to include the Consolidated Plan, public participation process and HUD's approval of the MOD. Examples of potential federal and state changes could include: revised federal requirements as to MOD procedures, which entities are eligible to apply for CDBG funds, new entitlements, changes in the state RA process and allocation, and new incorporated entities.

- END OF MOD –

COMMUNITY DEVELOPMENT BLOCK GRANT
FY2023 RA
NEEDS IDENTIFICATION FORM

Name: Eulogio Vera, Public Works Director
Address: 1090 E. Union Street
Phone: (928) 341-8577
Group, agency or organization that you represent: City of San Luis

1. Briefly describe the community development or housing need that you have identified. Please include information such as how the need was identified, location, how long the problem has been present.

The residents of Rancho Los Oros and adjacent subdivsions complaint of the sagging of Merrill Avenue from Los Oros Street to County 22nd. The problem of the sagging and deterioration was identified over 10 years ago.

2. Describe the project or program that you feel would meet the identified need.

Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Los Oros to Nancy Street. Sewermain repairs (sags and grade problems). Stormdrain pipe from retention basin to the YCWUA Merrill Lateral and existing retention basin regrading. Michael Lateral pipeline removal and Barkley Farm Ditch removal and replacement.

3. Describe who would benefit from this project or program, about how many people would benefit and the basis for this information.

The project would benefit the residents of Rancho Los Oros and the surrounding subdivision.

4. Indicate the approximate cost of this project or program, and the basis for this estimate.
The cost is approximately $1,111,424.30 per engineer cost estimate.

Please submit form by March 6, 2023.

Submit To:
Jenny Torres, Economic Development Manager
City of San Luis
1090 E. Union St/PO Box 1170 San Luis, AZ 85349
Phone: 928-341-8584
Fax: 928-341-8549
Email: jtorres@sanluisaz.gov

Submitted by:

Signature _____ 2/21/2023
Date

City of San Luis
Merrill Avenue - Los Oros Street to County 22nd Street Improvements
(Phase 1 - Los Oros Street to Nancy Street)
Engineer's Construction Cost Estimate

For Phase 1: Repaving Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Los Oros to Nancy Street. Sewermain repairs (sags and grade problems). Stormdrain pipe from retention basin to the YCWUA Merrill Lateral and existing retention basin regrading. Michael Lateral pipeline removal and Barkley Farm Ditch removal and replacement.

Bid No.	Item Description	Estimated Quantities	Unit	Unit Cost	Total Cost
1	Remove Existing Asphalt (Any thickness)	4558	SY	$ 6.00	$ 27,348.00
2	Remove Existing Concrete Curb (Any Type)	646	LF	$ 10.00	$ 6,460.00
3	Remove Sidewalk, Driveway, and Slab (Flat Work)	295	SY	$ 7.00	$ 2,065.00
4	Remove and Relocate Existing Street Sign	3	EA	$ 175.00	$ 525.00
5	Remove Existing Sewermain (Any Size, Any Depth)	137	LF	$ 60.00	$ 8,220.00
6	Remove Existing 18" Dia. PVC Irrigation Pipe	6	LF	$ 40.00	$ 240.00
7	Remove Existing Private Farm Dirt Canal, Construct New Concrete Lined Canal, 680 LF	1	LS	$ 34,000.00	$ 34,000.00
8	Relocate Existing Private Farm Wire and T-Post Fencing	1	LS	$ 1,000.00	$ 1,000.00
9	Asphalt Pavement Section No. 1 (3" AC / 8" ABC)	8874	SY	$ 40.00	$ 354,960.00
10	Roadway Over Excavation (Top 12" of Subgrade) / Geogrid	100	CY	$ 52.00	$ 5,200.00
11	Vertical Curb and Gutter / 4" ABC (City of Yuma Std 3-060)	1912	LF	$ 18.00	$ 34,416.00
12	Rolled Curb and Gutter / 4" ABC (City of Yuma Std 3-070)	15	LF	$ 25.00	$ 375.00
13	Sidewalk (City of Yuma Std. 3-135)	9274	SF	$ 7.00	$ 64,918.00
14	Driveway (City of Yuma Std. 3-105)	130	SF	$ 12.00	$ 1,560.00
15	Sidewalk Ramp (City of Yuma Std 3-145)	1096	SF	$ 12.00	$ 13,152.00
16	Cross Gutter and Apron (City of Yuma Std 3-085, 3-090)	1063	SF	$ 17.00	$ 18,071.00
17	Vertical Curb and Gutter to Roll Curb and Gutter Transition/ 4" ABC	6	EA	$ 25.00	$ 150.00
18	Adjust Existing Sanitary Sewer Manhole with new Frame & Cover (City of Yuma Std 6-035, 6-040)	1	EA	$ 1,600.00	$ 1,600.00
19	Adjust Existing Water Valve with new Frame and Cover (City of Yuma Std 5-075, 5-100)	7	EA	$ 1,000.00	$ 7,000.00
20	Survey Monument (City of Yuma Std 4-030)	3	EA	$ 750.00	$ 2,250.00
21	10" Dia. SDR-35 Sanitary Sewer Pipe	87	LF	$ 225.00	$ 19,575.00
22	Adjust Existing Sewer Manhole with New Frame & Cover, Repair Manhole Base Lining, Repair Top 4' and Bottom 4' of Manhole Cone/Shaft Lining (City of Yuma Std 6-020, 6-025)	2	EA	$ 10,000.00	$ 20,000.00
23	4' Dia. Stormwater Manhole (City of Yuma Std 6-020, No T-Lock Liner)	4	EA	$ 15,000.00	$ 60,000.00
24	Concrete Inlet Headwall Structure (Detail 1, Sheet D-1)	1	EA	$ 12,000.00	$ 12,000.00
25	12" Dia. SDR-35 PVC Stormdrain	1683	LF	$ 100.00	$ 168,300.00
26	12" Gate Valve - Stormdrain	1	EA	$ 4,500.00	$ 4,500.00
27	18"x12"x18" Ductile Iron Pipe Tee With Thrust Block	1	EA	$ 4,000.00	$ 4,000.00
28	18" Dia. Transition Coupling	2	EA	$ 1,500.00	$ 3,000.00
29	Existing Retention Basin Excavation and Grading	1	LS	$ 10,000.00	$ 10,000.00
30	Miscellaneous Pavement Marking	1	LS	$ 2,000.00	$ 2,000.00
100	Storm Water Pollution Prevention Plan	1	LS	$ 10,000.00	$ 10,000.00

200	Maintenance and Protection of Traffic	1	LS	$ 15,000.00	$ 15,000.00
300	Construction Staking	1	LS	$ 30,000.00	$ 30,000.00

TOTAL	$	941,885.00
10% Contingency	$	94,188.50
8% Construction Administration	$	75,350.80
TOTAL ESTIMATED PROJECT COST	$	1,111,424.30

COMMUNITY DEVELOPMENT BLOCK GRANT
FY2023 SSP
NEEDS IDENTIFICATION FORM

Name: Eulogio Vera, Public Works Director
Address: 1090 E. Union Street
Phone: (928) 341-8577
Group, agency or organization that you represent:

1. Briefly describe the community development or housing need that you have identified. Please include information such as how the need was identified, location, how long the problem has been present.

The residents of Rancho Los Oros and adjacent subdivsions complaint of the sagging of Merrill Avenue from Los Oros Street to County 22nd. The problem of the sagging and deterioration was identified over 10 years ago.

2. Describe the project or program that you feel would meet the identified need.

Repaving Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross
gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Nancy Street to County 22nd Street. Michael Lateral pipeline R&R. Repair
Existing Sewer Manholes. Stormdrain pipe from retention basin to Nancy Street. County 22nd Street - Left Turn Lane and Barkley Lateral pipeline Extension.

3. Describe who would benefit from this project or program, about how many people would benefit and the basis for this information.

The project would benefit the residents of Rancho Los Oros and the surrounding subdivision.

4. Indicate the approximate cost of this project or program, and the basis for this estimate.

The cost is approximately $1,102,254.52 per engineer cost estimate.

Please submit form by March 6, 2023:

Submit To:
Jenny Torres, Economic Development Manager
City of San Luis
1090 E. Union St/PO Box 1170 San Luis, AZ 85349
Phone: 928-341-8584
Fax: 928-341-8549
Email: jtorres@sanluisaz.gov

Submitted by:

Signature _____ Date 2/21/2023

City of San Luis
Merrill Avenue - Los Oros Street to County 22nd Street Improvements
(Phase 2 - Nancy Street to County 22nd Street)
Engineer's Construction Cost Estimate

For Phase 2: Repaving Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Nancy Street to County 22nd Street. Michael Lateral pipeline R&R. Repair Existing Sewer Manholes. Stormdrain pipe from retention basin to Nancy Street. County 22nd Street - Left Turn Lane and Barkley Lateral pipeline Extension.

Bid No.	Item Description	Estimated Quantities	Unit	Unit Cost	Total Cost
1	Remove Existing Asphalt (Any thickness)	4339	SY	$ 6.00	$ 26,034.00
2	Remove Existing Concrete Curb (Any Type)	1122	LF	$ 10.00	$ 11,220.00
3	Remove Sidewalk, Driveway, and Slab (Flat Work)	611	SY	$ 7.00	$ 4,277.00
4	Remove and Relocate Existing Street Sign	1	EA	$ 175.00	$ 175.00
5	Remove Existing 36" Dia. HDPE Irrigation Pipe (By YCWUA)	111	LF	$ 25.00	$ 2,775.00
6	Remove Existing Pipeline Outlet Bowl (By YCWUA)	1	LS	$ 3,000.00	$ 3,000.00
7	Remove Pipeline Stand Box (By YCWUA)	1	LS	$ 3,000.00	$ 3,000.00
8	Relocate Existing Private Farm Wire and T-Post Fencing	1	LS	$ 1,000.00	$ 1,000.00
9	Obliterate Existing Pavement Marking	1	LS	$ 2,000.00	$ 2,000.00
10	Remove and Recate Existing Road Closed Barricades	1	LS	$ 750.00	$ 750.00
11	Asphalt Pavement Section No. 1 (3" AC / 8" ABC)	7766	SY	$ 50.00	$ 388,300.00
12	Roadway Over Excavation (Top 12" of Subgrade) / Geogrid	100	CY	$ 52.00	$ 5,200.00
13	Vertical Curb and Gutter / 4" ABC (City of Yuma Std 3-060)	1203	LF	$ 18.00	$ 21,654.00
14	Rolled Curb and Gutter / 4" ABC (City of Yuma Std 3-070)	10	LF	$ 25.00	$ 250.00
15	Sidewalk (City of Yuma Std. 3-135)	6434	SF	$ 8.00	$ 51,472.00
16	Sidewalk Ramp (City of Yuma Std 3-145)	1370	SF	$ 12.00	$ 16,440.00
17	Cross Gutter and Apron (City of Yuma Std 3-085, 3-090)	3301	SF	$ 17.00	$ 56,117.00
18	Vertical Curb and Gutter to Roll Curb and Gutter Transition/ 4" ABC	8	EA	$ 25.00	$ 200.00
20	Adjust Existing Sewer Cleanout with new Frame and Cover (City of Yuma Std 6-005)	1	EA	$ 1,000.00	$ 1,000.00
21	Adjust Existing Water Valve with new Frame and Cover (City of Yuma Std 5-075, 5-100)	11	EA	$ 1,000.00	$ 11,000.00
22	Survey Monument (City of Yuma Std 4-030)	3	EA	$ 750.00	$ 2,250.00
23	Adjust Existing Sewer Manhole with New Frame & Cover, Repair Manhole Base Lining, Repair Top 4' and Bottom 4' of Manhole Cone/Shaft Lining (City of Yuma Std 6-020, 6-025)	4	EA	$ 10,000.00	$ 40,000.00
24	4' Dia. Stormwater Manhole (City of Yuma Std 6-020, No T-Lock Liner)	1	EA	$ 15,000.00	$ 15,000.00
25	Concrete Inlet Headwall Structure (Detail 1, Sheet D-1)	1	EA	$ 12,000.00	$ 12,000.00
26	12" Dia. SDR-35 PVC Stormdrain	240	LF	$ 100.00	$ 24,000.00
27	Existing Retention Basin Excavation and Grading	1	LS	$ 10,000.00	$ 10,000.00
28	36" Dia. RGRCP Irrigation Pipe (By YCWUA)	475	LF	$ 300.00	$ 142,500.00
29	Pipeline Outlet Headwall (By YCWUA)	1	EA	$ 16,000.00	$ 16,000.00
30	Pipe Collar (By YCWUA)	3	EA	$ 3,000.00	$ 9,000.00
31	Micsellaneous Pavement Marking, Left Turn Lane Striping	1	LS	$ 2,500.00	$ 2,500.00
100	Storm Water Pollution Prevention Plan	1	LS	$ 10,000.00	$ 10,000.00

200	Maintenance and Protection of Traffic	1	LS	$ 15,000.00	$ 15,000.00
300	Construction Staking	1	LS	$ 30,000.00	$ 30,000.00

TOTAL	$	934,114.00
10% Contingency	$	93,411.40
8% Construction Administration	$	74,729.12
TOTAL ESTIMATED PROJECT COST	$	1,102,254.52

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. K.**

Meeting Date: 04/12/2023

Department Head: Jenny Torres, Assistant City Manager, Administration

Submitted By: Jenny Torres, Assistant City Manager, Administration

Action Requested: Motion
Resolution

ITEM:

Discussion and possible action on any and all matters regarding Resolution No. 2261. A Resolution of the Mayor and City Council of the City of San Luis, Arizona, Yuma County, committing local funds as leverage for FY 2023 Community Development Block Grant Regional Account (CDBG -RA) and FY 2022 Community Development Block Grant State Special Project (CDBG-SSP) applications. **(Jenny Torres, Assistant City Manager)**

SUMMARY:

The Arizona Department of Housing FY 2023 Community Development Block Grant Regional Account (CDBG-RA) estimated allocation is $496,929.00 for the City of San Luis. In order to complete the scope of work in the engineer cost estimate for Merrill Avenue Street Improvements Phase I, the City would need to provide a local leverage commitment of $614,496.00 to complete the project.

The Arizona Department of Housing FY 2022 Community Development Block Grant State Special Project Account (CDBG-SSP) notice of funding availability provides an opportunity to request a maximum amount of $500,000.00 for an eligible project. In order to complete the scope of work in the engineer cost estimate for Merrill Avenue Street Improvements Phase II, the City application would need to provide a local leverage commitment of $602,254.00.

Staff reviewed the funding commitments and both commitments were included for consideration for the FY-2023-2024 City budget.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO APPROVE AND ADOPT RESOLUTION NO. 2261, COMMITTING CITY FUNDS FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT APPLICATIONS AS PRESENTED.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	Yes
CITY/STATE/FEDERAL FUNDS:	City
TOTAL:	$1,216,750.00
BUDGETED AMOUNT:	See Fiscal Impact Statement
AVAILABLE AMOUNT TO TRANSFER:	See Fiscal Impact Statement
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	See Fiscal Impact Statement

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

These projects will fall in the FY 2023-2024. Projects for $1,216,750 have been included in the budget for FY 2023-2024 which is under review.

Attachments

Resolution No. 2261

Merrill Avenue Phase I Engineer Cost Estimate

Merrill Avenue Phase II Engineer Cost Estimate

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Resolution

NO. 2261

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN LUIS, ARIZONA, COMMITTING LOCAL FUNDS AS LEVERAGE FOR FY 2023 COMMUNITY DEVELOPMENT BLOCK GRANT REGIONAL ACCOUNT (CDBG-RA) AND FY 2022 COMMUNITY DEVELOPMENT BLOCK GRANT STATE SPECIAL PROJECT (CDBG-SSP) APPLICATIONS.

WHEREAS, the City of San Luis has adopted Resolution Number 2260 which authorizes submission of these applications to the State of Arizona, Department of Housing (ADOH) for FY 2023 Community Development Block Grant Regional Account (RA) and FY 2022 Community Development Block Grant State Special Projects (CDBG - SSP) funds; and

WHEREAS, that application indicates that $614,496.00 will be committed by the City of San Luis as leveraged funds, in the form of **cash** to be used to implement activity for Merrill Avenue Street Improvements Phase I; and

WHEREAS, said application indicates that $602,254.00 will be committed by the City of San Luis as leveraged funds, in the form of **cash** to be used to implement activity for Merrill Avenue Street Improvements Phase II; and

WHEREAS, the CDBG Program requires that all local leveraged funds be committed in the form of a resolution by the governing body, and that such a commitment contain an opinion by the applicant's legal counsel that the leveraged funds represent a binding commitment, legally enforceable under State laws,

THEREFORE, BE IT RESOLVED that the Mayor and City Council of the City of San Luis, Arizona, County of Yuma hereby commit $614,496.00 to the CDBG-RA Program and commit $602,254.00 to the CDBG-SSP Program to be used for the following: Merrill Avenue Street Improvements Project Phase I and Merrill Avenue Street Improvements Phase II, to be used for construction efforts, contingent upon the receipt of FY 2023 CDBG-RA and FY 2022 CDBG-SSP assistance; and that the Mayor and City Council of the City of San Luis, Arizona, County of Yuma hereby state that this commitment is legally binding based on the legal opinion of the City of San Luis attorney, and that such funds will be available for an audit at the termination of the grant, if so required by ADOH.

PASSED AND ADOPTED by the Mayor and City Council of the City of San Luis, Arizona, County of Yuma this _____ day of April 2023.

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

_____
Kay Marion Macuil, City Attorney

City of San Luis
Merrill Avenue - Los Oros Street to County 22nd Street Improvements
(Phase 1 - Los Oros Street to Nancy Street)
Engineer's Construction Cost Estimate

For Phase 1: Repaving Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Los Oros to Nancy Street. Sewermain repairs (sags and grade problems). Stormdrain pipe from retention basin to the YCWUA Merrill Lateral and existing retention basin regrading. Michael Lateral pipeline removal and Barkley Farm Ditch removal and replacement.

Bid No.	Item Description	Estimated Quantities	Unit	Unit Cost	Total Cost
1	Remove Existing Asphalt (Any thickness)	4558	SY	$ 6.00	$ 27,348.00
2	Remove Existing Concrete Curb (Any Type)	646	LF	$ 10.00	$ 6,460.00
3	Remove Sidewalk, Driveway, and Slab (Flat Work)	295	SY	$ 7.00	$ 2,065.00
4	Remove and Relocate Existing Street Sign	3	EA	$ 175.00	$ 525.00
5	Remove Existing Sewermain (Any Size, Any Depth)	137	LF	$ 60.00	$ 8,220.00
6	Remove Existing 18" Dia. PVC Irrigation Pipe	6	LF	$ 40.00	$ 240.00
7	Remove Existing Private Farm Dirt Canal, Construct New Concrete Lined Canal, 680 LF	1	LS	$ 34,000.00	$ 34,000.00
8	Relocate Existing Private Farm Wire and T-Post Fencing	1	LS	$ 1,000.00	$ 1,000.00
9	Asphalt Pavement Section No. 1 (3" AC / 8" ABC)	8874	SY	$ 40.00	$ 354,960.00
10	Roadway Over Excavation (Top 12" of Subgrade) / Geogrid	100	CY	$ 52.00	$ 5,200.00
11	Vertical Curb and Gutter / 4" ABC (City of Yuma Std 3-060)	1912	LF	$ 18.00	$ 34,416.00
12	Rolled Curb and Gutter / 4" ABC (City of Yuma Std 3-070)	15	LF	$ 25.00	$ 375.00
13	Sidewalk (City of Yuma Std. 3-135)	9274	SF	$ 7.00	$ 64,918.00
14	Driveway (City of Yuma Std. 3-105)	130	SF	$ 12.00	$ 1,560.00
15	Sidewalk Ramp (City of Yuma Std 3-145)	1096	SF	$ 12.00	$ 13,152.00
16	Cross Gutter and Apron (City of Yuma Std 3-085, 3-090)	1063	SF	$ 17.00	$ 18,071.00
17	Vertical Curb and Gutter to Roll Curb and Gutter Transition/ 4" ABC	6	EA	$ 25.00	$ 150.00
18	Adjust Existing Sanitary Sewer Manhole with new Frame & Cover (City of Yuma Std 6-035, 6-040)	1	EA	$ 1,600.00	$ 1,600.00
19	Adjust Existing Water Valve with new Frame and Cover (City of Yuma Std 5-075, 5-100)	7	EA	$ 1,000.00	$ 7,000.00
20	Survey Monument (City of Yuma Std 4-030)	3	EA	$ 750.00	$ 2,250.00
21	10" Dia. SDR-35 Sanitary Sewer Pipe	87	LF	$ 225.00	$ 19,575.00
22	Adjust Existing Sewer Manhole with New Frame & Cover, Repair Manhole Base Lining, Repair Top 4' and Bottom 4' of Manhole Cone/Shaft Lining (City of Yuma Std 6-020, 6-025)	2	EA	$ 10,000.00	$ 20,000.00
23	4' Dia. Stormwater Manhole (City of Yuma Std 6-020, No T-Lock Liner)	4	EA	$ 15,000.00	$ 60,000.00
24	Concrete Inlet Headwall Structure (Detail 1, Sheet D-1)	1	EA	$ 12,000.00	$ 12,000.00
25	12" Dia. SDR-35 PVC Stormdrain	1683	LF	$ 100.00	$ 168,300.00
26	12" Gate Valve - Stormdrain	1	EA	$ 4,500.00	$ 4,500.00
27	18"x12"x18" Ductile Iron Pipe Tee With Thrust Block	1	EA	$ 4,000.00	$ 4,000.00
28	18" Dia. Transition Coupling	2	EA	$ 1,500.00	$ 3,000.00
29	Existing Retention Basin Excavation and Grading	1	LS	$ 10,000.00	$ 10,000.00
30	Miscellaneous Pavement Marking	1	LS	$ 2,000.00	$ 2,000.00
100	Storm Water Pollution Prevention Plan	1	LS	$ 10,000.00	$ 10,000.00

200	Maintenance and Protection of Traffic	1	LS	$ 15,000.00	$ 15,000.00
300	Construction Staking	1	LS	$ 30,000.00	$ 30,000.00

TOTAL	$	941,885.00
10% Contingency	$	94,188.50
8% Construction Administration	$	75,350.80
TOTAL ESTIMATED PROJECT COST	$	1,111,424.30

City of San Luis
Merrill Avenue - Los Oros Street to County 22nd Street Improvements
(Phase 2 - Nancy Street to County 22nd Street)
Engineer's Construction Cost Estimate

For Phase 2: Repaving Merrill Avenue 48' wide road (1 center turn lane, 20' lane in each direction with 6' bike lane) with miscellaneous curb, sidewalk, sidewalk ramps, and cross gutter replacement on Merrill Avenue west side, and new VC&G and 5' sidewalk on east side from Nancy Street to County 22nd Street. Michael Lateral pipeline R&R. Repair Existing Sewer Manholes. Stormdrain pipe from retention basin to Nancy Street. County 22nd Street - Left Turn Lane and Barkley Lateral pipeline Extension.

Bid No.	Item Description	Estimated Quantities	Unit	Unit Cost	Total Cost
1	Remove Existing Asphalt (Any thickness)	4339	SY	$ 6.00	$ 26,034.00
2	Remove Existing Concrete Curb (Any Type)	1122	LF	$ 10.00	$ 11,220.00
3	Remove Sidewalk, Driveway, and Slab (Flat Work)	611	SY	$ 7.00	$ 4,277.00
4	Remove and Relocate Existing Street Sign	1	EA	$ 175.00	$ 175.00
5	Remove Existing 36" Dia. HDPE Irrigation Pipe (By YCWUA)	111	LF	$ 25.00	$ 2,775.00
6	Remove Existing Pipeline Outlet Bowl (By YCWUA)	1	LS	$ 3,000.00	$ 3,000.00
7	Remove Pipeline Stand Box (By YCWUA)	1	LS	$ 3,000.00	$ 3,000.00
8	Relocate Existing Private Farm Wire and T-Post Fencing	1	LS	$ 1,000.00	$ 1,000.00
9	Obliterate Existing Pavement Marking	1	LS	$ 2,000.00	$ 2,000.00
10	Remove and Recate Existing Road Closed Barricades	1	LS	$ 750.00	$ 750.00
11	Asphalt Pavement Section No. 1 (3" AC / 8" ABC)	7766	SY	$ 50.00	$ 388,300.00
12	Roadway Over Excavation (Top 12" of Subgrade) / Geogrid	100	CY	$ 52.00	$ 5,200.00
13	Vertical Curb and Gutter / 4" ABC (City of Yuma Std 3-060)	1203	LF	$ 18.00	$ 21,654.00
14	Rolled Curb and Gutter / 4" ABC (City of Yuma Std 3-070)	10	LF	$ 25.00	$ 250.00
15	Sidewalk (City of Yuma Std. 3-135)	6434	SF	$ 8.00	$ 51,472.00
16	Sidewalk Ramp (City of Yuma Std 3-145)	1370	SF	$ 12.00	$ 16,440.00
17	Cross Gutter and Apron (City of Yuma Std 3-085, 3-090)	3301	SF	$ 17.00	$ 56,117.00
18	Vertical Curb and Gutter to Roll Curb and Gutter Transition/ 4" ABC	8	EA	$ 25.00	$ 200.00
20	Adjust Existing Sewer Cleanout with new Frame and Cover (City of Yuma Std 6-005)	1	EA	$ 1,000.00	$ 1,000.00
21	Adjust Existing Water Valve with new Frame and Cover (City of Yuma Std 5-075, 5-100)	11	EA	$ 1,000.00	$ 11,000.00
22	Survey Monument (City of Yuma Std 4-030)	3	EA	$ 750.00	$ 2,250.00
23	Adjust Existing Sewer Manhole with New Frame & Cover, Repair Manhole Base Lining, Repair Top 4' and Bottom 4' of Manhole Cone/Shaft Lining (City of Yuma Std 6-020, 6-025)	4	EA	$ 10,000.00	$ 40,000.00
24	4' Dia. Stormwater Manhole (City of Yuma Std 6-020, No T-Lock Liner)	1	EA	$ 15,000.00	$ 15,000.00
25	Concrete Inlet Headwall Structure (Detail 1, Sheet D-1)	1	EA	$ 12,000.00	$ 12,000.00
26	12" Dia. SDR-35 PVC Stormdrain	240	LF	$ 100.00	$ 24,000.00
27	Existing Retention Basin Excavation and Grading	1	LS	$ 10,000.00	$ 10,000.00
28	36" Dia. RGRCP Irrigation Pipe (By YCWUA)	475	LF	$ 300.00	$ 142,500.00
29	Pipeline Outlet Headwall (By YCWUA)	1	EA	$ 16,000.00	$ 16,000.00
30	Pipe Collar (By YCWUA)	3	EA	$ 3,000.00	$ 9,000.00
31	Micsellaneous Pavement Marking, Left Turn Lane Striping	1	LS	$ 2,500.00	$ 2,500.00
100	Storm Water Pollution Prevention Plan	1	LS	$ 10,000.00	$ 10,000.00

200	Maintenance and Protection of Traffic	1	LS	$ 15,000.00	$ 15,000.00
300	Construction Staking	1	LS	$ 30,000.00	$ 30,000.00

TOTAL	$	934,114.00
10% Contingency	$	93,411.40
8% Construction Administration	$	74,729.12
TOTAL ESTIMATED PROJECT COST	$	1,102,254.52

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. L.**

Meeting Date: 04/12/2023

Department Head: Jose L. Cisneros, Acting Assistant Director to Parks & Recreation, Parks & Recreation Department

Submitted By: Crystal Ochoa, Administrative Coordinator, Parks & Recreation Department

Action Requested: Motion
Public Hearing

ITEM:

Public Hearing followed by discussion and possible action on any and all matters regarding the recommendation of a Special Event Liquor License Application to the Arizona Department of Liquor Licenses and Control to authorize the San Luis FRONTERA Rotary Club to sell alcohol during the 2023 Arte en la Calle event to be held Friday, April 21, 2023. **(Marcos Ramirez, Secretary for San Luis FRONTERA Rotary Club)**

A. Open Public Hearing
   1. Staff and/or applicant presentation
   2. Call to the Public on this item
B. Close Public Hearing
C. Action on Special Event Liquor License Application to the Arizona Department of Liquor Licenses & Control

SUMMARY:

The San Luis FRONTERA Rotary Club wishes to sell alcohol at the 2023 Arte en la Calle event that will be held on Friday, April 21, 2023 at the Joe Orduno Park.

RECOMMENDATION / SUGGESTED MOTION:

A. I MOVE TO OPEN PUBLIC HEARING.
   1. Presentation by staff and/or applicant
   2. Call to the public on this item
B. I MOVE TO CLOSE PUBLIC HEARING
C. I MOVE TO RECOMMEND APPROVAL TO THE ARIZONA DEPARTMENT OF LIQUOR LICENSES AND CONTROL FOR THE SPECIAL EVENT LIQUOR LICENSE APPLICATION SUBMITTED BY THE SAN LUIS FRONTERA ROTARY CLUB AS PRESENTED

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	NO
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A

AVAILABLE AMOUNT TO TRANSFER: N/A

ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE: N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

There is no associated fiscal impact with this item.

Attachments

Special Event Liquor License Application

CSR:
Amount:

SPECIAL EVENT LICENSE
APPLICATION FEE $25.00 PER DAY

DLLC USE ONLY
Job #:
Date Accepted:
CSR:
License #:

Arizona Department of Liquor Licenses and Control
800 W. Washington St. 5th Floor Phoenix, AZ 85007
(602) 542-5141

Application MUST be submitted to the Department of Liquor 10 days prior to the event.

SECTION 1 **Applicant must be a member of a qualifying nonprofit organization, political party, or Government entity and authorized by an Officer, Director, or Chairperson of the Organization.**

1. Applicant: Guerrero (Last) Juan Manuel (First / Middle)
(Must be an Officer/Member of the Non Profit Entity)
2. Applicant's mailing address: PO BOX 13926 (Street) San Luis (City) Arizona (State) 85349 (Zip)
3. Applicants home/cell phone: 928-304-5638 Applicant's business phone: _____
4. Applicant's email address: juguerre@courts.az.gov
5. Special Event Name: Arte en la Calle
6. Name of Non-Profit Organization, Candidate or Political Party/Gov.: San Luis Frontera Rotary Club
7. Non-Profit/IRS Tax Exempt Number: 86-0734186
8. Arizona Corporation Commission File #: 23077310 If out of State please specify: _____
(Attach letter of good standing)
9. Event Location Name: Joe Orduno Park
10. Event Address: 965 Park Avenue, San Luis, Arizona 85349

Dates and Hours of Event - Days must be consecutive and may not exceed 10 consecutive days.

****SEPARATE APPLICATION FOR EACH "NON-CONSECUTIVE" DAY****

Days	Date	Day of Week	Event Start Time AM/PM	License End Time AM/PM
DAY 1:	4/21/2023	Friday	2:00 PM	12:00 AM
DAY 2:				
DAY 3:				
DAY 4:				
DAY 5:				
DAY 6:				
DAY 7:				
DAY 8:				
DAY 9:				
DAY10:				

SECTION 2 What type of security and control measures will you take to prevent violations of liquor laws at this event?
(List type and number of police/security personnel and type of fencing or control barriers, if applicable.)

1 Number of Police 3 Number of Security Personnel ☑ Fencing ☑ Barriers

Must explain security measures: Security will be at event location. Will have fencing around event with main entrance.

SECTION 3 What is the purpose of this event?

☑ **On-site consumption** ☐ **Off-site (auction/wine/distilled spirits pull)** ☐ **Both**

How is this special event going to conduct all dispensing, serving, and selling of spirituous liquors? Check one of the following boxes. (R-19-318)

A) ☑ Special Event being held on an **unlicensed** premises will require approval and signature by the Local Governing Body on page 3. (If checked move to section 4)

B) ☐ Will this event be held on a currently licensed premises and within the already approved and licensed area? **(Must attach a letter from the licensed premises with an explanation of the option checked below)**

Name of Business	License Number	Phone (Include Area Code)

☐ Place license in non-use - *Special Event Licensee selling all alcohol without retailer involvement*
Must attach letter from the location suspending license for duration of special event

☐ Dispense and serve all spirituous liquors under retailer's license – *Business operates normally, minimum of 25% of gross revenue from alcohol sales is donated to licensee*

☐ Dispense and serve all spirituous liquors under special event - *The special event licensee is in charge of selling alcohol that was purchased or donated by the special event licensee. The retailers existing alcohol inventory must be separated from any alcohol used during the special event.* **Must attach letter from the location suspending license for duration of special event**

☐ Split premise between special event and retail location - *Both the special event licensee and the retailer will conduct sales of alcohol. (These sales will be done in separate areas. If alcohol is donated or purchased by the special event licensee it must be in a separate area than the alcohol that is dispensed by the licensed retailer.)*

☐ **Off Sale only - *Wine/Distilled Spirits Pull, Live or Silent Auctions*** – *Retailer will still be permitted to conduct all normal sale and service of alcohol.*

SECTION 4

1. Has the applicant been convicted of a felony, or had a liquor license revoked within the last five (5) years?
   ☐ **Yes** ☐ **No** If yes, attach letter of explanation.
2. How many special event days have been issued to this organization during the calendar year? 4
3. Is the Organization using the services of a Special Event Contractor? (*A licensee can utilize the services of a special event contractor who may purchase and sell alcohol on behalf of the licensee. If no special event contractor is listed, the licensee is responsible for the sales and service of alcohol.)*
   ☐ **Yes** ☑ **No** If yes, please provide the Name of the Special Event Contractor: _____
4. Is the organization using the services of a series 6, 7, 11, or 12 licensee to manage the sale or service of alcohol? (Licensees who hold a series 6, 7, 11, or 12 license are automatically qualified to be the special event contractor)
   ☐ **Yes** ☑ **No** if yes, please provide the Name of Licensee: _____ License #: _____
5. List the name of the Individual or Organization that will receive revenues, **MUST EQUAL 100 PERCENT.**

Attach additional sheet if necessary.

Name: San Luis Frontera Rotary Club Percentage: 100%

Address: PO BOX 13926 (Street) San Luis (City) Arizona (State) 85349 (Zip)

Name: _____ Percentage: _____

Address: _____ (Street) _____ (City) _____ (State) _____ (Zip)

Please read A.R.S. § 4-203.02 Special event license; rules and R19-1-205 Requirements for a Special Event License.

ALL ALCOHOLIC BEVERAGE SALES MUST BE FOR CONSUMPTION AT THE EVENT SITE ONLY.

NO ALCOHOLIC BEVERAGES SHALL LEAVE A SPECIAL EVENT UNLESS THEY ARE IN AUCTION WINE OR DISTILLED SPIRITS PULL SEALED CONTAINERS OR THE SPECIAL EVENT LICENSE IS STACKED WITH WINE /CRAFT DISTILLERY FESTIVAL LICENSE.

SECTION 5 License premises diagram. The licensed premises for your special event is the area in which you are authorized to sell, dispense or serve alcoholic beverages under the provisions of your license. Please attach a diagram of your special event licensed premises. Please show dimensions, serving areas, fencing, barricades, or other control measures and security position.

ATTACH DIAGRAM

If the special event will be held at a location without a permanent liquor license or if the event will be on any portion of a location that is not covered by the existing liquor license, this application must be approved by the local governing body before submitting to the Department of Liquor Licenses and Control. ***Please contact the local governing board for additional information.***

APPLICANT SIGNATURE

Declaration:

I, (Print Name) Juan Manuel Guerrero, declare under penalty of perjury that I am authorized to submit this application. I have read the contents of this application, and to the best of my knowledge believe all statements made on this application to be true, correct and complete.

_____
Signature

LOCAL GOVERNING BODY

Date Received: _____

I, _____ (Government Official) _____ (Title) recommend ☐APPROVAL ☐ DISAPPROVAL

On behalf of _____ (City, Town, County), _____ Signature, _____ Date, _____ Phone

The local governing body (city, town or municipality where the fair/festival will take place) may require additional applications to be completed and submitted. Please check with local government as to how far in advance they require these applications to be submitted. Additional licensing fees may also be required before approval may be granted.

AZDLLC USE ONLY

☐APPROVAL ☐ DISAPPROVAL BY: _____ DATE: _____

N
Cesar Chavez
Cultural Center
Parking Lot
US Hwy 95 / Main Street
Soccer field
Beer booth
musical stages

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 03/27/2023

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

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

PRODUCER Arthur J. Gallagher Risk Management Services, Inc. 2850 Golf Road Rolling Meadows IL 60008	**CONTACT NAME:** Ali Sulita **PHONE (A/C, No, Ext):** 1-833-3ROTARY **FAX (A/C, No):** 630-285-4062 **E-MAIL ADDRESS:** rotary@ajg.com
	INSURER(S) AFFORDING COVERAGE — **NAIC #** **INSURER A :** Westchester Surplus Lines Insurance Company — 10172
INSURED All Active US Rotary Clubs & Districts San Luis Frontera Rotary Club, Rotary District 5500 ATTN: Risk Management Dept. 1560 Sherman Ave. Evanston, IL 60201-3698	**INSURER B :** **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 899307648 **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [ ] OCCUR [X] X Liquor Liability Included GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY [ ] PRO-JECT [ ] LOC OTHER:	Y		G73578917 001	7/1/2022	7/1/2023	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$2,000,000 $500,000 $ $2,000,000 $4,000,000 $4,000,000
A	**AUTOMOBILE LIABILITY** ANY AUTO OWNED AUTOS ONLY [ ] SCHEDULED AUTOS X HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			G73578917 001	7/1/2022	7/1/2023	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000 $ $ $
	UMBRELLA LIAB [ ] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE DED [ ] RETENTION $			NOT APPLICABLE			EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N [ ] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		NOT APPLICABLE			[ ] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ $ $

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

The Certificate Holder is included as an additional insured where required by written contract or permit subject to the terms and conditions of the general liability policy, but only to the extent bodily injury or property damage is caused in whole or in part by the acts or omissions of the insured.

CERTIFICATE HOLDER

City of San Luis
Arte en la Calle
965 Park Avenue, San Luis, Arizona 85349
Art Festival held at local City Park. Selling beer at local event by San Luis Frontera Rotary Club on Friday, April 21, 2023.

CANCELLATION

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

AUTHORIZED REPRESENTATIVE

Cynthia L. La Montaine

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Form **990-N**

Department of the Treasury
Internal Revenue Service

Electronic Notice (e-Postcard)

for Tax-Exempt Organization not Required to File Form 990 or 990-EZ

OMB No. 1545-2085

2021

Open to Public Inspection

A For the **2021** Calendar year, or tax year beginning **2021-07-01** and ending **2022-06-30**

B Check if available
- ☐ **Terminated for Business**
- ☑ **Gross receipts are normally $50,000 or less**

C Name of Organization: **SAN LUIS FRONTERA ROTARY CLUB**
PO Box 13926, San Luis, AZ, US, 85349

D Employee Identification Number **86-0734186**

E Website:

F Name of Principal Officer: **Juan Guerrero**
PO Box 3960, San Luis, AZ, US, 85349

Informational Copy - Do not send to IRS

Privacy Act and Paperwork Reduction Act Notice: We ask for the information on this form to carry out the Internal Revenue laws of the United States. You are required to give us the information. We need it to ensure that you are complying with these laws.

The organization is not required to provide information requested on a form that is subject to the Paperwork Reduction Act unless the form displays a valid OMB control number. Books or records relating to a form or its instructions must be retained as long as their contents may become material in the administration of any Internal Revenue law. The rules governing the confidentiality of the Form 990-N is covered in code section 6104.

The time needed to complete and file this form and related schedules will vary depending on the individual circumstances. The estimated average times is 15 minutes.

Note: This image is provided for your records only. Do Not mail this page to the IRS. The IRS will not accept this filing via paper. You must file your Form 990-N (e-Postcard) electronically.

IRS

Confirmation

Your Form 990-N(e-Postcard) has been submitted to the IRS

- **Organization Name:** SAN LUIS FRONTERA ROTARY CLUB
- **EIN:** 860734186
- **Tax Year:** 2021
- **Tax Year Start Date:** 07-01-2021
- **Tax Year End Date:** 06-30-2022
- **Submission ID:** 10065520222975941047
- **Filing Status Date:** 10-24-2022
- **Filing Status:** Pending

Note: Print a copy of this filing for your records. Once you leave this page, you will not be able to do so.

MANAGE FORM 990-N SUBMISSIONS

Arizona Corporation Commission - RECEIVED: 4/13/2022
Arizona Corporation Commission - FILED: 4/13/2022

22041311321205

2022 ANNUAL REPORT

ENTITY INFORMATION

ENTITY NAME: SAN LUIS FRONTERA ROTARY CLUB, INC.
ENTITY ID: 23077310
ENTITY TYPE: Domestic Nonprofit Corporation
CHARACTER OF BUSINESS: Any legal purpose
AUTHORIZED SHARES:
ISSUED SHARES:

STATUTORY AGENT INFORMATION

STATUTORY AGENT NAME: BENESCH, SHADLE & WHITE, PLC
PHYSICAL ADDRESS: 833 E. PLAZA CIRCLE STE 100, YUMA, AZ 85365
MAILING ADDRESS:

KNOWN PLACE OF BUSINESS

412 HENRY CHAVEZ CT., SAN LUIS, AZ 85349

PRINCIPAL OFFICE ADDRESS

PRINCIPAL INFORMATION

Director: MARIO SIXTO JAUREGUI - 412 HENRY CHAVEZ CT., P.O. BOX 159, SAN LUIS, AZ, 85349, USA - - Date of Taking Office: 04/13/2020

Incorporator: MARIO SIXTO JAUREGUI - 412 HENRY CHAVEZ CT., P.O. BOX 159, SAN LUIS, AZ, 85349, USA - - Date of Taking Office:

President: LIZANDRO GALAVIZ - 744 CESAR CHAVEZ BLVD, SAN LUIS, AZ, 85349, USA - - Date of Taking Office: 07/01/2020

Secretary: Marcos Ramirez - 269 E. Aquila St., SAN LUIS, AZ, 85349, USA - - Date of Taking Office: 07/01/2021

Treasurer: Georgina Gonzalez - 1385 E. San Pedro St., SAN LUIS, AZ, 85349, USA - - Date of Taking Office: 07/01/2021

SIGNATURE

Secretary: Marcos Ramirez - 04/13/2022