City of Santa Fe, New Mexico

Cases #2024-7909
3471, 3431, 3435, 3439, 3443 Cerrillos Rd. & 3420 + 3450 Rufina St.
Development Plan
Planning Commission
January 16th 2025

Exhibit C

Application Materials

1. Application Report and Development Plan Criteria Response
2. Development Plan Application and Authorization
3. Deeds, Legal Lots of Record
4. ENN Notes
5. Utility Service Application
6. Water Budget
7. Light Fixture Cut Sheets
8. Santa Fe Homes Proposal
9. Architecture Points Checklist
10. Traffic Impact Analysis
11. Drainage Report
12. School Impact Form

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

February 12, 2024
Revised October 17, 2024

Daniel Alvarado, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: RKSS-Cerrillos Multifamily, Development Plan & Plat Applications
3471, 3431, 3435, 3439 and 3443 Cerrillos Road and 3420 & 3450 Rufina Street

Dear Daniel:

This letter is respectfully submitted on behalf of RKSS Santa Fe 1, LLC in application for approval of a multi-family project comprising of 194-unit apartment community (the "Project"), for consideration by the Planning Commission at their meeting of December 5, 2024. The project is located in the Cerrillos Road Highway Corridor Protection District. This request is comprised of the following parcels:

Address	Zoning	Applications	Parcel Size
3471 Cerrillos Road	C-2	Development Plan + Lot Line Adjustment + Lot Consolidation	3.857 ac
3431 Cerrillos Road	C-2	Development Plan + Lot Consolidation	0.979 ac
3435 + 3439 + 3443 Cerrillos Road	R-3	Development plan + Lot Line Adjustment + Lot Consolidation	2.964 ac
3450 Rufina Street	R-3	Development Plan + Lot Line adjustment + Lot Consolidation	4.658 ac
3420 Rufina Street	C-2	Development Plan + Lot Consolidation	7.129 ac
		Total Acreage	**19.587 ac**
		Total Site Area:	**7.480 ac**

Lot Line Adjustment & Lot Consolidation Plats

Two lot line adjustment plats and one lot consolidation plat are submitted with the Development Plan application. The lot consolidation plat will combine parcels 3471 Cerrillos Road

(99312013) and 3431 Cerrillos Road (54027150) to create one tract. A lot line adjustment will occur on Parcel 3471 Cerrillos Rd (99312013) which will adjust its lot line on the north end of the parcel to accommodate the Trailer Ranch well. A final lot line adjustment and lot consolidation will take place on parcels 3435 + 3439 + 3443 Cerrillos Road (54027136) and 3450 and 3420 Rufina Street (56011995). The lot line currently runs north to south between the two properties and will now run east to west. Plats for all these actions have been included in this submittal.

Project Description

The subject property is located on Cerrillos Road and is currently utilized as the Trailer Ranch RV Park, neighboring the Trailer Ranch Mobile Home Community. Existing surrounding uses include retail/commercial, single-family and some mobile home park and multifamily development. The proposed multifamily project will consist of a 194-unit apartment home community in five buildings. Building 1 will be four stories and have a central court yard, while the other four buildings will be three stories and spread throughout the parcel. Community amenities include a fitness center, conference room, game room, Uber waiting area, dog spa, community room, outdoor lounge, outdoor heated spa, bike repair/storage area, as well as a dog park north of the building.

The proposed unit mix is as follows:

Studios:	42
One bedroom Units:	100
Two bedroom Units:	52
Total units:	**194**

The proposed gross floor area is as follows:

Building 1	101,744 SF
Building 2	21,605 SF
Building 3	21,605 SF
Building 4	21,605 SF
Building 5	26,011 SF
	192,570 SF

Zoning Compliance

Compliance with relevant C-2 zoning standards is outlined below:

- Use: The proposed multifamily use is permitted in the C-2 zoning district.
- Density: No maximum; proposed density of 194 units is 26 dwellings per acre.
- Height: Maximum permissible building height is 45 feet; proposed height at its highest point is 45 feet.
- Lot Coverage: Maximum permissible is 60.0% (195,554 SF); proposed lot coverage is 17.7% (57, 703 SF)

- Open Space: 250 S/ Ground Floor Unit must be dedicated open space (13,250 SF); provided open space will be 51,475 SF and of that 51, 475 SF will be usable.
- Parking: 258 spaces are required for the project and 324 spaces are provided**.**
- Building Setbacks: Maximum permissible for street (15'), side (0') and rear (15'); proposed setbacks will be street (45'), side (5') and rear (15').

Parking Plan

Parking will be provided as required per SFCC Table 14-8.6, and bicycle spaces will be provided in accordance with the provisions of SFCC Table 14-8.6-3.

Please see the chart below.

One Bedroom (1.25 per du less than 800 sq. ft.)	142 Spaces
Two Bedroom (1.5 per du 800- 1,200 sq. ft.)	052 Spaces
Required:	**256 Spaces**
Surface Parking Spaces	273 Spaces
Surface ADA Spaces	11 Spaces (2 ADA Van)
Electric Vehicle Spaces	9 Spaces
Electric Vehicle ADA Spaces	1 Space (1 ADA Van)
Electric Vehicle Capable Spaces	30 Spaces
Provided:	**324 Spaces**

Bicycle Parking (per SFCC 14-8.6-3)
Required: 12 Stalls
Provided: 12 Stalls

Access & Traffic

The Project will be accessed via Cerrillos Road by means of two driveways to the site. Access at the west end of the site will be the primary entrance and exit, accommodating right-in, right-out, and left-in turning movements. The secondary driveway will be located to the east side of the development and will provide right-in/right-out access at westbound Cerrillos.

A Traffic Impact Analysis (TIA) was conducted by Bohannan Huston, the scope of which was established in coordination with the City Public Works Department, with the following intersections analyzed:

- Cerrillos Road and Vegas Verdes Drive
- Cerrillos Road and Richards Avenue
- Cerrillos Road and Avenida de Las Americas
- Cerrillos Road and Site Driveways

The following improvements to Cerrillos Road are proposed as recommended in the TIA:

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- Reduce the length of the existing eastbound left-turn lane to align with the new primary access drive, which is further west than the exiting Trailer Ranch access.

- A channelizing island in the Cerrillos Road median will be installed to prevent left-out exits from the site

.

Right-in access to the property at the secondary east driveway will be accommodated by the existing bus/right turn lane with no modifications required.

Trailer Ranch is in the process of establishing access from Rufina St., so no vehicular traffic from Trail Ranch will access Cerrillos Road. However, a gated emergency-only access between the two properties is provided, in addition to a pedestrian connection to Cerrillos Road and the bus stop.

Terrain Management

The site's terrain slopes gently from the northeast to the southwest, with no arroyos on the site. The proposed site drainage will follow the existing site flow path, at which point developed runoff will be stored and released, matching the existing flow rate exiting the overall site. Storm water will run through a new on-site underground system which will collect and route runoff to the southwestern ponding area. The ponding area will store the runoff until it is released directly to the public storm system through existing storm inlet found near the site.

Water & Sewer

Water and sewer will be provided by the City of Santa Fe and Utility Service Application is included with this submittal.

A new 8" public waterline will connect to the existing main in Cerrillos Rd. In addition, the waterline will be extended to the north property boundary in accordance with City requirements. A new 6" public sewer line will connect to the existing main in Cerrillos Rd. at the east access drive and will similarly extend to the north property boundary.

The projected annual water budget is 21.50 AFY. Therefore, in accordance with the requirements of SFCC §14-8.13, Development Water Budgets, water rights will be acquired to offset the Project's water demand. Please refer to the attached Water Budget for further details.

Fire Protection and Emergency Access

All buildings will be equipped with automatic fire suppression in accordance with IFC requirements. All access roads and fire paths will accommodate a 28' minimum truck turning radius. Furthermore, as described above, emergency access is provided to Trailer Ranch via the west entrance to the project.

Landscaping

Landscaping is provided in accordance with City Code requirements. Vegetation will include a combination of deciduous and evergreen trees, shrubs, and ornamental and native grasses. Street trees will be planted along Cerrillos Road and all efforts will be made to preserve the existing trees. A 15-foot landscape buffer is provided on the south property boundary along Cerrillos Road, which includes native trees and a walking path with direct access to the Santa Fe Trails Bus System. Stormwater collection swales are a key feature in the landscaped open space and will serve to maximize passive water harvesting and infiltration. Plant selections focus on drought tolerant, pest resistant and appropriate species that are viable in urban/ semi- urban settings. A diverse combination of native and introduced plant species will provide biodiversity and resilience to climate shifts. Please refer to the attached Landscape Plans for further details.

The project landscape approach is tailored to provide a range of enjoyable outdoor areas for community use. A proposed Common area courtyard nestled in the center of the main building, is furnished with a walking path, benches, and shade structures with seating to serve as informal community gathering areas. A tree study was conducted by a certified New Mexico Arborist to the significant trees. Significant trees that cannot be preserved will be replaced in accordance with Code requirements.

Lighting & Signage

Site lighting will be provided via a combination of Energy Star or equivalently rated fixtures, including lights in the parking area and as well as the dog park. Light fixtures include wall sconces, walkway bollards and Mirada Small Area (MRS) which are full cut-off and shielded. Please refer to the attached Site Lighting and Photometric Plans for further details.

A project identification monument sign is proposed at the property's southeast corner, which will be mounted on the existing site wall fronting Cerrillos Road. In addition, the overall signage program will include directional and wayfinding signage, etc.

Development Plan Approval Criteria

In accordance with §14-3.8(D)(1), the Development Plan approval criteria are addressed below:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application

> SFCC §14-2.3 (C)(1) states, *" the planning commission shall review and approve or disapprove various specific development plans, requests and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter."*

(b) that approving the development plan will not adversely affect the public interest

The project does not adversely affect the public interest and it serves the public interest through the construction of much-needed housing for Santa Fe residents in a desired location. The location is within walking distance to public transportation and several amenities such as retail services, pharmacies, restaurants, and places of employment.

(c) that the use and any associated buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration

The subject property is located on the Cerrillos Road Highway Corridor Protection District, which is a diverse mixed-use area comprised of a variety of residential and commercial uses, including restaurants, retail stores, and a fitness facility, as well as single-family, mobile home communities, and multifamily development. The Project is within walking distance to Santa Fe Trails Bus Stop and is served by Route 2, which travels to the Downtown Transit center to the north and the Santa Fe Place transit center to the south. The proposed residential use and scale of the project is compatible with land uses in the vicinity and the addition of quality multifamily housing aligns with the City of Santa Fe General Plan's intent for a mix of residential and commercial uses throughout the city, as well as its policy of infill development.

Cerrillos Road Highway Corridor Protection District

The Project complies with the provisions of the Cerrillos Road Highway Corridor Protection District relative to site design, architecture, landscaping, setbacks, signage, etc. Please refer to the attached development plans for further information.

Santa Fe Homes Program

In accordance with the Santa Fe Homes Program, the project will comply through payment of a fee-in-lieu. The Santa Fe Homes Program Proposal is submitted herewith for your reference.

Archaeology

The Project is located within the Suburban Archaeological District. Since the parcels are less than 10 acres, an archaeological clearance permit is not required. Any utility trench over 550 LF will be monitored by an archaeologist.

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on November 6, 2023. City staff, consultants, and members of the public were in attendance. The applicant presented a slide show that featured conceptual project plans and other relevant information. The question and answer session covered various topics that are summarized in the attached meeting notes.

In support of this request, the following documentation is submitted herewith for your reference:

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

1. Development Plan Application
2. Plat Applications
3. Letters of Agent Authorization
4. Warranty Deed (s)
5. Legal Lot of Record Plat (s)
6. Early Neighborhood Notification Meeting Notes
7. Utility Service Application
8. Water Budget
9. Site Lighting Cut Sheets
10. Santa Fe Homes Program Proposal
11. Architectural Points Checklists
12. Traffic Impact Analysis
13. Drainage Report
14. Lot Line Adjustment & Lot Consolidation Plats
15. Development Plans

The Development Review Fees are calculated as follows:

• Development Plan ($40,000,000.00 Valuation)	*$20,000.00*
• Lot Line Adjustment Fee	*$200.00*
• Lot Consolidation Fee	*$200.00*
• Lot Line Adjustment & Lot Consolidation Fee	*$400.00*
• 2 Notice Posters	*$60.00*
TOTAL	**$20,860.00**

PAID on 2.20.2024

Please contact me should you have any questions or require additional information.

Thank you for your consideration.

Sincerely,

JENKINSGAVIN, INC.

Angelica Reed

(date stamp)

DEVELOPMENT PLAN APPLICATION

Parcel Information

Project Name: RKSS Cerrillos Multi-Family

Address: 3471, 3431, 3435, 3439, 3443 Cerrillos Rd. & 3420 + 3450 Rufina St.

Property Size: Total Acreage 19.587 ac.

Current Use of Land: RV Park or Vacant

Proposed Use of Land: Multi-Family Development

Does a Rezoning application accompany this application? YES ☐ NO ☑

Are any variances required? YES ☐ NO ☑

Preapplication Conference Date: January 27, 2023

Early Neighborhood Notice (ENN) meeting date: 11/6/2023

Zoning: C-2 and R3

Property Owner Information

Name: RKSS Santa Fe 1, LLC
First *Last*

Address: P.O. Box 5098
Street Address *Suite/Unit #*

Santa Fe NM 87502
City *State* *ZIP Code*

Phone: ( ) E-mail Address:

Applicant/Agent Information (if different from owner)

Company Name: JenkinsGavin Inc

Name: Jennifer Jenkins
First *Last*

Address: 130 Grant Ave 101
Street Address *Suite/Unit #*

Santa Fe NM 87501
City *State* *ZIP Code*

Phone: (505) 820-7444 E-mail Address: jennifer@jenkinsgavin.com / angelica@jenkinsgavin.com

Correspondence Directed to: ☐ Owner ☑ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: << See attached authorization forms >>

I/We authorize _____ to act as my/our agent to execute this application.

Signed: _____ Date: _____

Signed: _____ Date: _____

Submittal Checklist (Requirements found in Section 14-3.8 SFCC 1987)

☐ *Six (6) 24"x36" plan sets and one (1) CD are required. Please include the following:*

☑ Letter of Application (intent, location, acreage)	☑ Statement addressing approval criteria	☑ Legal Lot of Record, Legal Description	☑ Development Plan (as defined by Section 14-3.8 SFCC 1987)	☑ Landscape, Parking and Lighting Plan, Signage Specifications
☑ Terrain Management Plans (as required by Section 14-8.2 SFCC 1987)	☑ Traffic Impact Analysis (if required)	☐ Proof of Compliance with Conditions of Annexation Approval (if applicable)	☑ Sewer and Water Plan (including profiles and details)	☐ Phasing Plan (if applicable)
☐ Archaeological Clearance (if applicable)				

Development Plan Submittal Requirements, as defined by Section 14-3.8(C) SFCC 1987:

Applicants for developments that require development plans under this section shall submit plans and other documentation as required by the land use director that show compliance with the applicable provisions of the Santa Fe City Code as provided in Section 14-3.1(C) (Form of Application), including plans that show:

(a) existing conditions on the site and within two hundred (200) feet of the site;
(b) proposed modifications to the site, including the locations of existing and new structures, grading, landscaping, lighting, pedestrian and vehicular circulation, parking and loading facilities;
(c) the types, extent and intensity of land uses that are proposed;
(d) proposed modifications to the infrastructure serving the site, including public and private streets, driveways and traffic control measures and utilities;
(e) documentation of compliance with development standards such as required yards, lot coverage, height of structures and open space;
(f) the phases of development, if applicable;
(g) for residential development, a proposal for provision of affordable housing as required by Section 14-8.11 (Santa Fe Homes Program);
(h) a development water budget as required by Section 14-8.13;
(i) for a development plan or final development plan, sufficient detail to clearly show how each applicable development standard is to be met and identify any variance or waiver required;
(j) for a preliminary development plan, sufficient detail to demonstrate the feasibility of meeting all applicable development standards, including an analysis of the type and extent of variances or waivers required, specific requests for which may be included.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: *Angelica Reed* Date: _____

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Thank you, and feel free to contact the Land Use Department staff at (505) 955-6585 with any questions.

June 28, 2024

Current Planning Division
City of Santa Fe Land Use Department
200 Lincoln Avenue,
Santa Fe, New Mexico 87501

RE: RKSS Cerrillos Multi Family Project
3471, 3431, 3453, and 3443 Cerrillos Road and 3450 Rufina Street

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced properties regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

RKSS Santa Fe 1, LLC

By: Sheva Soloman

Signed: _____ 7/1/24
Date

ACKNOWLEDGMENT

State of New York)
) ss
County of New York)

The foregoing instrument was acknowledged before me this 1st day of July, 2024 by Amanda Povman.

_____
Notary Public

My Commission Expires 03-28-2026

AMANDA GRACE POVMAN
NOTARY PUBLIC-STATE OF NEW YORK
No. 02PO6431112
Qualified in New York County
My Commission Expires 03-28-2026

COUNTY OF SANTA FE } SPECIAL WARRANTY DEED
STATE OF NEW MEXICO } ss PAGES: 3

I Hereby Certify That This Instrument Was e-Recorded for
Record On The 1ST Day Of December, A.D., 2023 at 02:44:41 PM
And Was Duly Recorded as Instrument # 2024324
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark
Deputy - GLUJAN County Clerk, Santa Fe, NM

Return to First American Title Insurance Company
File No. 2814241-SF01 jlo

SPECIAL WARRANTY DEED

Bienvenidos Properties, LLC, a New Mexico limited liability company, for consideration paid, grant to RKSS Santa Fe 1, LLC, a New Mexico limited liability company whose address is 900 West Avenue, Apt. 1019, Miami Beach, FL 33135 the following described real estate in Santa Fe County New Mexico:

Parcel 1

Lots 3, 4 and 5, as shown on plat entitled "Boundary Survey Plat of Lots 1 & 2 of the "Mexpag Replat" within a portion of SHC 438 Lot and Lots 3, 4 & 5 within a portion of SHC 454 Tr 3 lying & being situate within Section 5, T 16 N, R 9 E, NMPM...", filed in the office of the County Clerk, Santa Fe County, New Mexico on January 4, 2010 in Plat Book 712, Page 010 as Instrument No. 1587522 and re-recorded on February 6, 2012, in Plat Book 742, Page 9, as Instrument No. 1659567.

Parcel 2

Lot A, as shown on plat entitled "Boundary Survey Plat of Lot A for Stephen Etre lying and being situate within a portion of SHC 581; within Section 5, T 16 N, R 9 E...", filed in the office of the County Clerk, Santa Fe County, New Mexico on December 30, 2011 in Plat Book 740, Page 035 as Instrument No. 1656225.

Subject to:

Taxes for the year 2024 and thereafter.

Sewer maintenance and garbage disposal assessments for the year 2024 and thereafter.

Terms and conditions as contained in Deed for Easement of Way, filed April 20, 1942 in Deeds Book 24, Page 246, records of Santa Fe County, New Mexico. (as to Parcels 1 and 2)

Easement in favor of Public Service Company of New Mexico, and rights incident thereto, recorded in Book 358, Page 883, records of Santa Fe County, New Mexico. (as to Parcel 2)

Easement in favor of the City of Santa Fe, recorded in Book 726, page 090, records of Santa Fe County, New Mexico. (as to Parcel 2)

Shared Driveway and Utility Easement Agreement, filed July 23, 2010 as Instrument No. 1605897, records of Santa Fe County, New Mexico. (as to Parcel 1)

Notes, conditions, easements, and rights incident thereto, all as shown on plat recorded in Plat Book 712, page 10, and re-recordd in Plat Book 742, Page 9. (as to Parcel 1).

Notes, conditions, easements, and rights incident thereto, all as shown on plat recorded in Plat Book 740, page 35. (as to Parcel 2).

Lack of a right of access to and from the Land, except by common ownership. (as to Parcel 1)

Rights of parties in possession, as tenants only, under prior unrecorded lease agreements, with no option to purchase or rights of first refusal in the Land.

Rights of easement, if any, relating to the overhead electric lines, power poles, guy line anchors, light pole and septic lid, as shown on the Survey prepared by Jason Natera, NMPS No. 27749, dated September 1, 2023.

Encroachment of the building, burned carport debris, concrete, block wall and fence onto the adjoining property; encroachment of the storage building onto effluent line easement as shown on the Survey prepared by Jason Natera, NMPS No. 27749, dated September 1, 2023.

Notes, conditions, easements, and rights incident thereto, all as shown on plat recorded in Plat Book 907, Pages 28-29.

with special warranty covenants.

WITNESS our hands and seal this First day of December, 2023.

Bienvenidos Properties, LLC,

a New Mexico limited liability company

By: _____

Name: Stephen A. Etre

Title: Member

By: _____

Name: Kathy D. Armijo Etre

Title: Member

Acknowledgement for Representative Capacity

State of New Mexico)
) §
County of Santa Fe)

This instrument was acknowledged before me on December 1st, 2023, by Stephen A. Etre and Kathy D. Armijo Etre as Members of Bienvenidos Properties, LLC, a New Mexico limited liability company, on behalf of said limited liability company.

My commission expires:

Notary Public

(Seal)

STATE OF NEW MEXICO
NOTARY PUBLIC
LYNNEA MARIE ORTIZ
COMMISSION #1058857
COMMISSION EXPIRES 08/19/2026

Return to First American Title Insurance Company
File No. 2754962-SF01 jlo

SPECIAL WARRANTY DEED

TRAILER RANCH RESORT LLC, a New Mexico limited liability company, for consideration paid, grant to RKSS Santa Fe 1, LLC, a New Mexico limited liability company whose address is 900 West Avenue, Apt. 1019, Miami Beach, FL 33135 the following described real estate in Santa Fe County New Mexico:

Parcel 1:

Lot 5A, as shown on DIVISION OF LAND PLAT PREPARED FOR THE TRAILER RANCH INC., lying and being situate within S.H.C. 454, Lot 2; S.H.C. 432, Lot 2; S.H.C. 434, Tract 1; S.H.C. Tract 3 and Lot 11, in Section 05, T.16 N., R.9 E., N.M.P.M., City Limits of Santa Fe, filed in the office of the County Clerk, Santa Fe County, New Mexico on December 1, 2022, in Plat Book 897, Page 044, as Instrument No. 2002298, records of Santa Fe County, New Mexico.

Subject to:

Taxes for the year 2023 and thereafter.

Sewer maintenance and garbage disposal assessments for the year 2023 and thereafter.

Easement granted to Southern Union Gas Company filed July 28, 1930, recorded in X, Misc., Page 29 as Document No. 40147; filed July 28, 1930 in Book X Misc., Page 30 as Document No. 40148; filed July 28, 1930 in Book X Misc., Page 35 as Document No. 40153; filed July 28, 1930 in Book X Misc., Page 74 as Document No. 40192, and filed August 22, 1930 in Book X Misc., Page 90 as Document No. 40331, records of Santa Fe County, New Mexico.

Deed for Easement of Way filed April 20, 1942, recorded in Book 24 of Deeds, Page 246 as Document No. 68573, records of Santa Fe County, New Mexico.

Grant of Right of Way filed July 8, 1994, recorded in Book 1073, Page 992, records of Santa Fe County, New Mexico.

Easement(s) reserved across the Land, covenants and conditions as shown and noted on the recorded plat, filed in the Office of the County Clerk of Santa Fe County, New Mexico, on December 1, 2022, in Plat Book 897, Page 044.

Rights of easement, if any, relating to the overhead utility lines, as shown on the survey by Lorenzo E. Dominguez, NMPS No. 10461, dated November 23, 2022, filed December 1, 2022 in Plat Book 897, Page 044, records of Santa Fe County, New Mexico.

Encroachment of the improvements of the walls onto the Cerrillos Road right of way as shown on the survey by Lorenzo E. Dominguez, NMPS No. 10461, dated November 23, 2022, filed December 1, 2022 in Plat Book 897, Page 044, records of Santa Fe County, New Mexico.

SPECIAL WARRANTY DEED

CBH PROPERTIES SANTA FE, LLC, a New Mexico limited liability company, for and in consideration paid, grants to RKSS SANTA FE 1, LLC, a New Mexico limited liability company, whose address is P.O. Box 5098, Santa Fe, New Mexico 87502, the real property located in Santa Fe County, New Mexico, described as follows:

LOT NUMBERED B1, OF THE LOT CONSOLIDATION PLAT OF LOT B1, COMPRISING OF LOTS 1;.B1 & 2;B1 OF THE MEXPAG REPLAT, BEING WITHIN A PORTION OF SECTION 5, TOWNSHIP 16 NORTH, RANGE 9 EAST, N.M.P.M., CITY OF SANTA FE, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT OF SAID ADDITION FILED IN THE OFFICE OF THE COUNTY CLERK OF SANTA FE COUNTY, NEW MEXICO ON FEBRUARY 10, 2021, IN BOOK 873, PAGES 48-49, AS INSTRUMENT NO. 1943107 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A TRACT OF LAND LYING & BEING SITUATE WITHIN SECTIONS 5, T 16 N, R 9 E, N.M.P.M CITY AND COUNTY OF SANTA FE, NEW MEXICO BEING DESIGNATED AS "LOT B1" AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND CITY OF SANTA FE CONTROL MONUMENT THENCE NORTH 42 DEGREES 12' 43" EAST, A DISTANCE OF 6942.52 FEET TO A FOUND NO.4 REBAR WITH CAP STAMPED SHRADER PS 12451 AND THE POINT OF BEGINNING;

THENCE NORTH 58 DEGREES 36' 50" EAST, A DISTANCE OF 115.28 FEET TO A FOUND MAG NAIL AND WASHER STAMPED PLS 8466;

THENCE SOUTH 14 DEGREES 46' 46" EAST, A DISTANCE OF 131.78 TO A FOUND NO.4 REBAR WITH CAP STAMPED SHRADER PS 12451;

THENCE SOUTH 15 DEGREES 02' 20" EAST, A DISTANCE OF 250.32 FEET TO A FOUND MAG NAIL;

THENCE SOUTH 52 DEGREES 31' 04" WEST, A DISTANCE OF 118.16 FEET TO A SET NO. 4 REBAR WITH CAP STAMPED PS 23200;

THENCE NORTH 15 DEGREES 09' 47" WEST, A DISTANCE OF 250.27 FEET TO A FOUND 1" IRON PIPE;

THENCE NORTH 15 DEGREES 08' 49" WEST, A DISTANCE OF 144.50 FEET TO THE POINT AND PLACE OF BEGINNING.

with special warranty covenants.

Subject to taxes and assessments for the year 2023, restrictions, reservations and easements of record. ;

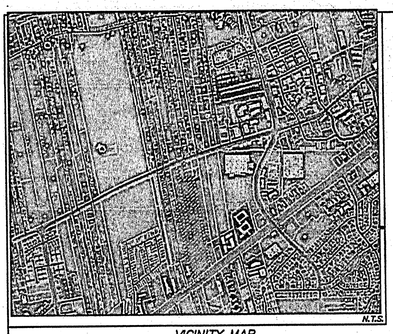
[signature page follows]

DIVISION OF LAND PLAT

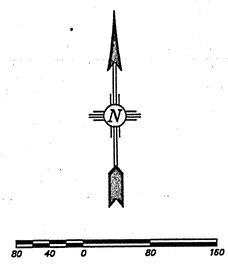
PREPARED FOR

Trailer Ranch Resort LLC

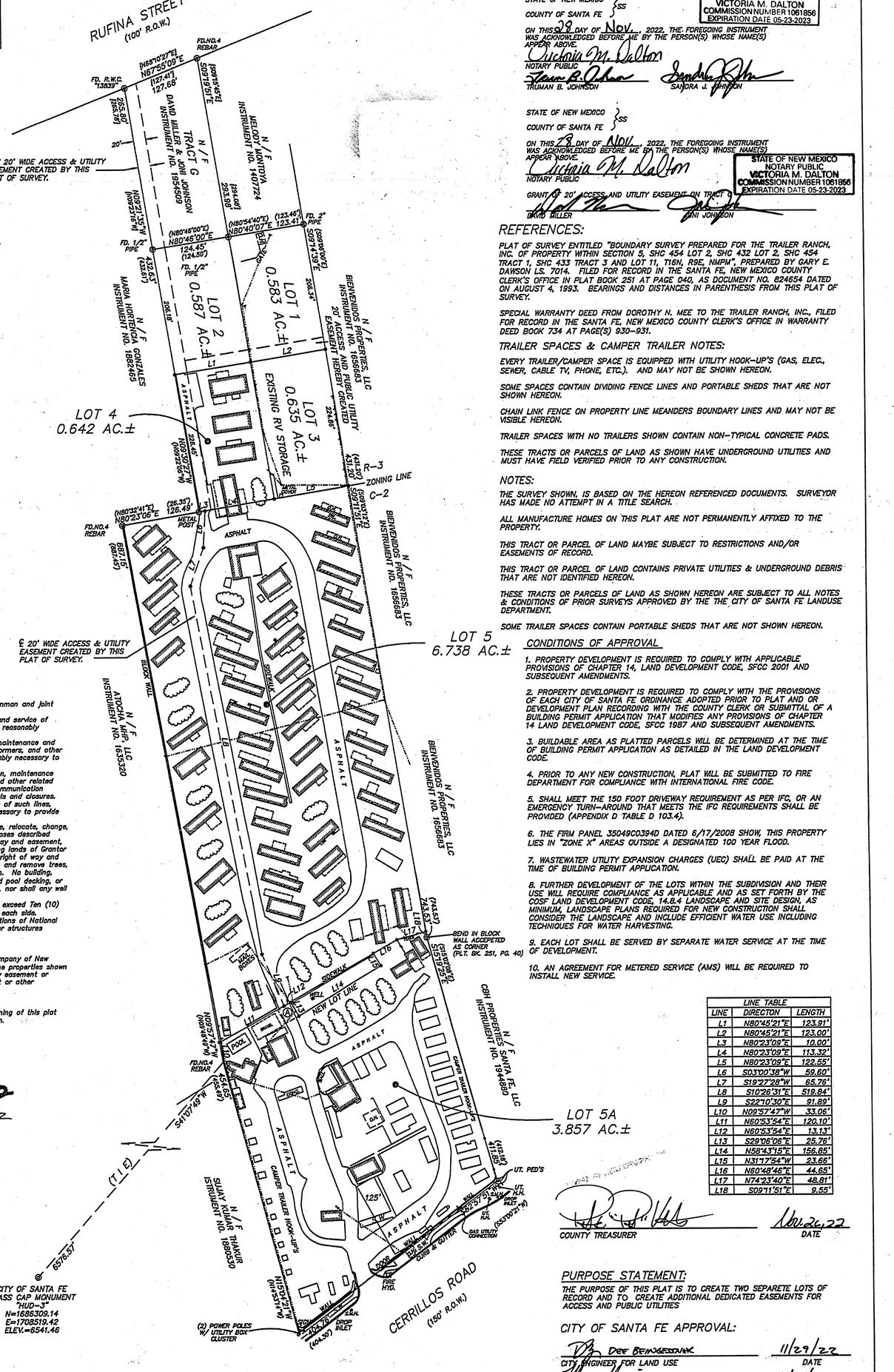
LYING AND BEING SITUATE WITHIN
S.H.C. 454, LOT 2; S.H.C. 432, LOT 2;
S.H.C. 434, TRACT 1; S.H.C. 433 TRACT 3 AND LOT 11
SECTION 05, T. 16 N., R. 9 E., N.M.P.M.
CITY LIMITS OF SANTA FE
SANTA FE COUNTY, STATE OF NEW MEXICO



VICINITY MAP



SCALE: 1"=80'



LEGEND

- CALCULATED CORNER.
- CAPPED REBAR SET THIS SURVEY.
- MONUMENT FOUND AS NOTED.
- CITY OF SANTA FE MONUMENT.
- WATER METER.
- GAS METER.
- ELECTRIC METER.
- EXISTING OVERHEAD UT. LINE WITH POWER POLE
- CONC. PAD (TYP.)
- OPEN TRAILER/MOBILE HOME SPACE.
- MOBILE HOME/ BLD. (TYP.)
- 25' X 25' WIDE WELL EASEMENT.

Public Utility Easements

Public Utility Easements shown on this plat are granted for the common and joint use of:

1. New Mexico Gas Company for installation, maintenance and service of natural gas lines, valves and other equipment and facilities reasonably necessary to provide natural gas.
2. Public Service Company of New Mexico for installation, maintenance and service of overhead and underground electrical lines, transformers, and other equipment, fixtures, structures and related facilities reasonably necessary to provide electrical service.
3. Qwest Corporation d.b/a CenturyLink QC for installation, maintenance and service of all buried and aerial communication lines and other related equipment and facilities reasonably necessary to provide communication services, including but not limited to above ground pedestals and closures.
4. Comcast Cable for installation, maintenance and service of such lines, cable and other related equipment facilities reasonably necessary to provide Cable TV service.

Included, is the right to build, rebuild, construct, reconstruct, locate, relocate, change, remove, modify, ramen, operate and maintain facilities for the purposes described above, together with free access to, from and over said right of way and easement, with the right and privilege of going upon, over and across adjoining lands of Grantor for the purposes set forth herein and with the right to utilize the right of way and easement to extend services to customers of Grantee, and to trim and remove trees, shrubs or bushes which interfere with the purposes set forth herein. No building, sign, pool (above ground or subsurface), hot tub, concrete or wood pool decking, or other structure shall be erected or constructed on said easements, nor shall any well be drilled or operated thereon.

Easements for Electric transformers/Switchgears, as Instaled, Shall exceed Ten (10) feet in front of transformer/switchgear doors and five (5) feet on each side. Property Owners shall be solely responsible for correcting any violations of National Electric Safety Code by construction of pools, decking, or any other structures adjacent to or near easements shown on this plat.

Disclaimer

Other than shown hereon, in approving this plat, Public Service Company of New Mexico, Gas Company (NMGC) did not conduct a Title Search of the properties shown hereon. Consequently, PNM and NMGC do not wave or release any easement or easement rights which may have been granted by prior plat, replat or other document and which are not shown on this plat.

CenturyLink QC disclaimer

This plat has been approved for easement purposes only. The signing of this plat does not in any way guarantee telephone service to the subdivision.

Utility Company Approvals

Frank S. Aragon 11/21/2022
New Mexico Gas Company Date

Doug Dale 11/18/2022
Qwest Corporation d.b/a CenturyLink Date

Public Service Company of New Mexico Date 11/28/2022

Comcast Cable Date

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS 1 DAY OF Dec. A.D. 2022 AT 8:39 O'CLOCK A.M. AND WAS DULY RECORDED IN BOOK 853 PAGE 11 OF THE RECORDS OF SANTA FE COUNTY.

2002298

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, NM

DEPUTY

SURVEYOR'S CERTIFICATE

ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, I HEREBY CERTIFY THAT THIS PLAT IS AN ACCURATE DELINEATION OF A SURVEY COMPLETED UNDER MY DIRECTION ON MARCH 13, 2022. I FURTHER CERTIFY THAT THIS SURVEY MEETS OR EXCEEDS THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO, ADOPTED BY THE NEW MEXICO STATE BOARD OF PROFESSIONAL ENGINEERS AND SURVEYORS.

11/23/22
LORENZO E. DOMINGUEZ DATE
P.S. #10461

EAST MOUNTAIN SURVEYING CO.
P.O. BOX 1607
MORIARTY, NM 87035
(505) 450-2097

REGISTERED PROFESSIONAL SURVEYOR STATE OF NEW MEXICO 10461 LORENZO E. DOMINGUEZ

COUNTY CLERK SEAL

DEDICATION / AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED OWNER HAS CAUSED THE FOREGOING DIVISION OF LAND AS SHOWN HEREON. THIS LAND DIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE WISHES AND DESIRES OF THE SAID OWNER. EASEMENTS ARE HEREBY GRANT FOR ALL EXISTING UTILITIES. THESE LAND LIE WITH IN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, SANTA FE COUNTY, STATE OF NEW MEXICO. EASEMENTS ARE HERBY DEDICATED/GRANTED AS SHOWN HEREON.

TRAILER RANCH RESORT LLC – (MANAGING MEMBER)

STATE OF NEW MEXICO }
COUNTY OF SANTA FE } SS

STATE OF NEW MEXICO
NOTARY PUBLIC
VICTORIA M. DALTON
COMMISSION NUMBER 1061856
EXPIRATION DATE 05-23-2023

ON THIS 28 DAY OF Nov., 2022, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY THE PERSON(S) WHOSE NAME(S) APPEAR ABOVE.

Victoria M. Dalton
NOTARY PUBLIC

TRUMAN B. JOHNSON SANDRA L. JOHNSON

STATE OF NEW MEXICO }
COUNTY OF SANTA FE } SS

ON THIS 28 DAY OF Nov., 2022, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY THE PERSON(S) WHOSE NAME(S) APPEAR ABOVE.

Victoria M. Dalton
NOTARY PUBLIC

STATE OF NEW MEXICO
NOTARY PUBLIC
VICTORIA M. DALTON
COMMISSION NUMBER 1061856
EXPIRATION DATE 05-23-2023

GRANT OF 20' ACCESS AND UTILITY EASEMENT ON TRACT G

DAVID MILLER JONI JOHNSON

REFERENCES:

PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY PREPARED FOR THE TRAILER RANCH, INC. OF PROPERTY WITHIN SECTION 5, SHC 454 LOT 2, SHC 432 LOT 2, SHC 454 TRACT 1, SHC 433 TRACT 3 AND LOT 11, T16N, R9E, NMPM", PREPARED BY GARY E. DAWSON LS. 7014. FILED FOR RECORD IN THE SANTA FE, NEW MEXICO COUNTY CLERK'S OFFICE IN PLAT BOOK 251 AT PAGE 040, AS DOCUMENT NO. 824654 DATED ON AUGUST 4, 1993. BEARINGS AND DISTANCES IN PARENTHESIS FROM THIS PLAT OF SURVEY.

SPECIAL WARRANTY DEED FROM DOROTHY N. MEE TO THE TRAILER RANCH, INC., FILED FOR RECORD IN THE SANTA FE, NEW MEXICO COUNTY CLERK'S OFFICE IN WARRANTY DEED BOOK 734 AT PAGE(S) 930–931.

TRAILER SPACES & CAMPER TRAILER NOTES:

EVERY TRAILER/CAMPER SPACE IS EQUIPPED WITH UTILITY HOOK-UP'S (GAS, ELEC., SEWER, CABLE TV, PHONE, ETC.). AND MAY NOT BE SHOWN HEREON.

SOME SPACES CONTAIN DIVIDING FENCE LINES AND PORTABLE SHEDS THAT ARE NOT SHOWN HEREON.

CHAIN LINK FENCE ON PROPERTY LINE MEANDERS BOUNDARY LINES AND MAY NOT BE VISIBLE HEREON.

TRAILER SPACES WITH NO TRAILERS SHOWN CONTAIN NON–TYPICAL CONCRETE PADS.

THESE TRACTS OR PARCELS OF LAND AS SHOWN HAVE UNDERGROUND UTILITIES AND MUST HAVE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

NOTES:

THE SURVEY SHOWN, IS BASED ON THE HEREON REFERENCED DOCUMENTS. SURVEYOR HAS MADE NO ATTEMPT IN A TITLE SEARCH.

ALL MANUFACTURE HOMES ON THIS PLAT ARE NOT PERMANENTLY AFFIXED TO THE PROPERTY.

THIS TRACT OR PARCEL OF LAND MAYBE SUBJECT TO RESTRICTIONS AND/OR EASEMENTS OF RECORD.

THIS TRACT OR PARCEL OF LAND CONTAINS PRIVATE UTILITIES & UNDERGROUND DEBRIS THAT ARE NOT IDENTIFIED HEREON.

THESE TRACTS OR PARCELS OF LAND AS SHOWN HEREON ARE SUBJECT TO ALL NOTES & CONDITIONS OF PRIOR SURVEYS APPROVED BY THE THE CITY OF SANTA FE LANDUSE DEPARTMENT.

SOME TRAILER SPACES CONTAIN PORTABLE SHEDS THAT ARE NOT SHOWN HEREON.

CONDITIONS OF APPROVAL

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL OF A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF CHAPTER 14 LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

3. BUILDABLE AREA AS PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.

4. PRIOR TO ANY NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH INTERNATIONAL FIRE CODE.

5. SHALL MEET THE 150 FOOT DRIVEWAY REQUIREMENT AS PER IFC, OR AN EMERGENCY TURN–AROUND THAT MEETS THE IFC REQUIREMENTS SHALL BE PROVIDED (APPENDIX D TABLE D 103.4).

6. THE FIRM PANEL 35049C0394D DATED 6/17/2008 SHOW, THIS PROPERTY LIES IN "ZONE X" AREAS OUTSIDE A DESIGNATED 100 YEAR FLOOD.

7. WASTEWATER UTILITY EXPANSION CHARGES (UEC) SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

8. FURTHER DEVELOPMENT OF THE LOTS WITHIN THE SUBDIVISION AND THEIR USE WILL REQUIRE COMPLIANCE AS APPLICABLE AND AS SET FORTH BY THE COSF LAND DEVELOPMENT CODE, 14.8.4 LANDSCAPE AND SITE DESIGN, AS MINIMUM, LANDSCAPE PLANS REQUIRED FOR NEW CONSTRUCTION SHALL CONSIDER THE LANDSCAPE AND INCLUDE EFFICIENT WATER USE INCLUDING TECHNIQUES FOR WATER HARVESTING.

9. EACH LOT SHALL BE SERVED BY SEPARATE WATER SERVICE AT THE TIME OF DEVELOPMENT.

10. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICE.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N80°45'21"E	123.91'
L2	N80°45'21"E	123.00'
L3	N80°23'09"E	10.00'
L4	N80°23'09"E	113.39'
L5	N80°23'09"E	122.55'
L6	S03°00'38"W	59.60'
L7	S19°27'28"W	65.76'
L8	S10°26'31"E	519.84'
L9	S22°10'30"E	91.89'
L10	N09°57'47"W	33.06'
L11	N80°53'54"E	120.10'
L12	N80°53'54"E	13.13'
L13	S29°06'06"E	25.76'
L14	N58°43'15"E	156.85'
L15	N31°17'54"W	23.66'
L16	N80°48'46"E	44.65'
L17	N74°23'40"E	48.81'
L18	S09°11'51"E	9.55'

COUNTY TREASURER DATE 12/26/22

PURPOSE STATEMENT:

THE PURPOSE OF THIS PLAT IS TO CREATE TWO SEPARETE LOTS OF RECORD AND TO CREATE ADDITIONAL DEDICATED EASEMENTS FOR ACCESS AND PUBLIC UTILITIES

CITY OF SANTA FE APPROVAL:

Dee Beingessner 11/29/22
CITY ENGINEER FOR LAND USE DATE

11/29/22
CITY PLANNER DATE

Case # 22-005484

INDEXING INFORMATION FOR COUNTY CLERK

OWNER(S): TRAILER RANCH RESORT LLC, TRUMAN B & SANDRA J JOHNSON
RECORDED DOCUMENT(S): PLT. BK. 251, PG. 40
SEC.(S), TOWNSHIP(S), RANGE(S): SEC. 5, T.16N., R.09E., N.M.P.M.
LAND GRANT(S): N / A
UPC #: 1-050-096-389-334
PROJECT NO.

SHEET 1 OF 1

East Mountain Surveying Co.
Lorenzo (Larry) E. Dominguez
Owner/Professional Surveyor · PS #10461
PO Box 1607, Moriarty, NM 87035
505.639-5557 · Mobile 505.450.2097

873 48

COVER SHEET
LOT CONSOLIDATION PLAT OF LOT B1

(FORMERLY LOTS 1;B1 & 2;B1 OF THE MEXPAG REPLAT)
WITHIN A PORTION OF
SECTION 5, TOWNSHIP 16 NORTH, RANGE 9 EAST, N.M.P.M.,
CITY OF SANTA FE, NEW MEXICO

DECLARATION OF LOT CONSOLIDATION:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER OF FORMER LOTS 1B1 AND 2B1 HAS CONSOLIDATED THESE LOTS AS SHOWN HEREON. SAID LOT CONSOLIDATION IS MADE WITH FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S) AND PROPRIETOR(S).

ACKNOWLEDGEMENT OF OWNER(S):

THE UNDERSIGNED BEING THE OWNER OF THE LAND DESCRIBED HEREIN, HEREBY CONSENTS TO THIS LOT CONSOLIDATION.

OWNER(S) SIGNATURE: DocuSigned by: Adam Stramel 5D72AD850ADE491... 1/20/2021 | 8:59 AM PST DATE:

DocuSign Envelope ID: 8F6638B7-D7C4-4CA6-9DEC-7E889DC9B4DC

OWNER(S) NAME PRINTED

Adam Stramel 1/20/2021 | 8:59 AM PST
DATE

TITAN PROPERTIES LLC, A NEW MEXICO LIMITED LIABILITY COMPANY *(REPRESENTATIVE)*

ACKNOWLEDGEMENT

STATE OF: NEW MEXICO

COUNTY OF: SANTA FE

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 2 DAY

OF February 2021 ~~2020~~

BY: NATALIE SHAY

MY COMMISSION EXPIRES 7/20/22

NOTARY PUBLIC 2/2/21 DATE

OFFICIAL SEAL
NATALIE SHAY
NOTARY PUBLIC, STATE OF NEW MEXICO
MY COMMISSION EXPIRES 7/20/22

CITY OF SANTA FE REVIEW:

CITY ENGINEER FOR LAND USE 2/9/21 DATE

CITY PLANNER 2/9/21 DATE

SANTA FE COUNTY TREASURER Feb 3, 21 DATE

UTILITY COMPANY SIGNATURES:

PNM ELECTRIC 1/11/2021 DATE

QWEST CORPORATION D/B/A CENTURYLINK QC Rochelle Abeyta Digitally signed by Rochelle Abeyta Date: 2021.01.11 11:07:20 -07'00' DATE

NEW MEXICO GAS COMPANY 1-13-2021 DATE

CITY OF SANTA FE WASTEWATER T. S. Holland, P.E. 1/13/21 DATE

CITY OF SANTA FE WATER DIVISION 01/14/2021 DATE

COMCAST David R Aikin 01/13/2021 DATE

PUBLIC UTILITY EASEMENTS:

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. [TELEPHONE COMPANY] FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. [CABLE COMPANY] FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER:

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

QWEST COMMUNICATIONS INC. DISCLAIMER

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

NOTES:

1. PROJECT IS IN NEW MEXICO STATE PLANE NAD 1983(2010)(EPOCH 2010.0000) CENTRAL ZONE 3002.

2. ORTHOMETRIC HEIGHTS DERIVED FROM GEOID 18

3. ALL DISTANCES ARE GROUND DISTANCES GRID TO GROUND
SCALE FACTOR = 1.0004084259
ORIGIN = N35°38'50.78022", W106°00'16.27164"
(N=1691026.419' E=1713347.249').

4. BEARINGS AND DISTANCES MARKED (RECORD) ARE THE RECORD DIMENSIONS AS SHOWN ON THE PLAT DATED FEBRUARY 12, 2012, RECORDED IN PLAT BOOK 742, PAGE 8, SANTA FE COUNTY CLERKS OFFICE, NEW MEXICO.

5. SUBJECT PROPERTY LOCATED IN FLOOD ZONE "X", AREA OF MINIMAL FLOOD HAZARD PER MAP NO. 35049C0394D EFFECTIVE DATE: JUNE 17, 2008.

6. SUBJECT PROPERTY IS ZONED "C-2 , GENERAL COMMERCIAL".

8. LEGAL ACCESS IS THROUGH CERRILLOS ROAD.

REFERENCE DOCUMENTS:

1. MEXPAG RE-PLAT DATED JUNE 9, 1966, BOOK 13 PAGE 65
2. WARRANTY DEED FOR GILBERT AND LUGARDA GALLEGOS DATED FEBRUARY 16TH, 1966 BOOK 234-435
3. BOUNDARY SURVEY PLAT DATED JANUARY 4, 2010, BOOK 712 PAGE 10
4. AMENDED BOUNDARY SURVEY PLAT DATED FEBRUARY 6, 2012, BOOK 742 PAGE 8
5. SHARED DRIVEWAY AND UTILITY EASEMENT DATED JULY 23 2010, INSTRUMENT NO. 1605897
6. PERSONAL REPRESENTATIVES DEED FOR GILDA AND CARLA GALLEGOS DATED MAY 4, 2010, INSTRUMENT NO. 1599376
7. PERSONAL REPRESENTATIVES DEED FOR BEAU AND CARLA CALLEGOS, DATED MAY 6, 2010, INSTRUMENT NO. 1599377
8. BLM GLO PLAT SHOWING SMALL HOLDING CLAIMS IN S. 6 T. 16 N. R. 9 E. N.M.P.M .DATED JULY 16-29, 1914, ACCEPTED SEPTEMBER 26, 1919.
9. BLM GLO PLAT SHOWING SMALL HOLDING CLAIMS IN S. 3, 4 & 5 IN T. 16 N. R. 9 E. N.M.P.M. DATED JUNE 8, 1894, ACCEPTE3D DECEMBER 21, 1895.
10. BLM GLO PLAT SHOWING SMALL HOLDING CLAIMS IN S. 5 T. 16 N. R. 9 E. N.M.P.M. DATED JULY 16-29 1914, ACCEPTED SEPTEMBER 26, 1919.
11. SETTLEMENT AGREEMENT, CITY OF SANTA FE, LAS SOLERAS ANNEXATION DATED MAY 2, 2008. ITEM NO. 08-0382

CITY OF SANTA FE PUBLIC NOTICE:

THIS SURVEY IS BASED ON THOSE RECORDED DOCUMENTS NOTED HEREON. CITY OF SANTA FE STAFF MUST APROVE ALL DOCUMENTS SUBMITTED WITH AN APLICATION FOR A BUILDING PERMIT AND MAY REQUIRE SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PROVE LEGAL LOT OF RECORD.

SURVEYOR'S CERTIFICATION

I, JAMES DAVID COMBS, NEW MEXICO PROFESSIONAL SURVEYOR NO. 23200, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

James David Combs
JAMES COMBS, PS 23200

JAMES DAVID COMBS NEW MEXICO 23200 PROFESSIONAL SURVEYOR

1-8-21
DATE OF PLAT

RECORD LEGAL DESCRIPTION:

LOT 1; B1 AND LOT 2; B1, AS SHOWN AND DELINEATED ON PLAT OF SURVEY ENTITLED "BOUNDARY SURVEY PLAT OF LOT 1 & 2 OF THE "MEXPAG REPLAT" WITHIN A POTION OF SHC 438 LOT 2 AND LOTS 3,4, & 5 WITHIN A PORTION OF SHC 454 TR. 3 LYING & BEING SITUATE WITHIN SECTION 5, T 16 N, R 9 E , NMPM CITY AND COUNTY OF SANTA FE, NEW MEXICO", RECORDED JANUARY 4, 2010 IN PLAT BOOK 712, PAGE 10, #1587522, FIRST AMENDMENT FILED FEBRUARY 6, 2012, IN PLAT BOOK 742, PAGE 8, #1659567, RECORDS OF SANTA FE COUNTY, NEW MEXICO.

LEGAL DESCRIPTION PER THIS PLAT:

A TRACT OF LAND LYING & BEING SITUATE WITHIN SECTION 5, T 16 N, R 9 E , N.M.P.M CITY AND COUNTY OF SANTA FE, NEW MEXICO BEING DESIGNATED AS "LOT B1" AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT A FOUND CITY OF SANTA FE CONTROL MONUMENT THENCE NORTH 42° 12' 43" EAST, A DISTANCE OF 6942.52 FEET TO A FOUND NO. 4 REBAR WITH CAP STAMPED SHRADER PS 12451 AND THE POINT OF BEGINNING;

THENCE NORTH 58° 36' 50" EAST, A DISTANCE OF 115.28 FEET TO A FOUND MAG NAIL AND WASHER STAMPED PLS 8466;

THENCE SOUTH 14° 46' 46" EAST, A DISTANCE OF 131.78 TO A FOUND NO. 4 REBAR WITH CAP STAMPED SHRADER PS 12451;

THENCE SOUTH 15° 02' 20" EAST, A DISTANCE OF 250.32 FEET TO A FOUND MAG NAIL;

THENCE SOUTH 52° 31' 04" WEST, A DISTANCE OF 118.16 FEET TO A SET NO. 4 REBAR WITH CAP STAMPED PS 23200;

THENCE NORTH 15° 09' 47" WEST, A DISTANCE OF 250.27 FEET TO A FOUND 1" IRON PIPE;

THENCE NORTH 15° 08' 49" WEST, A DISTANCE OF 144.50 FEET TO THE POINT AND PLACE OF BEGINNING.

SAID LOT CONTAINS 42634.04 SQUARE FEET OR 0.979 ACRES MORE OR LESS.

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

LOT CONSOLIDATION PLAT OF LOT B1
(FORMERLY LOTS 1;B1 & 2;B1 OF THE MEXPAG REPLAT)
WITHIN A PORTION OF SECTION 5, TOWNSHIP 16 NORTH,
RANGE 9 EAST, N.M.P.M., CITY OF SANTA FE, NEW MEXICO

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO) Instr # 1943107
I hereby certify that this instrument was filed for record on the 10 day of February 21 A.D. at 1:24 o'clock PM, and was duly recorded in book 870, page(s) 48-49 of the records of Santa Fe County.

Witness my Hand and Seal of office
~~GERALDINE SALAZAR~~
County Clerk, Santa Fe County, N.M.
Katharine E. Clark

Destiny Romero Deputy

County Clerk
COUNTY CLERK SANTA FE COUNTY NEW MEXICO

Rev #	Date	Description	By	Ck'd

SOUDER, MILLER & ASSOCIATES
Engineering • Environmental • Surveying
Serving the Southwest & Rocky Mountains
5454 Venice Avenue NE, Suite D
Albuquerque, NM 87113
Phone (505) 299-0942 Toll-Free (877) 299-0942 Fax (505) 293-3430
www.soudermiller.com

CLIENT: CHRISTIAN BROTHERS AUTOMOTIVE SANTA FE, NM

LOT CONSOLIDATION PLAT OF LOT B1
(FORMERLY LOTS 1;B1 & 2;B1 OF THE MEXPAG REPLAT)
WITHIN A PORTION OF
SECTION 5, TOWNSHIP 16 NORTH, RANGE 9 EAST, N.M.P.M.,
CITY OF SANTA FE, NEW MEXICO

Designed	Drawn	Checked
	AMD	JDC

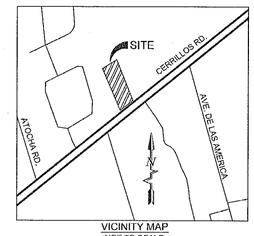
Date: DECEMBER 2020
Scale: Horiz: N/A Vert:
Project No: 9229267
Sheet: LC1 OF 2

P:\9-Christian Brothers Automotive Santa Fe Site (9229267)\Survey\01-DWG\Christain Brothers Replat.dwg, 12/1/2020 10:05:31 AM AMD

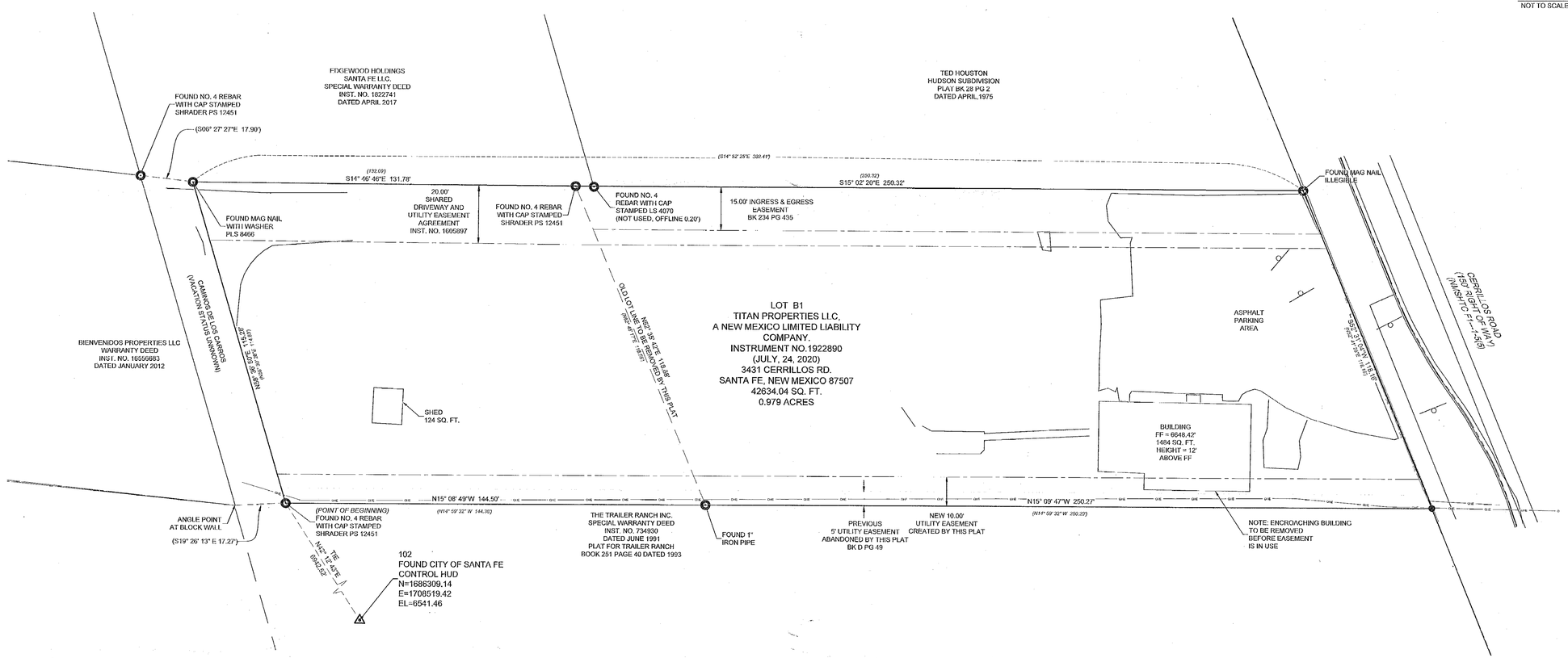
LOT CONSOLIDATION PLAT OF LOT B1

(FORMERLY LOTS 1;B1 & 2;B1 OF THE MEXPAG REPLAT)
WITHIN A PORTION OF
SECTION 5, TOWNSHIP 16 NORTH, RANGE 9 EAST, N.M.P.M.,
CITY OF SANTA FE, NEW MEXICO

873 49



VICINITY MAP
NOT TO SCALE



LEGEND

- = PROPERTY BOUNDARY
- = ADJACENT PROPERTY LINE
- = EASEMENT LINE
- = CURB AND GUTTER
- = EDGE OF PAVING
- = BUILDING FOOTPRINT
- = BUILDING OVERHANG
- OHE = OVERHEAD ELECTRIC
- = FOUND MONUMENT AS NOTED
- = SET #4 REBAR WITH CAP STAMPED 23200
- = SIGN
- N15° 09' 47"W 250.07' = MEASURED DIMENSIONS
- (N15° 09' 47"W 250.07') = RECORD DIMENSIONS

GRID NORTH

0 20 40 Feet

SCALE: 1" = 20'
US SURVEY FEET

Rev.#	Date	Description	By	CHK'd

SOUDER, MILLER & ASSOCIATES
Engineering • Environmental • Surveying
Serving the Southwest & Rocky Mountains
5454 Venice Avenue NE, Suite D
Albuquerque, NM 87113
Phone (505) 299-09-2 Toll-Free (877) 299-0942 Fax (505) 293-3450
www.soudermiller.com

CLIENT: CHRISTIAN BROTHERS AUTOMOTIVE - SANTA FE, NM

LOT CONSOLIDATION PLAT OF LOT B1
(FORMERLY LOTS 1;B1 & 2;B1 OF THE MEXPAG REPLAT)
WITHIN A PORTION OF
SECTION 5, TOWNSHIP 16 NORTH, RANGE 9 EAST, N.M.P.M.,
CITY OF SANTA FE, NEW MEXICO

Designed	Drawn	Checked
	AMD	JDC

Date: DECEMBER 2020
Scale: Horiz: 1" = 20 FEET
Vert:
Project No: 9229267
Sheet: LC 2 OF 2

P:\9-Christian Brothers Automotive Santa Fe Site (9229267)\Survey\01-DWG\Christain Brothers Replat.dwg, 12/1/2020 10:05:36 AM AMD

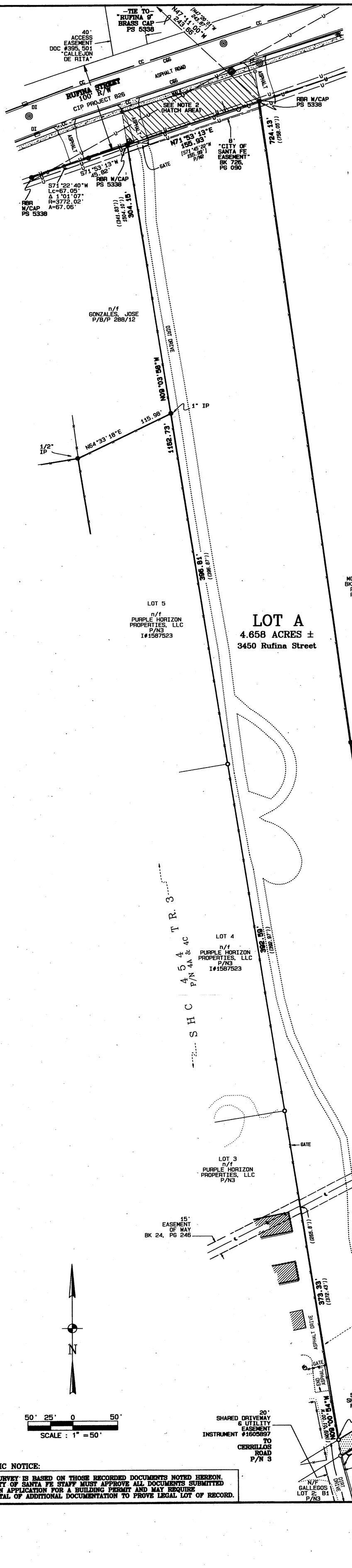
BOUNDARY SURVEY PLAT
of
LOT A
for
Stephen Etre

LYING & BEING SITUATE WITHIN A PORTION OF SHC 581; WITHIN SECTION 5, T 16 N, R 9 E, NMPM

CITY AND COUNTY OF SANTA FE, NEW MEXICO

Containing 4.658 Acres ±

740035



NOTES

1) REFER TO A "PLAT OF SURVEY FOR JOE B ROMERO, PORTION OF S.H.C. No. 581 IN SEC. 5, T 16 N, R 9 E, ..." PREPARED BY GEORGE RIVERA, PS 3149, AND DATED FEBRUARY 22, 1974. PLAT IS RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER RECEPTION No. 395,502.
DATA FROM SAID PLAT SHOWN IN SINGLE (( )) PARENTHESIS.

BASIS OF BEARINGS TAKEN FROM GPS OBSERVATION; WGS 84.

REFER TO A WARRANTY DEED BETWEEN JOE ROMERO, RITA ROMERO AND CASE THOMPSON, INC. (GRANTORS) TO VICTOR MONTANO AND VIOLA MONTANO (GRANTEES) RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER IN BOOK 341, PAGES 162 - 166 ON NOVEMBER 19, 1976.

2) REFER TO A WARRANTY DEED BETWEEN VICTOR MONTANO AND VIOLA MONTANO (GRANTORS) AND CITY OF SANTA FE (GRANTEE) RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER RECEPTION #737,870 IN BOOK 726, PAGE 088 ON MAY 22, 1991.

3) REFER TO A "BOUNDARY SURVEY PLAT OF LOT 1 & 2 OF THE "MEXPAG REPLAT" WITHIN A PORTION OF SHC 438 LOT 2 AND LOTS 3, 4 & 5 WITHIN A PORTION OF SHC 454 TR. 3 . . ." PREPARED BY DEAN L. SHRADER, PS 12451 ON 12/18/2009. RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER RECEPTION #1587,522 IN PLAT BOOK 712, PAGE 010 ON 1/4/2010.

4) REFER TO THE FOLLOWING PLATS FROM THE US SURVEYOR GENERAL'S OFFICE:

A) "PLAT SHOWING SMALL HOLDING CLAIMS IN SEC 5, T 16 N, R 9 E . . ." RESURVEYED BY CHAS W. DEVENDORF ON 2/19/1916 AND APPROVED BY LUCIUS DILLS, SURVEYOR GENERAL ON 11/16/1917.
SURVEY ACCEPTED SEPTEMBER 26, 1919 BY THE GOVERNMENT LAND OFFICE.

B) "PLAT SHOWING SMALL HOLDING CLAIMS IN SECTIONS 3, 4 & 5, T 16 N, R 9 E . . ." SURVEYED BY JOHN H. WALKER UNDER CONTRACT #284 DATED JUNE 8, 1894. SURVEY ACCEPTED DECEMBER 21, 1895 BY THE GOVERNMENT LAND OFFICE. SURVEY ACCEPTED SEPTEMBER 26, 1919 BY THE GOVERNMENT LAND OFFICE.

C) "PLAT SHOWING SMALL HOLDING CLAIMS IN SECTIONS 5, 6 & 7, T 16 N, R 9 E . . ." SURVEYED BY WILLIAM W. CORBET UNDER CONTRACT #424 DATED MARCH 10, 1909. SURVEY APPROVED BY JOHN W. MARCH, SURVEYOR GENERAL, APRIL 24, 1911.

FLOOD NOTE:

A PORTION OF THESE LOTS LIE WITHIN ZONE X:
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
REFER TO FEMA FIRM MAP No. No. 35049C0394D; DATED 6/17/08.

LEGEND

●	FOUND POINT
○	SET POINT (1/2" RBR. W/CAP No. 12451 UNLESS OTHERWISE INDICATED) OR SET BY PREVIOUS SURVEY
⊗	CALCULATED POINT (NOT SET)
◎	MANHOLE
✲	LIGHT POLE
⊠	TELEPHONE PEDESTAL
DI	DROP INLET
CGS	CURB AND GUTTER
CC	CURB CUT
P/N#	SEE PLAT OF NOTE #
⋯⋯	EXISTING DRIVE
—×—×—	FENCELINE
▨	CONCRETE SURFACE
—o—U—o—	UTILITY POLE AND OVERHEAD LINES

Surveyors Certificate

I HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE NOTES SHOWN HEREON WERE PREPARED BY ME OR UNDER MY PERSONAL DIRECTION AND ARE A TRUE & ACCURATE REPRESENTATION OF A FIELD SURVEY WHICH WAS COMPLETED ON 12/15/2011. TO THE BEST OF MY INFORMATION, KNOWLEDGE AND BELIEF, THIS PLAT MEETS OR EXCEEDS THE "MINIMUM STANDARDS FOR LAND SURVEYING IN NEW MEXICO." I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

DEAN L. SHRADER NEW MEXICO PROFESSIONAL SURVEYOR No. 12451

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

DEAN L. SHRADER NEW MEXICO 12451 REGISTERED PROFESSIONAL SURVEYOR

1656225

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)

I hereby certify that this instrument was filed for record on the 30 day of Dec A.D. 20 11, at 1:58 o'clock P m. and was duly recorded in book 740 page 035 of the records of SANTA FE COUNTY.

Witness my Hand and Seal of Office
Valerie Espinoza
County Clerk, Santa Fe County, N.M.

Deputy

PUBLIC NOTICE:

THIS SURVEY IS BASED ON THOSE RECORDED DOCUMENTS NOTED HEREON. THE CITY OF SANTA FE STAFF MUST APPROVE ALL DOCUMENTS SUBMITTED WITH AN APPLICATION FOR A BUILDING PERMIT AND MAY REQUIRE SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PROVE LEGAL LOT OF RECORD.

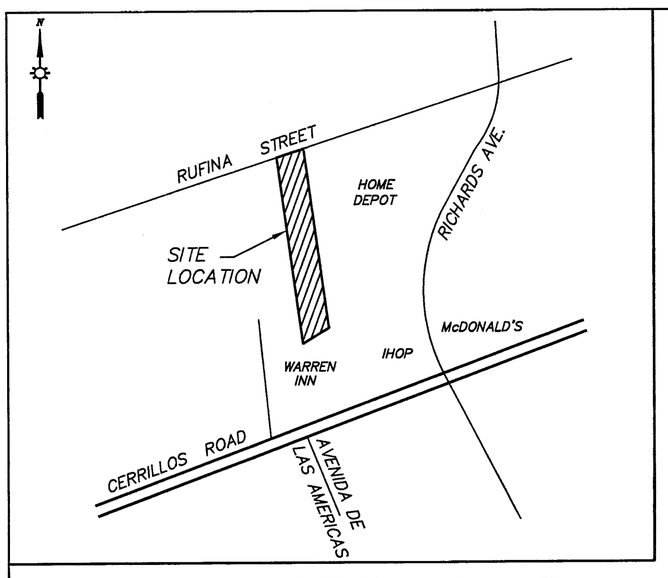
INDEXING INFORMATION FOR COUNTY CLERK				
UPC # 1-050-096-394-446				
OWNER	SECTION	TWNSHP.	RANGE	LOCATION/STREET NAME
MONTANO	SEC. 5	T 16 N	R 9 E	RUFINA STREET

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING

1925 ASPEN DRIVE, SUITE 401
SANTA FE, NM. 87505
PHONE: (505) 438-8094
FAX: (505) 424-1709

DWG. NAME: BOUNDARY FOR LOT A | PROJECT No. 09003-A

Thu, Dec 29, 2011
C:\PROJECT\2000-2009\09003\09003-a2.pro



VICINITY MAP

NOT TO SCALE

DEDICATION / AFFIDAVIT

723044

KNOW ALL PERSONS BY THESE PRESENTS:

THAT MICHAEL MONTOYA AND RICKY MONTOYA ARE THE OWNERS OF THIS LAND AND THAT THE CONSOLIDATION OF THIS LAND IS MADE WITHIN THE FREE CONSENT AND ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS AND IS LYING AND BEING SITUATE WITHIN SECTION 5, T. 16 N., R. 9 E., N.M.P.M., SANTA FE, NEW MEXICO. THESE LANDS LIE WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

Michael F Montoya 11-8-10
MICHAEL MONTOYA 11-8-10

Ricky Montoya 11-8-10
RICKY MONTOYA

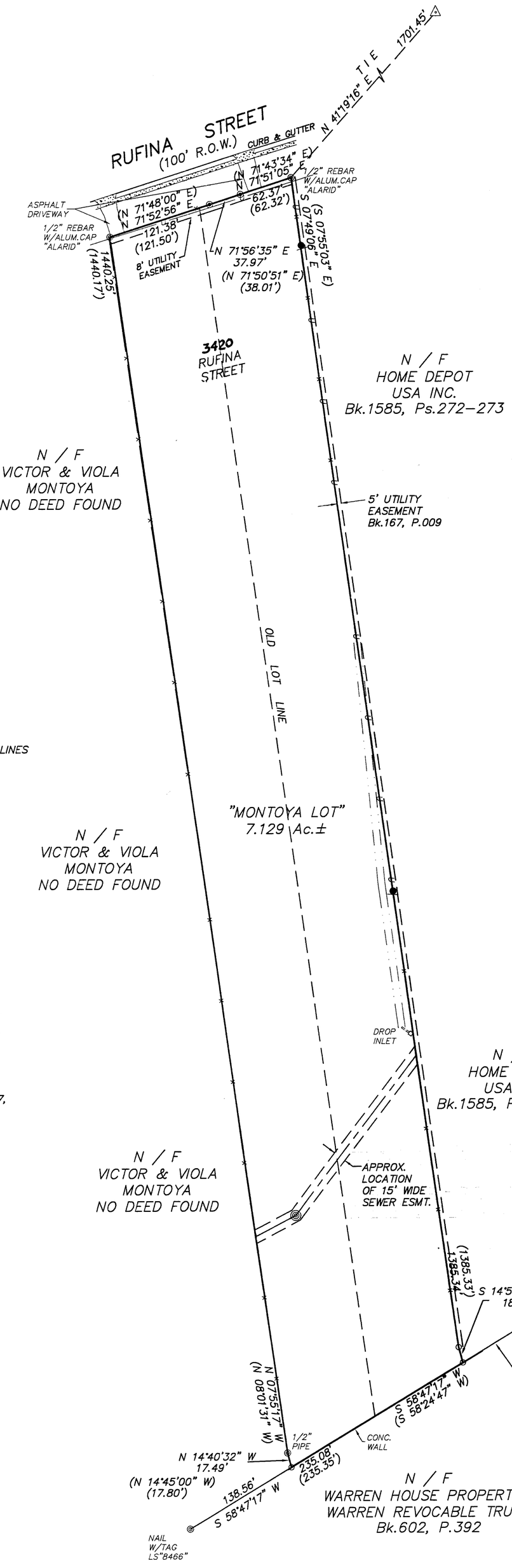
STATE OF NEW MEXICO } SS
COUNTY OF SANTA FE }

ON THIS 8 DAY OF Nov., 2010, THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY THE PERSON WHOSE NAME APPEARS ABOVE.

NOTARY PUBLIC COMMISSION EXPIRES

OFFICIAL SEAL
Denise Montoya
NOTARY PUBLIC
STATE OF NEW MEXICO
MY COMMISSION Expires: 12-10-2013

SCALE: 1"=80'



REVIEWED BY THE CITY OF SANTA FE

Risana B Zaxus 11/12/10
CITY ENGINEER FOR LAND USE DATE

Jamie Doner 11.12.10
CITY PLANNER DATE

LEGEND

- ◎ INDICATES 5/8" REBAR UNLESS OTHERWISE NOTED
- ○ INDICATES 1/2" REBAR W/CAP "M.TRUJILLO, NMPS12130" SET THIS SURVEY
- ◉ INDICATES 2" BRASS CAP "ROW"
- △ INDICATES SANTA FE CONTROL No.1017
- —x— INDICATES WIRE FENCE
- ⊡ INDICATES UTILITY BOX
- —U— INDICATES UTILITY POLE AND OVERHEAD UTILITY LINES
- Ⓦ INDICATES WATER METER
- ◎ INDICATES MANHOLE COVER

NOTES:

1. PROPERTY IDENTIFICATION MAP No.1-050-096-355-464 FOR THIS LOT
2. THESE PARCELS OF LAND ARE SUBJECT TO ALL EASEMENTS, COVENANTS AND RIGHTS OF RECORD.
3. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON AND WERE SUPPLIED TO THE SURVEYOR. NO ABSTRACT OF TITLE WAS FURNISHED. THERE MAY EXIST OTHER DOCUMENTS OF RECORD THAT WOULD AFFECT THIS PARCEL OF LAND.
4. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
5. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
6. BUILDABLE AREA FOR PLATTED PARCELS WILL BE DETEMINED AT THE TIME OF BUILDING PERMIT APPLICATOIN AS DETAILED IN THE LAND DEVELOPMENT CODE.
7. SUBJECT PROPERTY SHOWN HEREON APPEARS TO BE LOCATED IN FLOOD ZONE "X", AREA OF MINIMAL FLOODING, PER F.I.R.M. PANEL NUMBER 35049C0394D, EFFECTIVE DATE JUNE 17, 2008. THIS SURVEYOR MAKES NO GUARANTEES AS TO THE ACCURACY OF THE ABOVE INFORMATION. THE LOCAL F.E.M.A. AGENT SHOULD BE CONTACTED FOR VERIFICATION.

REFERENCE AND BASIS OF BEARINGS:

BEARINGS BASED ON GPS OBSERVATIONS USING TRIMBLE 5800 RECEIVERS, RTK MODE, WGS84, LOCAL.

BEARINGS AND DISTANCES IN PARENTHESIS FROM PLAT OF SURVEY BY RAYMOND A. ORTIZ, N.M.P.S. No.8453, DATED MARCH 28, 1995, TITLED "PLAT OF SURVEY REQUESTED BY HERMAN MONTOYA LOT LINE ADJUSTMENT OF A PORTION OF PRIVATE CLAIM NO.581, S.32, T.17N., R.9E., AND S.5, T.16N., R.9E., SANTA FE COUNTY, NEW MEXICO", FILED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 364, PAGE 25.

WARRANTY DEED - FILED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO ON AUGUST 1, 1997, IN BOOK 1396, PAGE 495.

WARRANTY DEED - FILED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO ON JULY 27, 1993, IN BOOK 949, PAGE 898.

WARRANTY DEED - FILED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO ON NOVEMBER 10, 2010, AS INSTRUMENT No. 1616660.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE FIELD SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL ON AUGUST 21, 2010, AND THAT THE DATA SHOWN HEREON IS TRUE AND CORRECT. I FURTHER CERTIFY THAT THIS SURVEY MEETS OR EXCEEDS THE MINIMUM REQUIREMENTS OF THE STANDARDS FOR LAND SURVEYS IN NEW MEXICO AS ADOPTED BY THE NEW MEXICO STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND SURVEYORS.

Nov. 8, 2010
MICHAEL V. TRUJILLO, N.M.P.S. No.12130 DATE

MICHAEL V. TRUJILLO NEW MEXICO 12130 PROFESSIONAL SURVEYOR

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO }

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS 12 DAY OF November A.D. 2010, AT 8:41 O'CLOCK A M., AND WAS DULY RECORDED IN BOOK 723, PAGE 44 OF THE RECORDS OF SANTA FE COUNTY
Inst # 1616699

WITNESS MY HAND AND SEAL OF OFFICE
VALERIE ESPINOZA
COUNTY CLERK, SANTA FE COUNTY, NM

DEPUTY

1 of 2 ORIGINALS

INDEXING INFORMATION FOR COUNTY CLERK

ASSOCIATED SURVEYS **MICHAEL V. TRUJILLO** **NMPS No.12130** **1120 CAMINO CONSUELO** **SANTA FE, NEW MEXICO 87507** **PH. 424-1395**	**SECTION** 5 **TOWNSHIP** T. 16 N. **RANGE** R. 9 E. **GRANT** **N.M.P.M.**	LOT CONSOLIDATION PLAT FOR **MICHAEL MONTOYA AND RICKY MONTOYA** **PORTION OF P.C. No. 581, SECTION 5, T.16N., R.9E., N.M.P.M.** WITHIN THE CITY OF SANTA FE SANTA FE COUNTY, NEW MEXICO	**SCALE** 1" = 80' **DATE** AUGUST 21, 2010 **DRAWN-BY** **CHECKED-BY** M.V.T. **PROJECT No.** M10-147 L-391

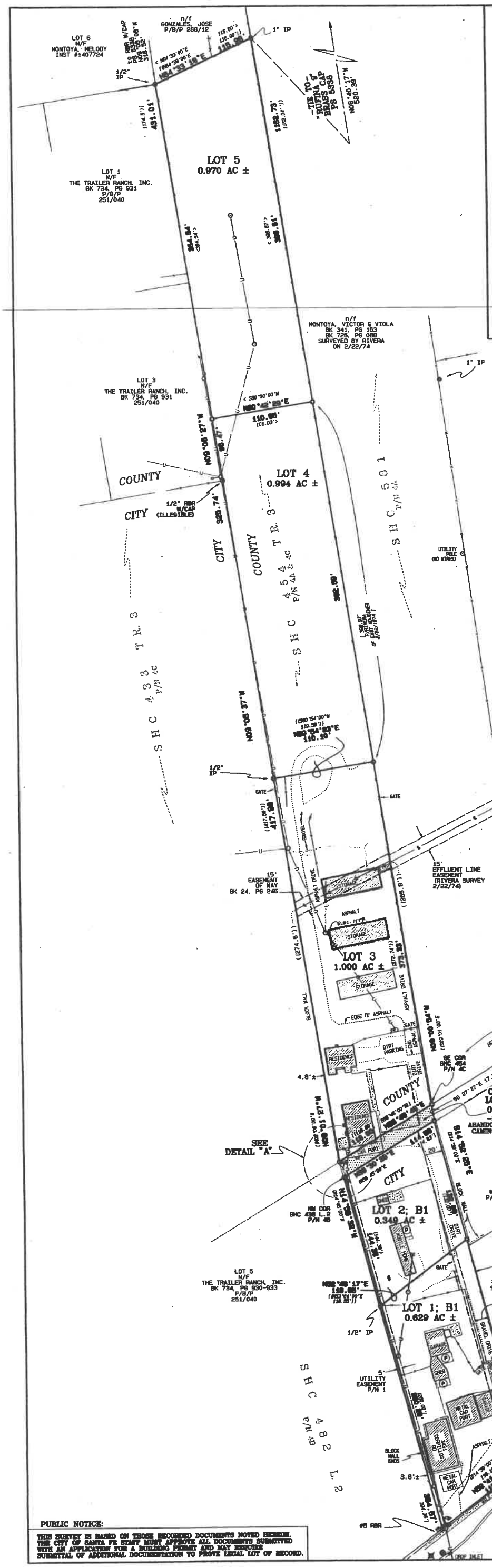
BOUNDARY SURVEY PLAT
of
LOT 1 & 2
OF THE "MEXPAG REPLAT"
WITHIN A PORTION OF SHC 438 LOT 2
and
LOTS 3, 4 & 5
WITHIN A PORTION OF SHC 454 TR. 3

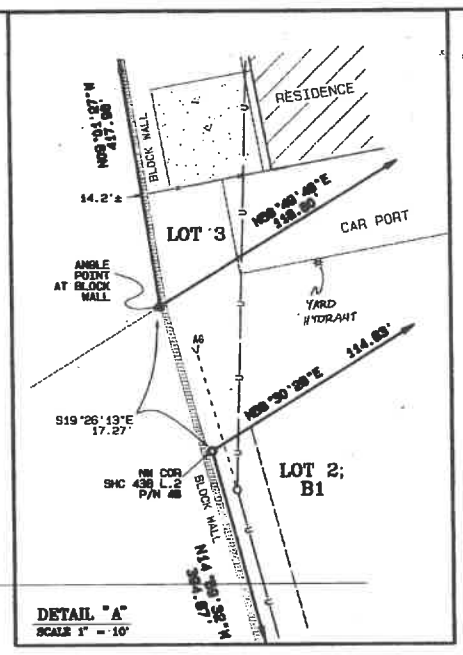
~~712010~~

742009

LYING & BEING SITUATE WITHIN
SECTION 5, T 16 N, R 9 E, NMPM
CITY AND COUNTY OF SANTA FE,
NEW MEXICO

Containing 3.942 Acres ±





NOTES

1) REFER TO THE "MEXPAG REPLAT: PORTION OF PC 438 LOT 2 ...." PREPARED BY GEORGE RIVERA, PS 3149, DATED DECEMBER, 1965. RECORDED AT THE SANTA FE COUNTY CLERKS OFFICE UNDER RECEPTION No. 289,451 IN PLAT BOOK 13, PAGE 65 ON 1/12/1966. DATA FROM SAID PLAT SHOWN IN SINGLE ( ) PARENTHESIS.

BASIS OF BEARINGS TAKEN FROM GPS OBSERVATION: NGS 84.

2) REFER TO THE "PLAT OF SURVEY FOR PAUL GONZALES, PORTION OF SHC No 454 TR. 3 SEC 5, T 16 N, R 9 E . . ." PREPARED BY GEORGE RIVERA, PS 3149 ON FEBRUARY 25, 1969. HAVING HIS PROJECT No. A2-41 G.R.L.S. DATA FROM SAID PLAT SHOWN IN DOUBLE (( )) PARENTHESIS.

3) REFER TO THE "PLAT OF SURVEY FOR JOSE ARSENIO GONZALES, PORTION OF SHC No 454 TR. 3 SEC 5, T 16 N, R 9 E . . ." PREPARED BY GEORGE RIVERA, PS 3149 ON FEBRUARY 4, 1961. HAVING HIS PROJECT No. A-61-1. DATA FROM SAID PLAT SHOWN IN DOUBLE (( )) PARENTHESIS.

4) REFER TO THE FOLLOWING PLATS FROM THE US SURVEYOR GENERAL'S OFFICE:

A) "PLAT SHOWING SMALL HOLDING CLAIMS IN SEC 5, T 16 N, R 9 E . . ." RESURVEYED BY CHAS W. DEVENDORF ON 2/19/1915 AND APPROVED BY LUCIUS DILLS, SURVEYOR GENERAL ON 11/16/1917. SURVEY ACCEPTED SEPTEMBER 26, 1919 BY G.L.O.

B) "PLAT SHOWING SMALL HOLDING CLAIMS IN SECTIONS 3, 4 & 5, T 16 N, R 9 E . . ." SURVEYED BY JOHN H. WALKER UNDER CONTRACT #264 DATED JUNE 8, 1894. SURVEY ACCEPTED DECEMBER 21, 1895 BY G.L.O. SURVEY ACCEPTED SEPTEMBER 26, 1919 BY G.L.O.

C) "PLAT SHOWING SMALL HOLDING CLAIMS IN SECTIONS 5, 6 & 7, T 16 N, R 9 E . . ." SURVEYED BY WILLIAM W. CORBET UNDER CONTRACT #424 DATED MARCH 10, 1909. SURVEY APPROVED BY JOHN W. MARCH, SURVEYOR GENERAL, APRIL 24, 1911.

5) LOT 1 & LOT 2 ARE WITHIN THE CITY OF SANTA FE; LOT 3, LOT 4 & LOT 5 ARE WITHIN THE COUNTY OF SANTA FE. REFER TO THE CITY OF SANTA FE OFFICIAL ZONING MAP PAGES K-15 AND L-15.

~~6) THE 20' (CONDITIONAL) EASEMENT AS SHOWN SHALL BE EFFECTIVE UPON COMPLETION OF THE GILBERT AND JOSEPH ESCROW AGREEMENT. SAID EASEMENT IS FOR ACCESS, ECCRESS AND UTILITIES.~~

LOT OF RECORD; LOTS 3 - 4 - 5

LOT 3 - SEE PLAT OF NOTE 3, RIVERA DATED 2/4/61

LOT 4 - BY "EXCLUSION"

LOT 5 - WARRANTY DEED; PAUL GONZALES AND VERNA RUTH GONZALES (GRANTORS) AND GILBERT GALLEGOS AND LUGARDA GALLEGOS (GRANTEES) FILED AT THE SANTA FE COUNTY CLERKS OFFICE ON 4/30/1963 IN BOOK 200, PG 385 ON 4/30/1963 UNDER DOC #264,708. DATA FROM SAID DEED SHOWN IN SINGLE < > CHEVRONS.

FLOOD NOTE:

A PORTION OF THESE LOTS LIE WITHIN ZONE X:
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
REFER TO FEMA FIRM MAP No. No. 35049C0394D; DATED 6/17/08.

LEGEND

- FOUND POINT
- SET POINT (1/2" RBR. W/CAP No. 12451 UNLESS OTHERWISE INDICATED)
- CALCULATED POINT
- MANHOLE
- LIGHT POLE
- GAS METER
- TRAFFIC SIGNAL BOX
- QWEST UTILITY BOX
- PHONE BOOTH
- ELECTRIC METER
- METAL PIPE/CLEAN OUT
- UTILITY PEDESTAL
- PORTAL
- UTILITY POLE, OVERHEAD LINES, AND ANCHOR GUY
- SEE PLAT OF NOTE #
- EXISTING DIRT / GRAVEL DRIVE
- FENCELINE
- GATE
- CONCRETE SURFACE

Surveyors Certificate

I HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE NOTES SHOWN HEREON WERE PREPARED BY ME OR UNDER MY PERSONAL DIRECTION AND ARE A TRUE & ACCURATE REPRESENTATION OF A FIELD SURVEY WHICH WAS COMPLETED ON 12/18/2009. TO THE BEST OF MY INFORMATION, KNOWLEDGE AND BELIEF, THIS PLAT MEETS OR EXCEEDS THE "MINIMUM STANDARDS FOR LAND SURVEYING IN NEW MEXICO." I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

DEAN L. SHRADER . NEW MEXICO PROFESSIONAL SURVEYOR No. 12451

1ST AMENDMENT
THIS PLAT AMENDED ON 12/20/2011
TO: UPDATE IMPROVEMENTS WITH IN LOTS 3,4 & 5.
12/20/11
NOTE 6 REMOVED 12/29/11

Inst 1659567
COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO)
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED
DAY OF Jan A.D.
12 O'CLOCK P M.
AT 742
007 RECORDS OF SANTA FE COUNTY
WITNESS MY HAND AND SEAL OF OFFICE
COUNTY, NM
DEPUTY

1587522
COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 4 day of Jan A.D. 2010, at 1:34 o'clock P m. and was duly recorded in book 712 page 010 of the records of SANTA FE COUNTY.
Witness my Hand and Seal of Office
Valerie Espinoza
County Clerk, Santa Fe County, N.M.
Deputy

50' 25' 0 50'
SCALE : 1" = 50'

PUBLIC NOTICE:
THIS SURVEY IS BASED ON THOSE RECORDED DOCUMENTS NOTED HEREON. THE CITY OF SANTA FE STAFF MUST APPROVE ALL DOCUMENTS SUBMITTED WITH AN APPLICATION FOR A BUILDING PERMIT AND MAY REQUIRE SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PROVE LEGAL LOT OF RECORD.

INDEXING INFORMATION FOR COUNTY CLERK

UPC # 1-050-096-405-337

OWNER	SECTION	TOWNSHIP	RANGE	LOCATION/STREET NAME
GALLEGOS	SEC. 5	T 16 N	R 9 E	3431 CHEROKEE RD

HIGH DESERT SURVEYING, INC.
PROFESSIONAL SURVEYING
1925 ASPEN DRIVE, SUITE 401
SANTA FE, NM. 87505
PHONE: (505) 438-8094
FAX: (505) 424-1709

DWG. NAME: BOUNDARY FOR LOTS 1, 2, 3, 4 & 5 | PROJECT No. 08003

Wed, Dec 30, 2009
\\Mac\Users\1080031\08003.dwg

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

RKSS MULTIFAMILY DEVELOPMENT PLAN
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Date: November 06, 2023
Time: 5:30 to 6:30 pm
Location: Virtual Meeting held via Zoom
Attendees: City Land Use Department Representatives: (Daniel Alvarado, Senior Planner) & (Maggie Moore, Planning Manager)
JenkinsGavin, Inc. (Jennifer Jenkins) & (Angelica Reed)
RKSS Santa Fe 1, LLC (Raul Ramirez) (Andrew Wilkinson)
Project Team (Civil, Architecture)
±33 Attendees

A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. regarding upcoming Development Plan application to the City of Santa Fe for the property located at 3471, 3431, 3453, 3443 Cerrillos Rd. & 3450 Rufina St.
Following the presentation, a Question & Answer session was held. The following notes capture the questions and concerns raised and the responses by the Project Team.

Questions/Comments	**Responses**
Comment: I believe this is the first location to have a bike storage room.	We did this at Zia Flats. It is a very nice amenity. There will be outdoor and indoor bike parking, with a bike storage room.
Questions: How hard is it going to be to get out to Cerrillos Rd across 3 lanes of traffic to turn left?	A traffic study is underway for the 3 major intersections Rickards Ave., Avenida de las Americas and Vegas Verdes Dr. We are anticipating no left out, crossing 3 lanes is not safe. Public Works is working hard with median improvements. Likely it will be the existing left in to the property and a right out where you will need to make a u turn.
City Comment: The city has approved not having a public throughway road through Trailer Ranch. And it appears the residents approve of the access via Rufina St. It's also a different application to the one being discussed now.	Thank you for the clarification.
Question: So you are not proposing a vehicular throughway to Trailer Ranch, just the pedestrian gate? We love the pedestrian gate.	It is just the pedestrian gate as well as emergency access from Cerrillos Rd to Trailer Ranch.
Question: Will the project use city water?	Yes.

Question: Looking at the site plan, there is a wall/ fence that separates Trailer Ranch from the apartment building?	Correct
Question: The dog park goes with this development plan right? And the property to the east is vacant?	Correct. The property to the east was a car lot but is now vacant.
Questions: I assume there will be controlled access to utilize the pedestrian gate? Will it be big enough to walk a bike though?	It will have controlled access, it may be a key fob or something to that effect. Yes, it will be made to walk a bike through the gate with ease.
Question: Will the emergency access gate be used to get RV's or mobile homes in and out of the Trailer Ranch property? The access via Rufina St is pretty narrow.	We do not anticipate the emergency access being utilized for this. I know Joni is working diligently to make the proper improvements to serve your community.
Question: I live at Trailer Ranch will there be a buffer between the dog park and Trailer Ranch? We also have trees that provide shade there that we don't want to lose.	Any trees on Trailer Ranch property will not be touched. We also work with the city to preserve the trees we can, it's very important to us. There will also be a 5-10 ft. buffer between the properties.
Question: How secure will the property be? Do we need to be worried about homeless?	Access to get in to the building will be controlled and secured as well as a vehicular gate to secure the parking area.
Question: Will there be low income housing?	These will all be market rate. The client has paid a fee in lieu, which generates the Affordable Housing trust fund which supports Affordable Housing in Santa Fe.
City Staff: Next steps will be to receive the application from the applicant. It will go through a review period and then go to a public hearing. You will be notified of the public hearing and that will be the next step for you to weigh in. These hearing are heard in public with a hybrid option.	

Name (Original Name)	User Email	Duration (Minutes)	Guest	In Waiting Room
Jennifer Jenkins	jennifer@jenkinsgavin.com	51	No	No
Lisa Harrison	49	Yes	No	
Jonathan Batchik	5	Yes	No	
Daniel Alvarado	djalvarado@santafenm.gov	49	Yes	No
Jerry Wilmoth	49	Yes	No	
Jonathan Batchik	45	Yes	No	
Maggie Moore	44	Yes	No	
Gabriel Northington (Gabriel)	44	Yes	No	
Maddie Martinez (Maddie Carrell-Martinez (she/her))	6	Yes	No	
eugenehoffner	43	Yes	No	
Cathleen Gallagher	41	Yes	No	
Andy Wilkinson	andrew.wilkinson1990@gmail.com	41	Yes	No
Mike & Sherri Wine (Mike)	41	Yes	No	
Tom Henritze	1	Yes	No	
D Miller (Joni Miller)	41	Yes	No	
Mary Kuhns	40	Yes	No	
Tom Henritze	41	Yes	No	
15056608106	40	Yes	No	
Herb’ Dawson	41	Yes	No	
iPad	39	Yes	No	
Ian	20	Yes	No	
15054909299	37	Yes	No	
merrily Pierson	36	Yes	No	
Maddie Martinez (Maddie Carrell-Martinez (she/her))	16	Yes	No	
19725339725	35	Yes	No	
Tricia Burchett	34	Yes	No	
Ina Karish	29	Yes	No	
15056036267	26	Yes	No	
sfe.ellie@gmail.com	27	Yes	No	
Ian	15	Yes	No	
15055772730	13	Yes	No	
Maddie# Susan# D# Lourdes Martinez (Maddie Carrell-Martinez (she/her))	12	Yes	No	
Ian	3	Yes	No	

RKSS-Cerrillos Multi-Family Community
Water Budget
Ocotober 3, 2024

194 Dwelling Units
1.50 Residents per Dwelling

Water Use Per Unit

	GPY	AFY
5 FLUSHES/DAY @ 1.26 GAL EACH	3,449.3	0.011
SHOWER - 10 MINUTES/DAY @ 1.5 GPM	8,212.5	0.025
BATHROOM SINK - 5 MIN/DAY @ 2.2 GPM	6,022.5	0.018
LAUNDRY - 0.3 LOADS /DAY @ 20 GAL/LOAD	3,650.0	0.011
DISHWASHER - 0.3 LOADS/DAY @ 13 GAL/LOAD	2,372.5	0.007
KITCHEN SINK - 8 MIN/DAY @ 2.0 GPM	8,760.0	0.027
SUBTOTAL PER UNIT	*32,466.8*	*0.10*
TOTAL DOMESTIC USE FOR 194 UNITS	6,298,549.5	19.33
LEASING OFFICE & COMMON AREA	40,000.0	0.12
LANDSCAPE IRRIGATION	203,071.3	0.62
DEVELOPMENT WATER BUDGET	***6,541,620.8***	***20.08***
9.8% Contingency per SFCC §14-8.13(E)(1)	641,078.8	1.97
TOTAL WATER DEMAND OFFSET	**7,182,699.7**	**22.04**

LANDSCAPE IRRIGATION BUDGET		
	GPY*	**AFY**
YEAR 1	291,052.0	0.89
YEAR 2	161,340.0	0.50
YEAR 3	156,822.0	0.48
3-YEAR AVERAGE	***203,071.3***	***0.62***

*6-Month Irrigation Season

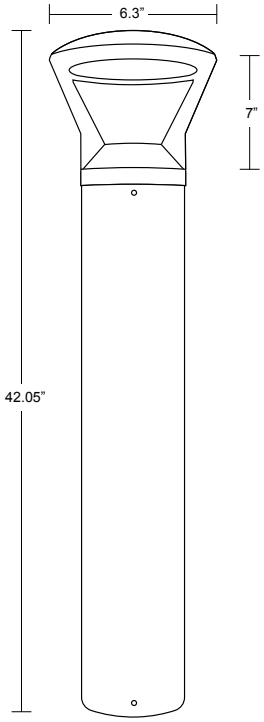
PROJECT

TYPE

VOLTAGE

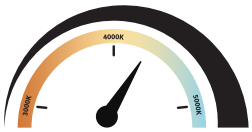
WALKWAY BOLLARD C205BC

COMMERCIAL LIGHTING



Wave Lighting's C205BC Bollard adds a modern look to any pathway, and is Dark Sky Friendly. This fixture is available in LED. Features Switchable Lumen/Wattage, and Tunable CCT. UL listed and suitable for wet locations. Designed for low mounting in reinforced concrete (by others), hardware and template is included.

TUNABLE
CCT & Switchable
Lumen / Wattage



c UL us LISTED · WET · LED · IP65

SPECIFICATIONS

- Tunable CCT
- Switchable Lumen/Wattage
- Powder Coated Finish
- Aluminum Housing
- Polycarbonate Lens
- Minimum Starting Temp -20ºF
- UL Listed for Wet Locations
- 3 Anchor Bolts & Template Included

BK *BLACK* ***BZ*** *BRONZE*

LED SOURCE OPTIONS

LED MULTI-VOLT SYSTEM - L24

- 120-277V, 50/60Hz
- Estimated 50,000 Hrs L_{70}
- Surge Supression
- 3000K, 4000K, or 5000K CCT 80CRI
- 0 - 10V Dimming
- 5 Year Warranty

GUIDE CODE: C205BC-L24S-BK

CALL FOR PHOTOMETRIC INFORMATION

ITEM #	LENS	LED LIGHT SOURCE	CCT	COLOR
C205B	POLYCARBONATE **C**-Clear	**120-277V MULTI-VOLT** **L24**- Switchable 14W, 1700lm; 19W, 2300lm; or 24W, 3000lm	**S**-Switchable 3K, 4K & 5K	**BK**-Black **BZ**-Bronze

Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Mirada Medium Wall Sconce (XWM)

Outdoor Wall Sconce

IP65 IK08

OVERVIEW	
Lumen Package	3,000 - 21,000
Wattage Range	23 - 175
Efficacy Range (LPW)	125 - 158
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Hinged die-cast aluminum wiring access door located underneath.
- Galvanized-steel universal wall mount bracket comes standard with hinging mechanism to easily access the junction box wire connections without removing the luminaire.
- Optional pole-mounting bracket (XPMA) permits mounting to standard poles.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Max shipping weight: 30lbs in carton

Optical System

- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Types 2, 3, 4, and FT distributions.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K and 3000K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours
- Total harmonic distortion (THD): <20%
- 3L to 12L operating temperature: -40°C to +50°C (-40°F to +122°F)
- 15L operating temperature: -40°C to +45°C (-40°F to +113°F).
- 18L operating temperature: -40°C to +40°C (-40°F to +104°F).
- 21L operating temperature: -40°C to +35°C (-40°F to + 95°F).
- Power factor (PF): >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

Controls

- Integral passive infrared Bluetooth™ motion sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app. Updates and modifications to the control strategy are easily implemented via an intuitive app.
- LSI's AirLink™ Blue lighting control system is a simple feature rich wireless Bluetooth mesh network. The integrated fixture sensor module provides wireless control of grouped fixtures based on motion sensors, daylight or a fully customizable schedule.

Installation

- Universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- 2 fasteners secure the hinged door underneath the housing and provide quick & easy access to the electrical compartment for installing/servicing.
- Optional terminal block accepts up to 12 ga wire.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.
- 1 Year warranty on Battery Back-up option.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K or lower color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP65 rated luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPMA bracket) or wall mounted.
- IK08 rated luminiare per IEC 66262 mechanical impact code
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: XWM 2 LED 03L 30 UE BRZ ALSC

Family	Distribution	Light Source	Lumen Package	Color Temperature
XWM - Mirada Medium Wall Sconce	**2** - Type 2 **3** - Type 3 **4** - Type 4 **FT** - Type 4 Forward Throw	**LED**	**3L** - 3,000 **4L** - 4,000 **6L** - 6,000 **8L** - 8,000 **12L** - 12,000 **15L** - 15,000 **18L** - 18,000 **21L** - 21,000 **Custom Lumen Packages**[1]	**30** - 3000K **40** - 4000K **50** - 5000K **AMB** - Phosphor Converted Amber[2]

Voltage	Finish	Controls	Options
UE - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray **GPT** - Graphite **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green **WHT** - White	**Blank** - None **Wireless Controls** **ALSC** - Airlink Synapse Control System **ALSCS01** - AirLink Synapse Control System with 8-12' Motion Sensor **ALSCS02** - AirLink Synapse Control System with 12-20' Motion Sensor **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' MH)[3] **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' MH)[3] **Standalone Controls** **DIM** - 0-10v Dimming leads extended to housing exterior **IMSBT1** -Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[3,4] **IMSBT2** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[3,4] **Button Type Photocells** **PCI120** - 120V **PCI208-277** - 208 -277V **PCI347** - 347V	**Blank** - None **BB** - Battery Back-up (0°C)[5] **CWBB** - Cold Weather Battery Backup (-20°C)[5] **XPMA** - Pole Mounting Bracket **SP1** - 10kV Surge Protection **TB** - Terminal Block

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

FUSING ACCESSORY ORDERING INFORMATION[6]

Part Number	Description
FK120[7]	FK120 - Single Fusing
FK277[7]	FK277 - Single Fusing
FK347[7]	FK347 - Single Fusing
DFK208[7]	DFK - Double Fusing
DFK240[7]	DFK - Double Fusing (240V)
DFK480[7]	DFK - Double Fusing (480V)

MOUNTING ACCESSORY ORDERING INFORMATION[6]

Part Number[8]	Description
809374CLR	XWM Wet Location Surface Conduit/Wiring Box
751632	10' Linear Bird Spike Kit (2' Recommended per Luminaire)

1 Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.
2 Only available in 6L Lumen Package. Consult factory for lead time and availability.
3 IMSBT and ALBCS control options are not available in 3L or 4L lumen packages when high voltage (HV) is specified.
4 IMSBTxL is field configurable via the Leviton app that can be downloaded from your smartphone's app store.
5 Not available in HV.
6 Accessories are shipped separately and field installed.
7 Fusing must be located in a hand hole for pole or in the junction box.
8 "CLR" to be replaced by paint finish selection. See Finish options for paint color selections.

Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : _____

Have questions? Call us at (800) 436-7800

PERFORMANCE

Back to Quick Links

Delivered Lumens[1]

Lumen Package	Distribution	CRI	3000K			4000K			5000K			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
3L	2	70	3,178	138	B1-U0-G1	3,368	146	B1-U0-G1	9,853	159	B1-U0-G1	23
	3		3,224	140	B1-U0-G1	3,416	148	B1-U0-G1	3,361	145	B1-U0-G1	
	4		3,210	140	B1-U0-G2	3,364	146	B1-U0-G2	3,294	143	B1-U0-G2	
	FT		3,160	137	B1-U0-G1	3,349	145	B1-U0-G1	3,294	143	B1-U0-G1	
4L	2	70	4,230	139	B1-U0-G1	4,483	147	B1-U0-G1	4,410	145	B1-U0-G1	30
	3		4,291	141	B1-U0-G1	4,547	150	B1-U0-G1	4,473	147	B1-U0-G1	
	4		4,234	141	B1-U0-G2	4,437	148	B1-U0-G2	4,344	145	B1-U0-G2	
	FT		4,206	138	B1-U0-G1	4,458	147	B1-U0-G1	4,385	144	B1-U0-G1	
6L	2	70	6,326	134	B2-U0-G1	6,704	142	B2-U0-G2	6,595	140	B2-U0-G2	47
	3		6,417	136	B1-U0-G2	6,800	144	B2-U0-G2	6,689	142	B2-U0-G2	
	4		6,336	135	B1-U0-G3	6,640	141	B1-U0-G3	6,500	138	B1-U0-G3	
	FT		6,290	134	B2-U0-G2	6,666	142	B2-U0-G2	6,557	139	B2-U0-G2	
8L	2	70	8,166	128	B2-U0-G2	8,654	135	B2-U0-G2	8,513	133	B2-U0-G2	64
	3		8,283	129	B2-U0-G2	8,778	137	B2-U0-G2	8,635	134	B2-U0-G2	
	4		8,362	131	B1-U0-G3	8,763	137	B2-U0-G3	8,579	134	B1-U0-G3	
	FT		8,120	126	B2-U0-G2	8,605	134	B2-U0-G2	8,465	132	B2-U0-G2	
12L	2	70	11,492	149	B2-U0-G2	12,033	156	B3-U0-G2	11,927	155	B3-U0-G2	77
	3		11,757	153	B2-U0-G2	12,311	160	B2-U0-G2	12,203	158	B2-U0-G2	
	4		11,486	149	B2-U0-G3	12,058	157	B2-U0-G3	11,716	152	B2-U0-G3	
	FT		11,721	152	B2-U0-G2	12,274	159	B2-U0-G3	12,166	158	B2-U0-G3	
15L	2	70	14,221	145	B3-U0-G2	14,891	152	B3-U0-G2	14,760	151	B3-U0-G2	98
	3		14,549	148	B2-U0-G2	15,235	155	B2-U0-G2	15,101	154	B2-U0-G2	
	4		14,099	144	B2-U0-G3	14,801	151	B2-U0-G3	14,382	147	B2-U0-G3	
	FT		14,505	148	B2-U0-G3	15,189	155	B2-U0-G3	15,055	154	B2-U0-G3	
18L	2	70	16,894	138	B3-U0-G3	17,690	145	B3-U0-G3	17,534	144	B3-U0-G3	122
	3		17,285	142	B3-U0-G3	18,099	148	B3-U0-G3	17,940	147	B3-U0-G3	
	4		16,951	139	B2-U0-G3	17,795	146	B3-U0-G3	17,291	142	B3-U0-G3	
	FT		17,231	141	B3-U0-G3	18,044	148	B3-U0-G3	17,885	147	B3-U0-G3	
21L	2	70	19,961	133	B3-U0-G3	20,902	139	B3-U0-G3	20,718	138	B3-U0-G3	150
	3		20,422	136	B3-U0-G3	21,385	143	B3-U0-G3	21,197	141	B3-U0-G3	
	4		19,768	132	B3-U0-G4	20,753	138	B3-U0-G5	20,165	134	B3-U0-G4	
	FT		20,360	136	B3-U0-G3	21,320	142	B3-U0-G3	21,132	141	B3-U0-G3	

Electrical Data (Amps) - 3000K/4000K/5000K[2]

Lumen Package	120V	208V	240V	277V	347V	480V
3L	0.19	0.11	0.10	0.08	0.07	0.05
4L	0.25	0.14	0.13	0.11	0.09	0.06
6L	0.39	0.23	0.20	0.17	0.14	0.10
9L	0.53	0.31	0.27	0.23	0.18	0.13
12L	0.64	0.37	0.32	0.28	0.22	0.16
15L	0.82	0.47	0.41	0.35	0.28	0.20
18L	1.02	0.59	0.51	0.44	0.35	0.25
21L	1.25	0.72	0.63	0.54	0.43	0.31

Delivered Lumens (Phosphor Converted Amber)

Lumen Package	Distribution	Amber			Wattage
		Delivered Lumens	Efficacy	BUG Rating	
6L	2	3,325	76	B1-U0-G1	44
	3	3,385	78	B1-U0-G1	
	4	3,310	75	B1-U0-G1	
	FT	3,343	77	B1-U0-G1	

Recommended Lumen Maintenance - XWM[3]

Ambient Temperature C°	Initial[4]	25K hrs.[4]	50K hrs.[4]	75K hrs.[5]	100K hrs.[5]
35	99%	97%	95%	93%	91%
50	100%	98%	95%	93%	90%

1 LEDs are frequently updated therefore values are nominal
2 Electrical data at 25C (77F). Actual wattage may differ by +/-10%.
3 Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
4 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
5 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

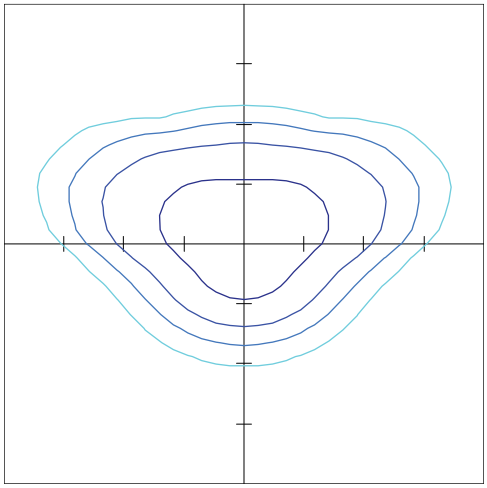
See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

XWM-2-LED-12L-40

Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,033
Watts	77
Efficacy	156
IES Type	Type II - Short
BUG Rating	B3-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	1,961	16%
Medium (30-60°)	6,874	57%
High (60-80°)	3,014	25%
Very High (80-90°)	184	2%
Uplight (90-180°)	0	0%
Total Flux	12,033	100%

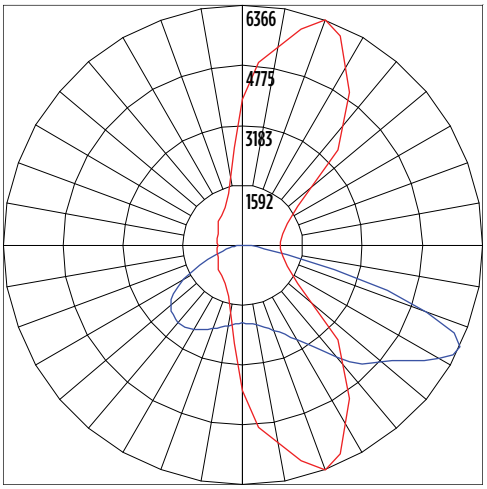
ISO Footcandle



15' Mounting Height / 15' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



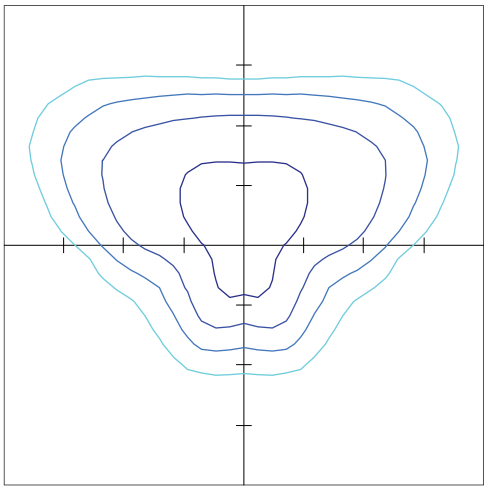
Vertical Plane Horizontal Cone

XWM-3-LED-12L-40

Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,311
Watts	77
Efficacy	160
IES Type	Type III - Short
BUG Rating	B2-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	1,340	11%
Medium (30-60°)	6,164	50%
High (60-80°)	4,549	37%
Very High (80-90°)	258	2%
Uplight (90-180°)	0	0%
Total Flux	12,311	100%

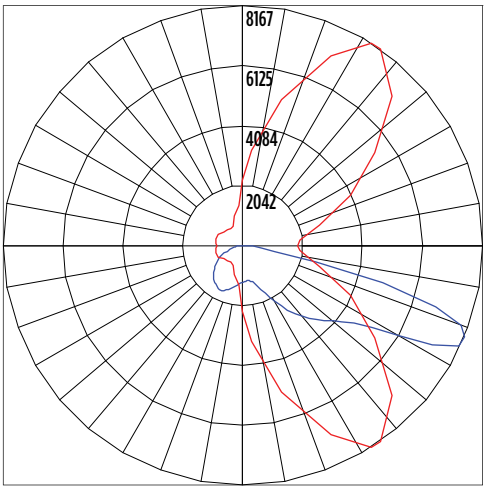
ISO Footcandle



15' Mounting Height / 15' Grid Spacing

10 FC 5 FC 2 FC 1 FC

Polar Curve



Vertical Plane Horizontal Cone

Mirada Medium Wall Sconce (XWM) Outdoor Wall Sconce

Type : _____

Have questions? Call us at (800) 436-7800

PHOTOMETRICS

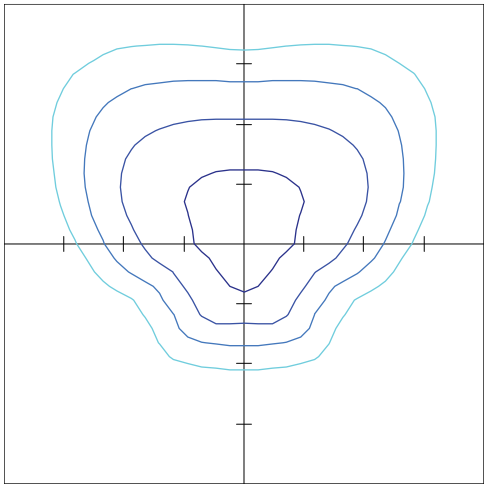
Back to Quick Links

XWM-FT-LED-12L-40

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,274
Watts	77
Efficacy	159
IES Type	Type IV - Short
BUG Rating	B2-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	1,578	13%
Medium (30-60°)	5,798	47%
High (60-80°)	4,576	37%
Very High (80-90°)	322	3%
Uplight (90-180°)	0	0%
Total Flux	12,274	100%

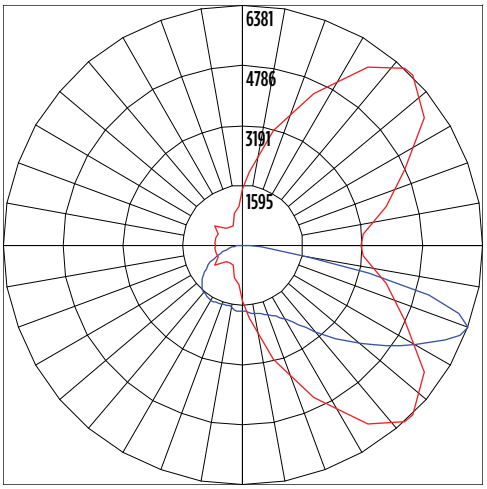
ISO Footcandle



15' Mounting Height / 15' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



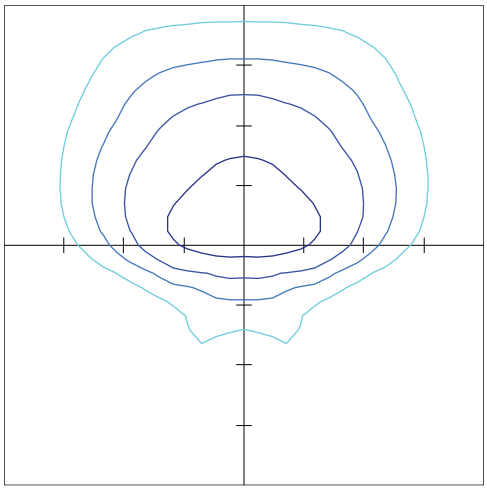
Vertical Plane Horizontal Cone

XWM-4-LED-12L-40

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	12,058
Watts	77
Efficacy	157
IES Type	Type IV - Very Short
BUG Rating	B2-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	1,345	11%
Medium (30-60°)	5,394	45%
High (60-80°)	4,855	40%
Very High (80-90°)	464	4%
Uplight (90-180°)	0	0%
Total Flux	12,058	100%

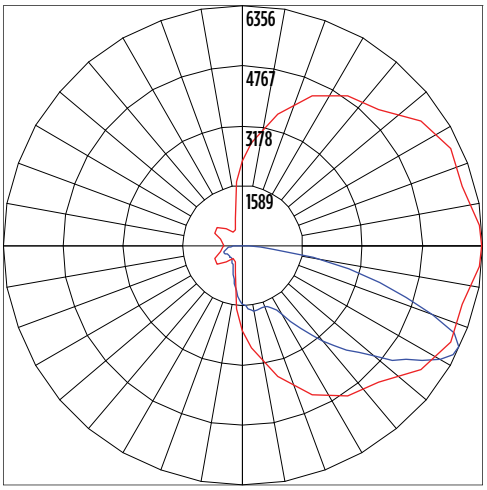
ISO Footcandle



15' Mounting Height / 15' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

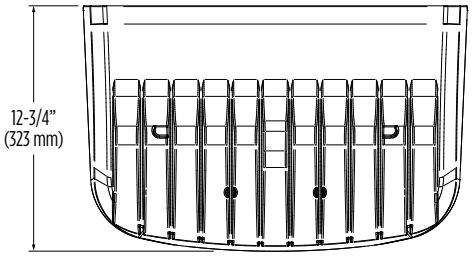
Polar Curve

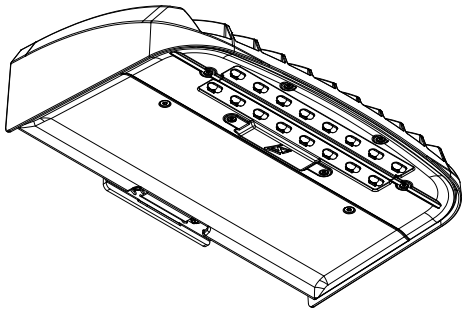


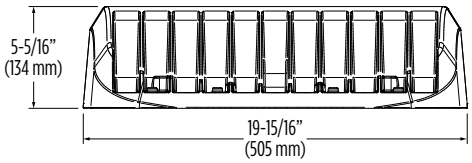
Vertical Plane Horizontal Cone

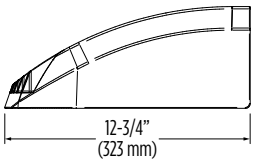
PRODUCT DIMENSIONS

Back to Quick Links



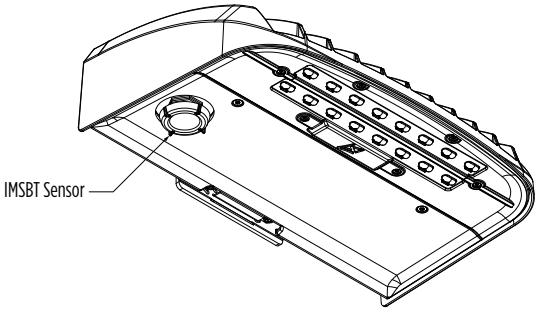






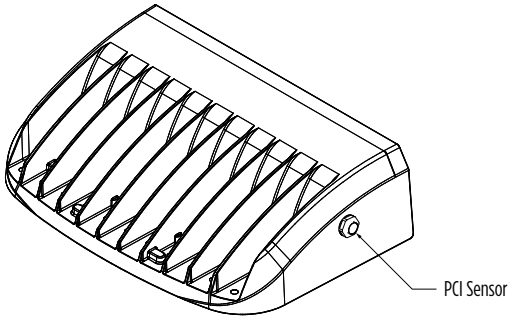
Mirada Medium Wall Sconce with Integral Bluetooth™ Motion and Photocell Sensor

(XWM IMSBTxL)



Mirada Medium Wall Sconce with Button Type Photocell

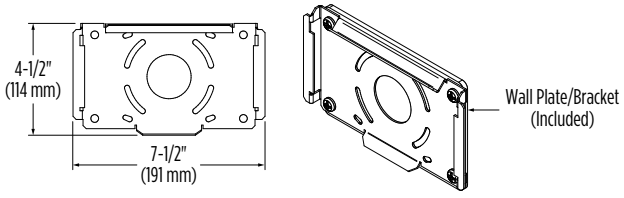
(XWM PCI)



Mounting Options

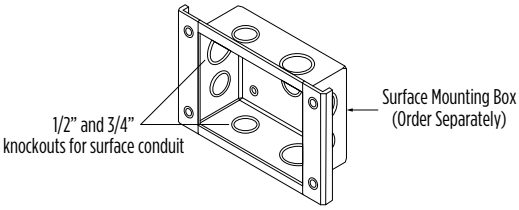
Mounting Over Junction Box

(Standard/Included)



XWM Wet Location Surface Conduit/Wiring Box

(809374CLR)



CONTROLS

Back to Quick Links

Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App Apple Android

AirLink Wireless Lighting Controller (ALSC, ALSCS)

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

Click here to learn more details about AirLink

AirLink Blue (ALBCSx)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

Catalog # : _____ Project : _____

Prepared By : _____ Date : _____

Mirada Small Area (MRS)

Outdoor LED Area Light

IP66 IK08

OVERVIEW	
Lumen Package	6,000 - 30,000
Wattage Range	39 - 209
Efficacy Range (LPW)	112 - 163
Weight lbs(kg)	20 (9.1)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 27 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 4, 5W, FT, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377
- Minimum CRI of 70.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 30L lumen packages rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- IK08 rated luminiare per IEC 66262 mechanical impact code
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Mirada Small Area Light (MRS)

Type: _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: MRS LED 18L SIL FT UNV DIM 40 70CRI ALBCS1 BLK IH

Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation[2]	Voltage	Driver
MRS - Mirada Small Area Light	**LED**	**6L** - 6,000 lms, 39W **9L** - 9,000 lms, 63W **12L** - 12,000 lms, 86W **15L** - 15,000 lms, 111W **18L** - 18,000 lms, 135W **21L** - 21,000 lms, 165W **24L** - 24,000 lms, 196W **30L** - 30,000 lms, 209W Custom Lumen Packages[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **4** - Type 4 **5W** - Type 5 Wide **FT** - Forward Throw **LC** - Left Corner **RC** - Right Corner	**(blank)** - standard **L**- Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT **40** - 4,000 CCT **30** - 3,000 CCT	**70CRI** - 70 CRI	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS2** - AirLink Synapse Control System with 12-20' MH Motion Sensor **ALSCS4 -** AirLink Synapse Control System with 20-40' MH Motion Sensor **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' MH)[4] **ALBCS2 -** AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' MH)[4] **Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41[3] **IMSBT1 -** Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4] **IMSBT2 -** Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4]	**BLK -** Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White	**(Blank)** - None **IH -** Integral Half Louver (Moderate Spill Light Cutoff)[2] **IL -** Integral Louver (Sharp Spill Light Cutoff)[2]

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

Accessory Ordering Information[5]

CONTROLS ACCESSORIES	
Description	**Order Number**
Twist Lock Photocell (120V) for use with CR7P	**122514**
Twist Lock Photocell (208-277) for use with CR7P	**122515**
Twist Lock Photocell (347V) for use with CR7P	**122516**
Twist Lock Photocell (480V) for use with CR7P	**1225180**
AirLink 5 Pin Twist Lock Controller	**661409**
AirLink 7 Pin Twist Lock Controller	**661410**
Shorting Cap for use with CR7P	**149328**

FUSING OPTIONS[7]	
Description	**Order Number**
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

SHIELDING OPTIONS	
Description	**Order Number**
Mirada Small	See Shielding Guide
Mirada Medium	
Mirada Large	
Zone Medium	
Zone Large	
Slice Medium	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "Type 5W" distribution.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

ACCESSORIES

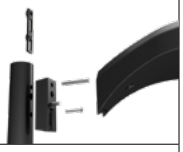
Back to Quick Links

MOUNTING ACCESSORIES

Side Arm

Universal Mounting Bracket
Mounts to ≥ 3" square or round (tapered/straight) poles with (2) mounting hole spaces between 3.5" to 5"

Part Number: BKA UMB CLR

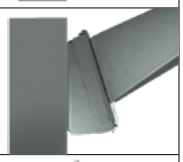


Quick Mount Plate
True one person installation to existing/new contruction poles with hole spaces beteen 2.4 to 4.6"

Part Number: BKS PQM B3B5 XX CLR

15° Tilt Quick Mount Plate
True one person installation to existing/new contruction poles with hole spaces beteen 2.4 to 4.6"

Part Number: BKS PQ15 B3B5 XX CLR



Tenon / Slipfitter

Adjustable Slipfitter
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and provides 180° of tilt (max 45° above horizontal)

Part Number: BKA ASF CLR

Square Tenon Top
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires

Part Number: BKA XNM *

Square Internal Slipfitter
Mounts inside 4" or 5" square pole and allows for mounting up to 4 lumianires

Part Number: BKA X_ISF * CLR

Wall Mount/ Wood Pole

Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)

Part Number: BKS XBO WM CLR

Wood Pole Bracket
Mounts onto wooden poles (6" minimum OD, hardware/anchors not inlcuded)

Part Number: BKS XBO WP CLR

SHIELDING, POLES & MISC. ACCESSORIES

Shielding

Integral Louver
Field Install Integral Louver provides maximum backlight control by shiedling each individual row of LEDS

Part Number: 763445

Integral Half Louver
Field Install Integral Half Louver provides great backlight control without impacting front side distribution.

Part Number: 763446

External Shield
External shield blocks view of light source from anyside of luminaire, additional shielding configurations available

Part Number: 783607BLK (3") / 776538BLK (6")

Poles

Square Poles
14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction

Part Number: 4SQ/5SQ/6SQ

Round Poles
10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction

Part Number: 4RP/5RP

Tapered Poles
20' - 39' steel and aluminum poles for retrofit and new construction

Part Number: RTP

Misc.

Bird Spikes
10' Linear Bird Spike Kit, 4' recommended per luminaire, includes silcone adhesive and application tool

Part Number: 736795

Replace CLR with paint finish description

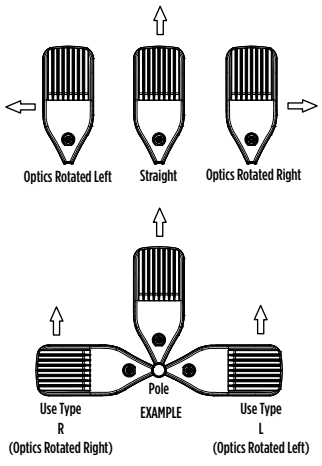
Repleace XX with SQ for square pole or RD for round pole (≥3" OD)

Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)

Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

Top View



ACCESSORIES/OPTIONS

Integral Louver (IL) and House-Side Shield (IH)

Integral louver (IL) and half louver (IH) accessory shields available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (IL) and Integral House-Side Shield (IH) options deliver backlight control that significantly reduces spill light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

Luminaire Shown with Integral Louver (IL)

Luminaire Shown with IMSBT Option

7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P

Mirada Small Area Light (MRS)

Type: _____

Have questions? Call us at (800) 436-7800

PERFORMANCE

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	70	5918	149	B2-U0-G1	6136	155	B2-U0-G1	6122	155	B2-U0-G1	39
	3		6016	152	B1-U0-G2	6238	158	B1-U0-G2	6224	157	B1-U0-G2	
	4		5967	153	B1-U0-G2	6333	162	B1-U0-G3	6136	157	B1-U0-G2	
	5W		5690	144	B3-U0-G1	5899	149	B3-U0-G1	5886	1479	B3-U0-G1	
	FT		5822	147	B1-U0-G1	6037	152	B1-U0-G1	6023	152	B1-U0-G1	
	LC		6003	154	B1-U0-G2	6371	163	B1-U0-G2	6173	158	B1-U0-G2	
	RC		5964	153	B1-U0-G2	6329	162	B1-U0-G2	6132	157	B1-U0-G2	
9L	2	70	9091	145	B2-U0-G2	9484	152	B2-U0-G2	9462	151	B2-U0-G2	63
	3		9241	148	B2-U0-G2	9641	154	B2-U0-G2	9619	154	B2-U0-G2	
	4		9214	146	B2-U0-G3	9778	155	B2-U0-G3	9474	150	B2-U0-G3	
	5W		8740	140	B3-U0-G2	9118	146	B3-U0-G2	9097	144	B3-U0-G2	
	FT		8943	143	B2-U0-G2	9330	149	B2-U0-G2	9308	149	B2-U0-G2	
	LC		9269	147	B2-U0-G3	9837	156	B2-U0-G3	9531	151	B2-U0-G3	
	RC		9208	146	B2-U0-G2	9772	155	B2-U0-G3	9468	150	B2-U0-G3	
12L	2	70	12132	141	B3-U0-G2	12685	148	B3-U0-G2	12514	146	B3-U0-G2	86
	3		12333	143	B2-U0-G2	12894	150	B2-U0-G2	12721	148	B2-U0-G2	
	4		12277	143	B2-U0-G3	13029	152	B2-U0-G3	12623	147	B2-U0-G3	
	5W		11664	136	B4-U0-G2	12195	142	B4-U0-G2	12031	140	B4-U0-G2	
	FT		11935	139	B2-U0-G2	12479	145	B2-U0-G2	12311	143	B2-U0-G2	
	LC		12351	144	B2-U0-G3	13108	152	B2-U0-G3	12700	148	B2-U0-G3	
	RC		12271	143	B2-U0-G3	13022	151	B2-U0-G3	12617	147	B2-U0-G3	
15L	2	70	14220	128	B3-U0-G2	15167	137	B3-U0-G2	14488	131	B3-U0-G2	111
	3		14938	135	B2-U0-G2	15933	144	B2-U0-G2	15219	137	B2-U0-G2	
	4		14792	133	B2-U0-G4	15698	141	B2-U0-G4	15209	137	B2-U0-G4	
	5W		14304	129	B4-U0-G2	15257	137	B4-U0-G2	14574	131	B4-U0-G2	
	FT		14342	129	B2-U0-G2	15297	138	B2-U0-G2	14612	132	B2-U0-G2	
	LC		14881	134	B2-U0-G3	15793	142	B2-U0-G3	15301	138	B2-U0-G3	
	RC		14784	133	B2-U0-G3	15689	141	B2-U0-G3	15201	137	B2-U0-G3	
18L	2	70	16438	122	B3-U0-G2	17532	130	B3-U0-G3	16747	124	B3-U0-G2	135
	3		17267	128	B3-U0-G3	18417	137	B3-U0-G3	17592	131	B3-U0-G3	
	4		17101	127	B3-U-G4	18149	134	B3-U-G4	17584	130	B3-U-G4	
	5W		16535	123	B4-U0-G2	17636	133	B5-U0-G2	16846	125	B4-U0-G2	
	FT		16578	123	B3-U0-G2	17682	131	B3-U0-G2	16890	125	B3-U0-G2	
	LC		17204	127	B3-U0-G3	18258	135	B3-U0-G3	17689	131	B3-U0-G3	
	RC		17091	127	B2-U0-G3	18138	134	B2-U0-G3	17574	130	B2-U0-G3	
21L	2	70	19488	118	B3-U0-G3	20786	126	B3-U0-G3	19885	120	B3-U0-G3	165
	3		20472	124	B3-U0-G3	21835	132	B3-U0-G3	20857	126	B3-U0-G3	
	4		20279	123	B3-U0-G4	21521	130	B3-U0-G5	20851	126	B3-U0-G5	
	5W		19604	119	B5-U0-G3	20909	126	B5-U0-G3	19973	121	B5-U0-G3	
	FT		19655	119	B3-U0-G3	20964	127	B3-U0-G3	20025	121	B3-U0-G3	
	LC		20401	124	B3-U0-G4	21651	131	B3-U0-G4	20977	127	B3-U0-G4	
	RC		20268	123	B3-U0-G3	21509	130	B3-U0-G4	20840	126	B3-U0-G3	

*LEDs are frequently updated therefore values are nominal.

Mirada Small Area Light (MRS)

Type: _____

Have questions? Call us at (800) 436-7800

PERFORMANCE

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
24L	2	70	21976	112	B3-U0-G3	23439	120	B3-U0-G3	22390	114	B3-U0-G3	196
	3		23085	118	B3-U0-G3	24622	126	B3-U0-G3	23519	120	B3-U0-G3	
	4		23190	117	B3-U0-G5	24758	124	B3-U0-G5	23888	120	B3-U0-G5	
	5W		22105	113	B5-U0-G3	23578	120	B5-U0-G3	22522	115	B5-U0-G3	
	FT		22164	113	B3-U0-G3	23640	121	B3-U0-G3	22581	115	B3-U0-G3	
	LC		23330	117	B3-U0-G4	24907	125	B3-U0-G4	24032	121	B3-U0-G4	
	RC		23117	117	B3-U0-G4	24744	124	B3-U0-G4	23874	120	B3-U0-G4	
30L	2	70	30078	144	B4-U0-G3	29485	143	B4-U0-G4	30697	147	B4-U0-G3	209
	3		31711	154	B3-U0-G3	31086	151	B3-U0-G3	32364	157	B3-U0-G3	
	4		30459	148	B4-U0-G5	29858	145	B4-U0-G5	31085	151	B4-U0-G5	
	5W		30588	149	B5-U0-G3	29985	146	B5-U0-G3	31218	152	B5-U0-G3	
	FT		31585	153	B3-U0-G4	30962	150	B3-U0-G4	32235	156	B4-U0-G4	
	LC		32303	155	B3-U0-G5	31666	152	B3-U0-G5	32968	158	B3-U0-G5	
	RC		31943	153	B3-U0-G4	31313	150	B3-U0-G4	32600	156	B3-U0-G5	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA (AMPS)*

Lumens	120V	208V	240V	277V	347V	480V
6L	0.34	0.20	0.17	0.15	0.12	0.09
9L	0.52	0.30	0.26	0.23	0.18	0.13
12L	0.72	0.41	0.36	0.31	0.25	0.18
15L	0.93	0.53	0.46	0.40	0.32	0.23
18L	1.12	0.65	0.56	0.49	0.39	0.28
21L	1.38	0.80	0.69	0.60	0.48	0.34
24L	1.63	0.94	0.82	0.71	0.56	0.41
30L	1.74	1.00	0.87	0.75	0.60	0.43

*Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE[1]

Ambient Temp	Lumen Multiplier				
C	0 hrs.[2]	25K hrs.[2]	50K hrs.[2]	75K hrs.[3]	100K hrs.[3]
0 C - 25 C	100%	95%	89%	84%	79%
40 C	100%	94%	87%	80%	74%

1. Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X)the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

PHOTOMETRICS

Back to Quick Links

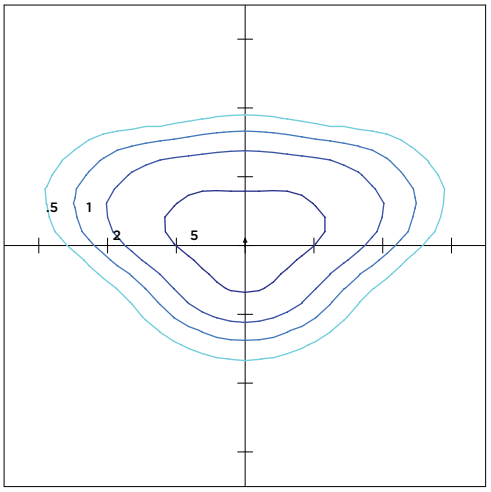
Luminaire photometry has been conducted by an accredited laboratory in accordance with IESNA LM-79. As specified by IESNA LM-79 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

MRS-LED-18L-SIL-2-40-70CRI

Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,532
Watts	135
Efficacy	130
IES Type	Type II - Short
BUG Rating	B3-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	2831	16%
Medium (30-60)°	10310	59%
High (60-80)°	4208	24%
Very High (80-90)°	184	1%
Uplight (90-180)°	0	0%
Total Flux	17532	100%

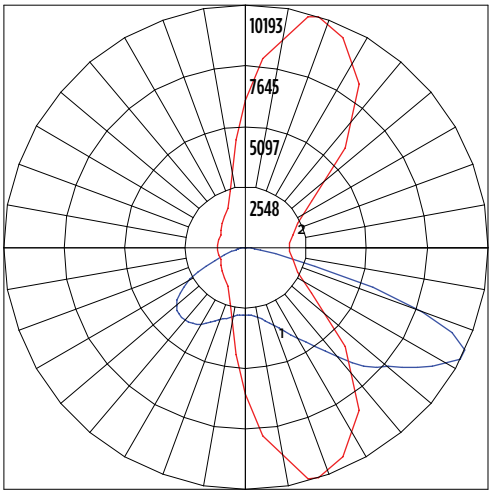
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



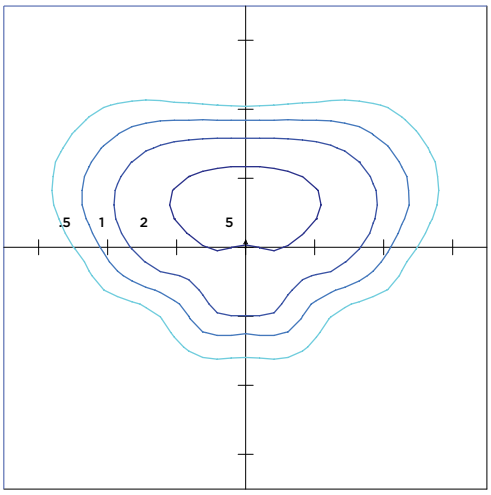
Vertical Plane Horizontal Cone

MRS-LED-18L-SIL-3-40-70CRI

Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,417
Watts	135
Efficacy	137
IES Type	Type III - Short
BUG Rating	B3-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	2329	13%
Medium (30-60)°	10634	61%
High (60-80)°	5246	30%
Very High (80-90)°	208	1%
Uplight (90-180)°	0	0%
Total Flux	18417	100%

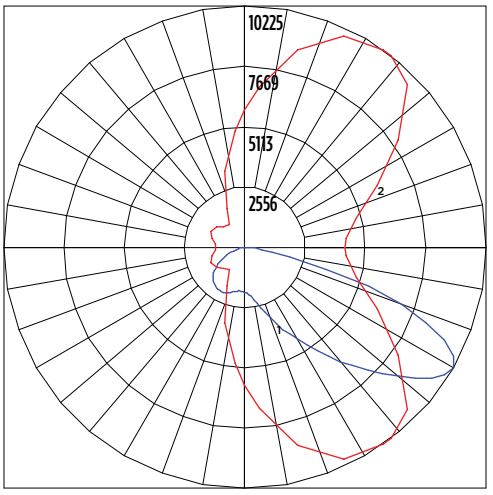
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

PHOTOMETRICS (CONT)

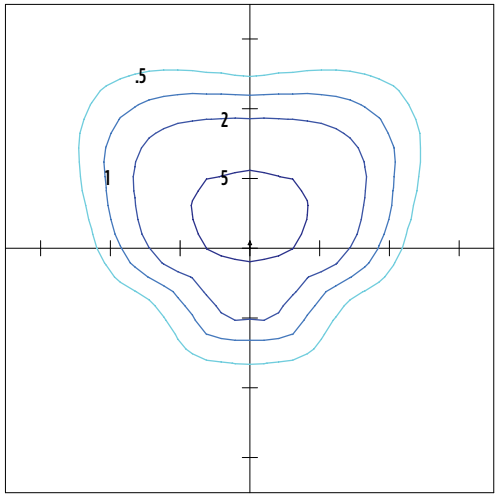
Back to Quick Links

MRS-LED-18L-SIL-FT-40-70CRI

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,682
Watts	135
Efficacy	131
IES Type	Type III - Short
BUG Rating	B3-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	2255	13%
Medium (30-60)°	9463	54%
High (60-80)°	5696	32%
Very High (80-90)°	268	2%
Uplight (90-180)°	0	0%
Total Flux	17682	100%

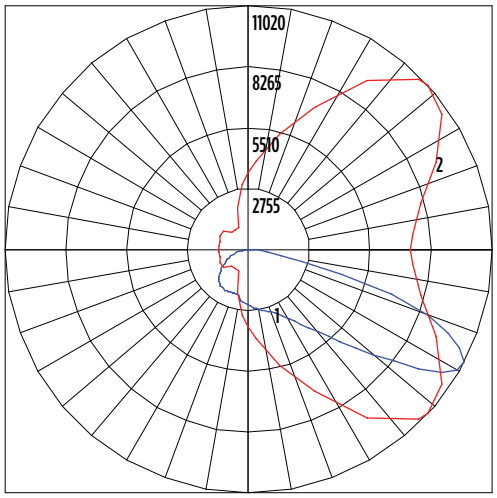
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



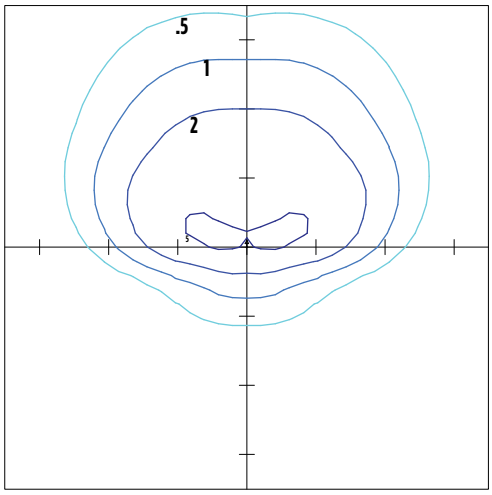
Vertical Plane Horizontal Cone

MRS-LED-18L-SIL-4-40-70CRI

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,149
Watts	135
Efficacy	134
IES Type	Type IV - Very Short
BUG Rating	B3-U0-G4

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	1671	9%
Medium (30-60)°	7615	42%
High (60-80)°	8074	44%
Very High (80-90)°	790	4%
Uplight (90-180)°	0	0%
Total Flux	18149	100%

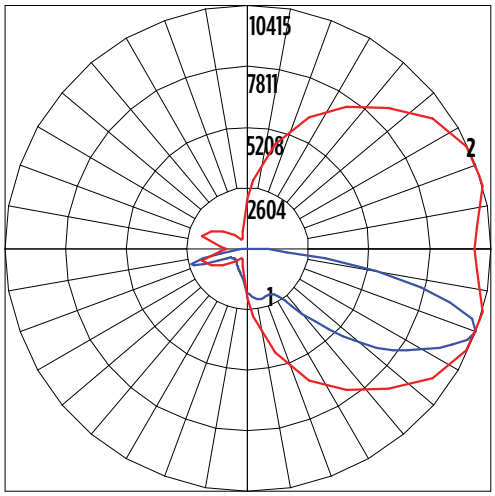
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

PHOTOMETRICS (CONT)

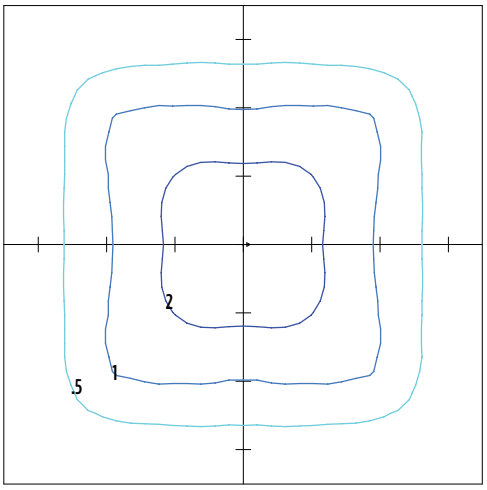
Back to Quick Links

MRM-LED-30L-SIL-5W-40-70CRI

Luminaire Data	
Type 5W Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	17,636
Watts	135
Efficacy	131
IES Type	Type VS - Short
BUG Rating	B4-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	1646	9%
Medium (30-60)°	7453	43%
High (60-80)°	8405	48%
Very High (80-90)°	132	1%
Uplight (90-180)°	0	0%
Total Flux	17636	100%

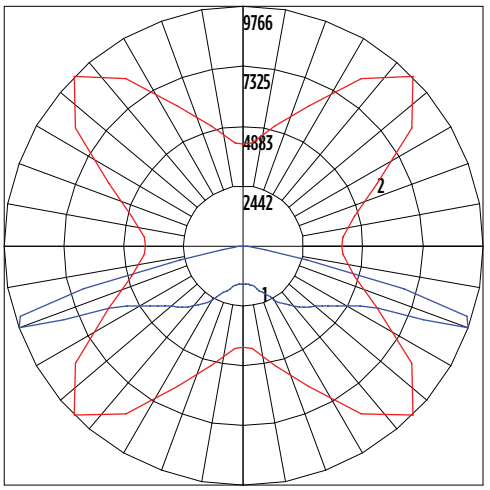
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



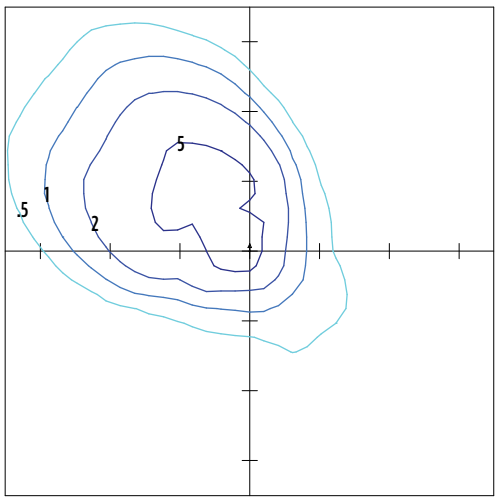
Vertical Plane Horizontal Cone

MRS-LED-18L-SIL-LC-40-70CRI

Luminaire Data	
Left Corner Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,258
Watts	135
Efficacy	135
IES Type	N/A
BUG Rating	B3-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	2412	13%
Medium (30-60)°	7504	41%
High (60-80)°	7698	42%
Very High (80-90)°	644	4%
Uplight (90-180)°	0	0%
Total Flux	18258	100%

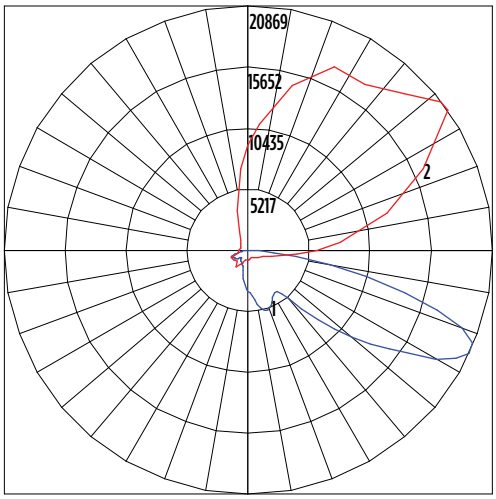
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

PHOTOMETRICS (CONT)

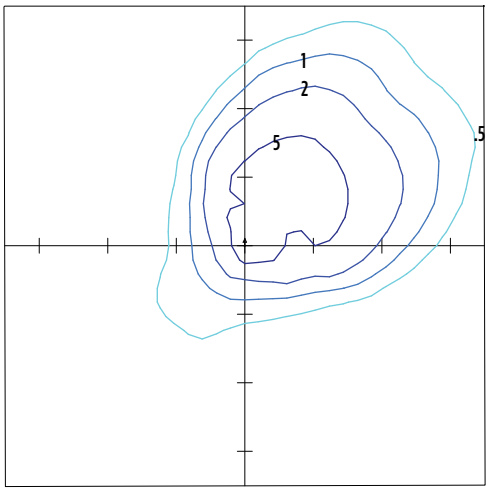
Back to Quick Links

MRM-LED-30L-SIL-5W-40-70CRI

Luminaire Data	
Right Corner Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	18,138
Watts	135
Efficacy	134
IES Type	N/A
BUG Rating	B3-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30)°	2317	13%
Medium (30-60)°	8066	44%
High (60-80)°	7214	40%
Very High (80-90)°	541	3%
Uplight (90-180)°	0	0%
Total Flux	18138	100%

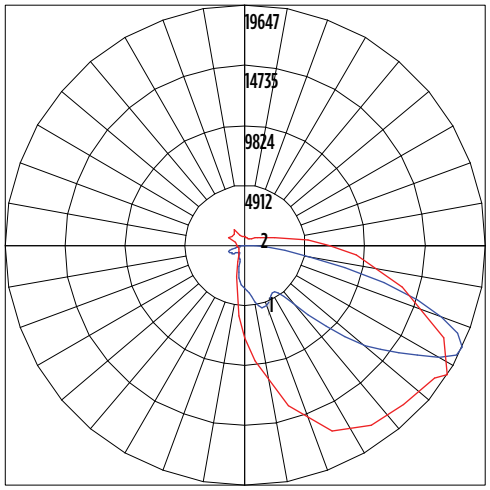
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

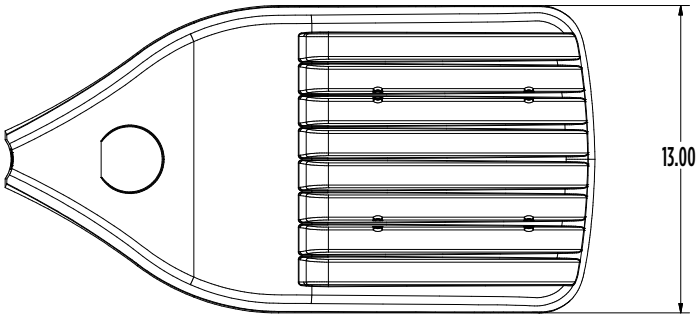
Polar Curve

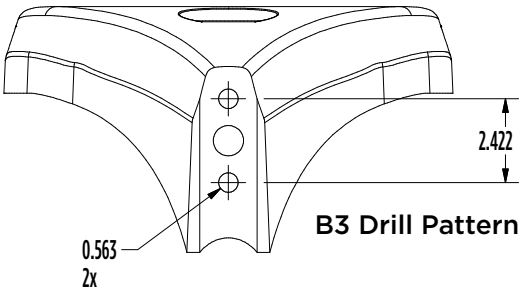


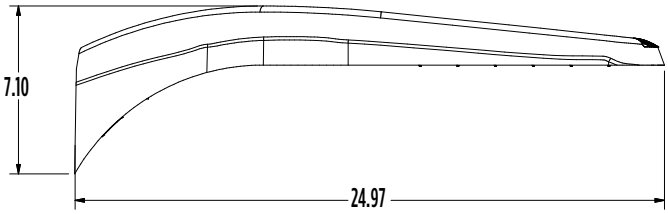
Vertical Plane Horizontal Cone

PRODUCT DIMENSIONS

Back to Quick Links







Luminaire EPA Chart					
Tilt Degree		**0°**	**15°**	**30°**	**45°**
	Single	0.5	0.8	1.3	1.8
	D180°	0.9	1.1	1.3	1.8
	D90°	0.9	1.3	1.8	2.2
	T90°	1.4	1.9	2.3	2.6
	TN120°	1.4	2.1	1.9	2.3
	Q90°	1.4	1.9	2.3	2.6

CONTROLS

Back to Quick Links

Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App | Apple | Android

AirLink Blue (ALBCSx)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App | Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

SANTA FE HOMES PROGRAM

RENTAL PROPOSAL

"RKSS Multi Family"
3471, 3431, 3435, 3439, 3443 Cerrillos Rd., 3450 & 3420 Rufina St.

Santa Fe, New Mexico

This Santa Fe Homes Program Proposal ("SFHP Proposal") is made this _____ day of _____, 2024 by *RKSS Santa Fe 1, LLC* ("SFHP Developer").

RECITALS

A. SFHP Developer is the developer of *RKSS Multi Family* hereinafter referred to as the "Property".

B. SFHP Developer desires to develop the Property.

C. It is understood that all representations made herein are material to the City and that the City will rely upon these representations in permitting or approving development of the Property.

PROPOSAL

SFHP Developer proposes to comply with the SFHP requirements as follows:

A. DEVELOPMENT REQUEST.

1. SFHP Developer seeks **Preliminary/Final Development Plan** approval.

2. The Property is to be developed as of **194** rental units.

B. SFHP PLAN. SFHP Developer proposes to build **194** rental units. Developer agrees to comply with the Santa Fe Homes Program ordinance through the payment of a fee, established on an "affordability gap" measure as per SFCC 26-1.22. The fee revenues

will be used to provide tenant based, scattered site rental assistance to income-qualified renters or to provide capital support for an off-site affordable rental housing project. The fee for this project is **$**_____

C. SUCCESSORS IN TITLE. SFHP Developer proposes to develop the Property consistent with this SFHP Proposal. In the event that SFHP Developer sells, assigns, leases, conveys, mortgages, or encumbers the Property to any third party, the third party shall be required to execute a SFHP Agreement consistent with this Proposal prior to obtaining any City approvals. SFHP Developer proposes to record applicable regulatory agreements or liens in the public records that will ensure long-term affordability of the SFHP units or fulfillment of the proposed alternate compliance.

D. MONITORING. SFHP Developer proposes to provide such information and documentation as the City may reasonably require in order to ensure that the actual rental agreements were in compliance with the SFHP Agreement.

E. REVISIONS, MODIFICATIONS AND SUPPLEMENTATION OF THIS PROPOSAL. In the event that the SFHP Developer or the City make material modifications, including modifications to the number of lots or units or the area covered by the Proposal, a revised SFHP Proposal shall be promptly submitted to the Office of Affordable Housing in order to provide a SFHP Proposal that is current and reflects the intended development.

F. ACCESS. SFHP Developer proposes to grant access to the City or its agent to inspect the records of SFHP Developer for the SFHP units in order to determine compliance with the SFHP Ordinance and the SFHP Agreement.

IN WITNESS WHEREOF, this Proposal is made the day and year first written above.

SFHP DEVELOPER: ***RKSS Santa Fe 1, LLC***

_____

Signature
Title: _____

STATE OF NEW MEXICO)
)ss.
COUNTY OF SANTA FE)

ACKNOWLEDGEMENT

The foregoing instrument was acknowledged before me this _____day of

_____, 2024, by_____.

_____
NOTARY PUBLIC

My Commission Expires:

_____

REVIEWED BY:

_____ _____
OFFICE OF AFFORDABLE HOUSING DATE

Attach: Exhibit 1 – Subdivision/Unit layout (proposed)
Exhibit 2 - SFHP calculation worksheet

EXHIBIT 1

Site Plan/Location Map

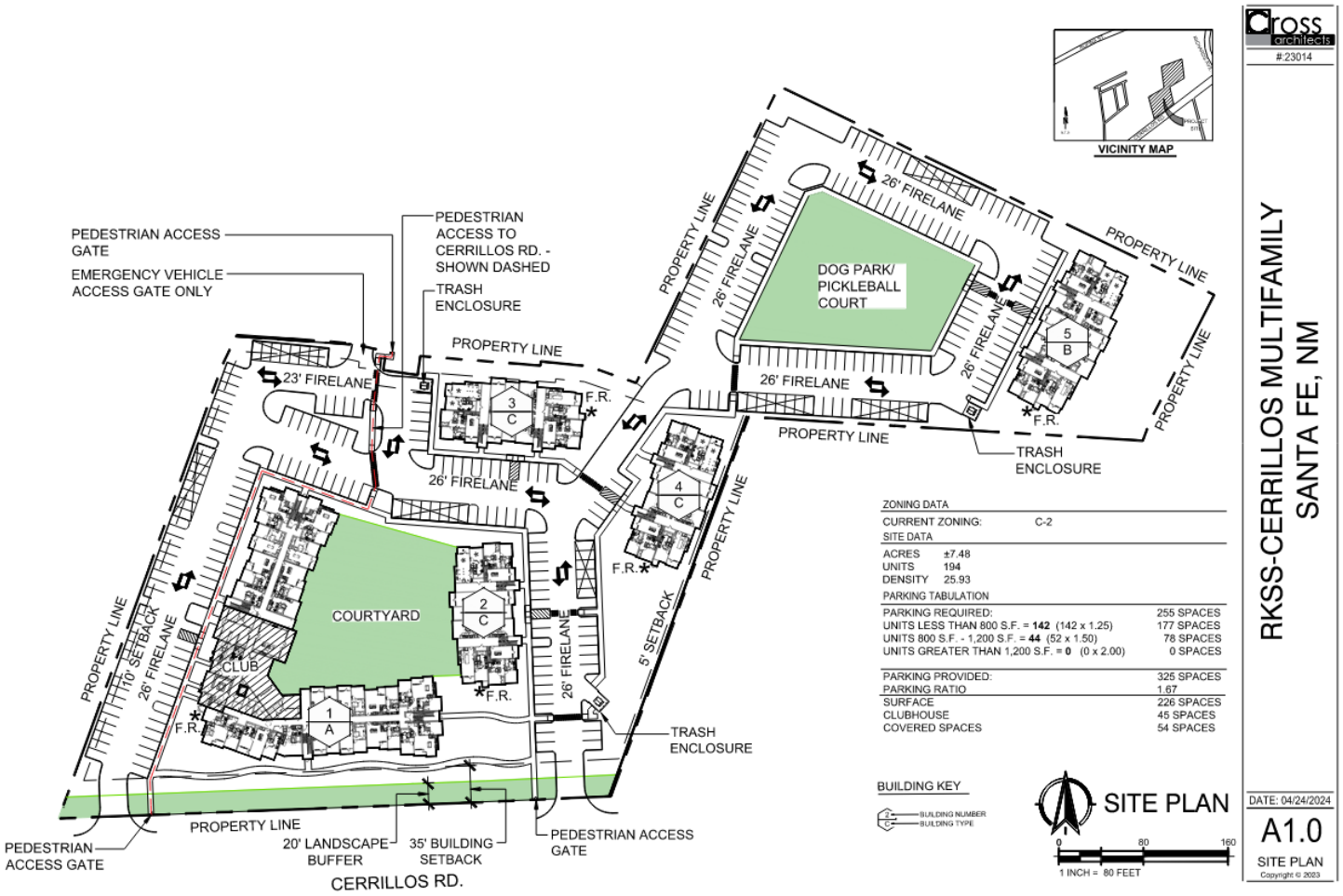


EXHIBIT 2

SFHP RENTAL UNIT CALCULATION WORKSHEET

The project is in a ***C-2*** zoning district, permitting ***194*** units per acre. The project has an area of approximately 7.8 acres. The project is proposing ***194*** rental homes; ***##*** studio, ***##*** one-bedroom units, ***##*** two-bedroom units, and ***##*** three-bedroom units. There are not additional land use requirements for this site.

The SFHP requirement is calculated below:

Total number of units multiplied by (0.15) = the number of SFHP rental units required
= ***194*** total units x 0.15 = ***29.1*** SFHP unit(s) is/are required.

In lieu of providing affordable rental units, the Developer proposes to comply with SFHP through the payment of a fee as per Ordinance 2019-30.

2023 Affordability Gap Voucher

	HUD FMR	SFHP Avg	Base Gap	Base Gap before 6/30/23	Base Gap as of 7/1/24
Studio	$ 952	$ 723	$ 230	$ 413	$ 459
1 BR	$ 1,087	$ 723	$ 365	$ 656	$ 729
2 BR	$ 1,249	$ 825	$ 424	$ 763	$ 848
3 BR	$ 1,597	$ 928	$ 669	$ 1,204	$ 1,338
4 BR	$ 1,775	$ 1,031	$ 744	$ 1,340	$ 1,488

*As of July 1, 2023, fees will increase by an additional 20%

Proposed Project

Unit Type	% of Total	# of Units
Studio	0%	0
1 BR	0%	0
2 BR	0%	0
3 BR	0%	0
	100%	0

Steps for Calculation

1. enter # of each unit type
2. multiply # of units by 15%
3. multiply # of affordable units by fee/unit/month
4. multiply fee/month by 24 (months) = Project Fee
5. Sum Project Fee to get Total Project Fee

2023 Affordability Gap Voucher Calculation

Bedrooms	# Units	Aff'd Units	Fee/Unit	Fee/Month	Project Fee	Fee After 7/1/24
0	#	#	$ 413		$	$ -
1	#	#	$ 656		$	$ -
2	#	#	$ 763		$	$ -
3	#	#	$ 1,204		$	$ -
TOTAL	##	#			$	$ -

NOTE: The rents and fee schedule are modified by the City according to Section 8.7.3 of the SFHP Administrative Procedures to reflect annual changes in the median income levels. The current schedule in effect at the time the fees are paid, determines the amount of the fee. The prices are updated annually.

Table 14-8.7-2: Architectural Design Standards and Point Allocations

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations		
Architectural Design Standards		**Points**
WALLS		
Predominant Exterior Surface Material	Stucco, adobe	30
	Brick, natural stone, and integrally colored unit masonry	
	Concrete and non-integrally colored unit masonry	
	Metal siding, glass curtainwall systems, glass block, wood siding, and simulated materials	10
	Mirrored glass curtainwall systems	
Color of Predominant Exterior Surface Material	Earthtones, creams, and pastels of earthtone hues including but not necessarily limited to rose, peach, and terra cotta colors	30
	Pastel colors of non-earthtone hues, whites, grays, and grayish greens	10
	High-intensity colors, metallic colors, glass and black	
Exterior Surface Treatment	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color. Differing shades of the same general hue shall not be considered different colors. Non-solar fenestration, window and door awnings, applied trim, and accent materials, colors, and decorative bands, with the exception of stucco, masonry or concrete control joints, are used in such a way that they do not give a panelized or prefabricated appearance, produce striped or checkerboard patterns, or exceed 25 percent of the surface area of any façade. Fenestration and/or accent colors on wall surfaces under portals or canopies having a horizontal depth of at least six feet shall be exempt from area calculations	10
	(B) Wall surfaces do not meet the criteria set forth in paragraph (A) above	
ROOFS		
Form	(A) Flat roof surfaces entirely concealed from public view by parapets	20
	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run and less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run	
	(C) Uniformly sloping roofs or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with less than four feet of vertical rise for every 12 feet of horizontal run or having a slope with greater than 12 feet of vertical rise for every 12 feet of horizontal run	

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations		
Architectural Design Standards		**Points**
	(D) Any type of sloping roof having a height, from springline to peak, that exceeds the average height of the supporting walls; non-uniformly sloping roofs; or any combination of flat and non-uniformly sloping roofs	
Predominant Material	(A) All surfaces are concealed from public view	20
	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	
	(C) Flat tiles of clay, concrete or slate	
	(D) Barrel tiles of clay, concrete, or slate; and asphalt shingles	
	(E) Wood shingles or shakes and other materials including but not necessarily limited to plastic, fiberglass or metal roof tiles	
Predominant Color	(A) All surfaces are concealed from public view	15
	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	
	(C) Low-intensity colors other than those stated above	
	(D) White	
	(E) Bright, non-fading, high-intensity colors and any use of multiple colors	
BUILDING FORM		
Massing	(A) One-story buildings with over 10,000 square feet of gross floor area and multi-story buildings with over 20,000 square feet of gross floor area which are designed with wall plane projections or setbacks on each publicly visible façade having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade	
	(B) One-story buildings with less than or equal to 10,000 square feet of gross floor area and multi-story buildings with less than or equal to 20,000 square feet of gross floor area which are designed with either offsetting wall planes or upper story stepbacks of at least four horizontal feet, or a recessed entry space or projecting canopy or portal having a depth of at least six horizontal feet, on at least one publicly visible façade	30
	(C) Buildings not utilizing the massing techniques described in paragraphs (A) or (B) above	
DOORS AND WINDOWS		
Treatment	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minimum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels	20
	(B) More than 50 percent of doors, windows and glazed surfaces do not meet the requirements set forth in paragraph (A) above	

TABLE 14-8.7-2: Architectural Design Standards and Point Allocations		
Architectural Design Standards		**Points**
Area	(A) All wall surfaces which are not located under portales or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations	
	(B) Wall surfaces do not meet the requirements as set forth in paragraph (A) above	
Location	(A) All doors, windows and glazed surfaces, on structures having a gross floor area greater than 150 square feet, are located at least two feet from outside building corners	20
	(B) All doors, windows and glazed surfaces, on structures having a gross floor area less than or equal to 150 square feet, have at least a two inch mullion at inside and outside building corners	
Glazing	(A) All glazing is clear or tinted neutral gray	10
	(B) Any use of colored glazing	
	(C) Any use of mirrored glazing	
EQUIPMENT		
Screening	(A) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, are screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means	10
	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces	
	(C) All building mounted equipment set forth in paragraph (A) above is not screened and/or painted to match visually adjacent surfaces	

BRRT MULTI-FAMILY DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

JANUARY 30, 2024

Prepared For:

Raul Ramirez

RKSS Santa Fe 1, LLC

3350 Putney Court, Apt. 1309

Naples, FL 34112

Prepared By:

Bohannan Huston

Engineering

Spatial Data

Advanced Technologies

BRRT MULTI-FAMILY DEVELOPMENT

INITIAL SUBMITTAL

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January 30, 2024

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Carl Vermillion, PE, PTOE **Date**

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION AND SUMMARY

A 212-unit multifamily residential complex is planned to be developed over part of the existing mobile home park, located at 3471 Cerrillos Road in Santa Fe, New Mexico. Part of the existing mobile home park that is adjacent to Cerrillos will be removed, and the proposed development will be built as part of this project.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located on Cerrillos Road and will include part of the lot that is located at 3471 Cerrillos and another lot adjacent at 3431 Cerrillos. The overall site is between Vegas Verdes and Avenida de las Americas on the North side of Cerrillos in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- Cerrillos Road and Vegas Verdes Drive (existing signalized intersection)
- Cerrillos Road and Richards Avenue (existing signalized intersection)
- Cerrillos Road and Avenida de Las Americas (existing signalized intersection)
- Cerrillos Road and Site Driveway (future stop-controlled driveway)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2023)
- 2026 Completion Year without proposed development (2026 No Build)
- 2026 Completion Year with buildout of the site (2026 Build)
- 2041 Horizon Year without proposed development (2041 No Build)
- 2041 Horizon Year with buildout of the site (2041 Build)

2. PRINCIPAL FINDINGS

The existing intersections included in this study include several LOS E or LOS F movements included in the signalized intersections that should be monitored by the City of Santa Fe for improvements not associated with the development. These movements continue to remain throughout each analysis period to the horizon year.

The existing access to the mobile home park on Cerrillos operates with an overall LOS D in the AM peak hour and LOS F in the PM peak hour. This is primarily due to the long delay for the southbound left turn out of the existing access point during the AM peak hour. The PM peak hour sees almost double the volume on Cerrillos in the westbound direction and therefore the eastbound left into the existing access and the southbound left out of the existing access operate at LOS F. The build scenario for the access intersection proposed removal of left turn access onto Cerrillos from the site to improve operations of the exiting vehicles and to improve the safety of the intersection.

Significant redistribution of traffic specifically associated to the Arroyo de los Chamisos connection on Richards caused a change in traffic at the intersection of Cerrillos and Richards that is shown in the horizon year 2041 no build and build analysis periods. This project also will be adding a northbound right turn lane at the intersection of Cerrillos Road and Richards that will help the operations of that intersection. Due to this redistribution, there is an improvement on the northbound left movement at this intersection in both peak hours. This redistribution also causes significant decline in operations of the southbound through and westbound left. Recommendations outlined in the Arroyo de los Chamisos report indicate that insufficient right-of-way exists to support an additional southbound lane exiting the intersection at this location, therefore not allowing any mitigation efforts for those movements.

All movements of LOS E and LOS F in the existing analysis at the intersections of Cerrillos and Vegas Verdes and Cerrillos and Avenida de las Americas occur throughout each analysis period to the horizon year analysis. To improve these movements, a more complete study of the Cerrillos corridor should be evaluated by the City of Santa Fe as a means to explore options to ease these high movement delays that are seen at each of these intersections.

a) *Existing*

The existing traffic analysis found that all existing intersections listed in the site development's scope operate under overall acceptable conditions, with intersections operating at LOS C or better. While the intersections operate at overall acceptable conditions, the individual movements already see LOS E and LOS F in the existing conditions.

The intersection of Cerrillos and Vegas Verdes includes movements of LOS E in the westbound left, northbound right, and southbound left directions in the AM peak hour. This intersection also sees LOS F in the eastbound left and northbound left movements. In the AM peak hour. In the PM peak hour the eastbound left, westbound left, northbound left, northbound through, northbound right, southbound left, southbound through, and southbound right all operate at LOS E in the PM peak hour.

The intersection of Cerrillos and Richards operates at overall LOS C during both peak hours. This intersection also sees movements of LOS E. In the AM peak hour the eastbound left, westbound left, northbound left, and northbound through all operate at LOS E. In the PM peak hour the eastbound left, westbound left, northbound left, and southbound right all operate at LOS E. These movement all operate at these levels due to the priority movement along Cerrillos in the eastbound and westbound through direction.

The intersection of Avenidas de las Americas and Cerrillos operates at an overall acceptable LOS A during both peak hours. All the northbound and southbound movement at this intersection operate at LOS E due to the priority movements eastbound and westbound on Cerrillos.

The existing access to the mobile home park on Cerrillos operates with an overall LOS D in the AM peak hour and LOS F in the PM peak hour. This is primarily due to the long delay for the southbound left turn out of the existing access point during the AM peak hour. The PM peak hour sees almost double the volume on Cerrillos in the westbound direction and therefore the eastbound left into the existing access and the southbound left out of the existing access operate at LOS F.

b) *2026 No Build*

The No Build scenario finds that the signalized intersections continue to operate at an overall acceptable level of service in both peak hours, with all intersections operating at an overall LOS C or better. The unsignalized intersection at the existing access continues to operate with an overall LOS F in the PM peak hour with several movements operating at LOS F. These movements continue to struggle under the high through volumes traveling along Cerrillos, similar to the existing conditions assessment.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, individual movements at the intersections operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left both operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movements that fall into LOS E. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through movements operate at a LOS E. In the PM peak hour, the eastbound left, westbound left, northbound left, and southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and the southbound movement operate at a LOS E.

Cerrillos and the existing site driveway continues to see an LOS D in the AM peak hour and LOS F in the PM peak hour. The eastbound left and southbound left operate at LOS F in the PM due to the high volume of vehicles using Cerrillos during that peak hour. This is a condition that exists at the intersection in existing conditions.

c) *2026 Build*

The 2026 Build scenario finds that the signalized intersections operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS C or better, the individual turning movements continue to operate similarly to the existing and no build scenario due to the high through volumes traveling along Cerrillos.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are movements that operate at LOS E and LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left operate at a LOS F. Operation is similar during the PM peak hour with eastbound left, westbound left, and all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movement failings as well. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through operates at a LOS E. In the PM peak hours, the eastbound left, westbound left, northbound left, and southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and southbound movement operates at a LOS E.

The west site access to the proposed development will only allow a right out of the development with access into the development with an available eastbound left or

westbound right. With these changes to the access the intersection will operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

The east site access to the proposed development will only allow a right out and a right into the site. This access will operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

d) *2041 No Build*

The 2041 Horizon year No Build scenario finds that the signalized intersections continue to operate at an overall acceptable level of service in both peak hours, with all intersections operating at an overall LOS D or better. The unsignalized intersection at the existing access continues to operate with an overall LOS F in the PM peak hour with several movements operating at LOS F. These movements continue to struggle under the increasing through volumes traveling along Cerrillos, similar to the existing and 2026 no build conditions assessment.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours. Individual movements at the intersections operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left both operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

With the addition of the dedicated northbound right turn lane associated with the Arroyo de los Chamisos study, Cerrillos & Richards sees an overall LOS E in the AM peak hour and LOS F in the PM peak hour. Both peak hours continue to experience individual movements of both LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operate at a LOS E and the southbound through operates at LOS F. In the PM peak hour, the eastbound left operates at LOS E, while the westbound left and southbound through operate at LOS F. The southbound through in the AM peak hour declines to LOS F and the westbound left and southbound through in the PM peak hour decline to LOS F. The westbound left in the PM peak hour, and the southbound through during both peak hours decline to LOS F due to the redistribution of traffic associated with the Arroyo de los Chamisos study. The redistribution also effected the northbound left in a positive way improving that movements to a LOS D. The westbound through movement also falls to a LOS F in the PM peak hour due to the background growth added to Cerrillos. All other movements that include LOS E have been associated with those movements since the existing conditions analysis therefore no mitigation at this intersection will be the responsibility of the BRRT development.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour the northbound right movement operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and the southbound movement operate at a LOS E.

Cerrillos and the existing site driveway continues to decline with an LOS F in both peak hours. The southbound left operates at LOS F in the AM peak hour and the eastbound left and the southbound left operate at LOS F in the PM peak hour. This is due to the increasing volume of vehicles using Cerrillos during that peak hour. This is a condition that exists at the intersection in existing conditions as well as all other scenarios analyzed.

e) *2041 Build*

The Horizon year 2041 Build scenario finds that the signalized intersections continue to operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS D or better, the individual turning movements continue to decline.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there continues to be operational issues at several of the individual movements. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound and northbound left operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Again, the connection specified in the Arroyo de los Chamisos study was included in the analysis of Cerrillos & Richards. Included as part of that was the addition of a northbound right turn lane at the intersection. This intersection will see an overall LOS E in the AM peak hour, and LOS F in the PM peak hour, with continuing individual movements of LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operates at a LOS E with the southbound through movement operating at LOS F. In the PM peak hours, the eastbound left operates at LOS E and the westbound left, westbound through, and southbound through movements all operate at LOS F. All these movements had these operational deficiencies in the horizon year no build scenario, so these are all due to the background growth or redistribution of traffic caused by the Arroyo de los Chamisos connection.

3. RECOMMENDATIONS

- Modification of the left turn deceleration lane is recommended at the west site entrance. This deceleration lane should modify the existing left

turn lane to be 325 feet in length and include a deceleration taper of 125 feet.

- A channelizing island in the median of Cerrillos is recommended to be installed at the west site entrance resulting in no left access out of the development and at the property access across the street at 3450 Cerrillos Road.
- Left turn access into the property across the street at 3450 Cerrillos Road should remain in place.
- The East access to the site should include the bus / right turn lane as is included in existing conditions. No median changes are proposed at this access point.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.

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BRRT DEVELOPMENT
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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BRRT DEVELOPMENT
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development is a 212-unit multifamily residential apartment complex on the existing Trailer Ranch RV Park in Santa Fe, New Mexico. For low rise multifamily housing, the complex is to be under four floors, which is the intent of the development.

The development is situated between Vegas Verdes and Avenida de Las Americas on Cerrillos Road, at 3431 & 3471 Cerrillos Road. The proposed site area is to replace Trailer Ranch RV Resort, an existing mobile home park. There are also established residential neighborhoods in the surrounding area, particularly north of the development site. A number of hotels lay south of the proposed site.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be fully built out by 2026. Construction phasing is not anticipated.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Cerrillos Road and Vegas Verdes Drive (existing signalized intersection)
- Cerrillos Road and Richards Avenue (existing signalized intersection)
- Cerrillos Road and Avenida de Las Americas (existing signalized intersection)
- Cerrillos Road and Site Driveway (future stop-controlled driveway)

B. SITE ACCESSIBILITY

The development will have access via two driveways to the site, between Vegas Verdes and Avenida de Las Americas. The access on the west end of the development site will be the primary entrance and exit with access from both eastbound and westbound Cerrillos. This driveway is proposed to not include a left out onto Cerrillos to create a safer roadway and intersection. The secondary driveway will be located on the East side of the development. This driveway will provide entrance and exit access to westbound Cerrillos for residents only.

C. DATA SOURCES

The data used in this report consist of the traffic volumes described below, aerial photography and mapping from Google Earth®, information provided by Andy Wilkinson via email, Traffic Data collected by Cleland Counts, and information provided by the Santa Fe MPO.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Santa Fe Metropolitan planning organization (SFMPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The SFMPO Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are roadways adjacent to the site:

- Cerrillos Road is classified as a principal arterial along the relevant stretch of the development site. Within the study area, Cerrillos Road operates at 40 miles per hour (MPH) with three through lanes in each direction, divided by a non-traversable median throughout most of the corridor. Cerrillos also includes a bus lane both eastbound and westbound throughout the study area. This bus lane is signed to also be used as a dedicated right turn lane when applicable. The signals along Cerrillos Road in Santa Fe are in a coordinated system that gives preference to Cerrillos Road over the minor roadways.
- Richards Avenue is classified as a Major Collector within the development site. The road has a non-traversable median with one lane in each direction. Richards has a posted speed limit of 30 MPH. Richards has striped on-street bicycle lanes in both directions north of Cerrillos.
- Vegas Verdes and Avenida de Las Americas are not classified under the SFMPO, but can be assumed to be local roads given their locations within residential neighborhoods, with the attached speed of 25 MPH. Both are unmarked single lane roads in both directions.

B. EXISTING TRAFFIC CONDITIONS

Existing 2023 traffic turning movement counts (TMC) for the intersections analyzed in the study area were collected on November 15, 2023, by Cleland Counts for 6-hr periods. Data was collected from 7:00 AM to 10:00 AM, and from 3:00 PM to 6:00 PM. Existing traffic counts are included in Appendix A. The counts provide the AM and PM peak hour counts used in the analysis.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

The City of Santa Fe has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are considered, where feasible. Other critical movements are generally desired to have LOS D or better if possible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

The existing intersections traffic volume were analyzed using Highway Capacity Software version 8 (HCS 2023), which uses the intersection methodology from the 7th Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2.

While all existing signalized intersections operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS C or better, several individual turning movements operate at LOS E or LOS F due to the high through volumes traveling along Cerrillos Road.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are several left turn movements that operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left all operate at LOS E while the eastbound left and northbound left operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movements of LOS E during both peak periods. In the AM peak hour, the

eastbound left, westbound left, northbound left, and northbound through operates at a LOS E. In the PM peak hours, the eastbound left, westbound left, northbound left, and southbound right movements operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E in both analysis periods. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and southbound movement at a LOS E.

In order to mitigate the movements that are LOS E or LOS F a larger traffic signal timing study should be completed along Cerrillos Road because of the coordinated signal system that exists along the roadway. Since these are existing conditions the developer of the BRRT multifamily project should not be held responsible for mitigation measures.

Table 2 | Existing Signalized Intersection Results						
Intersection	2023 AM Peak			2023 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Cerrillos & Vegas Verdes	10.2	B	0.804	11.5	B	0.776
Eastbound Left	99.5	F	0.761	71.9	E	0.494
Eastbound Through	6.7	A	0.412	6.8	A	0.382
Westbound Left	74.3	E	0.795	70.2	E	0.769
Westbound Through	5.3	A	0.283	6.5	A	0.506
Northbound Left	95.4	F	0.804	74.0	E	0.770
Northbound Through	53.7	D	0.038	59.1	E	0.099
Northbound Right	59.5	E	0.705	66.3	E	0.776
Southbound Left	60.2	E	0.558	65.6	E	0.541
Southbound Through	52.7	D	0.095	58.6	E	0.115
Southbound Right	53.9	D	0.289	59.5	E	0.246
Cerrillos & Richards	25.7	C	0.786	30.9	C	0.877
Eastbound Left	55.9	E	0.767	63.7	E	0.759
Eastbound Through	14.5	B	0.454	19.6	B	0.455
Eastbound Right	15.2	B	0.454	20.4	C	0.455
Westbound Left	60.7	E	0.656	66.1	E	0.823
Westbound Through	14.4	B	0.278	21.2	C	0.608
Westbound Right	7.8	A	0.058	10.9	B	0.124
Northbound Left	57.4	E	0.700	66.0	E	0.806
Northbound Through	56.2	E	0.786	53.7	D	0.579
Southbound Left	44.6	D	0.626	46.2	D	0.447
Southbound Through	47.6	D	0.406	53.7	D	0.475
Southbound Right	52.8	D	0.781	72.5	E	0.877
Cerrillos & Avenida de las Americas	5.4	A	0.696	3.7	A	0.654
Eastbound Left	2.6	A	0.011	2.0	A	0.028
Eastbound Through	4.0	A	0.416	2.5	A	0.359
Eastbound Right	2.5	A	0.009	1.7	A	0.023
Westbound Left	2.9	A	0.093	1.5	A	0.107
Westbound Through	3.0	A	0.263	2.4	A	0.469
Westbound Right	2.2	A	0.002	1.2	A	0.004
Northbound Through	55.3	E	0.196	64.2	E	0.244
Northbound Right	60.1	E	0.696	68.7	E	0.654
Southbound Approach	54.7	D	0.132	63.0	E	0.086

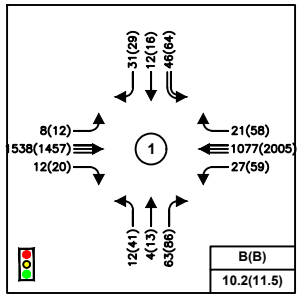
The existing entrance of the mobile home park was also analyzed to determine the level of service and operations of the existing entrance and exit. The analysis was completed with the trips associated with the trip generation that is discussed in Section V.A.2 of this report. These trips were included as existing traffic at this intersection.

Cerrillos and the existing site driveway sees an overall LOS D in the AM peak hour and a LOS F in the PM peak hour. The eastbound left and southbound left operate at LOS F in the PM peak hour due to the high volume of vehicles using Cerrillos in the PM peak hour.

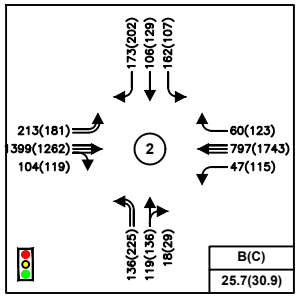
Table 3 | Existing Unsignalized Intersection Results								
	2023 AM Peak				2023 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Cerrillos & West Site Driveway	28.6	-	-	D	128.1	-	-	F
Eastbound Left	16.8	0.01	0	C	50.7	0.09	25	F
Southbound Left	33.2	0.13	25	D	161.7	0.30	50	F
Southbound Right	14.7	0.02	25	B	27.4	0.02	25	D
* – HCM 95th percentile queue rounded to next 25-foot increment								

LEGEND

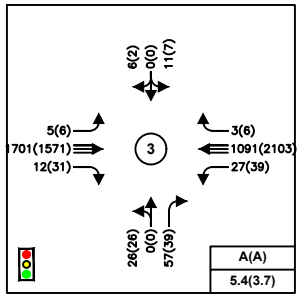
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



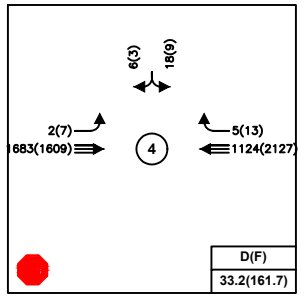
Cerrillos / Vegas Verdes



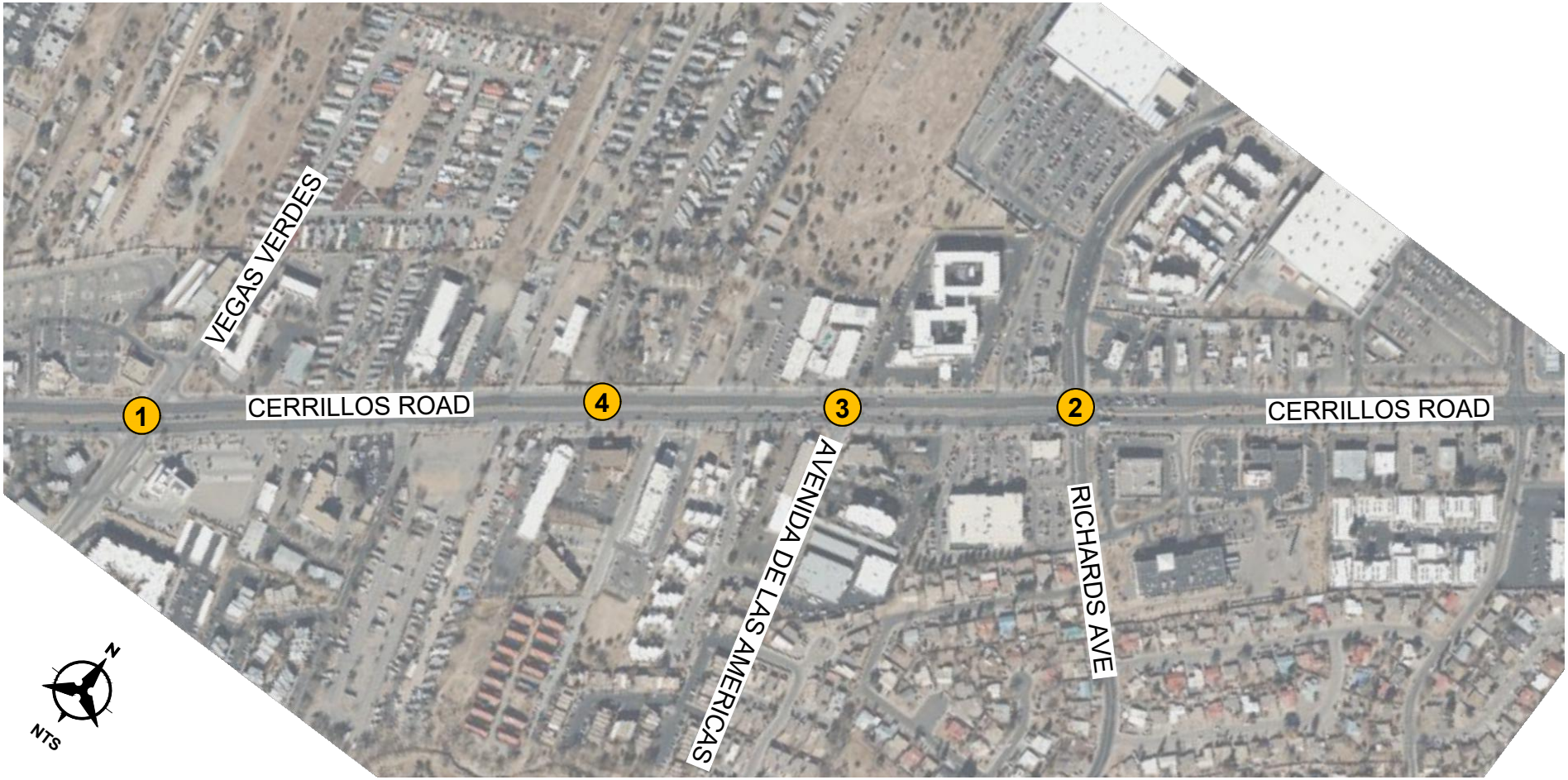
Cerrillos / Richards



Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway



Bohannan Huston www.bhinc.com 800.877.5332	BRRT DEVELOPMENT SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 3 2023 EXISTING PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips we used in this analysis.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study evaluates primary trips only.

The trip generation based on the 11th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 4 below with the following considerations. The trip generation is based on the peak hour of the adjacent street traffic. Single land use has been included as part of the BRRT trip generation for the intended multifamily complex housing included in the site plan. As the existing site contains an existing mobile home park, traffic generated by the mobile home park will be subtracted from the total trips to avoid double counting those trips as seen in the table below. The trips that do exist for the existing mobile home part will be accessed via Rufina once the development is under construction.

Table 4 | Trip Generation							
Land Use	ITE Code	Size	Daily	AM Enter	AM Exit	PM Enter	PM Exit
Multifamily Housing (Mid) - Proposed	221	212	965	19	63	51	32
Mobile Home Park - Existing	240	56	459	7	24	20	12
Difference			**506**	**12**	**39**	**31**	**20**

2. Trip Distribution and Assignment

The trip distribution was determined using a modified gravity model that considered a region-wide travel shed for employment trips. As the development is residential, standard traffic analysis assumes the trips in the peak hour to be primarily employment trips, so the destinations for the AM trips are employment locations, with the origins at the site. In the PM peak hour, the destination is the site, and the origins are the employment locations.

The gravity model uses the locations of employment, which are weighted by the number of jobs in the Subareas in the Santa Fe Metropolitan area divided by their distance from the site. This means that employment locations closer to the site are considered more likely, with those farther away to be less likely, depending on how many jobs are in each of the seventeen subareas.

The gravity model utilized socioeconomic data obtained from the Santa Fe Metropolitan Planning Area (SFMPO), which included population and employment estimates for each subarea within the Santa Fe Metropolitan Planning Area to develop the trip distribution.

The socioeconomic utilized populations from 2016, as available for MPO.

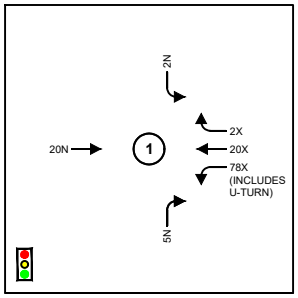
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 and Figure 5.

3. Traffic Projections

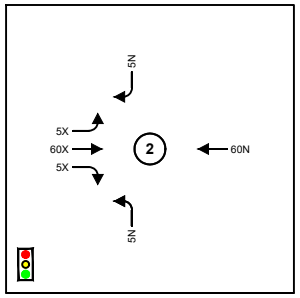
The annual background growth rate was determined by analyzing the AADT volumes from the Transportation Data Management System maintained by the NMDOT. The AADT data for the past ten years on Cerrillos Road shows a wide range between negative and positive growth. As a conservative approach a background growth rate of 2% was applied to provide an estimate of potential future growth of traffic at all intersections evaluated. The growth rate determination and data are summarized in the spreadsheets included in Appendix C.

LEGEND

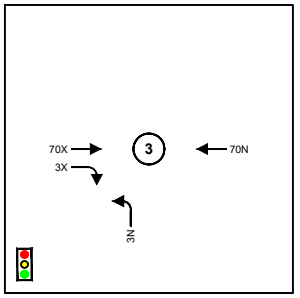
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- N — Entering
- X — Exiting



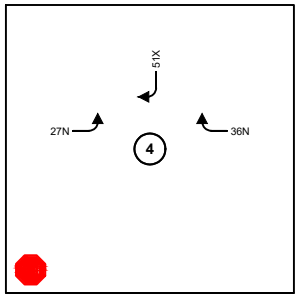
Cerrillos / Vegas Verdes



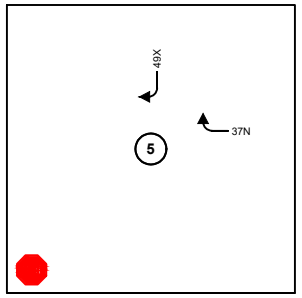
Cerrillos / Richards



Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway



Cerrillos / East Site Driveway

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SITE TRAFFIC ANALYSIS

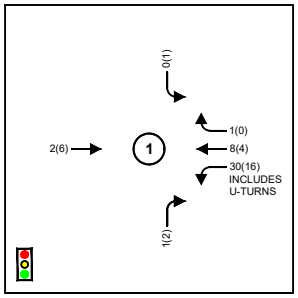
FIGURE 4
RESIDENTIAL TRIP DISTRIBUTION PERCENTAGES

LEGEND

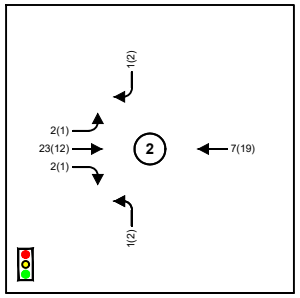
Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

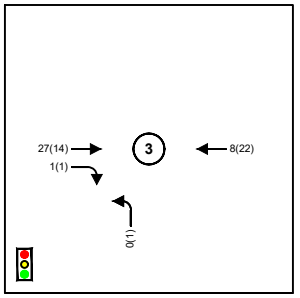
1234(1234) AM(PM) Trip Assignment Volumes



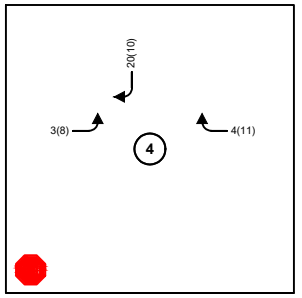
Cerrillos / Vegas Verdes



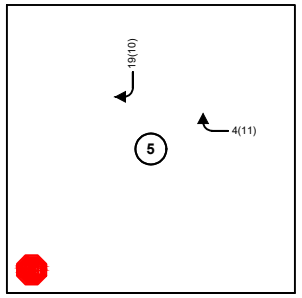
Cerrillos / Richards



Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway



Cerrillos / East Site Driveway

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BRRT DEVELOPMENT
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SITE TRAFFIC ANALYSIS

FIGURE 5
RESIDENTIAL TRIP ASSIGNMENT VOLUMES AM (PM)

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS 2023 which implements the Highway Capacity Manual procedures.

1. 2026 No Build Intersection Capacity Analysis

The 2026 No Build scenario assumed that the proposed BRRT development project is not included in the volumes for the analysis, with the Trailer Ranch RV Resort remaining at the development site. Table 5 shows the 2026 No Build results. The HCS output is included in Appendix D.

The No Build scenario finds that the signalized intersections continue to operate at an overall acceptable level of service in both peak hours, with all intersections operating at an overall LOS C or better. The unsignalized intersections continue to operate with an overall LOS F in the PM peak hour with several movements operating at LOS F. The individual turning movements continue to struggle under the high through volumes traveling along Cerrillos, similar to the existing conditions assessment.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, individual movements at the intersections, especially in the left turn movements operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left both operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movements that fall into LOS E. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through movements operate at a LOS E. In the PM peak hour, the eastbound left, westbound left, and northbound left as well as the southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and southbound through movements operate at a LOS E.

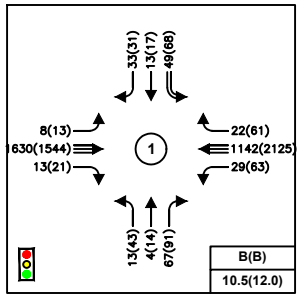
Table 5 | 2026 No Build Signalized Intersection Results						
Intersection	2026 AM Peak			2026 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Cerrillos & Vegas Verdes	10.5	B	0.817	12.0	B	0.785
Eastbound Left	99.5	F	0.761	71.7	E	0.503
Eastbound Through	7.2	A	0.440	7.3	A	0.409
Westbound Left	72.8	E	0.790	69.7	E	0.772
Westbound Through	5.6	A	0.302	7.1	A	0.539
Northbound Left	95.8	F	0.817	73.4	E	0.769
Northbound Through	53.4	D	0.036	58.7	E	0.102
Northbound Right	59.4	E	0.715	66.1	E	0.785
Southbound Left	60.0	E	0.563	65.8	E	0.567
Southbound Through	52.4	D	0.098	58.4	E	0.119
Southbound Right	53.5	D	0.293	59.3	E	0.256
Cerrillos & Richards	26.5	C	0.796	32.6	C	0.885
Eastbound Left	55.7	E	0.777	63.5	E	0.769
Eastbound Through	15.6	B	0.489	21.4	C	0.496
Eastbound Right	16.5	B	0.489	22.4	C	0.496
Westbound Left	61.0	E	0.681	65.9	E	0.831
Westbound Through	15.4	B	0.302	23.5	C	0.661
Westbound Right	8.2	A	0.062	11.7	B	0.133
Northbound Left	57.3	E	0.711	67.5	E	0.816
Northbound Through	56.0	E	0.796	52.9	D	0.582
Southbound Left	44.9	D	0.644	45.2	D	0.455
Southbound Through	47.1	D	0.410	53.0	D	0.480
Southbound Right	54.3	D	0.790	76.7	E	0.885
Cerrillos & Avenida de las Americas	5.6	A	0.703	3.8	A	0.660
Eastbound Left	2.7	A	0.012	2.2	A	0.030
Eastbound Through	4.3	A	0.442	2.7	A	0.381
Eastbound Right	2.6	A	0.010	1.7	A	0.024
Westbound Left	3.1	A	0.108	1.6	A	0.121
Westbound Through	3.1	A	0.279	2.6	A	0.498
Westbound Right	2.3	A	0.002	1.2	A	0.004
Northbound Through	55.2	E	0.206	64.1	E	0.257
Northbound Right	59.9	E	0.703	68.5	E	0.660
Southbound Through	54.5	D	0.136	62.8	E	0.085

Cerrillos and the existing site driveway continues to see an overall LOS D in the AM peak hour and LOS F in the PM peak hour. The southbound left operates at LOS E in the AM peak hour and the eastbound left and southbound left operate at LOS F in the PM peak hour. These movements are mainly caused by the high volume of vehicles using Cerrillos during that peak hour. Again, this is a condition that exists at the intersection in existing conditions and no mitigations are presented here in the 2026 No build scenario.

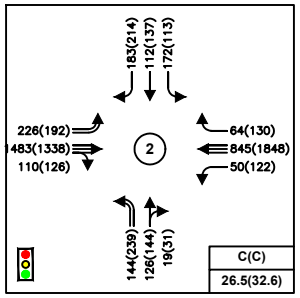
Table 6 | 2026 No Build Unsignalized Intersection Results								
	2026 AM Peak				2026 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Cerrillos & West Site Driveway	31.9	-	-	D	183.6	-	-	F
Eastbound Left	17.9	0.01	0	C	59.8	0.10	25	F
Southbound Left	37.2	0.16	25	E	229.7	0.41	50	F
Southbound Right	15.3	0.02	25	C	29.9	0.02	25	D
* – HCM 95th percentile queue rounded to next 25-foot increment								

LEGEND

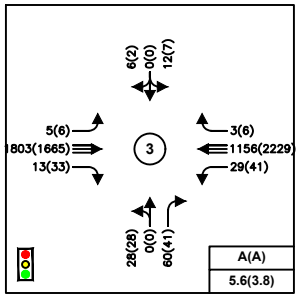
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



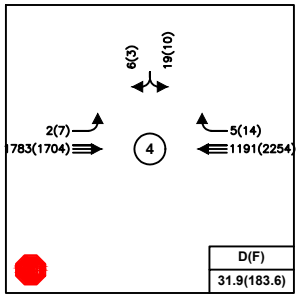
Cerrillos / Vegas Verdes



Cerrillos / Richards



Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway

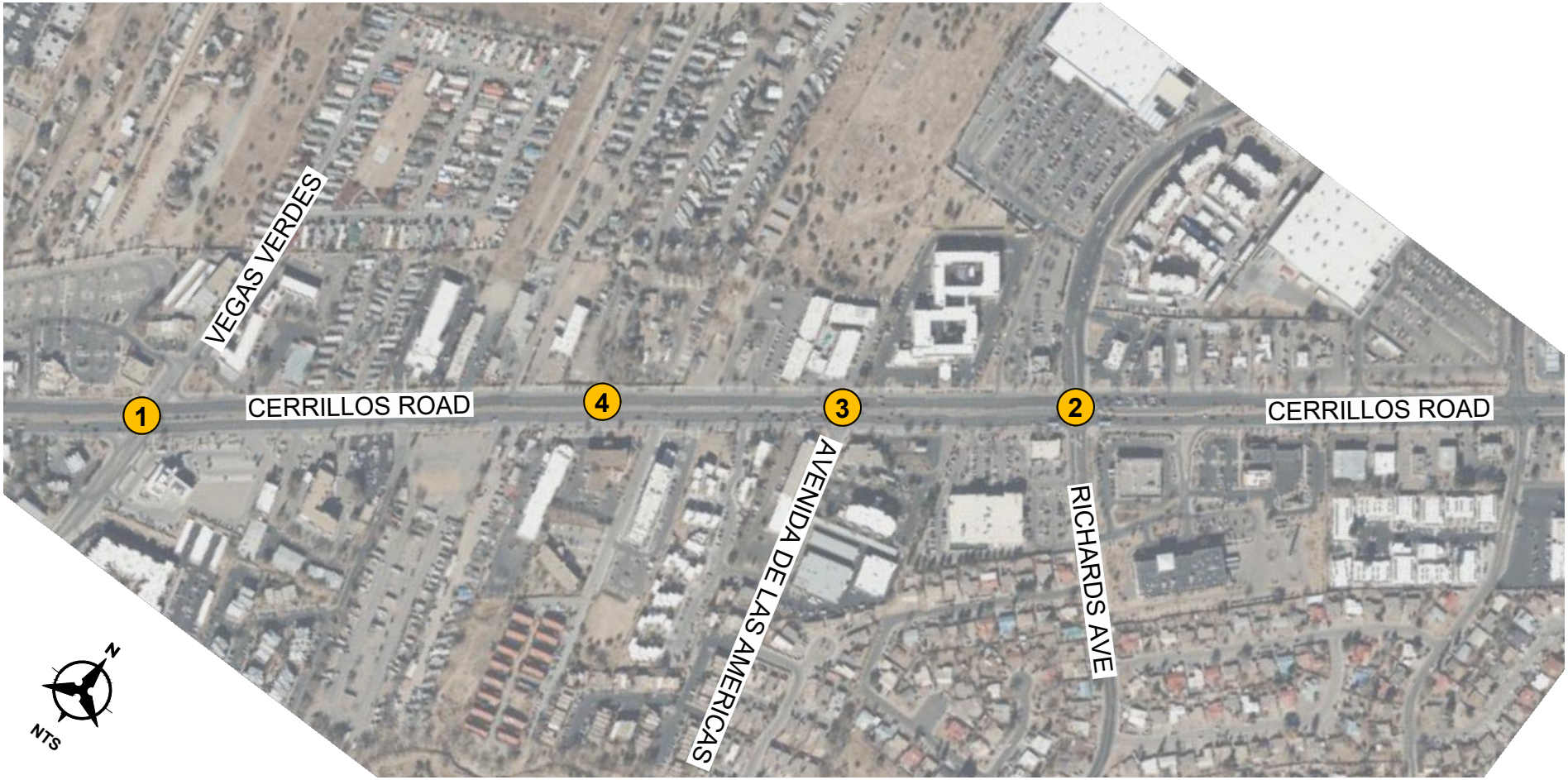


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FIGURE 6
2026 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

2. 2026 Build Intersection Capacity Analysis

The additional trips generated by the BBRT multifamily development (Table 4) were assigned to the intersections using the trip percentages and associated volumes shown in Figure 4 and Figure 5. These trips were added to the 2026 No Build traffic projections shown in Appendix C. The 2026 Build capacity analysis is shown in Table 7 and Table 8. The individual intersection output is included in Appendix E.

Similar to the site without the development, the 2026 Build scenario finds that the signalized intersections operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS C or better. The same individual turning movements continue to operate the same as the 2026 no build scenario due to the high through volumes traveling along Cerrillos.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are movements that continue to operate at LOS E and LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but continues to experience individual movement of LOS E. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through operates at a LOS E. In the PM peak hours, the eastbound left, westbound left, northbound left, and southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but continues to experience individual movements at LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and southbound movement operates at a LOS E.

As a note, all movements of LOS E and LOS F have been associated with each of these movements since the existing scenario analysis and a more complete study of the Cerrillos corridor should be evaluated by the City of Santa Fe as a means to explore options to ease these high movement delays that are seen at each of these intersections.

Table 7 | 2026 Build Signalized Intersection Results						
Intersection	2026 AM Peak			2026 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Cerrillos & Vegas Verdes	11.6	B	0.817	12.4	B	0.790
Eastbound Left	99.5	F	0.761	71.7	E	0.503
Eastbound Through	8.4	A	0.455	7.9	A	0.417
Westbound Left	62.9	E	0.767	68.2	E	0.784
Westbound Through	5.6	A	0.304	7.2	A	0.541
Northbound Left	95.8	F	0.817	73.4	E	0.769
Northbound Through	53.4	D	0.036	58.5	E	0.101
Northbound Right	59.4	E	0.715	66.0	E	0.789
Southbound Left	60.0	E	0.563	65.8	E	0.567
Southbound Through	52.4	D	0.098	58.2	E	0.117
Southbound Right	53.5	D	0.293	59.1	E	0.252
Cerrillos & Richards	26.6	C	0.796	32.8	C	0.887
Eastbound Left	55.6	E	0.778	63.5	E	0.770
Eastbound Through	15.7	B	0.497	21.6	C	0.505
Eastbound Right	16.6	B	0.498	22.6	C	0.505
Westbound Left	61.0	E	0.681	65.9	E	0.831
Westbound Through	15.5	B	0.305	23.8	C	0.675
Westbound Right	8.2	A	0.062	11.8	B	0.134
Northbound Left	57.3	E	0.712	67.7	E	0.817
Northbound Through	56.0	E	0.796	52.7	D	0.574
Southbound Left	44.9	D	0.644	45.1	D	0.450
Southbound Through	47.1	D	0.411	52.8	D	0.474
Southbound Right	54.7	D	0.796	77.4	E	0.887
Cerrillos & Avenida de las Americas	5.6	A	0.703	3.8	A	0.660
Eastbound Left	2.7	A	0.012	2.2	A	0.031
Eastbound Through	4.3	A	0.449	2.7	A	0.385
Eastbound Right	2.6	A	0.011	1.7	A	0.024
Westbound Left	3.2	A	0.111	1.6	A	0.122
Westbound Through	3.1	A	0.282	2.6	A	0.503
Westbound Right	2.3	A	0.002	1.2	A	0.004
Northbound Through	55.2	E	0.206	64.1	E	0.257
Northbound Right	59.9	E	0.703	68.5	E	0.660
Southbound Approach	54.5	D	0.136	62.8	E	0.085

In the 2026 Build year condition, with the introduction of the proposed development, changes to the site access are being considered. These considerations are discussed in more detail in the Crash Data Information Section of this report. The changes that are implemented in both the access points are the removal of southbound left turns. The East site driveway is also not recommending an eastbound left due to the major delay of the movement and considering the West site driveway includes that movement into the site.

The unsignalized intersection of Cerrillos & West Site Driveway operates at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. The eastbound left turn movement causes the LOS F in the PM peak hour due to the high volume seen on

Cerrillos in the PM peak hour. This result is the same as the no build scenario result for this access point. A sensitivity analysis was completed at this intersection and one vehicle in the peak hour would cause this movement to be a LOS F. This movement is an important access opportunity to the site throughout the remainder of the day and the eastbound left is therefore retained as part of the new access point at the west side of the new development.

The Cerrillos and East Site driveway operates acceptably in both peak hours with LOS C in the AM peak hour and LOS D in the PM peak hour. All individual movements operate at or above LOS D.

A review of the State Access Management Manual (SAMM) requires that a dedicated left turn deceleration lane be installed for the eastbound left turn access point. This lane exists for the access point into the existing mobile home community although modifications will be needed. With the speed limit on Cerrillos being 40 MPH a minimum volume in the adjacent through lane is 490 for a turning volume of 5 vehicles per hour. As this is met on Cerrillos during both the AM and PM peak hours, the deceleration lane should be 325 feet in length with 125-foot deceleration taper included. The existing median can support this length with the proposed west access point location.

In addition, the right turn deceleration lane was verified. In the build year, it is anticipated that a maximum of 12 vehicles will use the west site driveway during the peak hours and a maximum of 5 will use the east driveway. The volume of Cerrillos road in the westbound direction is 1,195 in the AM peak hour and 2,265 vehicles in the PM peak hour. The volume of users making a right into this site at the east entrance which means that the right turn deceleration lane is only warranted for the west access point. Although this is true, Cerrillos already includes a bus lane that is shared use for right turning vehicles for much of Cerrillos from Vegas Verdes to Richards. It is recommended to retain the bus lane and utilize it as a right turn deceleration lane on Cerrillos for both entrance points.

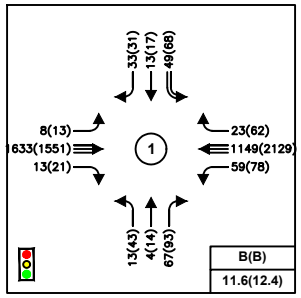
Table 8 | 2026 Build Unsignalized Intersection Results

	2026 AM Peak				2026 PM Peak			
Intersection/Movement	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Cerrillos & West Site Driveway	18.1	-	-	C	70.5	-	-	F
Eastbound Left	18.1	0.02	25	C	70.5	0.24	25	F
Southbound Right	16.0	0.08	25	C	32.0	0.10	25	D
Cerrillos & East Site Driveway	15.7	-	-	C	31.3	-	-	D
Southbound Right	15.7	0.06	25	C	31.3	0.07	25	D

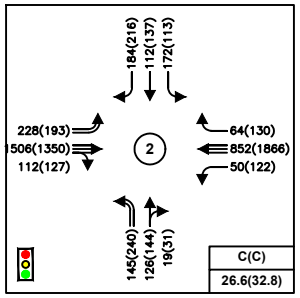
* – HCM 95th percentile queue rounded to next 25-foot increment

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



Cerrillos / Vegas Verdes



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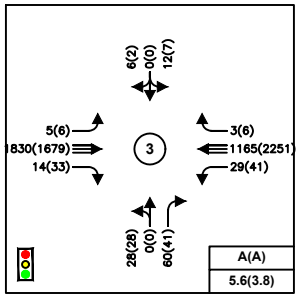
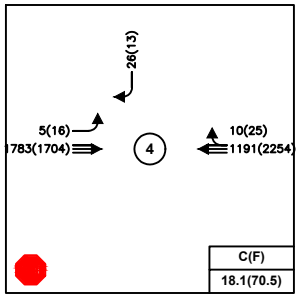
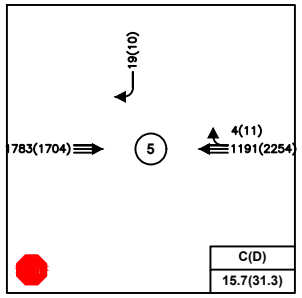


Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway



Cerrillos / East Site Driveway

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FIGURE 7
2026 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

3. 2041 Horizon Year No Build Intersection Capacity Analysis

Santa Fe requires a 15-year Horizon capacity analysis to determine long term traffic effects of newly established developments within the area for future network considerations. A larger traffic analysis has been completed for the Arroyo de los Chamisos Crossing that includes the connection of Richards across the existing Arroyo. This study included the intersection of Cerrillos and Richards and rerouted traffic due to this new connection. Appendix C includes an adjustment factor specifically due to this new connection. Additionally, as part of the Arroyo de los Arroyo study, an additional northbound right turn lane will be implemented as part of that project. The horizon 2041 No build scenario for this intersection will reflect this addition in this traffic study.

The 2041 No Build scenario assumed that the proposed BRRT multifamily development will not be accomplished by this phase. Table 9 and Table 10 shows the 2041 No Build results. The HCS output is included in Appendix F.

The No Build scenario finds that the signalized intersections all operate at an overall acceptable level of service in both peak hours. The unsignalized access points into the development will see LOS F in the PM peak hour as seen in all analysis scenarios. The individual turning movements continue to struggle under the high through volumes traveling along Cerrillos.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are individual movements that continue to operate at LOS E and LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound and northbound left operates at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound and westbound left, as well as all northbound and southbound movements operating at LOS E.

With the addition of the dedicated northbound right turn lane associated with the Arroyo de los Chamisos study, Cerrillos & Richards sees an overall LOS E in the AM peak hour and LOS F in the PM peak hour. Both peak hours continue to experience individual movements of both LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operate at a LOS E and the southbound through operates at LOS F. In the PM peak hour, the eastbound left operates at LOS E, while the westbound left and southbound through operate at LOS F. The southbound through in the AM peak hour declines to LOS F and the westbound left and southbound through in the PM peak hour decline to LOS F. The westbound left in the PM peak hour, and the southbound through during both peak hours are brought to LOS F due to the redistribution of traffic associated with the Arroyo de los Chamisos study. The redistribution also effected the northbound left in a positive way improving that movements to a LOS D. The westbound through movement also falls to a LOS F

in the PM peak hour due to the background growth added to Cerrillos. All other movements that include LOS E have been associated with those movements since the existing conditions analysis therefore no mitigation at this intersection will be the responsibility of the BRRT development.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movement failings. In the AM peak hour, northbound right movement operates at a LOS E. In the PM peak hour, the northbound through and right, as well as the southbound through operates at a LOS E.

Table 9 | 2041 No Build Signalized Intersection Results

Intersection	2041 AM Peak			2041 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Cerrillos & Vegas Verdes	12.5	B	0.837	15.1	B	0.823
Eastbound Left	96.9	F	0.798	71.2	E	0.529
Eastbound Through	10.0	A	0.584	10.5	B	0.548
Westbound Left	68.3	E	0.776	68.1	E	0.787
Westbound Through	7.1	A	0.398	11.0	B	0.714
Northbound Left	94.0	F	0.837	70.8	E	0.772
Northbound Through	52.0	D	0.037	56.7	E	0.107
Northbound Right	58.7	E	0.756	65.2	E	0.823
Southbound Left	59.3	E	0.587	66.0	E	0.646
Southbound Through	50.6	D	0.097	57.1	E	0.134
Southbound Right	51.9	D	0.302	58.1	E	0.280
Cerrillos & Richards (Connection)	78.1	E	1.229	122.9	F	0.923
Eastbound Left	62.0	E	0.806	63.7	E	0.772
Eastbound Through	29.2	C	0.758	31.3	C	0.712
Eastbound Right	32.7	C	0.762	34.1	C	0.714
Westbound Left	58.4	E	0.818	1419.3	F	0.866
Westbound Through	22.0	C	0.461	71.5	F	0.911
Westbound Right	11.5	B	0.113	15.3	B	0.178
Northbound Left	40.9	D	0.547	41.4	D	0.462
Northbound Through	72.7	E	0.850	50.7	D	0.517
Northbound Right	45.5	D	0.330	44.2	D	0.129
Southbound Left	48.6	D	0.768	39.7	D	0.484
Southbound Through	483.8	F	1.229	172.5	F	0.498
Southbound Right	41.2	D	0.357	49.4	D	0.923
Cerrillos & Avenida de las Americas	6.9	A	0.742	5.0	A	0.696
Eastbound Left	3.3	A	0.022	4.0	A	0.061
Eastbound Through	5.9	A	0.578	3.7	A	0.496
Eastbound Right	3.0	A	0.013	2.0	A	0.031
Westbound Left	5.3	A	0.198	2.8	A	0.214
Westbound Through	3.9	A	0.365	3.9	A	0.647
Westbound Right	2.6	A	0.003	1.4	A	0.006
Northbound Through	54.0	D	0.228	63.3	E	0.289
Northbound Right	59.0	E	0.742	67.7	E	0.696
Southbound Through	53.3	D	0.152	61.9	E	0.109

The unsignalized intersection of Cerrillos and the existing site driveway continues to worsen with the additional background growth of traffic. This intersection operates at LOS F in both peak hours. The southbound left will operate at LOS F in both peak periods with the addition of the eastbound left during the PM peak hour due to the high volume of vehicles using Cerrillos during that peak hour. Again, this is a condition that exists at the intersection in existing conditions.

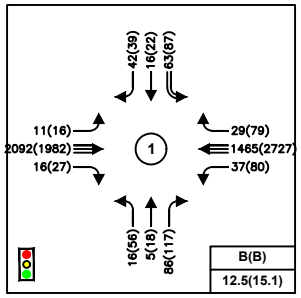
Table 10 | 2041 No Build Unsignalized Intersection Results

	2041 AM Peak				2041 PM Peak			
Intersection/Movement	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Cerrillos & West Site Driveway	74.9	-	-	F	1902.7	-	-	F
Eastbound Left	24.8	0.02	25	C	176.1	0.34	50	F
Southbound Left	74.9	0.34	50	F	1902.7	1.45	150	F
Southbound Right	18.8	0.03	25	C	49.2	0.05	25	E

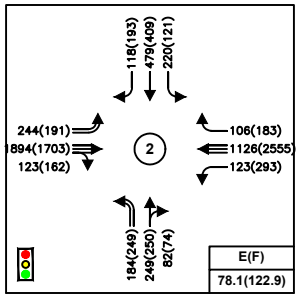
* – HCM 95th percentile queue rounded to next 25-foot increment

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



Cerrillos / Vegas Verdes



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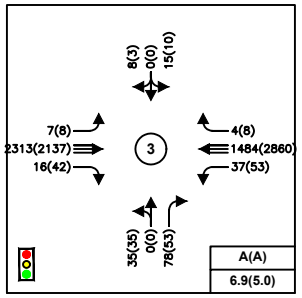
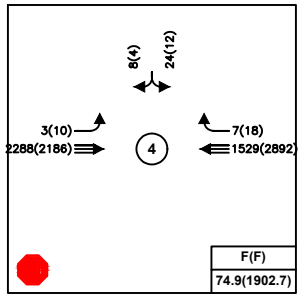


Cerrillos / Avenida de las Americas



Cerrillos / West Site Driveway

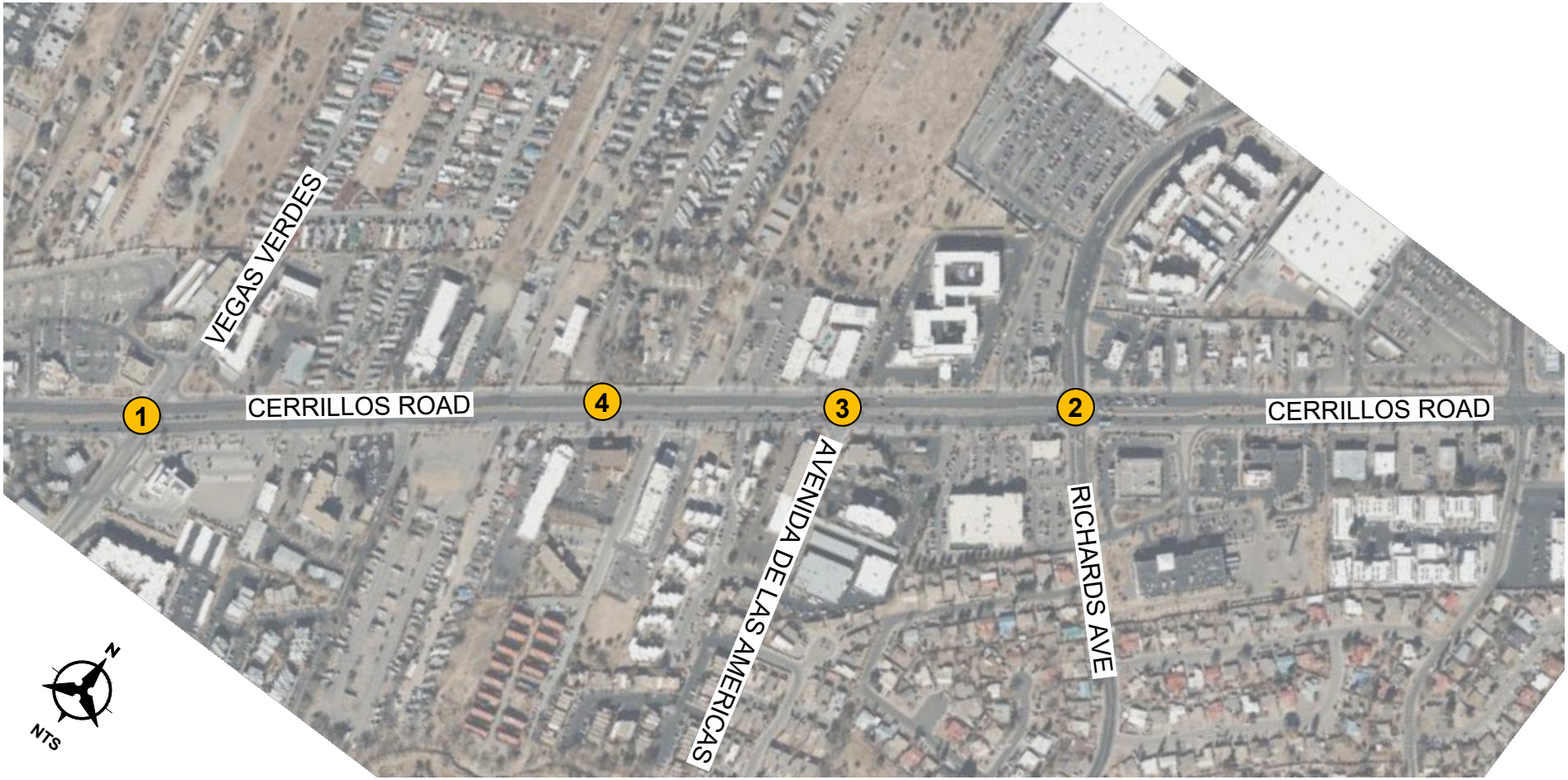


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FIGURE 8
2041 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

4. 2041 Horizon Year Build Intersection Capacity Analysis

The difference in trips generated by the BRRT multifamily Development (Table 4) were assigned to the intersections using the trip percentages and associated volumes shown in Figure 4 and Figure 5. These trips were added to the 2041 No Build traffic projections that were adjusted based on the Arroyo de los Chamisos connection. The adjusted volumes to include the redistribution and site buildout is shown in Appendix C. The 2041 Build capacity analysis is shown in Table 11 and Table 12. The individual intersection output is included in Appendix H.

Similarly, to the site without the development, the Horizon year 2041 Build scenario finds that the signalized intersections operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS D or better. Individual movements of LOS E and LOS F remain the same as the No build scenario of the horizon year due to the high through volumes traveling along Cerrillos and background traffic that is introduced to those movements.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are individual movements that continue to operate at LOS E and LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound and northbound left operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound and westbound left, as well as all northbound and southbound movements operating at LOS E.

Again, the connection specified in the Arroyo de los Chamisos study was included in the analysis of Cerrillos & Richards. Included as part of that was the addition of a northbound right turn lane at the intersection. This intersection will see an overall LOS E in the AM peak hour, and LOS F in the PM peak hour, with continuing individual movements of LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operates at a LOS E with the southbound through movement operating at LOS F. In the PM peak hours, the eastbound left operates at LOS E and the westbound left, westbound through, and southbound through movements all operate at LOS F. All these movements had these operational deficiencies in the horizon year no build scenario, so these are all due to the background growth or redistribution of traffic caused by the Arroyo de los Chamisos connection.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movement failings. In the AM peak hour, northbound right movement operates at a LOS E. In the PM peak hour, the northbound through and right, as well as the southbound through operates at a LOS E.

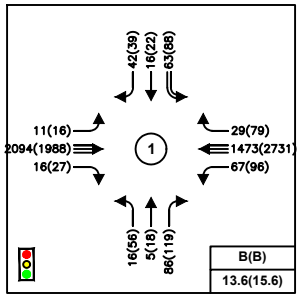
Table 11 | 2041 Build Signalized Intersection Results						
Intersection	2041 AM Peak			2041 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Cerrillos & Vegas Verdes	13.6	B	0.837	15.6	B	0.826
Eastbound Left	96.9	F	0.798	71.2	E	0.529
Eastbound Through	11.5	B	0.604	11.4	B	0.559
Westbound Left	62.0	E	0.771	67.0	E	0.802
Westbound Through	7.1	A	0.401	11.1	B	0.716
Northbound Left	94.0	F	0.837	70.8	E	0.772
Northbound Through	52.0	D	0.037	56.6	E	0.106
Northbound Right	58.7	E	0.756	65.1	E	0.826
Southbound Left	59.3	E	0.587	65.9	E	0.648
Southbound Through	50.6	D	0.097	56.9	E	0.131
Southbound Right	51.9	D	0.302	57.9	E	0.275
Cerrillos & Richards (Connection)	77.9	E	1.229	126.1	F	0.924
Eastbound Left	62.2	E	0.807	63.7	E	0.773
Eastbound Through	29.6	C	0.767	31.4	C	0.718
Eastbound Right	33.3	C	0.771	34.3	C	0.721
Westbound Left	58.4	E	0.818	1419.4	F	0.866
Westbound Through	22.1	C	0.464	79.9	F	0.921
Westbound Right	11.6	B	0.113	15.3	B	0.179
Northbound Left	40.9	D	0.57	41.4	D	0.463
Northbound Through	72.7	E	0.850	50.7	D	0.515
Northbound Right	45.5	D	0.330	44.2	D	0.128
Southbound Left	48.6	D	0.768	39.7	D	0.482
Southbound Through	483.8	F	1.229	173.9	F	0.496
Southbound Right	41.2	D	0.360	49.7	D	0.924
Cerrillos & Avenida de las Americas	6.9	A	0.742	5.0	A	0.695
Eastbound Left	3.3	A	0.022	4.1	A	0.061
Eastbound Through	6.0	A	0.585	3.7	A	0.500
Eastbound Right	3.0	A	0.014	2.0	A	0.032
Westbound Left	5.4	A	0.201	2.8	A	0.216
Westbound Through	3.9	A	0.367	4.0	A	0.652
Westbound Right	2.6	A	0.003	1.4	A	0.006
Northbound Through	54.1	D	0.235	63.3	E	0.297
Northbound Right	59.0	E	0.742	67.7	E	0.696
Southbound Through	53.3	D	0.152	61.9	E	0.109

In the 2041 Build year condition, the unsignalized intersection of Cerrillos & West Site Driveway operates at an improved overall LOS D in the AM peak hour and LOS F in the PM peak hour. The improvement for this intersection in the AM peak period is due to the southbound left being removed from this intersection. The East Site driveway intersections with Cerrillos will operate at LOS C in the AM peak hour and LOS F in the PM peak hour. These operations are mainly due to the volume of traffic that use Cerrillos during the peak hour and similar operations are seen in the existing conditions.

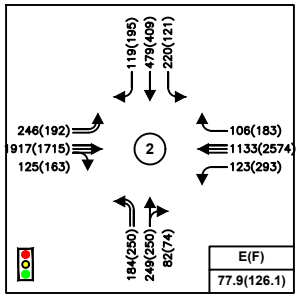
Table 12 | 2041 Build Unsignalized Intersection Results								
	2041 AM Peak				2041 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Cerrillos & West Site Driveway	25.2	-	-	D	279.1	-	-	F
Eastbound Left	25.2	0.04	25	D	279.1	0.63	100	F
Southbound Right	20.0	0.11	25	C	56.0	0.18	25	F
Cerrillos & East Site Driveway	19.4	-	-	C	53.0	-	-	F
Southbound Right	19.4	0.08	25	C	53.0	0.13	25	F
* – HCM 95th percentile queue rounded to next 25-foot increment								

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



Cerrillos / Vegas Verdes



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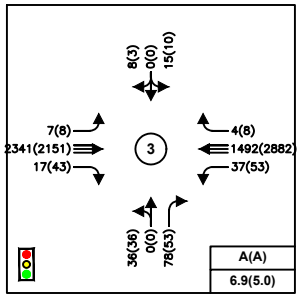
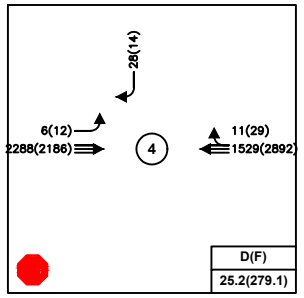
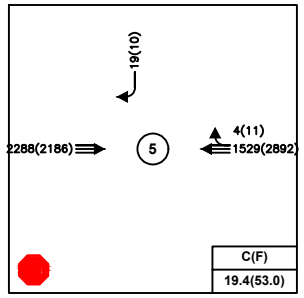


Cerrillos / Avenida de las Americas



Cerrillos / Site Driveway



Cerrillos / East Site Driveway

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FIGURE 9
2041 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

VII. CRASH DATA INFORMATION

Given the classification of Cerrillos as a principal arterial with the concentration of through traffic, any left turning vehicles into the future site will have a high delay. The City of Santa Fe wanted the study to include a crash analysis to analyze the historic crash rates associated with the left turn lanes on Cerrillos. The crash data along Cerrillos, between Vegas Verdes and Avenida de las Americas, specifically for left-turn vehicle crashes, has been collected and provided in Appendix H.

Left turning vehicle crashes had a total occurrence of 4 in 2016, 3 in 2017, 4 in 2018, 6 in 2019, and 3 in the year 2020. A total of 8 left turn incidents occurred at Avenida De Las Americas. The intersection of Vegas Verdes included 8 left turn incidents. The data indicated that the remaining 4 crashes were at unsignalized midblock left turn access points. The summary of the crash data is included in Table 13.

Table 13 | Crash Analysis Results

Intersection/Movement	2016	2017	2018	2019	2020
Avenida De Las Americas	3	0	1	1	3
Vegas Verdes	0	2	1	5	0
Unsignalized left turns	1	1	2	0	0
Total	**4**	**3**	**4**	**6**	**3**

As the crash data indicates that crashes are occurring more often at the signalized intersections, it is important to note that the volumes of left turning vehicles is much greater at the signalized intersections than at the unsignalized left turns. Information on each of the signalized intersections and how the left turn movements function was provided from the signal timing information provided by the City of Santa Fe. The Avenida De Las Americas left turn signal operates as a protected/permissive movement so vehicles can make a left turn when they have either a permissive green ball or protected green arrow. The Vegas Verdes intersection operates as a protected movement, meaning the left turns on Cerrillos can only enter the intersection when they have a protected left turn arrow.

Many of the crashes that occurred, the top contributing factor was failing to yield right of way. One crash occurrence was stated as disregarded traffic signal, and one other crash occurrence was stated as excessive speed. Out of all the crashes that were gathered, no crashes were caused as a direct result of turning left out of an access point along Cerrillos.

In the past work has been completed along Cerrillos to actively close left turn access onto Cerrillos. Studies have been completed by the US Federal Highway Administration that have shown that making a U-turn at a median opening to get to

the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point.

The existing analysis showed that for a left turning vehicle out of the access onto Cerrillos has a delay of approximately 162 seconds. The analysis for the 2026 build condition of the access points proved that removing the left turn onto Cerrillos and only allowing a right out of the site will result in a maximum of 32 second delay between the two access points. This will result in more U-turn movements at the unsignalized median openings or at signalized intersections. As a conservative approach, this traffic study directed all the U-turn movements to the westbound left turn lane at Cerrillos Road and Vegas Verdes although some of these movements may use the left turn median openings between the site and the signal to perform a U-turn maneuver.

With this information, along with the information on safety as stated by the US Federal Highway Administration studies, the project team recommends removing left access onto Cerrillos Road from the proposed site. This should be done by adding a median island that is designed to remove left turn access onto Cerrillos at this location. The northbound left that accesses Cerrillos Road from the property at 3450 Cerrillos Road will also be removed and coordination with this property owner should take place prior to the installation of the median island.

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The existing intersections included in this study include several LOS E or LOS F movements included in the signalized intersections that should be monitored by the City of Santa Fe for improvements not associated with the development. These movements continue to remain throughout each analysis period to the horizon year.

The existing access to the mobile home park on Cerrillos operates with an overall LOS D in the AM peak hour and LOS F in the PM peak hour. This is primarily due to the long delay for the southbound left turn out of the existing access point during the AM peak hour. The PM peak hour sees almost double the volume on Cerrillos in the westbound direction and therefore the eastbound left into the existing access and the southbound left out of the existing access operate at LOS F. The build scenario for the access intersection proposed removal of left turn access onto Cerrillos from the site to improve operations of the exiting vehicles and to improve the safety of the intersection.

Significant redistribution of traffic specifically associated to the Arroyo de los Chamisos connection on Richards caused a change in traffic at the intersection of Cerrillos and Richards that is shown in the horizon year 2041 no build and build analysis periods. This

project also will be adding a northbound right turn lane at the intersection of Cerrillos Road and Richards that will help the operations of that intersection. Due to this redistribution, there is an improvement on the northbound left movement at this intersection in both peak hours. This redistribution also causes significant decline in operations of the southbound through and westbound left. Recommendations outlined in the Arroyo de los Chamisos report indicate that insufficient right-of-way exists to support an additional southbound lane exiting the intersection at this location, therefore not allowing any mitigation efforts for those movements.

All movements of LOS E and LOS F in the existing analysis at the intersections of Cerrillos and Vegas Verdes and Cerrillos and Avenida de las Americas occur throughout each analysis period to the horizon year analysis. To improve these movements, a more complete study of the Cerrillos corridor should be evaluated by the City of Santa Fe as a means to explore options to ease these high movement delays that are seen at each of these intersections.

1. EXISTING

The existing traffic analysis found that all existing intersections listed in the site development's scope operate under overall acceptable conditions, with intersections operating at LOS C or better. While the intersections operate at overall acceptable conditions, the individual movements already see LOS E and LOS F in the existing conditions.

The intersection of Cerrillos and Vegas Verdes includes movements of LOS E in the westbound left, northbound right, and southbound left directions in the AM peak hour. This intersection also sees LOS F in the eastbound left and northbound left movements. In the AM peak hour. In the PM peak hour the eastbound left, westbound left, northbound left, northbound through, northbound right, southbound left, southbound through, and southbound right all operate at LOS E in the PM peak hour.

The intersection of Cerrillos and Richards operates at overall LOS C during both peak hours. This intersection also sees movements of LOS E. In the AM peak hour the eastbound left, westbound left, northbound left, and northbound through all operate at LOS E. In the PM peak hour the eastbound left, westbound left, northbound left, and southbound right all operate at LOS E. These movement all operate at these levels due to the priority movement along Cerrillos in the eastbound and westbound through direction.

The intersection of Avenidas de las Americas and Cerrillos operates at an overall acceptable LOS A during both peak hours. All the northbound and southbound movement at this intersection operate at LOS E due to the priority movements eastbound and westbound on Cerrillos.

The existing access to the mobile home park on Cerrillos operates with an overall LOS D in the AM peak hour and LOS F in the PM peak hour. This is primarily due to the long delay for the southbound left turn out of the existing access point during the AM peak hour. The PM peak hour sees almost double the volume on Cerrillos in the westbound direction and therefore the eastbound left into the existing access and the southbound left out of the existing access operate at LOS F.

2. 2026 No Build

The No Build scenario finds that the signalized intersections continue to operate at an overall acceptable level of service in both peak hours, with all intersections operating at an overall LOS C or better. The unsignalized intersection at the existing access continues to operate with an overall LOS F in the PM peak hour with several movements operating at LOS F. These movements continue to struggle under the high through volumes traveling along Cerrillos, similar to the existing conditions assessment.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, individual movements at the intersections operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left both operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movements that fall into LOS E. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through movements operate at a LOS E. In the PM peak hour, the eastbound left, westbound left, northbound left, and southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and the southbound movement operate at a LOS E.

Cerrillos and the existing site driveway continues to see an LOS D in the AM peak hour and LOS F in the PM peak hour. The eastbound left and southbound left operate at LOS F in the PM due to the high volume of vehicles using Cerrillos during that peak hour. This is a condition that exists at the intersection in existing conditions.

3. 2026 Build

The 2026 Build scenario finds that the signalized intersections operate at overall acceptable conditions in both peak hours, with all intersections operating at an

overall LOS C or better, the individual turning movements continue to operate similarly to the existing and no build scenario due to the high through volumes traveling along Cerrillos.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there are movements that operate at LOS E and LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left operate at a LOS F. Operation is similar during the PM peak hour with eastbound left, westbound left, and all northbound and southbound movements operating at LOS E.

Cerrillos & Richards sees an overall LOS C in both peak hours, but experiences individual movement failings as well. In the AM peak hour, the eastbound left, westbound left, northbound left, and northbound through operates at a LOS E. In the PM peak hours, the eastbound left, westbound left, northbound left, and southbound right operate at LOS E.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour, northbound through and northbound right movements operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and southbound movement operates at a LOS E.

The west site access to the proposed development will only allow a right out of the development with access into the development with an available eastbound left or westbound right. With these changes to the access the intersection will operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

The east site access to the proposed development will only allow a right out and a right into the site. This access will operate at LOS C in the AM peak hour and LOS D in the PM peak hour.

4. 2041 No Build

The 2041 Horizon year No Build scenario finds that the signalized intersections continue to operate at an overall acceptable level of service in both peak hours, with all intersections operating at an overall LOS D or better. The unsignalized intersection at the existing access continues to operate with an overall LOS F in the PM peak hour with several movements operating at LOS F. These movements continue to struggle under the increasing through volumes traveling along Cerrillos, similar to the existing and 2026 no build conditions assessment.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours. Individual movements at the intersections operate at LOS E or LOS F. In the AM peak hour, the westbound left, northbound right, and southbound left operate at LOS E while the eastbound left and northbound left both operate at a LOS F. Operation

follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

With the addition of the dedicated northbound right turn lane associated with the Arroyo de los Chamisos study, Cerrillos & Richards sees an overall LOS E in the AM peak hour and LOS F in the PM peak hour. Both peak hours continue to experience individual movements of both LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operate at a LOS E and the southbound through operates at LOS F. In the PM peak hour, the eastbound left operates at LOS E, while the westbound left and southbound through operate at LOS F. The southbound through in the AM peak hour declines to LOS F and the westbound left and southbound through in the PM peak hour decline to LOS F. The westbound left in the PM peak hour, and the southbound through during both peak hours are brought to LOS F due to the redistribution of traffic associated with the Arroyo de los Chamisos study. The redistribution also effected the northbound left in a positive way improving that movements to a LOS D. The westbound through movement also falls to a LOS F in the PM peak hour due to the background growth added to Cerrillos. All other movements that include LOS E have been associated with those movements since the existing conditions analysis therefore no mitigation at this intersection will be the responsibility of the BRRT development.

Cerrillos & Avenida de las Americas operates at an overall LOS A in both peak hours, but experiences individual movements of LOS E. In the AM peak hour the northbound right movement operate at a LOS E. In the PM peak hour, the northbound through, northbound right, and the southbound movement operate at a LOS E.

Cerrillos and the existing site driveway continues to decline with an LOS F in both peak hours. The southbound left operates at LOS F in the AM peak hour and the eastbound left and the southbound left operate at LOS F in the PM peak hour. This is due to the increasing volume of vehicles using Cerrillos during that peak hour. This is a condition that exists at the intersection in existing conditions as well as all other scenarios analyzed.

5. 2041 BUILD

The Horizon year 2041 Build scenario finds that the signalized intersections continue to operate at overall acceptable conditions in both peak hours, with all intersections operating at an overall LOS D or better, the individual turning movements continue to decline.

While Cerrillos & Vegas Verdes operates at an overall LOS B in both AM and PM peak hours, there continues to be operational issues at several of the individual movements. In the AM peak hour, the westbound left, northbound right, and southbound left

operate at LOS E while the eastbound and northbound left operate at a LOS F. Operation follows suite in the evening, with the PM peak hour seeing the eastbound left and westbound left, as well as all northbound and southbound movements operating at LOS E.

Again, the connection specified in the Arroyo de los Chamisos study was included in the analysis of Cerrillos & Richards. Included as part of that was the addition of a northbound right turn lane at the intersection. This intersection will see an overall LOS E in the AM peak hour, and LOS F in the PM peak hour, with continuing individual movements of LOS E and LOS F. In the AM peak hour, the eastbound left, westbound left, and northbound through operates at a LOS E with the southbound through movement operating at LOS F. In the PM peak hours, the eastbound left operates at LOS E and the westbound left, westbound through, and southbound through movements all operate at LOS F. All these movements had these operational deficiencies in the horizon year no build scenario, so these are all due to the background growth or redistribution of traffic caused by the Arroyo de los Chamisos connection.

B. RECOMMENDATIONS

- Modification of the left turn deceleration lane is recommended at the west site entrance. This deceleration lane should modify the existing left turn lane to be 325 feet in length and include a deceleration taper of 125 feet.
- A channelizing island in the median of Cerrillos is recommended to be installed at the west site entrance resulting in no left access out of the development and at the property access across the street at 3450 Cerrillos Road.
- Left turn access into the property across the street at 3450 Cerrillos Road should remain in place.
- The East access to the site should include the bus / right turn lane as is included in existing conditions. No median changes are proposed at this access point.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Santa Fe requirements.

APPENDIX A
EXISTING TRAFFIC DATA

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Avenida de Las Americas and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd. Eastbound						Cerrillos Rd. Westbound						Avenida de Las Americas Northbound						Casitas De Bella Apartments Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	2	241	2	0	2	247	6	150	1	0	0	157	6	0	14	0	0	20	1	0	2	0	0	3	427
07:15 AM	1	317	1	0	0	319	4	149	1	0	0	154	4	0	11	0	0	15	1	0	2	0	0	3	491
07:30 AM	1	436	1	0	0	438	3	171	0	0	0	174	10	0	17	0	0	27	5	0	2	0	0	7	646
07:45 AM	1	451	2	0	0	454	5	276	0	0	0	281	11	0	17	0	1	29	5	0	2	0	0	7	771
Total	5	1445	6	0	2	1458	18	746	2	0	0	766	31	0	59	0	1	91	12	0	8	0	0	20	2335
08:00 AM	2	439	5	0	0	446	6	243	2	0	0	251	5	0	10	0	1	16	4	0	1	0	0	5	718
08:15 AM	1	410	2	0	2	415	4	294	1	0	0	299	7	0	16	0	1	24	1	0	2	0	0	3	741
08:30 AM	1	401	3	1	2	408	12	278	0	0	0	290	3	0	14	0	0	17	1	0	1	0	0	2	717
08:45 AM	3	315	1	0	0	319	7	255	0	0	0	262	7	0	9	0	0	16	1	0	2	0	0	3	600
Total	7	1565	11	1	4	1588	29	1070	3	0	0	1102	22	0	49	0	2	73	7	0	6	0	0	13	2776
09:00 AM	1	272	2	0	2	277	5	239	2	0	0	246	5	0	5	0	1	11	2	0	0	0	0	2	536
09:15 AM	1	329	4	0	0	334	5	232	0	0	0	237	6	0	9	0	1	16	2	0	1	0	0	3	590
09:30 AM	0	344	5	0	4	353	4	295	0	0	0	299	7	0	10	0	0	17	3	0	0	0	1	4	673
09:45 AM	0	291	4	0	2	297	2	315	0	0	0	317	5	0	8	0	1	14	2	0	0	0	0	2	630
Total	2	1236	15	0	8	1261	16	1081	2	0	0	1099	23	0	32	0	3	58	9	0	1	0	1	11	2429
*** BREAK ***																									
03:00 PM	1	397	3	0	2	403	10	386	1	0	0	397	8	0	5	0	0	13	2	0	1	0	2	5	818
03:15 PM	0	413	7	0	1	421	17	509	2	0	0	528	7	0	7	0	0	14	3	0	2	0	1	6	969
03:30 PM	2	396	5	0	0	403	7	483	0	0	0	490	6	0	8	0	1	15	1	0	0	0	0	1	909
03:45 PM	0	409	5	3	1	418	12	441	0	0	0	453	3	0	10	0	0	13	1	0	0	0	0	1	885
Total	3	1615	20	3	4	1645	46	1819	3	0	0	1868	24	0	30	0	1	55	7	0	3	0	3	13	3581
04:00 PM	0	331	3	0	1	335	11	478	2	0	0	491	8	0	7	0	0	15	0	0	0	0	0	0	841
04:15 PM	0	419	7	0	1	427	12	504	3	0	0	519	2	0	6	0	0	8	2	0	0	0	0	2	956
04:30 PM	0	394	5	1	1	401	7	532	0	0	0	539	9	0	11	0	0	20	2	0	1	1	1	5	965
04:45 PM	0	370	9	0	2	381	12	492	1	0	0	505	6	0	11	0	1	18	1	0	0	0	0	1	905
Total	0	1514	24	1	5	1544	42	2006	6	0	0	2054	25	0	35	0	1	61	5	0	1	1	1	8	3667
05:00 PM	3	415	9	1	0	428	14	534	2	0	0	550	6	0	12	0	1	19	0	0	0	0	0	0	997
05:15 PM	3	392	8	0	0	403	6	545	3	0	1	555	5	0	5	0	0	10	4	0	1	0	2	7	975
05:30 PM	0	359	6	0	0	365	17	503	2	0	0	522	3	0	11	0	0	14	2	0	0	0	0	2	903
05:45 PM	0	370	6	0	1	377	13	452	1	0	0	466	7	0	12	0	0	19	2	0	0	0	0	2	864
Total	6	1536	29	1	1	1573	50	2034	8	0	1	2093	21	0	40	0	1	62	8	0	1	0	2	11	3739
Grand Total	23	8911	105	6	24	9069	201	8756	24	0	1	8982	146	0	245	0	9	400	48	0	20	1	7	76	18527
Apprch %	0.3	98.3	1.2	0.1	0.3		2.2	97.5	0.3	0	0		36.5	0	61.2	0	2.2		63.2	0	26.3	1.3	9.2		
Total %	0.1	48.1	0.6	0	0.1	49	1.1	47.3	0.1	0	0	48.5	0.8	0	1.3	0	0	2.2	0.3	0	0.1	0	0	0.4	
Cars	23	8830	102	6	24	8985	199	8671	24	0	1	8895	143	0	239	0	9	391	48	0	20	1	7	76	18347
% Cars	100	99.1	97.1	100	100	99.1	99	99	100	0	100	99	97.9	0	97.6	0	100	97.8	100	0	100	100	100	100	99

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Avenida de Las Americas and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd. Eastbound						Cerrillos Rd. Westbound						Avenida de Las Americas Northbound						Casitas De Bella Apartments Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Trucks	0	37	2	0	0	39	1	43	0	0	0	44	1	0	2	0	0	3	0	0	0	0	0	0	86
% Trucks	0	0.4	1.9	0	0	0.4	0.5	0.5	0	0	0	0.5	0.7	0	0.8	0	0	0.8	0	0	0	0	0	0	0.5
Buses	0	44	1	0	0	45	1	42	0	0	0	43	2	0	4	0	0	6	0	0	0	0	0	0	94
% Buses	0	0.5	1	0	0	0.5	0.5	0.5	0	0	0	0.5	1.4	0	1.6	0	0	1.5	0	0	0	0	0	0	0.5

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
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File Name : Avenida de Las Americas and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023

	Cerrillos Rd. Eastbound				Cerrillos Rd. Westbound				Avenida de Las Americas Northbound				Casitas De Bella Apartments Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	451	2	454	5	276	0	281	11	0	17	28	5	0	2	7	770
08:00 AM	2	439	5	446	6	243	2	251	5	0	10	15	4	0	1	5	717
08:15 AM	1	410	2	413	4	294	1	299	7	0	16	23	1	0	2	3	738
08:30 AM	1	401	3	405	12	278	0	290	3	0	14	17	1	0	1	2	714
Total Volume	5	1701	12	1718	27	1091	3	1121	26	0	57	83	11	0	6	17	2939
% App. Total	0.3	99	0.7		2.4	97.3	0.3		31.3	0	68.7		64.7	0	35.3		
PHF	.625	.943	.600	.946	.563	.928	.375	.937	.591	.000	.838	.741	.550	.000	.750	.607	.954
Cars	5	1683	12	1700	26	1072	3	1101	25	0	56	81	11	0	6	17	2899
% Cars	100	98.9	100	99.0	96.3	98.3	100	98.2	96.2	0	98.2	97.6	100	0	100	100	98.6
Trucks	0	9	0	9	1	9	0	10	1	0	0	1	0	0	0	0	20
% Trucks	0	0.5	0	0.5	3.7	0.8	0	0.9	3.8	0	0	1.2	0	0	0	0	0.7
Buses	0	9	0	9	0	10	0	10	0	0	1	1	0	0	0	0	20
% Buses	0	0.5	0	0.5	0	0.9	0	0.9	0	0	1.8	1.2	0	0	0	0	0.7
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	394	5	399	7	532	0	539	9	0	11	20	2	0	1	3	961
04:45 PM	0	370	9	379	12	492	1	505	6	0	11	17	1	0	0	1	902
05:00 PM	3	415	9	427	14	534	2	550	6	0	12	18	0	0	0	0	995
05:15 PM	3	392	8	403	6	545	3	554	5	0	5	10	4	0	1	5	972
Total Volume	6	1571	31	1608	39	2103	6	2148	26	0	39	65	7	0	2	9	3830
% App. Total	0.4	97.7	1.9		1.8	97.9	0.3		40	0	60		77.8	0	22.2		
PHF	.500	.946	.861	.941	.696	.965	.500	.969	.722	.000	.813	.813	.438	.000	.500	.450	.962
Cars	6	1561	30	1597	39	2099	6	2144	26	0	38	64	7	0	2	9	3814
% Cars	100	99.4	96.8	99.3	100	99.8	100	99.8	100	0	97.4	98.5	100	0	100	100	99.6
Trucks	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	7	1	8	0	4	0	4	0	0	1	1	0	0	0	0	13
% Buses	0	0.4	3.2	0.5	0	0.2	0	0.2	0	0	2.6	1.5	0	0	0	0	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Richards Ave. and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd Eastbound					Cerrillos Rd Westbound					Richards Ave. Northbound					Richards Ave. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	23	200	12	2	237	2	107	5	0	114	20	11	8	0	39	23	14	22	1	60	450
07:15 AM	42	280	16	0	338	10	106	7	0	123	15	11	3	1	30	27	18	17	0	62	553
07:30 AM	47	337	24	0	408	7	121	14	0	142	24	36	3	1	64	33	20	27	0	80	694
07:45 AM	62	417	32	0	511	8	184	18	0	210	33	29	0	0	62	32	24	54	0	110	893
Total	174	1234	84	2	1494	27	518	44	0	589	92	87	14	2	195	115	76	120	1	312	2590
08:00 AM	54	345	30	0	429	16	189	11	0	216	46	27	4	0	77	45	27	32	0	104	826
08:15 AM	48	336	23	1	408	9	213	18	0	240	22	28	8	0	58	45	21	36	0	102	808
08:30 AM	49	301	19	1	370	14	211	13	0	238	35	35	6	1	77	40	34	51	0	125	810
08:45 AM	43	304	22	0	369	11	180	22	0	213	31	17	5	3	56	23	32	33	0	88	726
Total	194	1286	94	2	1576	50	793	64	0	907	134	107	23	4	268	153	114	152	0	419	3170
09:00 AM	34	227	12	1	274	13	176	11	0	200	28	17	2	1	48	47	20	39	0	106	628
09:15 AM	36	270	11	0	317	16	193	27	0	236	35	17	7	2	61	40	17	35	1	93	707
09:30 AM	39	300	26	2	367	18	198	23	0	239	34	13	4	3	54	45	18	26	0	89	749
09:45 AM	28	236	16	0	280	23	241	20	0	284	29	27	8	1	65	29	29	41	0	99	728
Total	137	1033	65	3	1238	70	808	81	0	959	126	74	21	7	228	161	84	141	1	387	2812
*** BREAK ***																					
03:00 PM	38	336	43	2	419	24	307	30	1	362	47	22	5	2	76	32	39	51	3	125	982
03:15 PM	49	326	30	0	405	25	382	29	0	436	67	28	6	0	101	40	32	61	0	133	1075
03:30 PM	42	365	37	2	446	28	386	28	0	442	54	17	8	2	81	31	30	57	3	121	1090
03:45 PM	43	327	30	0	400	21	341	32	0	394	49	29	5	2	85	33	30	55	0	118	997
Total	172	1354	140	4	1670	98	1416	119	1	1634	217	96	24	6	343	136	131	224	6	497	4144
04:00 PM	36	292	25	0	353	36	368	37	0	441	63	39	9	1	112	33	37	48	0	118	1024
04:15 PM	36	327	35	3	401	36	420	43	1	500	43	34	8	0	85	40	35	55	0	130	1116
04:30 PM	42	338	29	0	409	21	426	26	0	473	64	31	7	0	102	18	36	52	0	106	1090
04:45 PM	52	298	23	0	373	31	379	15	0	425	55	40	8	2	105	27	28	50	0	105	1008
Total	166	1255	112	3	1536	124	1593	121	1	1839	225	144	32	3	404	118	136	205	0	459	4238
05:00 PM	38	324	30	0	392	34	460	36	0	530	45	28	8	3	84	21	29	43	3	96	1102
05:15 PM	49	302	37	0	388	29	478	46	0	553	61	37	6	2	106	41	36	57	0	134	1181
05:30 PM	30	273	25	1	329	24	366	37	0	427	54	35	7	2	98	22	28	51	0	101	955
05:45 PM	42	314	25	3	384	27	408	38	0	473	39	22	7	1	69	30	21	38	1	90	1016
Total	159	1213	117	4	1493	114	1712	157	0	1983	199	122	28	8	357	114	114	189	4	421	4254
Grand Total	1002	7375	612	18	9007	483	6840	586	2	7911	993	630	142	30	1795	797	655	1031	12	2495	21208
Apprch %	11.1	81.9	6.8	0.2		6.1	86.5	7.4	0		55.3	35.1	7.9	1.7		31.9	26.3	41.3	0.5		
Total %	4.7	34.8	2.9	0.1	42.5	2.3	32.3	2.8	0	37.3	4.7	3	0.7	0.1	8.5	3.8	3.1	4.9	0.1	11.8	
Cars	989	7306	609	15	8919	483	6769	584	2	7838	987	627	141	29	1784	791	654	1020	11	2476	21017
% Cars	98.7	99.1	99.5	83.3	99	100	99	99.7	100	99.1	99.4	99.5	99.3	96.7	99.4	99.2	99.8	98.9	91.7	99.2	99.1

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Richards Ave. and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd Eastbound					Cerrillos Rd Westbound					Richards Ave. Northbound					Richards Ave. Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Trucks	7	30	1	3	41	0	40	1	0	41	2	1	1	1	5	3	0	6	1	10	97
% Trucks	0.7	0.4	0.2	16.7	0.5	0	0.6	0.2	0	0.5	0.2	0.2	0.7	3.3	0.3	0.4	0	0.6	8.3	0.4	0.5
Buses	6	39	2	0	47	0	31	1	0	32	4	2	0	0	6	3	1	5	0	9	94
% Buses	0.6	0.5	0.3	0	0.5	0	0.5	0.2	0	0.4	0.4	0.3	0	0	0.3	0.4	0.2	0.5	0	0.4	0.4

Cleland Counts

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Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Richards Ave. and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 3

	Cerrillos Rd Eastbound				Cerrillos Rd Westbound				Richards Ave. Northbound				Richards Ave. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	62	417	32	511	8	184	18	210	33	29	0	62	32	24	54	110	893
08:00 AM	54	345	30	429	16	189	11	216	46	27	4	77	45	27	32	104	826
08:15 AM	48	336	23	407	9	213	18	240	22	28	8	58	45	21	36	102	807
08:30 AM	49	301	19	369	14	211	13	238	35	35	6	76	40	34	51	125	808
Total Volume	213	1399	104	1716	47	797	60	904	136	119	18	273	162	106	173	441	3334
% App. Total	12.4	81.5	6.1		5.2	88.2	6.6		49.8	43.6	6.6		36.7	24	39.2		
PHF	.859	.839	.813	.840	.734	.935	.833	.942	.739	.850	.563	.886	.900	.779	.801	.882	.933
Cars	208	1385	104	1697	47	784	60	891	134	118	18	270	161	106	170	437	3295
% Cars	97.7	99.0	100	98.9	100	98.4	100	98.6	98.5	99.2	100	98.9	99.4	100	98.3	99.1	98.8
Trucks	2	7	0	9	0	7	0	7	1	1	0	2	1	0	1	2	20
% Trucks	0.9	0.5	0	0.5	0	0.9	0	0.8	0.7	0.8	0	0.7	0.6	0	0.6	0.5	0.6
Buses	3	7	0	10	0	6	0	6	1	0	0	1	0	0	2	2	19
% Buses	1.4	0.5	0	0.6	0	0.8	0	0.7	0.7	0	0	0.4	0	0	1.2	0.5	0.6
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	338	29	409	21	426	26	473	64	31	7	102	18	36	52	106	1090
04:45 PM	52	298	23	373	31	379	15	425	55	40	8	103	27	28	50	105	1006
05:00 PM	38	324	30	392	34	460	36	530	45	28	8	81	21	29	43	93	1096
05:15 PM	49	302	37	388	29	478	46	553	61	37	6	104	41	36	57	134	1179
Total Volume	181	1262	119	1562	115	1743	123	1981	225	136	29	390	107	129	202	438	4371
% App. Total	11.6	80.8	7.6		5.8	88	6.2		57.7	34.9	7.4		24.4	29.5	46.1		
PHF	.870	.933	.804	.955	.846	.912	.668	.896	.879	.850	.906	.938	.652	.896	.886	.817	.927
Cars	180	1255	118	1553	115	1740	123	1978	225	136	29	390	107	129	201	437	4358
% Cars	99.4	99.4	99.2	99.4	100	99.8	100	99.8	100	100	100	100	100	100	99.5	99.8	99.7
Trucks	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0.6	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	5	1	6	0	3	0	3	0	0	0	0	0	0	1	1	10
% Buses	0	0.4	0.8	0.4	0	0.2	0	0.2	0	0	0	0	0	0	0.5	0.2	0.2

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Vegas Verdes Dr. and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd. Eastbound						Cerrillos Rd. Westbound						Vegas Verdas Dr. Northbound						Vegas Verdes Dr. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	1	223	2	0	1	227	4	159	6	1	0	170	6	0	13	0	0	19	6	1	7	0	4	18	434
07:15 AM	0	271	1	0	0	272	9	155	6	0	0	170	6	0	8	0	1	15	13	1	3	0	2	19	476
07:30 AM	1	414	1	0	1	417	2	183	3	0	0	188	5	0	19	0	0	24	20	1	6	0	0	27	656
07:45 AM	2	431	2	0	0	435	10	288	4	0	1	303	2	0	22	0	0	24	18	3	9	1	0	31	793
Total	4	1339	6	0	2	1351	25	785	19	1	1	831	19	0	62	0	1	82	57	6	25	1	6	95	2359
08:00 AM	1	387	1	0	0	389	2	233	8	0	0	243	4	0	16	0	0	20	8	3	6	0	0	17	669
08:15 AM	3	361	5	0	0	369	2	288	6	0	1	297	3	3	10	0	0	16	8	3	7	0	0	18	700
08:30 AM	2	359	4	0	0	365	13	268	3	0	0	284	3	1	15	0	1	20	12	3	9	0	0	24	693
08:45 AM	0	288	6	0	3	297	11	243	13	1	0	268	6	1	13	0	1	21	10	3	6	0	1	20	606
Total	6	1395	16	0	3	1420	28	1032	30	1	1	1092	16	5	54	0	2	77	38	12	28	0	1	79	2668
09:00 AM	0	257	9	0	1	267	2	234	9	0	0	245	5	3	12	0	0	20	10	3	5	0	2	20	552
09:15 AM	1	291	8	0	0	300	8	222	4	0	1	235	9	4	16	0	0	29	9	2	0	0	0	11	575
09:30 AM	5	311	4	0	2	322	6	293	6	1	0	306	2	0	8	0	0	10	13	2	8	0	0	23	661
09:45 AM	3	265	3	0	0	271	13	275	7	0	0	295	5	2	9	0	0	16	8	0	4	0	0	12	594
Total	9	1124	24	0	3	1160	29	1024	26	1	1	1081	21	9	45	0	0	75	40	7	17	0	2	66	2382
*** BREAK ***																									
03:00 PM	6	393	2	0	0	401	10	379	13	0	1	403	10	6	25	0	0	41	12	2	14	0	0	28	873
03:15 PM	3	397	8	0	2	410	18	490	12	0	0	520	6	4	22	0	0	32	14	4	12	0	1	31	993
03:30 PM	6	354	12	0	1	373	14	448	11	0	1	474	11	4	17	0	0	32	11	3	10	0	1	25	904
03:45 PM	2	370	3	0	1	376	14	434	17	0	1	466	9	2	20	0	0	31	19	2	7	0	1	29	902
Total	17	1514	25	0	4	1560	56	1751	53	0	3	1863	36	16	84	0	0	136	56	11	43	0	3	113	3672
04:00 PM	4	319	8	0	1	332	12	459	11	0	0	482	6	5	19	0	0	30	11	2	11	0	0	24	868
04:15 PM	3	367	7	0	3	380	17	421	11	0	0	449	12	6	21	0	0	39	11	6	8	0	3	28	896
04:30 PM	3	351	3	0	2	359	18	522	16	0	0	556	10	1	20	0	0	31	16	4	5	0	0	25	971
04:45 PM	0	371	4	0	0	375	14	486	10	0	3	513	9	5	19	0	0	33	16	4	9	0	2	31	952
Total	10	1408	22	0	6	1446	61	1888	48	0	3	2000	37	17	79	0	0	133	54	16	33	0	5	108	3687
05:00 PM	2	410	7	0	3	422	16	499	17	0	0	532	14	3	26	0	0	43	14	6	6	0	0	26	1023
05:15 PM	7	325	6	0	1	339	11	498	15	0	0	524	8	4	21	0	0	33	18	2	9	0	1	30	926
05:30 PM	6	362	5	0	0	373	11	485	18	0	2	516	6	5	20	0	0	31	13	7	8	0	3	31	951
05:45 PM	7	297	2	0	0	306	15	399	20	1	2	437	5	6	20	0	0	31	18	2	6	0	1	27	801
Total	22	1394	20	0	4	1440	53	1881	70	1	4	2009	33	18	87	0	0	138	63	17	29	0	5	114	3701
Grand Total	68	8174	113	0	22	8377	252	8361	246	4	13	8876	162	65	411	0	3	641	308	69	175	1	22	575	18469
Apprch %	0.8	97.6	1.3	0	0.3		2.8	94.2	2.8	0	0.1		25.3	10.1	64.1	0	0.5		53.6	12	30.4	0.2	3.8		
Total %	0.4	44.3	0.6	0	0.1	45.4	1.4	45.3	1.3	0	0.1	48.1	0.9	0.4	2.2	0	0	3.5	1.7	0.4	0.9	0	0.1	3.1	
Cars	66	8095	112	0	22	8295	250	8285	239	4	13	8791	161	64	408	0	3	636	302	69	172	1	22	566	18288
% Cars	97.1	99	99.1	0	100	99	99.2	99.1	97.2	100	100	99	99.4	98.5	99.3	0	100	99.2	98.1	100	98.3	100	100	98.4	99

Cleland Counts

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File Name : Vegas Verdes Dr. and Cerrillos Rd.
Site Code : 11152023
Start Date : 11/15/2023
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Cerrillos Rd. Eastbound						Cerrillos Rd. Westbound						Vegas Verdas Dr. Northbound						Vegas Verdes Dr. Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Trucks	2	40	1	0	0	43	1	39	2	0	0	42	1	0	2	0	0	3	1	0	2	0	0	3	91
% Trucks	2.9	0.5	0.9	0	0	0.5	0.4	0.5	0.8	0	0	0.5	0.6	0	0.5	0	0	0.5	0.3	0	1.1	0	0	0.5	0.5
Buses	0	39	0	0	0	39	1	37	5	0	0	43	0	1	1	0	0	2	5	0	1	0	0	6	90
% Buses	0	0.5	0	0	0	0.5	0.4	0.4	2	0	0	0.5	0	1.5	0.2	0	0	0.3	1.6	0	0.6	0	0	1	0.5

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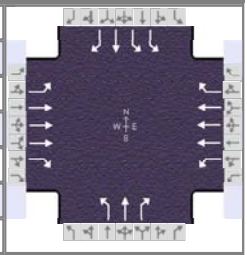
Page No : 3

	Cerrillos Rd. Eastbound				Cerrillos Rd. Westbound				Vegas Verdas Dr. Northbound				Vegas Verdes Dr. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	431	2	435	10	288	4	302	2	0	22	24	18	3	9	30	791
08:00 AM	1	387	1	389	2	233	8	243	4	0	16	20	8	3	6	17	669
08:15 AM	3	361	5	369	2	288	6	296	3	3	10	16	8	3	7	18	699
08:30 AM	2	359	4	365	13	268	3	284	3	1	15	19	12	3	9	24	692
Total Volume	8	1538	12	1558	27	1077	21	1125	12	4	63	79	46	12	31	89	2851
% App. Total	0.5	98.7	0.8		2.4	95.7	1.9		15.2	5.1	79.7		51.7	13.5	34.8		
PHF	.667	.892	.600	.895	.519	.935	.656	.931	.750	.333	.716	.823	.639	1.00	.861	.742	.901
Cars	7	1523	12	1542	26	1063	18	1107	12	4	63	79	44	12	31	87	2815
% Cars	87.5	99.0	100	99.0	96.3	98.7	85.7	98.4	100	100	100	100	95.7	100	100	97.8	98.7
Trucks	1	9	0	10	1	7	0	8	0	0	0	0	0	0	0	0	18
% Trucks	12.5	0.6	0	0.6	3.7	0.6	0	0.7	0	0	0	0	0	0	0	0	0.6
Buses	0	6	0	6	0	7	3	10	0	0	0	0	2	0	0	2	18
% Buses	0	0.4	0	0.4	0	0.6	14.3	0.9	0	0	0	0	4.3	0	0	2.2	0.6
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	351	3	357	18	522	16	556	10	1	20	31	16	4	5	25	969
04:45 PM	0	371	4	375	14	486	10	510	9	5	19	33	16	4	9	29	947
05:00 PM	2	410	7	419	16	499	17	532	14	3	26	43	14	6	6	26	1020
05:15 PM	7	325	6	338	11	498	15	524	8	4	21	33	18	2	9	29	924
Total Volume	12	1457	20	1489	59	2005	58	2122	41	13	86	140	64	16	29	109	3860
% App. Total	0.8	97.9	1.3		2.8	94.5	2.7		29.3	9.3	61.4		58.7	14.7	26.6		
PHF	.429	.888	.714	.888	.819	.960	.853	.954	.732	.650	.827	.814	.889	.667	.806	.940	.946
Cars	12	1447	20	1479	59	2000	58	2117	41	13	85	139	64	16	29	109	3844
% Cars	100	99.3	100	99.3	100	99.8	100	99.8	100	100	98.8	99.3	100	100	100	100	99.6
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	6	0	6	0	5	0	5	0	0	1	1	0	0	0	0	12
% Buses	0	0.4	0	0.4	0	0.2	0	0.2	0	0	1.2	0.7	0	0	0	0	0.3

APPENDIX B
2023 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

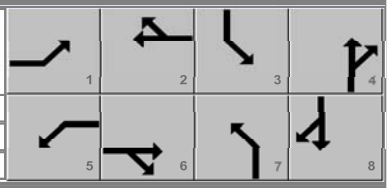
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2023 EXAM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	1538	12	27	1077	21	12	4	63	46	12	31

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.7	1.6	87.3	1.0	1.3	6.7	
Yellow	4.0	0.0	4.0	3.5	0.0	3.5	
Red	1.0	0.0	2.0	1.5	0.0	2.0	



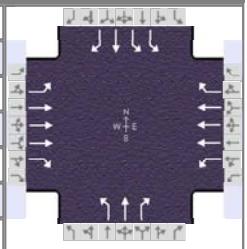
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.7	93.3	7.3	94.8	6.0	12.2	7.3	13.5
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.5		3.8		2.8	6.6	3.6	4.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.23		0.59		0.33	0.98	0.78	0.99
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	1538	12	27	1077	21	12	4	63	46	12	31
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712		1795	1712		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.5	14.0		1.8	8.3		0.8	0.2	4.6	1.6	0.7	2.2
Cycle Queue Clearance Time (g_c), s	0.5	14.0		1.8	8.3		0.8	0.2	4.6	1.6	0.7	2.2
Green Ratio (*g/C*)	0.01	0.73		0.02	0.74		0.01	0.06	0.06	0.02	0.07	0.07
Capacity (*c*), veh/h	11	3734		34	3801		15	105	89	82	126	107
Volume-to-Capacity Ratio (*X*)	0.761	0.412		0.795	0.283		0.804	0.038	0.705	0.558	0.095	0.289
Back of Queue (*Q*), ft/ln (95 th percentile)	16.1	194.7		43.3	112.5		22.9	5.2	87.3	31.7	15.3	40.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	7.7		1.7	4.5		0.9	0.2	3.5	1.3	0.6	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00		0.23	0.00		0.27	0.00	0.46	0.30	0.13	0.42
Uniform Delay (d_1), s/veh	59.6	6.4		58.6	5.1		59.4	53.6	55.7	58.0	52.6	53.3
Incremental Delay (d_2), s/veh	39.9	0.3		15.9	0.2		36.0	0.1	3.8	2.2	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	99.5	6.7	0.0	74.5	5.3	0.0	95.4	53.7	59.5	60.2	52.7	53.9
Level of Service (LOS)	F	A	A	E	A	A	F	D	E	E	D	D
Approach Delay, s/veh / LOS	7.1	A		6.9	A		64.7	E		57.0	E	
Intersection Delay, s/veh / LOS	10.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	2.21	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.34	A	1.11	A	0.62	A	0.63	A

HCS Signalized Intersection Results Summary

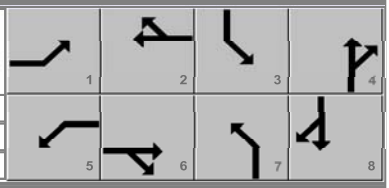
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2023 EXPM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	1457	20	59	2005	58	41	13	86	64	16	29

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.8	3.9	99.4	4.0	0.6	9.3	
Yellow	3.0	0.0	3.0	3.0	0.0	3.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



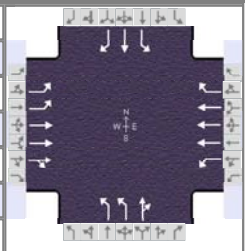
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.8	103.4	9.7	107.3	8.0	13.3	8.5	13.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	2.9		6.4		5.0	9.1	4.4	4.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.2
Phase Call Probability	0.36		0.89		0.79	1.00	0.91	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	12	1457	20	59	2005	58	41	13	86	64	16	29
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725		1810	1725		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.9	13.9		4.4	20.0		3.0	0.9	7.1	2.4	1.1	2.3
Cycle Queue Clearance Time (g_c), s	0.9	13.9		4.4	20.0		3.0	0.9	7.1	2.4	1.1	2.3
Green Ratio (*g/C*)	0.01	0.74		0.04	0.77		0.03	0.07	0.07	0.03	0.07	0.07
Capacity (*c*), veh/h	24	3812		77	3962		53	131	111	118	139	118
Volume-to-Capacity Ratio (*X*)	0.494	0.382		0.769	0.506		0.770	0.099	0.776	0.541	0.115	0.246
Back of Queue (*Q*), ft/ln (95 th percentile)	20.1	200		95.3	254.8		68.3	18.8	135.3	49.3	23.1	42.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	8.0		3.8	10.2		2.7	0.8	5.4	2.0	0.9	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.15	0.00		0.50	0.00		0.80	0.00	0.71	0.47	0.20	0.45
Uniform Delay (d_1), s/veh	66.1	6.5		64.0	6.1		65.1	58.9	61.8	64.2	58.5	59.1
Incremental Delay (d_2), s/veh	5.8	0.3		6.2	0.5		8.9	0.1	4.5	1.4	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.9	6.8	0.0	70.2	6.5	0.0	74.0	59.1	66.3	65.6	58.6	59.5
Level of Service (LOS)	E	A	A	E	A	A	E	E	E	E	E	E
Approach Delay, s/veh / LOS	7.2	A		8.1	A		67.9	E		63.0	E	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	2.21	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.31	A	1.65	B	0.72	A	0.67	A

HCS Signalized Intersection Results Summary

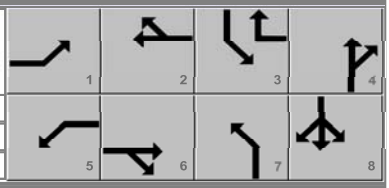
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2023 EXAM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	1399	104	47	797	60	136	119	18	162	106	173

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	4.2	66.4	6.6	0.2	11.3	
Yellow	4.0	0.0	4.0	3.5	3.5	3.5	
Red	1.5	0.0	2.0	1.0	1.5	2.0	



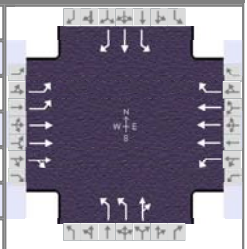
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	14.5	76.6	10.2	72.4	11.1	16.8	16.4	22.0
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.1		5.1		6.6	10.7	11.4	14.5
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.1	0.6	0.0	0.6
Phase Call Probability	1.00		0.79		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.01	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	213	1014	489	47	797	60	136	137		162	106	173
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1830	1810	1725	1610	1757	1856		1810	1900	1610
Queue Service Time (g_s), s	7.1	18.0	18.0	3.1	9.8	1.6	4.6	8.7		9.4	6.1	12.5
Cycle Queue Clearance Time (g_c), s	7.1	18.0	18.0	3.1	9.8	1.6	4.6	8.7		9.4	6.1	12.5
Green Ratio (*g/C*)	0.08	0.59	0.59	0.04	0.55	0.65	0.06	0.09		0.21	0.14	0.14
Capacity (*c*), veh/h	278	2236	1077	72	2863	1043	194	174		259	261	221
Volume-to-Capacity Ratio (*X*)	0.767	0.454	0.454	0.656	0.278	0.058	0.700	0.786		0.626	0.406	0.781
Back of Queue (*Q*), ft/ln (95 th percentile)	142.6	295.9	294.4	65.6	166.3	24.8	91.6	185.6		192.1	129.6	219.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	11.8	11.8	2.6	6.7	1.0	3.7	7.4		7.7	5.2	8.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.2	13.9	13.9	56.8	14.2	7.7	55.7	53.2		42.2	47.3	50.0
Incremental Delay (d_2), s/veh	1.7	0.7	1.4	3.8	0.2	0.1	1.7	3.0		2.4	0.4	2.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	55.9	14.5	15.2	60.7	14.4	7.8	57.4	56.2		44.6	47.6	52.8
Level of Service (LOS)	E	B	B	E	B	A	E	E		D	D	D
Approach Delay, s/veh / LOS	19.9	B		16.4	B		56.8	E		48.5	D	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.26	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.43	A	0.98	A	0.94	A	1.22	A

HCS Signalized Intersection Results Summary

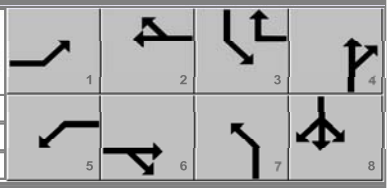
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2023 EXPM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181	1262	119	115	1743	123	225	136	29	107	129	202

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.2	1.8	73.0	8.6	1.6	19.3	
Yellow	4.0	0.0	4.0	3.5	0.0	3.5	
Red	1.0	0.0	2.0	1.5	0.0	2.0	



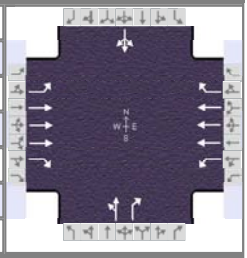
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	14.2	79.0	15.9	80.8	15.2	26.4	13.6	24.8
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	8.8		10.5		10.5	13.2	8.7	18.6
Green Extension Time (g_e), s	0.3	0.0	0.1	0.0	0.2	0.9	0.1	0.7
Phase Call Probability	1.00		0.99		1.00	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.12	0.00	0.01	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	181	935	446	115	1743	123	225	165		107	129	202
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1813	1810	1725	1610	1757	1842		1810	1900	1610
Queue Service Time (g_s), s	6.8	20.2	20.2	8.5	30.6	4.3	8.5	11.2		6.7	8.4	16.6
Cycle Queue Clearance Time (g_c), s	6.8	20.2	20.2	8.5	30.6	4.3	8.5	11.2		6.7	8.4	16.6
Green Ratio (*g/C*)	0.07	0.54	0.54	0.08	0.55	0.62	0.08	0.15		0.21	0.14	0.14
Capacity (*c*), veh/h	239	2056	981	140	2868	995	279	285		239	272	230
Volume-to-Capacity Ratio (*X*)	0.759	0.455	0.455	0.823	0.608	0.124	0.806	0.579		0.447	0.475	0.877
Back of Queue (*Q*), ft/ln (95 th percentile)	138.5	342.2	336.3	181.1	441.2	68.8	177.1	223.4		136.3	180.8	304.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	13.7	13.5	7.2	17.6	2.8	7.1	8.9		5.5	7.2	12.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.8	18.9	18.9	61.4	20.2	10.7	61.1	53.0		45.7	53.2	56.7
Incremental Delay (d_2), s/veh	1.9	0.7	1.5	4.7	1.0	0.3	4.9	0.7		0.5	0.5	15.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	63.7	19.6	20.4	66.1	21.2	10.9	66.0	53.7		46.2	53.7	72.5
Level of Service (LOS)	E	B	C	E	C	B	E	D		D	D	E
Approach Delay, s/veh / LOS	24.9	C		23.2	C		60.8	E		60.5	E	
Intersection Delay, s/veh / LOS	30.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	2.26	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.35	A	1.58	B	1.13	A	1.21	A

HCS Signalized Intersection Results Summary

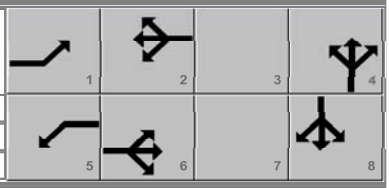
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2023 EXAM Cerrillos & Avenida de las Americas.x…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	1701	12	27	1091	3	26	0	57	11	0	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.5	1.3	95.6	6.1	0.0	0.0
Yellow	4.0	0.0	4.0	3.5	0.0	0.0
Red	1.0	0.0	2.0	2.0	0.0	0.0



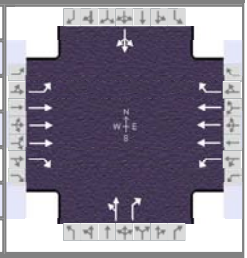
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.5	101.6	6.8	102.9		11.6		11.6
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0		5.5		5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.3			6.2		3.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.2
Phase Call Probability	0.15		0.59			0.96		0.96
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	5	1701	12	27	1091	3		26	57		17	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598		1432	1610		1559	
Queue Service Time (g_s), s	0.1	12.1	0.2	0.3	6.2	0.0		1.0	4.2		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	12.1	0.2	0.3	6.2	0.0		2.1	4.2		1.1	
Green Ratio (*g/C*)	0.80	0.80	0.80	0.81	0.81	0.81		0.05	0.05		0.05	
Capacity (*c*), veh/h	452	4092	1273	289	4148	1291		133	82		129	
Volume-to-Capacity Ratio (*X*)	0.011	0.416	0.009	0.093	0.263	0.002		0.196	0.696		0.132	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.8	137.5	2.1	3.8	66.8	0.5		34.1	79.3		22.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	5.5	0.1	0.2	2.7	0.0		1.4	3.2		0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.05	0.00	0.00		0.00	0.88		0.00	
Uniform Delay (d_1), s/veh	2.6	3.7	2.5	2.8	2.8	2.2		55.1	56.0		54.6	
Incremental Delay (d_2), s/veh	0.0	0.3	0.0	0.1	0.2	0.0		0.3	4.0		0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.6	4.0	2.5	2.9	3.0	2.2		55.3	60.1		54.7	
Level of Service (LOS)	A	A	A	A	A	A		E	E		D	
Approach Delay, s/veh / LOS	4.0	A		3.0	A		58.6	E		54.7	D	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.60	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.43	A	1.10	A	0.62	A	0.52	A

HCS Signalized Intersection Results Summary

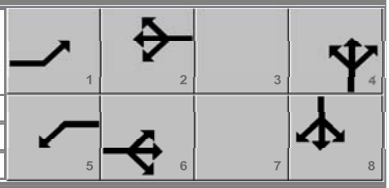
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	EXPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2023 EXPM Cerrillos & Avenida de las Americas.x…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	1571	31	39	2103	6	26	0	39	7	0	2

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	2.8	114.2	5.0	0.0	0.0
Yellow	3.0	0.0	3.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.0	118.2	7.8	121.0		9.0		9.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.4			5.2		2.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	0.20		0.77			0.94		0.94
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	6	1571	31	39	2103	6		26	39		9	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1810	1725	1610		1437	1610		1531	
Queue Service Time (g_s), s	0.1	9.1	0.4	0.4	12.3	0.1		1.7	3.2		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	9.1	0.4	0.4	12.3	0.1		2.4	3.2		0.7	
Green Ratio (*g/C*)	0.85	0.85	0.85	0.88	0.87	0.87		0.04	0.04		0.04	
Capacity (*c*), veh/h	217	4377	1362	363	4485	1395		107	60		104	
Volume-to-Capacity Ratio (*X*)	0.028	0.359	0.023	0.107	0.469	0.004		0.244	0.654		0.086	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.6	87.3	4	2.2	96	0.6		39.6	62.3		13.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	3.5	0.2	0.1	3.8	0.0		1.6	2.5		0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.03	0.00	0.00		0.00	0.69		0.00	
Uniform Delay (d_1), s/veh	2.0	2.3	1.6	1.4	2.0	1.2		63.7	64.1		62.9	
Incremental Delay (d_2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0		0.4	4.6		0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.0	2.5	1.7	1.5	2.4	1.2		64.2	68.7		63.0	
Level of Service (LOS)	A	A	A	A	A	A		E	E		E	
Approach Delay, s/veh / LOS	2.5	A		2.4	A		66.9	E		63.0	E	
Intersection Delay, s/veh / LOS	3.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.82	B	1.58	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.37	A	1.67	B	0.59	A	0.50	A

HCS Two-Way Stop-Control Report

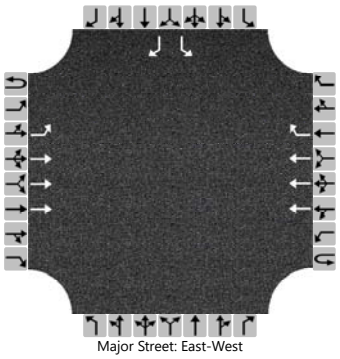
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2023
Time Analyzed	EXAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	2	1683				1124	5						18		6
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2												20		7
Capacity, c (veh/h)		306												147		376
v/c Ratio		0.01												0.13		0.02
95% Queue Length, Q_{95} (veh)		0.0												0.5		0.1
Control Delay (s/veh)		16.8												33.2		14.7
Level of Service (LOS)		C												D		B
Approach Delay (s/veh)	0.0												28.6			
Approach LOS	A												D			

HCS Two-Way Stop-Control Report

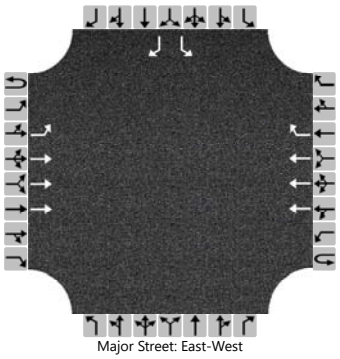
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2023
Time Analyzed	EXPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	7	1608				2127	13						9		3
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8												10		3
Capacity, c (veh/h)		86												33		164
v/c Ratio		0.09												0.30		0.02
95% Queue Length, Q_{95} (veh)		0.3												1.2		0.1
Control Delay (s/veh)		50.7												161.7		27.4
Level of Service (LOS)		F												F		D
Approach Delay (s/veh)	0.2												128.1			
Approach LOS	A												F			

APPENDIX C
TURNING MOVEMENT COUNTS

BRRT DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS ROAD & VEGAS VERDES DRIVE

AM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound VEGAS VERDES			Southbound VEGAS VERDES		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	8	1,538	12	27	1,077	21	12	4	63	46	12	31
Background Growth	0	92	1	2	65	1	1	0	4	3	1	2
2026 No Build	8	1,630	13	29	1,142	22	13	4	67	49	13	33
Entering	0	2	0	0	0	0	0	0	1	0	0	0
Exiting	0	0	0	30	8	1	0	0	0	0	0	0
2026 Build	8	1,633	13	59	1,149	23	13	4	67	49	13	33
Horizon Year Background Growth	2	461	4	8	323	6	4	1	19	14	4	9
2041 Horizon Year No Build	11	2,092	16	37	1,465	29	16	5	86	63	16	42
2041 Horizon Year Build	11	2,094	16	67	1,473	29	16	5	86	63	16	42
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*0.6*			*0.7*			*0*			*0*	

PM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound VEGAS VERDES			Southbound VEGAS VERDES		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	12	1,457	20	59	2,005	58	41	13	86	64	16	29
Background Growth	1	87	1	4	120	3	2	1	5	4	1	2
2026 No Build	13	1,544	21	63	2,125	61	43	14	91	68	17	31
Entering	0	6	0	0	0	0	0	0	2	1	0	0
Exiting	0	0	0	16	4	0	0	0	0	0	0	0
2026 Build	13	1,551	21	78	2,129	62	43	14	93	68	17	31
Horizon Year Background Growth	4	437	6	18	602	17	12	4	26	19	5	9
2041 Horizon Year No Build	16	1,982	27	80	2,727	79	56	18	117	87	22	39
2041 Horizon Year Build	16	1,988	27	96	2,731	79	56	18	119	88	22	39
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*0.3*			*0*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		20.00%							5.00%	2.00%		
Trip Distribution % Exit	0.00%	0.00%	0.00%	78.00%	20.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

BRRT DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS ROAD & RICHARDS AVENUE

AM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound RICHARDS			Southbound RICHARDS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	213	1,399	104	47	797	60	136	119	18	162	106	173
Background Growth	13	84	6	3	48	4	8	7	1	10	6	10
2026 No Build	226	1,483	110	50	845	64	144	126	19	172	112	183
Entering	0	0	0	0	7	0	1	0	0	0	0	1
Exiting	2	23	2	0	0	0	0	0	0	0	0	0
2026 Build	228	1,506	112	50	852	64	145	126	19	172	112	184
Horizon Year Background Growth	64	420	31	14	239	18	41	36	5	49	32	52
Arroyo de los Chimisos Adjustment Factor	0.80	0.99	0.83	2.19	1.05	1.39	0.99	1.69	4.04	1.00	3.98	0.36
2041 Horizon Year No Build	244	1,894	123	123	1,126	106	184	249	82	220	479	118
2041 Horizon Year Build	246	1,917	125	123	1,133	106	184	249	82	220	479	119
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*0.5*			*0.8*			*0.7*			*0.5*	

PM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound RICHARDS			Southbound RICHARDS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	181	1,262	119	115	1,743	123	225	136	29	107	129	202
Background Growth	11	76	7	7	105	7	14	8	2	6	8	12
2026 No Build	192	1,338	126	122	1,848	130	239	144	31	113	137	214
Entering	0	0	0	0	19	0	2	0	0	0	0	2
Exiting	1	12	1	0	0	0	0	0	0	0	0	0
2026 Build	193	1,350	127	122	1,866	130	240	144	31	113	137	216
Horizon Year Background Growth	54	379	36	35	523	37	68	41	9	32	39	61
Arroyo de los Chimisos Adjustment Factor	0.71	0.99	1.00	2.12	1.10	1.12	0.76	1.45	2.12	0.78	2.71	0.62
2041 Horizon Year No Build	191	1,716	162	156	2,370	167	306	185	39	146	175	275
2041 Horizon Year Build	192	1,728	163	156	2,389	167	308	185	39	146	175	276
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*0.2*			*0*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter					60.00%		5.00%					5.00%
Trip Distribution % Exit	5.00%	60.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

INTERSECTION: CERRILLOS ROAD & AVENIDA DE LAS AMERICAS

AM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound AVENIDA DE LAS AMERICAS			Southbound DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	5	1,701	12	27	1,091	3	26	0	57	11	0	6
Background Growth	0	102	1	2	65	0	2	0	3	1	0	0
2026 No Build	5	1,803	13	29	1,156	3	28	0	60	12	0	6
Entering	0	0	0	0	8	0	0	0	0	0	0	0
Exiting	0	27	1	0	0	0	0	0	0	0	0	0
2026 Build	5	1,830	14	29	1,165	3	28	0	60	12	0	6
Horizon Year Background Growth	2	510	4	8	327	1	8	0	17	3	0	2
2041 Horizon Year No Build	7	2,313	16	37	1,484	4	35	0	78	15	0	8
2041 Horizon Year Build	7	2,341	17	37	1,492	4	36	0	78	15	0	8
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*0.5*			*0.9*			*1.2*			*0*	

PM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound AVENIDA DE LAS AMERICAS			Southbound DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	6	1,571	31	39	2,103	6	26	0	39	7	0	2
Background Growth	0	94	2	2	126	0	2	0	2	0	0	0
2026 No Build	6	1,665	33	41	2,229	6	28	0	41	7	0	2
Entering	0	0	0	0	22	0	1	0	0	0	0	0
Exiting	0	14	1	0	0	0	0	0	0	0	0	0
2026 Build	6	1,679	33	41	2,251	6	28	0	41	7	0	2
Horizon Year Background Growth	2	471	9	12	631	2	8	0	12	2	0	1
2041 Horizon Year No Build	8	2,137	42	53	2,860	8	35	0	53	10	0	3
2041 Horizon Year Build	8	2,151	43	53	2,882	8	36	0	53	10	0	3
PHF	*0.96*			*0.96*			*0.96*			*0.96*		
HV %		*0.2*			*0*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter					70.00%		3.00%					
Trip Distribution % Exit	0.00%	70.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

BRRT DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS ROAD & WEST SITE DRIVEWAY

AM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound			Southbound WEST SITE DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	2	1,683			1,124	5				18		6
Background Growth	0	101	0	0	67	0	0	0	0	1	0	0
2026 No Build	2	1,783	0	0	1,191	5	0	0	0	19	0	6
Entering	3	0	0	0	0	4	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	20
Removal of Left out Access										-19		
2026 Build	5	1,783	0	0	1,191	10	0	0	0	0	0	26
Horizon Year Background Growth	1	505	0	0	337	2	0	0	0	5	0	2
2041 Horizon Year No Build	3	2,288	0	0	1,529	7	0	0	0	24	0	8
2041 Horizon Year Build	6	2,288	0	0	1,529	11	0	0	0	0	0	28
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*0.5*			*0.5*			*0.5*			*0.5*	

PM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound			Southbound WEST SITE DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	7	1,608			2,127	13				9		3
Background Growth	0	96	0	0	128	1	0	0	0	1	0	0
2026 No Build	7	1,704	0	0	2,254	14	0	0	0	10	0	3
Entering	8	0	0	0	0	11	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	10
Removal of Left out Access										-10		
2026 Build	16	1,704	0	0	2,254	25	0	0	0	0	0	13
Horizon Year Background Growth	2	482	0	0	638	4	0	0	0	3	0	1
2041 Horizon Year No Build	10	2,186	0	0	2,892	18	0	0	0	12	0	4
2041 Horizon Year Build	18	2,186	0	0	2,892	29	0	0	0	0	0	14
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*0.5*			*0.5*			*0.5*			*0.5*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter	27.00%					36.00%						
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	51.00%

BRRT DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CERRILLOS ROAD & EAST SITE DRIVEWAY

AM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound			Southbound EAST SITE DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	0	1,683			1,124	0						
Background Growth	0	101	0	0	67	0	0	0	0	0	0	0
2026 No Build	0	1,783			1,191	0				0		0
Entering	0	0	0	0	0	4	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	19
2026 Build	0	1,783	0	0	1,191	4	0	0	0	0	0	19
Horizon Year Background Growth	0	505	0	0	337	0	0	0	0	0	0	0
2041 Horizon Year No Build	0	2,288	0	0	1,529	0	0	0	0	0	0	0
2041 Horizon Year Build	0	2,288	0	0	1,529	4	0	0	0	0	0	19
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*0.5*			*0.5*			*0.5*			*0.5*	

PM Peak Hour

	Eastbound CERRILLOS			Westbound CERRILLOS			Northbound			Southbound EAST SITE DRIVEWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)		1,608			2,127							
Background Growth	0	96	0	0	128	0	0	0	0	0	0	0
2026 No Build	0	1,704			2,254	0				0		0
Entering	0	0	0	0	0	11	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	10
2026 Build	0	1,704	0	0	2,254	11	0	0	0	0	0	10
Horizon Year Background Growth	0	482	0	0	638	0	0	0	0	0	0	0
2041 Horizon Year No Build	0	2,186	0	0	2,892	0	0	0	0	0	0	0
2041 Horizon Year Build	0	2,186	0	0	2,892	11	0	0	0	0	0	10
PHF	*0.96*			*0.96*			*0.96*			*0.96*		
HV %		*0.1*			*0.1*			*0.1*			*0.1*	

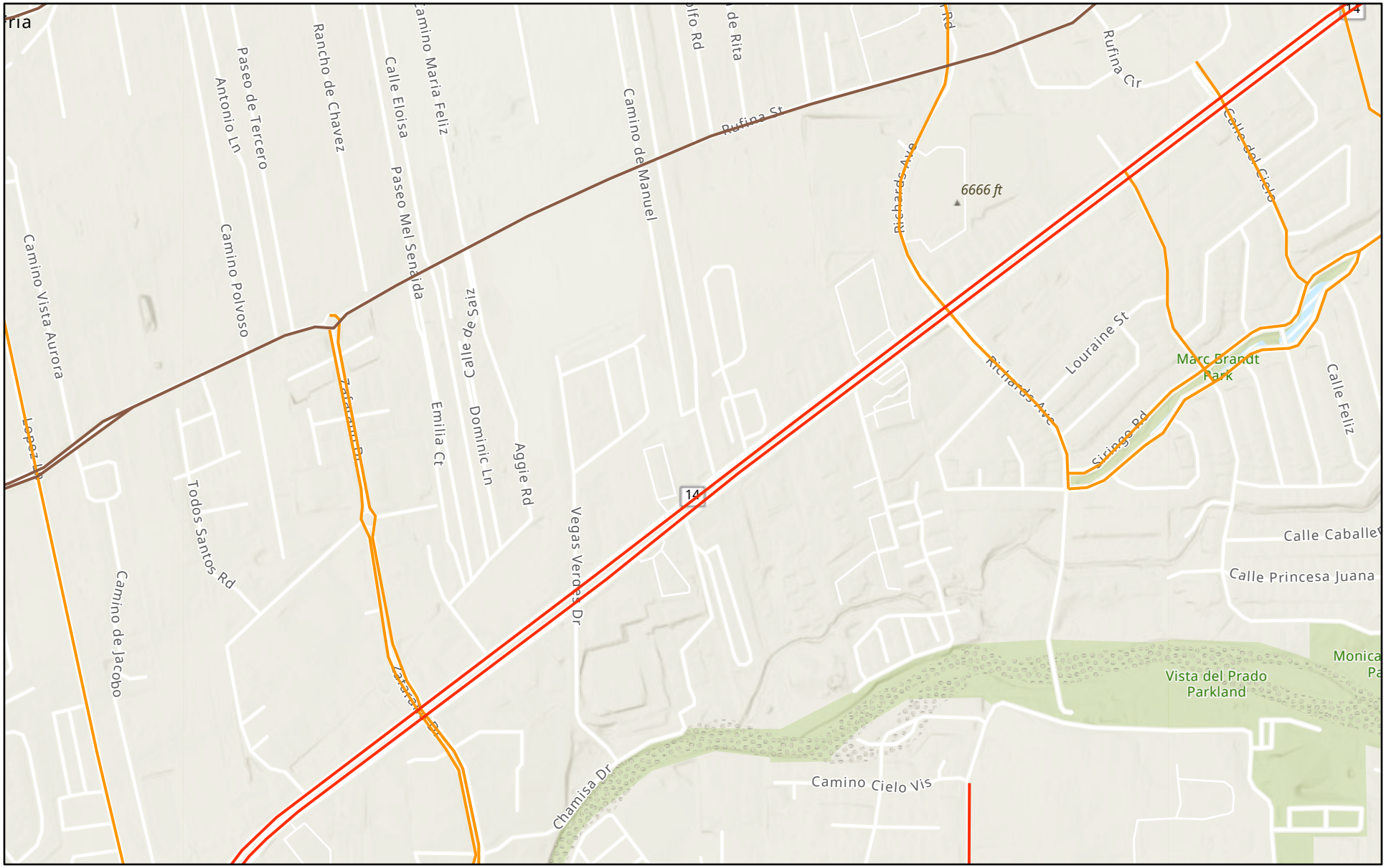
growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter						37.00%						
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.00%

BRRT Development - Residential Trips
Employees by Subarea

Subarea	Employees* 2016	Distance (mi)	Employees / Distance 2016	% Emp. / Dist	W Cerrillos to/from West			E Cerrillos to/from East			zone	% utilizing sum
					% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees		
1	8,373	1.9	4,407	6.77%		0.00%	0	100%	6.77%	8,373	1	100%
2	16,177	3.4	4,758	7.31%	40%	2.92%	6,471	60%	4.38%	9,706	2	100%
3	1,579	2.1	752	1.15%	60%	0.69%	947	40%	0.46%	632	3	100%
4	3,725	1.1	3,386	5.20%	50%	2.60%	1,863	50%	2.60%	1,863	4	100%
5	14,923	3.2	4,663	7.16%	100%	7.16%	14,923		0.00%	0	5	100%
6	2,051	4.8	427	0.66%		0.00%	0	100%	0.66%	2,051	6	100%
7	9,234	6.5	1,421	2.18%		0.00%	0	100%	2.18%	9,234	7	100%
8	9,101	4.3	2,117	3.25%	100%	3.25%	9,101		0.00%	0	8	100%
9	671	10.4	65	0.10%		0.00%	0	100%	0.10%	671	9	100%
10	3,409	8.9	383	0.59%	100%	0.59%	3,409		0.00%	0	10	100%
11	5,699	6.4	890	1.37%	100%	1.37%	5,699		0.00%	0	11	100%
12	6,287	2.0	3,144	4.83%	70%	3.38%	4,401	30%	1.45%	1,886	12	100%
13	38,387	2.6	14,764	22.68%		0.00%	0	100%	22.68%	38,387	13	100%
14	37,516	4.8	7,816	12.00%		0.00%	0	100%	12.00%	37,516	14	100%
15	17,358	7.6	2,284	3.51%	40%	1.40%	6,943	60%	2.10%	10,415	15	100%
16	54,135	7.0	7,734	11.88%		0.00%	0	100%	11.88%	54,135	16	100%
17	39,647	6.5	6,100	9.37%	40%	3.75%	15,859	60%	5.62%	23,788	17	100%
Total	268,272		65,110	100.00%		27.12%	69,616		72.88%	198,656		100%

* - Subarea Employment from MRCOG 2040 Socioeconomic Forecasts

BBRT Roadway Classification



12/20/2023

NMDOT Functional Class

- 3 - Principal Arterial - Other
- 4 - Minor Arterial
- 5 - Major Collector

World Hillshade

1:13,467

0 0.07 0.15 0.3 mi

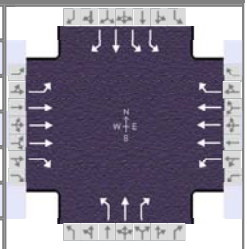
0 0.15 0.3 0.6 km

Esri Community Maps Contributors, New Mexico State University, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc,

APPENDIX D
2026 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

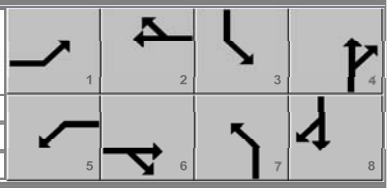
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2026 NBAM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	1630	13	29	1142	22	13	4	67	49	13	33

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	No	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						

Green	0.7	1.7	86.6	1.1	1.4	7.0
Yellow	4.0	0.0	4.0	3.5	0.0	3.5
Red	1.0	0.0	2.0	1.5	0.0	2.0



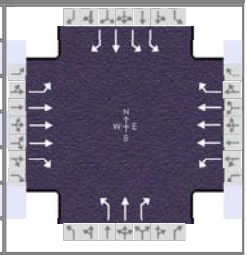
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.7	92.6	7.5	94.3	6.1	12.5	7.5	13.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.5		3.9		2.9	6.9	3.7	4.3
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.23		0.62		0.35	0.99	0.80	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	1630	13	29	1142	22	13	4	67	49	13	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712		1795	1712		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.5	15.5		1.9	9.1		0.9	0.2	4.9	1.7	0.8	2.3
Cycle Queue Clearance Time (g_c), s	0.5	15.5		1.9	9.1		0.9	0.2	4.9	1.7	0.8	2.3
Green Ratio (*g/C*)	0.01	0.72		0.02	0.74		0.01	0.06	0.06	0.02	0.07	0.07
Capacity (*c*), veh/h	11	3706		37	3780		16	111	94	87	133	113
Volume-to-Capacity Ratio (*X*)	0.761	0.440		0.790	0.302		0.817	0.036	0.715	0.563	0.098	0.293
Back of Queue (*Q*), ft/ln (95 th percentile)	16.1	213.9		45.8	124.6		24.7	5.1	92.7	33.8	16.5	42.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	8.5		1.8	4.9		1.0	0.2	3.7	1.4	0.7	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00		0.24	0.00		0.29	0.00	0.49	0.32	0.14	0.45
Uniform Delay (d_1), s/veh	59.6	6.8		58.5	5.4		59.4	53.3	55.5	57.9	52.3	53.0
Incremental Delay (d_2), s/veh	39.9	0.4		14.3	0.2		36.4	0.0	3.8	2.1	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	99.5	7.2	0.0	72.8	5.6	0.0	95.8	53.4	59.4	60.0	52.4	53.5
Level of Service (LOS)	F	A	A	E	A	A	F	D	E	E	D	D
Approach Delay, s/veh / LOS	7.6	A		7.1	A		64.7	E		56.7	E	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	2.21	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.40	A	1.14	A	0.63	A	0.64	A

HCS Signalized Intersection Results Summary

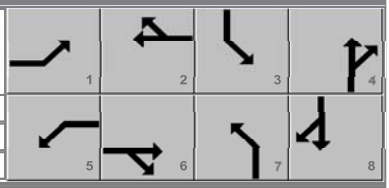
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2026 NBPM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	1544	21	63	2125	61	43	14	91	68	17	31

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	0.2	98.6	4.2	0.4	9.7	
Yellow	3.0	3.0	3.0	3.0	0.0	3.0	
Red	1.0	1.0	1.0	1.0	0.0	1.0	



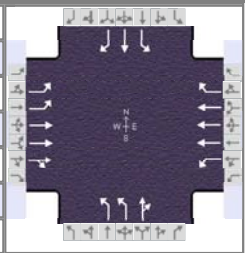
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	102.6	10.1	106.7	8.2	13.7	8.6	14.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.0		6.6		5.2	9.5	4.6	4.5
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.3
Phase Call Probability	0.39		0.91		0.80	1.00	0.92	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	1544	21	63	2125	61	43	14	91	68	17	31
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725		1810	1725		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.0	15.5		4.6	22.5		3.2	0.9	7.5	2.6	1.1	2.5
Cycle Queue Clearance Time (g_c), s	1.0	15.5		4.6	22.5		3.2	0.9	7.5	2.6	1.1	2.5
Green Ratio (*g/C*)	0.01	0.73		0.05	0.76		0.03	0.07	0.07	0.03	0.08	0.08
Capacity (*c*), veh/h	26	3779		82	3939		56	137	116	120	143	121
Volume-to-Capacity Ratio (*X*)	0.503	0.409		0.772	0.539		0.769	0.102	0.785	0.567	0.119	0.256
Back of Queue (*Q*), ft/ln (95 th percentile)	21.6	220.2		101.4	282.3		71.3	20.2	143	52.4	24.4	45.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	8.8		4.1	11.3		2.9	0.8	5.7	2.1	1.0	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.17	0.00		0.53	0.00		0.84	0.00	0.75	0.50	0.21	0.48
Uniform Delay (d_1), s/veh	66.1	7.0		63.8	6.5		64.9	58.6	61.6	64.2	58.2	58.9
Incremental Delay (d_2), s/veh	5.6	0.3		5.9	0.5		8.4	0.1	4.5	1.6	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.7	7.3	0.0	69.7	7.1	0.0	73.4	58.7	66.1	65.8	58.4	59.3
Level of Service (LOS)	E	A	A	E	A	A	E	E	E	E	E	E
Approach Delay, s/veh / LOS	7.8	A		8.6	A		67.5	E		63.0	E	
Intersection Delay, s/veh / LOS	12.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	2.21	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.36	A	1.72	B	0.73	A	0.68	A

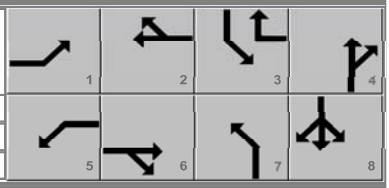
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2026 NBAM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	226	1483	110	50	845	64	144	126	19	172	112	183

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.9	4.6	64.9	6.9	0.5	11.8		
				Yellow	4.0	0.0	4.0	3.5	3.5	3.5		
				Red	1.5	0.0	2.0	1.0	1.5	2.0		



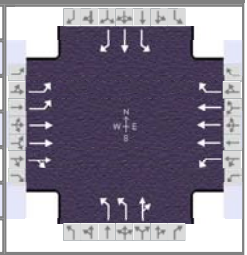
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	14.9	75.5	10.4	70.9	11.4	17.3	16.9	22.8
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.6		5.3		6.8	11.2	11.9	15.2
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.1	0.6	0.0	0.6
Phase Call Probability	1.00		0.81		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	0.03	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	226	1075	518	50	845	64	144	145		172	112	183
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1830	1810	1725	1610	1757	1856		1810	1900	1610
Queue Service Time (g_s), s	7.6	19.9	20.0	3.3	10.8	1.8	4.8	9.2		9.9	6.4	13.2
Cycle Queue Clearance Time (g_c), s	7.6	19.9	20.0	3.3	10.8	1.8	4.8	9.2		9.9	6.4	13.2
Green Ratio (*g/C*)	0.08	0.58	0.58	0.04	0.54	0.64	0.06	0.10		0.21	0.14	0.14
Capacity (*c*), veh/h	291	2199	1059	73	2799	1030	203	182		267	273	232
Volume-to-Capacity Ratio (*X*)	0.777	0.489	0.489	0.681	0.302	0.062	0.711	0.796		0.644	0.410	0.790
Back of Queue (*Q*), ft/ln (95 th percentile)	151.2	324.7	323	70.1	184.9	27.4	97	194.6		202.5	136.1	233.7
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	13.0	12.9	2.8	7.4	1.1	3.9	7.8		8.1	5.4	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	53.9	14.8	14.8	56.8	15.1	8.1	55.6	52.9		41.6	46.7	49.6
Incremental Delay (d_2), s/veh	1.7	0.8	1.6	4.2	0.3	0.1	1.7	3.1		3.4	0.4	4.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	55.7	15.6	16.5	61.0	15.4	8.2	57.3	56.0		44.9	47.1	54.3
Level of Service (LOS)	E	B	B	E	B	A	E	E		D	D	D
Approach Delay, s/veh / LOS	20.8	C		17.3	B		56.7	E		49.1	D	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.26	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.49	A	1.02	A	0.96	A	1.26	A

HCS Signalized Intersection Results Summary

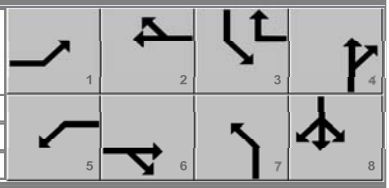
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2026 NBPM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	192	1338	126	122	1848	130	239	144	31	113	137	214

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	1.9	71.0	9.0	1.8	20.3	
Yellow	4.0	0.0	4.0	3.5	0.0	3.5	
Red	1.0	0.0	2.0	1.5	0.0	2.0	



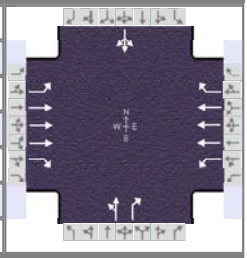
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	14.6	77.0	16.5	78.9	15.8	27.5	14.0	25.8
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.2		11.0		11.0	13.9	9.0	19.6
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.2	0.9	0.1	0.7
Phase Call Probability	1.00		0.99		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.22	0.00	0.02	0.09

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	192	991	473	122	1848	130	239	175		113	137	214
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1813	1810	1725	1610	1757	1841		1810	1900	1610
Queue Service Time (g_s), s	7.2	22.6	22.6	9.0	34.5	4.7	9.0	11.9		7.0	8.9	17.6
Cycle Queue Clearance Time (g_c), s	7.2	22.6	22.6	9.0	34.5	4.7	9.0	11.9		7.0	8.9	17.6
Green Ratio (*g/C*)	0.07	0.53	0.53	0.08	0.54	0.61	0.08	0.16		0.22	0.15	0.15
Capacity (*c*), veh/h	250	1999	954	147	2794	976	293	301		248	285	242
Volume-to-Capacity Ratio (*X*)	0.769	0.496	0.496	0.831	0.661	0.133	0.816	0.582		0.455	0.480	0.885
Back of Queue (*Q*), ft/ln (95 th percentile)	147	376.8	371	191.3	492.9	76.1	190.8	233		142.6	190.6	329.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	15.1	14.8	7.7	19.7	3.0	7.6	9.3		5.7	7.6	13.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.6	20.5	20.5	61.1	22.2	11.4	60.9	52.2		44.8	52.5	56.2
Incremental Delay (d_2), s/veh	1.9	0.9	1.9	4.7	1.3	0.3	6.7	0.7		0.5	0.5	20.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	63.5	21.4	22.4	65.9	23.5	11.7	67.5	52.9		45.2	53.0	76.7
Level of Service (LOS)	E	C	C	E	C	B	E	D		D	D	E
Approach Delay, s/veh / LOS	26.6	C		25.2	C		61.3	E		62.1	E	
Intersection Delay, s/veh / LOS	32.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.26	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.40	A	1.64	B	1.17	A	1.25	A

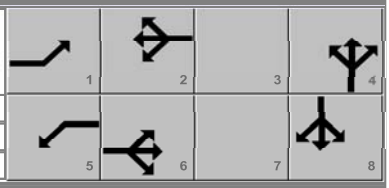
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2026 NBAM Cerrillos & Avenida de las Americas.…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	1803	13	29	1156	3	28	0	60	12	0	6

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.5	1.4	95.3	6.4	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	3.5	0.0	0.0		
				Red	1.0	0.0	2.0	2.0	0.0	0.0		



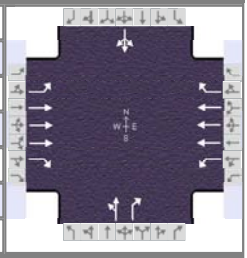
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.5	101.3	6.9	102.7		11.9		11.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0		5.5		5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.4			6.4		3.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.15		0.62			0.97		0.97
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	5	1803	13	29	1156	3		28	60		18	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598		1432	1610		1553	
Queue Service Time (g_s), s	0.1	13.4	0.2	0.4	6.8	0.0		1.1	4.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	13.4	0.2	0.4	6.8	0.0		2.3	4.4		1.2	
Green Ratio (*g/C*)	0.80	0.79	0.79	0.81	0.81	0.81		0.05	0.05		0.05	
Capacity (*c*), veh/h	426	4077	1268	267	4137	1287		136	85		132	
Volume-to-Capacity Ratio (*X*)	0.012	0.442	0.010	0.108	0.279	0.002		0.206	0.703		0.136	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.8	154.4	2.3	4.2	74.3	0.5		36.8	83.4		23.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	6.1	0.1	0.2	2.9	0.0		1.5	3.3		0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.06	0.00	0.00		0.00	0.93		0.00	
Uniform Delay (d_1), s/veh	2.7	3.9	2.6	3.1	2.9	2.3		54.9	55.9		54.4	
Incremental Delay (d_2), s/veh	0.0	0.3	0.0	0.1	0.2	0.0		0.3	4.0		0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.7	4.3	2.6	3.1	3.1	2.3		55.2	59.9		54.5	
Level of Service (LOS)	A	A	A	A	A	A		E	E		D	
Approach Delay, s/veh / LOS	4.3	A		3.1	A		58.4	E		54.5	D	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.60	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.49	A	1.14	A	0.63	A	0.52	A

HCS Signalized Intersection Results Summary

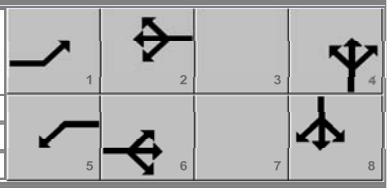
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2026 NBPM Cerrillos & Avenida de las Americas.…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	1665	33	41	2229	6	28	0	41	7	0	2

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	2.9	113.9	5.2	0.0	0.0
Yellow	3.0	0.0	3.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.0	117.9	7.9	120.8		9.2		9.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.4			5.4		2.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.1		0.1
Phase Call Probability	0.20		0.79			0.95		0.95
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	6	1665	33	41	2229	6		28	41		9	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1810	1725	1610		1437	1610		1531	
Queue Service Time (g_s), s	0.1	10.0	0.4	0.4	13.8	0.1		1.9	3.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	10.0	0.4	0.4	13.8	0.1		2.6	3.4		0.7	
Green Ratio (*g/C*)	0.85	0.84	0.84	0.88	0.87	0.87		0.04	0.04		0.04	
Capacity (*c*), veh/h	197	4365	1358	339	4477	1393		109	62		106	
Volume-to-Capacity Ratio (*X*)	0.030	0.381	0.024	0.121	0.498	0.004		0.257	0.660		0.085	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.7	98.3	4.4	2.4	109.6	0.6		42.7	65.3		13.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	3.9	0.2	0.1	4.4	0.0		1.7	2.6		0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.03	0.00	0.00		0.00	0.73		0.00	
Uniform Delay (d_1), s/veh	2.1	2.4	1.7	1.5	2.2	1.2		63.6	64.0		62.7	
Incremental Delay (d_2), s/veh	0.0	0.3	0.0	0.1	0.4	0.0		0.5	4.5		0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.2	2.7	1.7	1.6	2.6	1.2		64.1	68.5		62.8	
Level of Service (LOS)	A	A	A	A	A	A		E	E		E	
Approach Delay, s/veh / LOS	2.7	A		2.5	A		66.7	E		62.8	E	
Intersection Delay, s/veh / LOS	3.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.82	B	1.58	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.42	A	1.74	B	0.60	A	0.50	A

HCS Two-Way Stop-Control Report

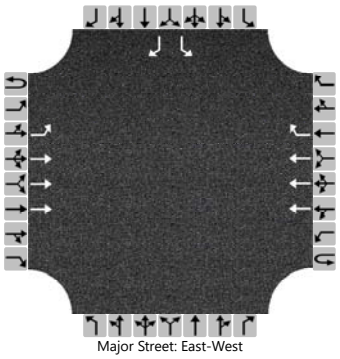
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	2	1783				1191	5						19		6
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2												21		7
Capacity, c (veh/h)		282												132		356
v/c Ratio		0.01												0.16		0.02
95% Queue Length, Q_{95} (veh)		0.0												0.5		0.1
Control Delay (s/veh)		17.9												37.2		15.3
Level of Service (LOS)		C												E		C
Approach Delay (s/veh)	0.0												31.9			
Approach LOS	A												D			

HCS Two-Way Stop-Control Report

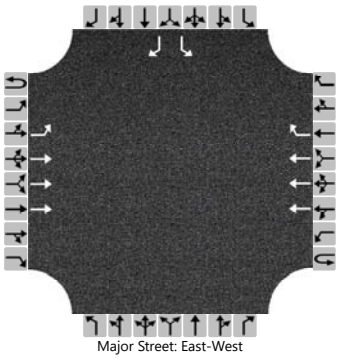
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	7	1704				2254	14						10		3
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

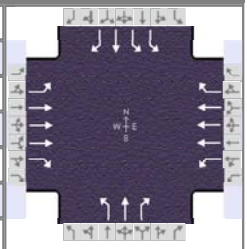
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8												11		3
Capacity, c (veh/h)		73												26		148
v/c Ratio		0.10												0.41		0.02
95% Queue Length, Q_{95} (veh)		0.3												1.7		0.1
Control Delay (s/veh)		59.8												229.7		29.9
Level of Service (LOS)		F												F		D
Approach Delay (s/veh)		0.2												183.6		
Approach LOS		A												F		

APPENDIX E
2026 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

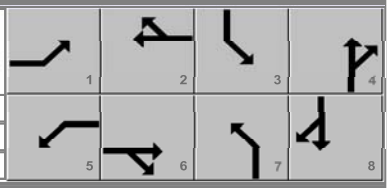
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2026 BAM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	1633	13	59	1149	23	13	4	67	49	13	33

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.7	4.4	83.9	1.1	1.4	7.0
Yellow	4.0	0.0	4.0	3.5	0.0	3.5
Red	1.0	0.0	2.0	1.5	0.0	2.0



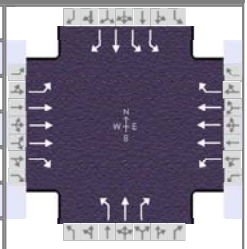
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.7	89.9	10.1	94.3	6.1	12.5	7.5	13.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.5		5.9		2.9	6.9	3.7	4.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	0.23		0.86		0.35	0.99	0.80	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	1633	13	59	1149	23	13	4	67	49	13	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712		1795	1712		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.5	16.8		3.9	9.1		0.9	0.2	4.9	1.7	0.8	2.3
Cycle Queue Clearance Time (g_c), s	0.5	16.8		3.9	9.1		0.9	0.2	4.9	1.7	0.8	2.3
Green Ratio (*g/C*)	0.01	0.70		0.04	0.74		0.01	0.06	0.06	0.02	0.07	0.07
Capacity (*c*), veh/h	11	3591		77	3780		16	111	94	87	133	113
Volume-to-Capacity Ratio (*X*)	0.761	0.455		0.767	0.304		0.817	0.036	0.715	0.563	0.098	0.293
Back of Queue (*Q*), ft/ln (95 th percentile)	16.1	234.2		84.9	125.4		24.7	5.1	92.7	33.8	16.5	42.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	9.3		3.4	5.0		1.0	0.2	3.7	1.4	0.7	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00		0.45	0.00		0.29	0.00	0.49	0.32	0.14	0.45
Uniform Delay (d_1), s/veh	59.6	8.0		56.8	5.4		59.4	53.3	55.5	57.9	52.3	53.0
Incremental Delay (d_2), s/veh	39.9	0.4		6.1	0.2		36.4	0.0	3.8	2.1	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	99.5	8.4	0.0	62.9	5.6	0.0	95.8	53.4	59.4	60.0	52.4	53.5
Level of Service (LOS)	F	A	A	E	A	A	F	D	E	E	D	D
Approach Delay, s/veh / LOS	8.8	A		8.2	A		64.7	E		56.7	E	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.21	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.40	A	1.16	A	0.63	A	0.64	A

HCS Signalized Intersection Results Summary

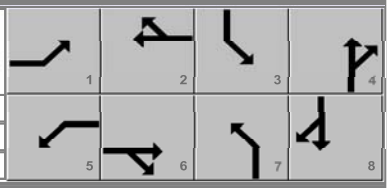
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2026 BPM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	1551	21	78	2129	62	43	14	93	68	17	31

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	1.5	97.1	4.2	0.4	9.9	
Yellow	3.0	3.0	3.0	3.0	0.0	3.0	
Red	1.0	1.0	1.0	1.0	0.0	1.0	



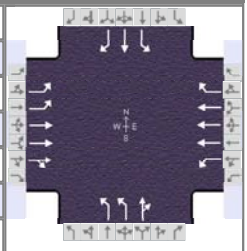
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	101.1	11.4	106.6	8.2	13.9	8.6	14.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.0		7.7		5.2	9.7	4.6	4.4
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.3
Phase Call Probability	0.39		0.95		0.80	1.00	0.92	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	1551	21	78	2129	62	43	14	93	68	17	31
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725		1810	1725		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.0	16.2		5.7	22.7		3.2	0.9	7.7	2.6	1.1	2.4
Cycle Queue Clearance Time (g_c), s	1.0	16.2		5.7	22.7		3.2	0.9	7.7	2.6	1.1	2.4
Green Ratio (*g/C*)	0.01	0.72		0.05	0.76		0.03	0.07	0.07	0.03	0.08	0.08
Capacity (*c*), veh/h	26	3722		99	3932		56	139	118	120	145	123
Volume-to-Capacity Ratio (*X*)	0.503	0.417		0.784	0.541		0.769	0.101	0.789	0.567	0.117	0.252
Back of Queue (*Q*), ft/ln (95 th percentile)	21.6	231.4		124.1	284.7		71.3	20.1	146.2	52.4	24.4	45.1
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	9.3		5.0	11.4		2.9	0.8	5.8	2.1	1.0	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.17	0.00		0.65	0.00		0.84	0.00	0.77	0.50	0.21	0.47
Uniform Delay (d_1), s/veh	66.1	7.6		63.0	6.6		64.9	58.4	61.5	64.2	58.1	58.7
Incremental Delay (d_2), s/veh	5.6	0.3		5.2	0.5		8.4	0.1	4.5	1.6	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.7	7.9	0.0	68.2	7.2	0.0	73.4	58.5	66.0	65.8	58.2	59.1
Level of Service (LOS)	E	A	A	E	A	A	E	E	E	E	E	E
Approach Delay, s/veh / LOS	8.4	A		9.1	A		67.4	E		62.9	E	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.21	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.36	A	1.74	B	0.74	A	0.68	A

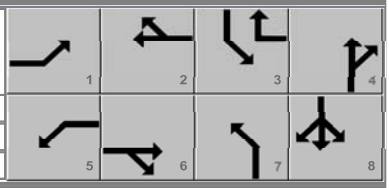
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2026 BAM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1506	112	50	852	64	145	126	19	172	112	184

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green				4.9	4.6	64.8	7.0	0.4	11.8			
Yellow				4.0	0.0	4.0	3.5	3.5	3.5			
Red				1.5	0.0	2.0	1.0	1.5	2.0			



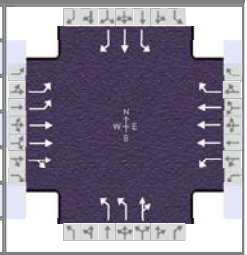
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	15.0	75.5	10.4	70.8	11.5	17.3	16.9	22.7
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.6		5.3		6.9	11.2	11.9	15.3
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.1	0.6	0.0	0.6
Phase Call Probability	1.00		0.81		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	0.03	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	228	1092	526	50	852	64	145	145		172	112	184
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1830	1810	1725	1610	1757	1856		1810	1900	1610
Queue Service Time (g_s), s	7.6	20.4	20.4	3.3	10.9	1.8	4.9	9.2		9.9	6.4	13.3
Cycle Queue Clearance Time (g_c), s	7.6	20.4	20.4	3.3	10.9	1.8	4.9	9.2		9.9	6.4	13.3
Green Ratio (*g/C*)	0.08	0.58	0.58	0.04	0.54	0.64	0.06	0.10		0.21	0.14	0.14
Capacity (*c*), veh/h	293	2199	1059	73	2796	1029	204	182		267	273	231
Volume-to-Capacity Ratio (*X*)	0.778	0.496	0.497	0.681	0.305	0.062	0.712	0.796		0.644	0.411	0.796
Back of Queue (*Q*), ft/ln (95 th percentile)	152.2	330	328.8	70.1	186.8	27.4	97.7	194.6		202.5	136.1	235.7
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	13.2	13.2	2.8	7.5	1.1	3.9	7.8		8.1	5.4	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	53.9	14.9	14.9	56.8	15.2	8.1	55.5	52.9		41.6	46.8	49.7
Incremental Delay (d_2), s/veh	1.7	0.8	1.7	4.2	0.3	0.1	1.7	3.1		3.4	0.4	5.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	55.6	15.7	16.6	61.0	15.5	8.2	57.3	56.0		44.9	47.1	54.7
Level of Service (LOS)	E	B	B	E	B	A	E	E		D	D	D
Approach Delay, s/veh / LOS	20.9	C		17.3	B		56.6	E		49.3	D	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.26	B	2.74	C	2.73	C
Bicycle LOS Score / LOS	1.50	B	1.02	A	0.97	A	1.26	A

HCS Signalized Intersection Results Summary

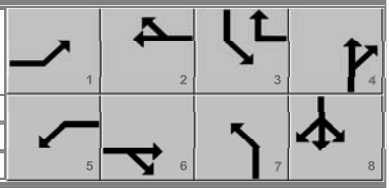
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2026 BPM Cerrillos & Richards.xus		
Project Description	BRRT Traffic Analysis Alternative Timing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	1350	127	122	1866	130	240	144	31	113	137	216

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	1.8	70.8	9.0	1.8	20.4	
Yellow	4.0	0.0	4.0	3.5	0.0	3.5	
Red	1.0	0.0	2.0	1.5	0.0	2.0	



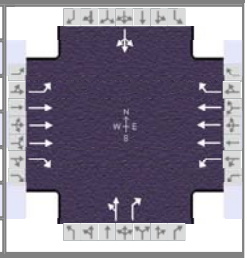
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	4.0	1.1	3.0
Phase Duration, s	14.6	76.8	16.5	78.6	15.8	27.7	14.0	25.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.3		11.0		11.1	13.8	9.0	19.7
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.2	0.9	0.1	0.7
Phase Call Probability	1.00		0.99		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.23	0.00	0.02	0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	193	1000	477	122	1866	130	240	175		113	137	216
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1813	1810	1725	1610	1757	1841		1810	1900	1610
Queue Service Time (g_s), s	7.3	22.9	22.9	9.0	35.2	4.7	9.1	11.8		7.0	8.9	17.7
Cycle Queue Clearance Time (g_c), s	7.3	22.9	22.9	9.0	35.2	4.7	9.1	11.8		7.0	8.9	17.7
Green Ratio (*g/C*)	0.07	0.52	0.52	0.08	0.54	0.60	0.08	0.16		0.22	0.15	0.15
Capacity (*c*), veh/h	251	1993	951	147	2785	973	294	303		250	288	244
Volume-to-Capacity Ratio (*X*)	0.770	0.502	0.502	0.831	0.670	0.134	0.817	0.577		0.452	0.476	0.886
Back of Queue (*Q*), ft/ln (95 th percentile)	147.6	382.3	376	191.3	502	76.4	191.6	232.5		142.3	190.3	333.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	15.3	15.0	7.7	20.1	3.1	7.7	9.3		5.7	7.6	13.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.6	20.7	20.7	61.1	22.5	11.5	60.8	52.0		44.6	52.4	56.1
Incremental Delay (d_2), s/veh	1.9	0.9	1.9	4.8	1.3	0.3	6.8	0.6		0.5	0.5	21.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	63.5	21.6	22.6	65.9	23.8	11.8	67.7	52.7		45.1	52.8	77.4
Level of Service (LOS)	E	C	C	E	C	B	E	D		D	D	E
Approach Delay, s/veh / LOS	26.7	C		25.5	C		61.3	E		62.3	E	
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.26	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.41	A	1.65	B	1.17	A	1.26	A

HCS Signalized Intersection Results Summary

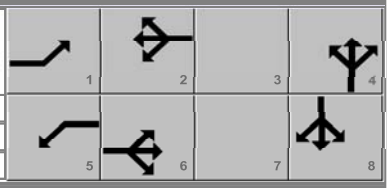
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2026 BAM Cerrillos & Avenida de las Americas.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	1830	14	29	1165	3	28	0	60	12	0	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.5	1.4	95.3	6.4	0.0	0.0
Yellow	4.0	0.0	4.0	3.5	0.0	0.0
Red	1.0	0.0	2.0	2.0	0.0	0.0



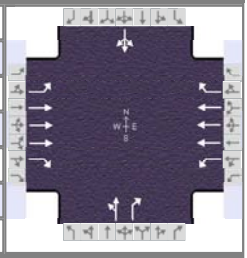
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.5	101.3	6.9	102.7		11.9		11.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0		5.5		5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.4			6.4		3.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.15		0.62			0.97		0.97
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	5	1830	14	29	1165	3		28	60		18	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598		1432	1610		1553	
Queue Service Time (g_s), s	0.1	13.7	0.2	0.4	6.8	0.0		1.1	4.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	13.7	0.2	0.4	6.8	0.0		2.3	4.4		1.2	
Green Ratio (*g/C*)	0.80	0.79	0.79	0.81	0.81	0.81		0.05	0.05		0.05	
Capacity (*c*), veh/h	422	4077	1268	262	4137	1287		136	85		132	
Volume-to-Capacity Ratio (*X*)	0.012	0.449	0.011	0.111	0.282	0.002		0.206	0.703		0.136	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.8	157.6	2.5	4.2	74.9	0.5		36.8	83.4		23.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	6.3	0.1	0.2	3.0	0.0		1.5	3.3		0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.06	0.00	0.00		0.00	0.93		0.00	
Uniform Delay (d_1), s/veh	2.7	4.0	2.6	3.1	2.9	2.3		54.9	55.9		54.4	
Incremental Delay (d_2), s/veh	0.0	0.4	0.0	0.1	0.2	0.0		0.3	4.0		0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.7	4.3	2.6	3.2	3.1	2.3		55.2	59.9		54.5	
Level of Service (LOS)	A	A	A	A	A	A		E	E		D	
Approach Delay, s/veh / LOS	4.3	A		3.1	A		58.4	E		54.5	D	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.60	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.50	B	1.15	A	0.63	A	0.52	A

HCS Signalized Intersection Results Summary

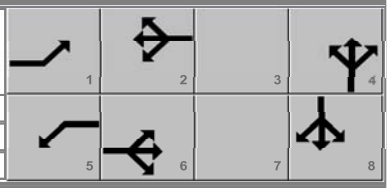
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2026 BPM Cerrillos & Avenida de las Americas.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	1679	33	41	2251	6	28	0	41	7	0	2

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	2.9	113.9	5.2	0.0	0.0
Yellow	3.0	0.0	3.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.0	117.9	7.9	120.8		9.2		9.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.4			5.4		2.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.1		0.1
Phase Call Probability	0.20		0.79			0.95		0.95
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	6	1679	33	41	2251	6		28	41		9	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1810	1725	1610		1437	1610		1531	
Queue Service Time (g_s), s	0.1	10.1	0.4	0.4	14.0	0.1		1.9	3.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	10.1	0.4	0.4	14.0	0.1		2.6	3.4		0.7	
Green Ratio (*g/C*)	0.85	0.84	0.84	0.88	0.87	0.87		0.04	0.04		0.04	
Capacity (*c*), veh/h	194	4365	1358	336	4477	1393		109	62		106	
Volume-to-Capacity Ratio (*X*)	0.031	0.385	0.024	0.122	0.503	0.004		0.257	0.660		0.085	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.7	99.8	4.4	2.4	111.7	0.6		42.7	65.3		13.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	4.0	0.2	0.1	4.5	0.0		1.7	2.6		0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00	0.00	0.03	0.00	0.00		0.00	0.73		0.00	
Uniform Delay (d_1), s/veh	2.2	2.4	1.7	1.5	2.2	1.2		63.6	64.0		62.7	
Incremental Delay (d_2), s/veh	0.0	0.3	0.0	0.1	0.4	0.0		0.5	4.5		0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	2.2	2.7	1.7	1.6	2.6	1.2		64.1	68.5		62.8	
Level of Service (LOS)	A	A	A	A	A	A		E	E		E	
Approach Delay, s/veh / LOS	2.7	A		2.6	A		66.7	E		62.8	E	
Intersection Delay, s/veh / LOS	3.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.82	B	1.58	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.43	A	1.75	B	0.60	A	0.50	A

HCS Two-Way Stop-Control Report

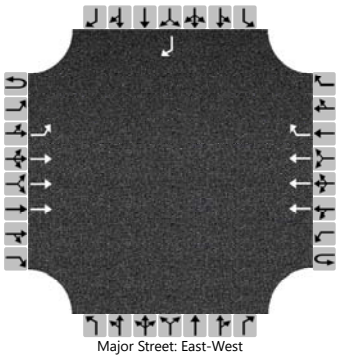
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	5	1783				1191	10								26
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.12
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5														28
Capacity, c (veh/h)		280														356
v/c Ratio		0.02														0.08
95% Queue Length, Q_{95} (veh)		0.1														0.3
Control Delay (s/veh)		18.1														16.0
Level of Service (LOS)		C														C
Approach Delay (s/veh)		0.1												16.0		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

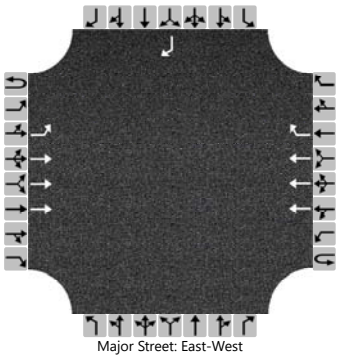
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	16	1704				2254	25								13
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.12
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17														14
Capacity, c (veh/h)		72														148
v/c Ratio		0.24														0.10
95% Queue Length, Q_{95} (veh)		0.9														0.3
Control Delay (s/veh)		70.5														32.0
Level of Service (LOS)		F														D
Approach Delay (s/veh)		0.7												32.0		
Approach LOS		A												D		

HCS Two-Way Stop-Control Report

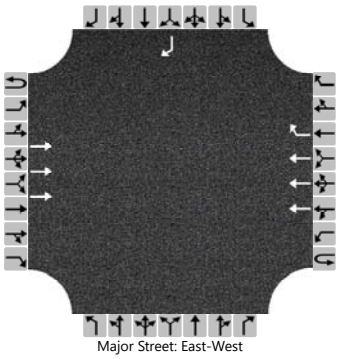
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & East Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			1783				1191	4								19
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																7.1
Critical Headway (sec)																7.12
Base Follow-Up Headway (sec)																3.9
Follow-Up Headway (sec)																3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																21
Capacity, c (veh/h)																356
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																15.7
Level of Service (LOS)																C
Approach Delay (s/veh)													15.7			
Approach LOS													C			

HCS Two-Way Stop-Control Report

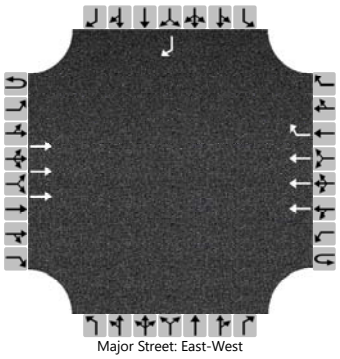
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2026
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & East Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			1704				2254	11								10
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)																7.1
Critical Headway (sec)																7.12
Base Follow-Up Headway (sec)																3.9
Follow-Up Headway (sec)																3.91

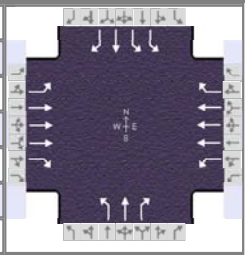
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																11
Capacity, c (veh/h)																148
v/c Ratio																0.07
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																31.3
Level of Service (LOS)																D
Approach Delay (s/veh)														31.3		
Approach LOS														D		

APPENDIX F
2041 NO BUILD INTERSECTION WARRANT ANALYSIS

HCS Signalized Intersection Results Summary

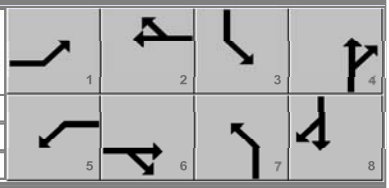
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2041 NBAM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	2092	16	37	1465	29	16	5	86	63	16	42

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	2.3	83.7	1.3	1.9	8.5
Yellow	4.0	0.0	4.0	3.5	0.0	3.5
Red	1.0	0.0	2.0	1.5	0.0	2.0



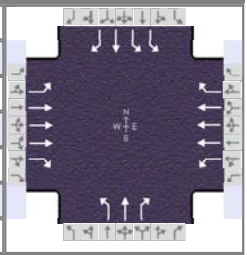
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	89.7	8.2	91.9	6.3	14.0	8.2	15.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.7		4.5		3.1	8.3	4.1	4.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2
Phase Call Probability	0.31		0.71		0.41	1.00	0.88	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	11	2092	16	37	1465	29	16	5	86	63	16	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712		1795	1712		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.7	25.0		2.5	13.6		1.1	0.3	6.3	2.1	0.9	2.9
Cycle Queue Clearance Time (g_c), s	0.7	25.0		2.5	13.6		1.1	0.3	6.3	2.1	0.9	2.9
Green Ratio (*g/C*)	0.01	0.70		0.03	0.72		0.01	0.07	0.07	0.03	0.09	0.09
Capacity (*c*), veh/h	14	3581		48	3677		19	134	114	107	164	139
Volume-to-Capacity Ratio (*X*)	0.798	0.584		0.776	0.398		0.837	0.037	0.756	0.587	0.097	0.302
Back of Queue (*Q*), ft/ln (95 th percentile)	21.4	324.8		56.1	194.1		29.8	6.3	118.5	43.1	19.9	53.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	12.9		2.2	7.7		1.2	0.3	4.7	1.7	0.8	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.16	0.00		0.30	0.00		0.35	0.00	0.62	0.41	0.17	0.56
Uniform Delay (d_1), s/veh	59.4	9.3		58.1	6.8		59.3	52.0	54.7	57.4	50.5	51.4
Incremental Delay (d_2), s/veh	37.5	0.7		10.3	0.3		34.8	0.0	3.9	1.9	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	96.9	10.0	0.0	68.3	7.1	0.0	94.0	52.0	58.7	59.3	50.6	51.9
Level of Service (LOS)	F	A	A	E	A	A	F	D	E	E	D	D
Approach Delay, s/veh / LOS	10.4	B		8.4	A		63.6	E		55.6	E	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.22	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.65	B	1.33	A	0.66	A	0.69	A

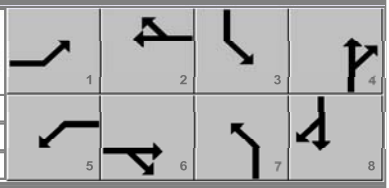
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2041 NBPM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	1982	27	80	2727	79	56	18	117	87	22	39

Signal Information									
Cycle, s	135.0	Reference Phase	2						
Offset, s	0	Reference Point	End	Green	2.3	1.3	94.3	5.2	0.2	11.7
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	3.0	3.0	3.0	0.0	3.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	1.0



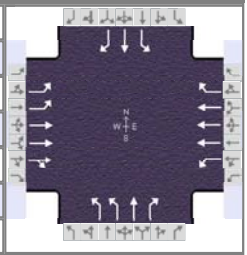
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.3	98.3	11.6	103.7	9.4	15.9	9.2	15.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.2		7.9		6.1	11.6	5.3	5.1
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.3	0.1	0.3
Phase Call Probability	0.45		0.95		0.88	1.00	0.96	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	16	1982	27	80	2727	79	56	18	117	87	22	39
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725		1810	1725		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.2	25.2		5.9	39.4		4.1	1.2	9.6	3.3	1.4	3.1
Cycle Queue Clearance Time (g_c), s	1.2	25.2		5.9	39.4		4.1	1.2	9.6	3.3	1.4	3.1
Green Ratio (*g/C*)	0.02	0.70		0.06	0.74		0.04	0.09	0.09	0.04	0.09	0.09
Capacity (*c*), veh/h	30	3616		102	3820		73	168	142	135	164	139
Volume-to-Capacity Ratio (*X*)	0.529	0.548		0.787	0.714		0.772	0.107	0.823	0.646	0.134	0.280
Back of Queue (*Q*), ft/ln (95 th percentile)	26.4	339		127.3	468.6		90.8	25.4	183.5	67.3	31.3	56.3
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	13.6		5.1	18.7		3.6	1.0	7.3	2.7	1.3	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.20	0.00		0.67	0.00		1.07	0.00	0.97	0.64	0.27	0.59
Uniform Delay (d_1), s/veh	65.8	9.9		62.9	9.8		64.2	56.6	60.5	64.0	57.0	57.7
Incremental Delay (d_2), s/veh	5.3	0.6		5.2	1.2		6.6	0.1	4.7	1.9	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.2	10.5	0.0	68.1	11.0	0.0	70.8	56.7	65.2	66.0	57.1	58.1
Level of Service (LOS)	E	B	A	E	B	A	E	E	E	E	E	E
Approach Delay, s/veh / LOS	10.9	B		12.2	B		66.0	E		62.6	E	
Intersection Delay, s/veh / LOS	15.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.22	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.60	B	2.07	B	0.80	A	0.73	A

HCS Signalized Intersection Results Summary

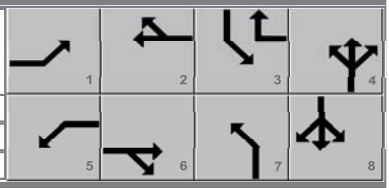
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2041 NBAM Cerrillos & Richards_Connection…		
Project Description	BRRT Traffic Analysis_Connection				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	244	1894	123	123	1126	106	184	249	82	220	479	118

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.3	0.1	56.5	7.4	1.1	18.5	
Yellow	4.0	0.0	4.0	3.5	3.5	3.5	
Red	1.0	0.0	2.0	1.0	1.5	2.0	



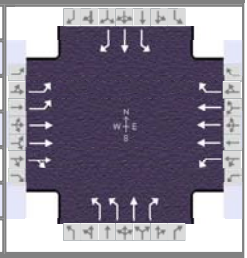
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.3	62.5	15.5	62.7	11.9	24.0	18.0	30.1
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	10.2		10.0		7.2	17.3	14.0	26.6
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.2	0.3	0.0	0.0
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.02	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	244	1357	660	123	1126	106	184	249	82	220	479	118
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1838	1810	1725	1610	1757	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	8.2	35.3	35.5	8.0	17.6	3.5	5.2	15.3	5.4	12.0	24.6	7.5
Cycle Queue Clearance Time (g_c), s	8.2	35.3	35.5	8.0	17.6	3.5	5.2	15.3	5.4	12.0	24.6	7.5
Green Ratio (*g/C*)	0.09	0.47	0.47	0.08	0.47	0.58	0.22	0.15	0.15	0.28	0.21	0.21
Capacity (*c*), veh/h	303	1790	866	150	2444	935	336	293	248	286	390	330
Volume-to-Capacity Ratio (*X*)	0.806	0.758	0.762	0.818	0.461	0.113	0.547	0.850	0.330	0.768	1.229	0.357
Back of Queue (*Q*), ft/ln (95 th percentile)	175.3	559.7	572.7	169.8	282.5	57.2	100.7	348.6	97.5	253.6	1993.3	133.6
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	22.4	22.9	6.8	11.3	2.3	4.0	13.9	3.9	10.1	79.7	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	53.8	26.1	26.2	54.1	21.4	11.3	40.4	49.4	45.2	37.0	47.7	40.9
Incremental Delay (d_2), s/veh	8.2	3.1	6.5	4.3	0.6	0.2	0.5	23.3	0.3	11.6	436.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.0	29.2	32.7	58.4	22.0	11.5	40.9	72.7	45.5	48.6	483.8	41.2
Level of Service (LOS)	E	C	C	E	C	B	D	E	D	D	F	D
Approach Delay, s/veh / LOS	33.8	C		24.5	C		57.0	E		302.7	F	
Intersection Delay, s/veh / LOS	78.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.27	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.73	B	1.23	A	1.34	A	1.84	B

HCS Signalized Intersection Results Summary

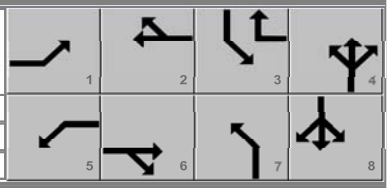
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2041 NBPM Cerrillos & Richards_Connection…		
Project Description	BRRT Traffic Analysis_Connection				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191	1703	162	293	2555	183	249	250	74	121	409	193

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	3.6	63.0	9.0	0.2	28.3	
Yellow	4.0	0.0	4.0	3.5	0.0	3.5	
Red	1.0	0.0	2.0	1.5	0.0	2.0	



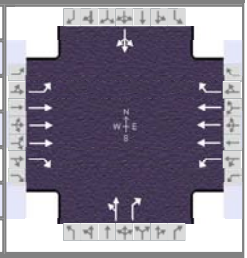
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	69.0	18.0	72.5	14.2	34.0	14.0	33.8
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.2		14.6		9.4	18.1	9.0	30.3
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.3	1.5	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		1.00		0.04	0.06	0.02	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	191	1261	604	293	2555	183	249	250	74	121	409	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1812	1810	1725	1610	1757	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	7.2	35.8	36.0	12.6	66.5	7.6	7.4	16.1	5.1	7.0	28.3	14.5
Cycle Queue Clearance Time (g_c), s	7.2	35.8	36.0	12.6	66.5	7.6	7.4	16.1	5.1	7.0	28.3	14.5
Green Ratio (*g/C*)	0.07	0.47	0.47	0.09	0.49	0.56	0.28	0.21	0.21	0.28	0.21	0.21
Capacity (*c*), veh/h	247	1772	845	168	2551	901	359	401	340	262	398	337
Volume-to-Capacity Ratio (*X*)	0.774	0.712	0.714	1.741	1.002	0.203	0.693	0.623	0.218	0.463	1.027	0.572
Back of Queue (*Q*), ft/ln (95 th percentile)	146.3	574.9	574.4	2482.8	1121.5	5.7	144.3	310	92.1	140.4	885.9	247.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	23.0	23.0	99.3	44.9	0.2	5.8	12.4	3.7	5.6	35.4	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.7	28.8	28.8	61.2	34.2	14.8	40.5	48.4	44.0	39.2	53.4	47.9
Incremental Delay (d_2), s/veh	2.0	2.5	5.3	1358.0	37.2	0.5	0.9	2.3	0.1	0.5	119.1	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.7	31.3	34.1	1419.3	71.5	15.3	41.4	50.7	44.2	39.7	172.5	49.4
Level of Service (LOS)	E	C	C	F	F	B	D	D	D	D	F	D
Approach Delay, s/veh / LOS	35.1	D		198.4	F		45.8	D		117.4	F	
Intersection Delay, s/veh / LOS	122.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.27	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.62	B	2.15	B	1.43	A	1.68	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2041 NBAM Cerrillos & Avenida de las Americas.…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	2313	16	37	1484	4	35	0	78	15	0	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	0.6	1.5	93.5	7.8	0.0	0.0	5	6	7	8
Yellow	4.0	0.0	4.0	3.5	0.0	0.0				
Red	1.0	0.0	2.0	2.0	0.0	0.0				

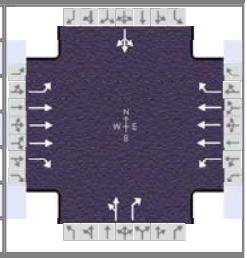
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.6	99.5	7.1	101.0		13.3		13.3
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0		5.5		5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.5			7.7		3.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.21		0.71			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	7	2313	16	37	1484	4		35	78		23	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598		1430	1610		1552	
Queue Service Time (g_s), s	0.1	21.7	0.3	0.5	10.1	0.1		1.3	5.7		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	21.7	0.3	0.5	10.1	0.1		2.8	5.7		1.5	
Green Ratio (*g/C*)	0.78	0.78	0.78	0.80	0.79	0.79		0.07	0.07		0.07	
Capacity (*c*), veh/h	317	4003	1245	187	4067	1265		153	105		151	
Volume-to-Capacity Ratio (*X*)	0.022	0.578	0.013	0.198	0.365	0.003		0.228	0.742		0.152	
Back of Queue (*Q*), ft/ln (95 th percentile)	1.2	247.7	3.2	6.4	117.2	0.7		45.5	107.6		29.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	9.8	0.1	0.3	4.6	0.0		1.8	4.3		1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.00	0.00	0.09	0.00	0.00		0.00	1.20		0.00	
Uniform Delay (d_1), s/veh	3.3	5.3	2.9	5.1	3.7	2.6		53.7	55.1		53.1	
Incremental Delay (d_2), s/veh	0.0	0.6	0.0	0.2	0.3	0.0		0.3	3.9		0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	3.3	5.9	3.0	5.3	3.9	2.6		54.0	59.0		53.3	
Level of Service (LOS)	A	A	A	A	A	A		D	E		D	
Approach Delay, s/veh / LOS	5.9	A		3.9	A		57.5	E		53.3	D	
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.84	B	1.61	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.77	B	1.33	A	0.67	A	0.53	A

HCS Signalized Intersection Results Summary

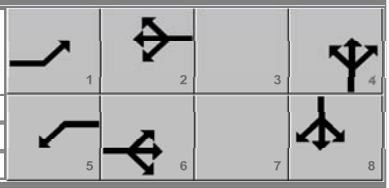
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	NBPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2041 NBPM Cerrillos & Avenida de las Americas.…		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2137	42	53	2860	8	35	0	53	10	0	3

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.3	3.0	112.3	6.4	0.0	0.0
Yellow	3.0	0.0	3.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.3	116.3	8.3	119.3		10.4		10.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.5			6.4		3.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.1		0.2
Phase Call Probability	0.26		0.86			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	2137	42	53	2860	8		35	53		13	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1810	1725	1610		1436	1610		1529	
Queue Service Time (g_s), s	0.1	16.0	0.6	0.5	24.3	0.1		2.2	4.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	16.0	0.6	0.5	24.3	0.1		3.2	4.4		1.0	
Green Ratio (*g/C*)	0.84	0.83	0.83	0.87	0.85	0.85		0.05	0.05		0.05	
Capacity (*c*), veh/h	132	4306	1339	248	4421	1375		121	76		119	
Volume-to-Capacity Ratio (*X*)	0.061	0.496	0.031	0.214	0.647	0.006		0.289	0.696		0.109	
Back of Queue (*Q*), ft/ln (95 th percentile)	1.4	169.4	6.5	5.1	211.9	0.9		53.1	83.9		19.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	6.8	0.3	0.2	8.5	0.0		2.1	3.4		0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.00	0.00	0.07	0.00	0.00		0.00	0.93		0.00	
Uniform Delay (d_1), s/veh	3.9	3.2	2.0	2.6	3.2	1.4		62.8	63.4		61.7	
Incremental Delay (d_2), s/veh	0.1	0.4	0.0	0.2	0.7	0.0		0.5	4.3		0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	4.0	3.7	2.0	2.8	3.9	1.4		63.3	67.7		61.9	
Level of Service (LOS)	A	A	A	A	A	A		E	E		E	
Approach Delay, s/veh / LOS	3.6	A		3.9	A		65.9	E		61.9	E	
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.82	B	1.59	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.69	B	2.09	B	0.63	A	0.51	A

HCS Two-Way Stop-Control Report

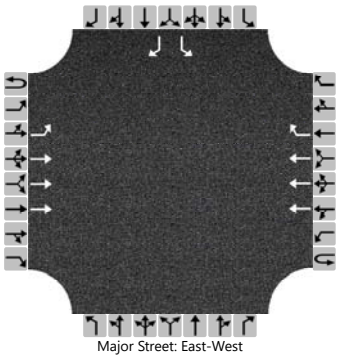
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	3	2288				1529	7						24		8
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3												26		9
Capacity, c (veh/h)		185												77		270
v/c Ratio		0.02												0.34		0.03
95% Queue Length, Q_{95} (veh)		0.1												1.4		0.1
Control Delay (s/veh)		24.8												74.9		18.8
Level of Service (LOS)		C												F		C
Approach Delay (s/veh)		0.0												60.9		
Approach LOS		A												F		

HCS Two-Way Stop-Control Report

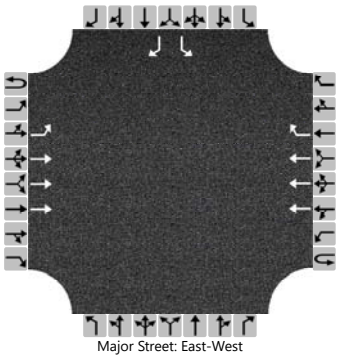
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	10	2186				2892	18						12		4
Percent Heavy Vehicles (%)	1	1												1		1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3												6.4		7.1
Critical Headway (sec)		5.32												5.72		7.12
Base Follow-Up Headway (sec)		3.1												3.8		3.9
Follow-Up Headway (sec)		3.11												3.81		3.91

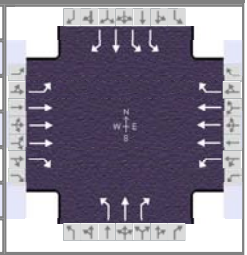
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11												13		4
Capacity, c (veh/h)		32												9		86
v/c Ratio		0.34												1.45		0.05
95% Queue Length, Q_{95} (veh)		1.4												5.5		0.2
Control Delay (s/veh)		176.1												1902.7		49.2
Level of Service (LOS)		F												F		E
Approach Delay (s/veh)	0.8												1439.4			
Approach LOS	A												F			

APPENDIX G
2041 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

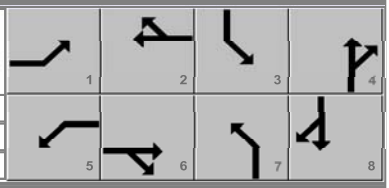
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2041 BAM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	2094	16	67	1473	29	16	5	86	63	16	42

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	4.9	81.0	1.3	1.9	8.5
Yellow	4.0	0.0	4.0	3.5	0.0	3.5
Red	1.0	0.0	2.0	1.5	0.0	2.0



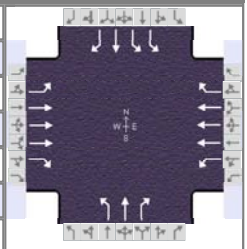
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	87.0	10.8	91.9	6.3	14.0	8.2	15.9
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0	5.0	5.5	4.5	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.7		6.4		3.1	8.3	4.1	4.9
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.2
Phase Call Probability	0.31		0.89		0.41	1.00	0.88	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	11	2094	16	67	1473	29	16	5	86	63	16	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712		1795	1712		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.7	26.8		4.4	13.7		1.1	0.3	6.3	2.1	0.9	2.9
Cycle Queue Clearance Time (g_c), s	0.7	26.8		4.4	13.7		1.1	0.3	6.3	2.1	0.9	2.9
Green Ratio (*g/C*)	0.01	0.68		0.05	0.72		0.01	0.07	0.07	0.03	0.09	0.09
Capacity (*c*), veh/h	14	3468		87	3677		19	134	114	107	164	139
Volume-to-Capacity Ratio (*X*)	0.798	0.604		0.771	0.401		0.837	0.037	0.756	0.587	0.097	0.302
Back of Queue (*Q*), ft/ln (95 th percentile)	21.4	352.6		95.6	194.5		29.8	6.3	118.5	43.1	19.9	53.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	14.0		3.8	7.7		1.2	0.3	4.7	1.7	0.8	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.16	0.00		0.50	0.00		0.35	0.00	0.62	0.41	0.17	0.56
Uniform Delay (d_1), s/veh	59.4	10.7		56.4	6.8		59.3	52.0	54.7	57.4	50.5	51.4
Incremental Delay (d_2), s/veh	37.5	0.8		5.5	0.3		34.8	0.0	3.9	1.9	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	96.9	11.5	0.0	62.0	7.1	0.0	94.0	52.0	58.7	59.3	50.6	51.9
Level of Service (LOS)	F	B	A	E	A	A	F	D	E	E	D	D
Approach Delay, s/veh / LOS	11.8	B		9.3	A		63.6	E		55.6	E	
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.22	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.65	B	1.35	A	0.66	A	0.69	A

HCS Signalized Intersection Results Summary

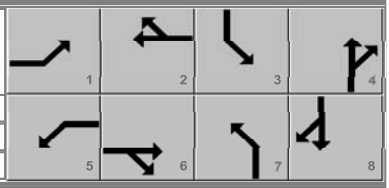
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Vegas Verdes	File Name	2041 BPM Cerrillos & Vegas Verdes.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	1988	27	96	2731	79	56	18	119	88	22	39

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.3	2.7	92.8	5.2	0.2	11.9
Yellow	3.0	3.0	3.0	3.0	0.0	3.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



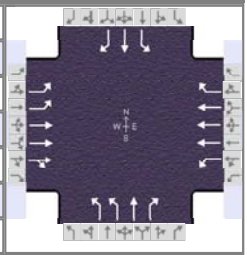
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.3	96.8	12.9	103.4	9.4	16.1	9.2	15.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	3.2		9.1		6.1	11.8	5.3	5.1
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.3	0.1	0.3
Phase Call Probability	0.45		0.97		0.88	1.00	0.96	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	16	1988	27	96	2731	79	56	18	119	88	22	39
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725		1810	1725		1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.2	26.3		7.1	39.7		4.1	1.2	9.8	3.3	1.4	3.1
Cycle Queue Clearance Time (g_c), s	1.2	26.3		7.1	39.7		4.1	1.2	9.8	3.3	1.4	3.1
Green Ratio (*g/C*)	0.02	0.69		0.07	0.74		0.04	0.09	0.09	0.04	0.09	0.09
Capacity (*c*), veh/h	30	3557		120	3812		73	170	144	136	167	142
Volume-to-Capacity Ratio (*X*)	0.529	0.559		0.802	0.716		0.772	0.106	0.826	0.648	0.131	0.275
Back of Queue (*Q*), ft/ln (95 th percentile)	26.4	355.9		151.7	473.2		90.8	25.4	186.5	68.1	31.2	56.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	14.2		6.1	18.9		3.6	1.0	7.5	2.7	1.2	2.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.20	0.00		0.80	0.00		1.07	0.00	0.98	0.65	0.27	0.59
Uniform Delay (d_1), s/veh	65.8	10.7		62.2	9.9		64.2	56.5	60.4	64.0	56.8	57.5
Incremental Delay (d_2), s/veh	5.3	0.6		4.8	1.2		6.6	0.1	4.7	1.9	0.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.2	11.4	0.0	67.0	11.1	0.0	70.8	56.6	65.1	65.9	56.9	57.9
Level of Service (LOS)	E	B	A	E	B	A	E	E	E	E	E	E
Approach Delay, s/veh / LOS	11.7	B		12.6	B		66.0	E		62.5	E	
Intersection Delay, s/veh / LOS	15.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.22	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.60	B	2.09	B	0.81	A	0.73	A

HCS Signalized Intersection Results Summary

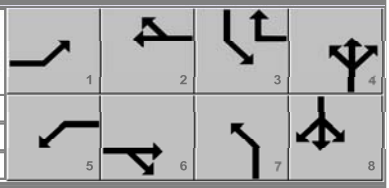
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2041 BAM Cerrillos & Richards_Connection....		
Project Description	BRRT Traffic Analysis_Connection				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	1917	125	123	1133	106	184	249	82	220	479	119

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.4	56.6	7.4	1.1	18.5	0.0
Yellow	4.0	4.0	3.5	3.5	3.5	0.0
Red	1.0	2.0	1.0	1.5	2.0	0.0



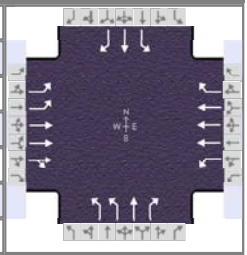
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.4	62.5	15.5	62.6	11.9	24.0	18.0	30.1
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	10.2		10.0		7.2	17.3	14.0	26.6
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.2	0.4	0.0	0.0
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.02	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	246	1374	668	123	1133	106	184	249	82	220	479	119
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1838	1810	1725	1610	1757	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	8.2	35.9	36.2	8.0	17.8	3.6	5.2	15.3	5.4	12.0	24.6	7.6
Cycle Queue Clearance Time (g_c), s	8.2	35.9	36.2	8.0	17.8	3.6	5.2	15.3	5.4	12.0	24.6	7.6
Green Ratio (*g/C*)	0.09	0.47	0.47	0.08	0.47	0.58	0.22	0.15	0.15	0.28	0.21	0.21
Capacity (*c*), veh/h	305	1790	866	150	2441	934	336	293	248	286	390	330
Volume-to-Capacity Ratio (*X*)	0.807	0.767	0.771	0.818	0.464	0.113	0.547	0.850	0.330	0.768	1.229	0.360
Back of Queue (*Q*), ft/ln (95 th percentile)	177.3	569.4	584.2	169.8	284.7	57.2	100.7	348.6	97.5	253.6	1993	134.9
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	22.8	23.4	6.8	11.4	2.3	4.0	13.9	3.9	10.1	79.7	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	53.8	26.3	26.4	54.1	21.4	11.3	40.4	49.4	45.2	37.0	47.7	40.9
Incremental Delay (d_2), s/veh	8.4	3.3	6.9	4.3	0.6	0.2	0.5	23.3	0.3	11.6	436.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.2	29.6	33.3	58.4	22.1	11.6	40.9	72.7	45.5	48.6	483.8	41.2
Level of Service (LOS)	E	C	C	E	C	B	D	E	D	D	F	D
Approach Delay, s/veh / LOS	34.2	C		24.5	C		57.0	E		302.4	F	
Intersection Delay, s/veh / LOS	77.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.27	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.75	B	1.24	A	1.34	A	1.84	B

HCS Signalized Intersection Results Summary

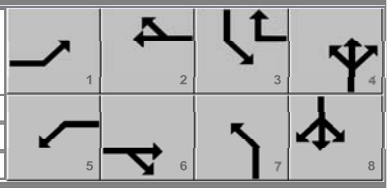
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/14/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Richards	File Name	ALT 2041 BPM Cerrillos & Richards_Connection....		
Project Description	BRRT Traffic Analysis_Connection				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	192	1715	163	293	2574	183	250	250	74	121	409	195

Signal Information			
Cycle, s	135.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	3.5	63.0	9.0	0.2	28.3
Yellow	4.0	0.0	4.0	3.5	0.0	3.5
Red	1.0	0.0	2.0	1.5	0.0	2.0



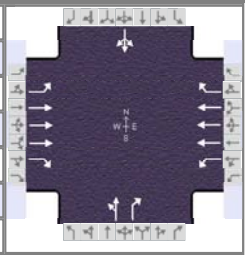
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	69.0	18.0	72.5	14.2	34.0	14.0	33.8
Change Period, ($Y+R_c$), s	5.0	6.0	5.5	6.0	4.5	5.5	5.0	5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	9.3		14.6		9.4	18.1	9.0	30.3
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.3	1.5	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	0.00		1.00		0.04	0.06	0.02	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	192	1270	608	293	2574	183	250	250	74	121	409	195
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1813	1810	1725	1610	1757	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	7.3	36.2	36.4	12.6	66.5	7.6	7.4	16.1	5.1	7.0	28.3	14.7
Cycle Queue Clearance Time (g_c), s	7.3	36.2	36.4	12.6	66.5	7.6	7.4	16.1	5.1	7.0	28.3	14.7
Green Ratio (*g/C*)	0.07	0.47	0.47	0.09	0.49	0.56	0.28	0.21	0.21	0.28	0.21	0.21
Capacity (*c*), veh/h	248	1772	845	168	2549	900	360	401	340	262	398	337
Volume-to-Capacity Ratio (*X*)	0.774	0.717	0.719	1.741	1.010	0.203	0.694	0.623	0.218	0.463	1.028	0.579
Back of Queue (*Q*), ft/ln (95 th percentile)	147.1	580.2	580.1	2483.1	1186.1	5.7	144.9	310	92.1	140.4	889.6	250.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	23.2	23.2	99.3	47.4	0.2	5.8	12.4	3.7	5.6	35.6	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.7	28.9	28.9	61.2	34.3	14.8	40.5	48.4	44.0	39.3	53.4	48.0
Incremental Delay (d_2), s/veh	2.0	2.6	5.4	1358.1	45.7	0.5	0.9	2.3	0.1	0.5	120.6	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.7	31.4	34.3	1419.4	79.9	15.3	41.4	50.7	44.2	39.7	173.9	49.7
Level of Service (LOS)	E	C	C	F	F	B	D	D	D	D	F	D
Approach Delay, s/veh / LOS	35.3	D		204.7	F		45.8	D		118.1	F	
Intersection Delay, s/veh / LOS	126.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.27	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.63	B	2.17	B	1.43	A	1.68	B

HCS Signalized Intersection Results Summary

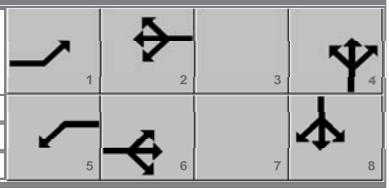
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BAM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2041 BAM Cerrillos & Avenida de las Americas.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	2341	17	37	1492	4	36	0	78	15	0	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.6	1.5	93.5	7.8	0.0	0.0	
Yellow	4.0	0.0	4.0	3.5	0.0	0.0	
Red	1.0	0.0	2.0	2.0	0.0	0.0	



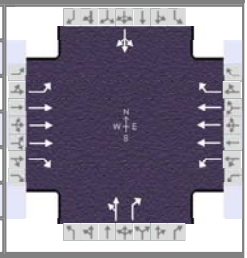
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.6	99.5	7.1	101.0		13.3		13.3
Change Period, ($Y+R_c$), s	5.0	6.0	5.0	6.0		5.5		5.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.5			7.7		3.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.21		0.71			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	7	2341	17	37	1492	4		36	78		23	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712	1598	1795	1712	1598		1430	1610		1552	
Queue Service Time (g_s), s	0.1	22.2	0.3	0.5	10.2	0.1		1.4	5.7		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	22.2	0.3	0.5	10.2	0.1		2.9	5.7		1.5	
Green Ratio (*g/C*)	0.78	0.78	0.78	0.80	0.79	0.79		0.07	0.07		0.07	
Capacity (*c*), veh/h	315	4003	1245	184	4067	1265		153	105		151	
Volume-to-Capacity Ratio (*X*)	0.022	0.585	0.014	0.201	0.367	0.003		0.235	0.742		0.152	
Back of Queue (*Q*), ft/ln (95 th percentile)	1.2	252.4	3.4	6.8	118.4	0.7		46.8	107.6		29.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	10.0	0.1	0.3	4.7	0.0		1.9	4.3		1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.00	0.00	0.10	0.00	0.00		0.00	1.20		0.00	
Uniform Delay (d_1), s/veh	3.3	5.4	2.9	5.2	3.7	2.6		53.8	55.1		53.1	
Incremental Delay (d_2), s/veh	0.0	0.6	0.0	0.2	0.3	0.0		0.3	3.9		0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	3.3	6.0	3.0	5.4	3.9	2.6		54.1	59.0		53.3	
Level of Service (LOS)	A	A	A	A	A	A		D	E		D	
Approach Delay, s/veh / LOS	6.0	A		3.9	A		57.4	E		53.3	D	
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.84	B	1.61	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.79	B	1.33	A	0.68	A	0.53	A

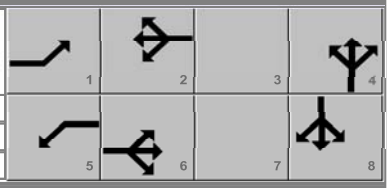
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/12/2023	Area Type	Other
Jurisdiction	Santa Fe	Time Period	BPM	PHF	1.00
Urban Street	Cerrillos Road	Analysis Year	2041	Analysis Period	1> 7:00
Intersection	Cerrillos & Avenida de la…	File Name	2041 BPM Cerrillos & Avenida de las Americas.xus		
Project Description	BRRT Traffic Analysis				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2151	43	53	2882	8	36	0	53	10	0	3

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.3	3.0	112.3	6.4	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	3.0	3.0	0.0	0.0		
				Red	1.0	0.0	1.0	1.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		7.0		8.0
Phase Duration, s	5.3	116.3	8.3	119.3		10.4		10.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	2.1		2.5			6.4		3.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.2
Phase Call Probability	0.26		0.86			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	2151	43	53	2882	8		36	53		13	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725	1610	1810	1725	1610		1436	1610		1529	
Queue Service Time (g_s), s	0.1	16.1	0.6	0.5	24.7	0.1		2.3	4.4		0.0	
Cycle Queue Clearance Time (g_c), s	0.1	16.1	0.6	0.5	24.7	0.1		3.3	4.4		1.0	
Green Ratio (*g/C*)	0.84	0.83	0.83	0.87	0.85	0.85		0.05	0.05		0.05	
Capacity (*c*), veh/h	130	4305	1339	245	4421	1375		121	76		120	
Volume-to-Capacity Ratio (*X*)	0.061	0.500	0.032	0.216	0.652	0.006		0.297	0.696		0.109	
Back of Queue (*Q*), ft/ln (95 th percentile)	1.4	172.4	6.7	5.3	214.2	0.9		54.6	83.9		19.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	6.9	0.3	0.2	8.6	0.0		2.2	3.4		0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.00	0.00	0.08	0.00	0.00		0.00	0.93		0.00	
Uniform Delay (d_1), s/veh	4.0	3.3	2.0	2.7	3.2	1.4		62.8	63.3		61.7	
Incremental Delay (d_2), s/veh	0.1	0.4	0.0	0.2	0.8	0.0		0.5	4.3		0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay (*d*), s/veh	4.1	3.7	2.0	2.8	4.0	1.4		63.3	67.7		61.9	
Level of Service (LOS)	A	A	A	A	A	A		E	E		E	
Approach Delay, s/veh / LOS	3.7	A		4.0	A		65.9	E		61.9	E	
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.82	B	1.59	B	2.75	C	2.75	C
Bicycle LOS Score / LOS	1.70	B	2.11	B	0.63	A	0.51	A

HCS Two-Way Stop-Control Report

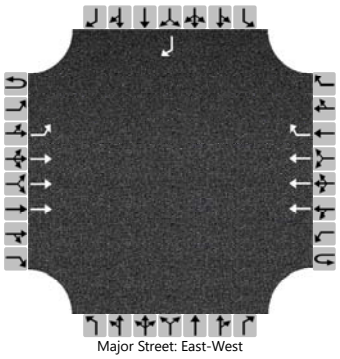
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	6	2288				1529	11								28
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.12
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7														30
Capacity, c (veh/h)		185														270
v/c Ratio		0.04														0.11
95% Queue Length, Q_{95} (veh)		0.1														0.4
Control Delay (s/veh)		25.2														20.0
Level of Service (LOS)		D														C
Approach Delay (s/veh)	0.1												20.0			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

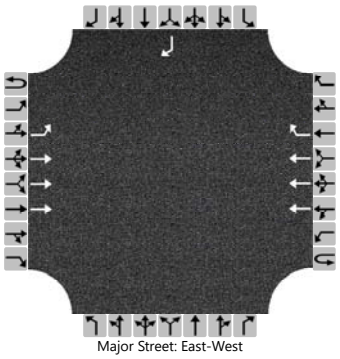
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & West Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	3	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	18	2186				2892	29								14
Percent Heavy Vehicles (%)	1	1														1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3														7.1
Critical Headway (sec)		5.32														7.12
Base Follow-Up Headway (sec)		3.1														3.9
Follow-Up Headway (sec)		3.11														3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20														15
Capacity, c (veh/h)		31														86
v/c Ratio		0.63														0.18
95% Queue Length, Q_{95} (veh)		3.3														0.6
Control Delay (s/veh)		279.1														56.0
Level of Service (LOS)		F														F
Approach Delay (s/veh)		2.3												56.0		
Approach LOS		A												F		

HCS Two-Way Stop-Control Report

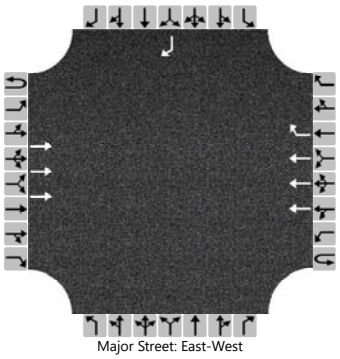
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & East Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			2288				1529	4								19
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																7.1
Critical Headway (sec)																7.12
Base Follow-Up Headway (sec)																3.9
Follow-Up Headway (sec)																3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																21
Capacity, c (veh/h)																270
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																19.4
Level of Service (LOS)																C
Approach Delay (s/veh)													19.4			
Approach LOS													C			

HCS Two-Way Stop-Control Report

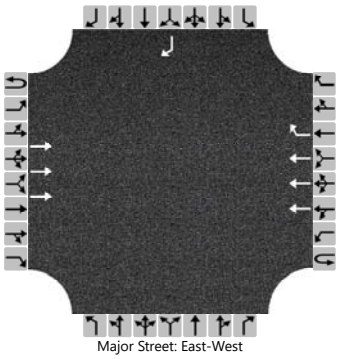
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/12/2024
Analysis Year	2041
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	BRRT Traffic Analysis

Site Information

Intersection	Cerrillos & East Site Driveway
Jurisdiction	Santa Fe
East/West Street	Cerrillos
North/South Street	Site Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			2186				2892	11								10
Percent Heavy Vehicles (%)																1
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized						No							No			
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)																7.1
Critical Headway (sec)																7.12
Base Follow-Up Headway (sec)																3.9
Follow-Up Headway (sec)																3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																11
Capacity, c (veh/h)																86
v/c Ratio																0.13
95% Queue Length, Q_{95} (veh)																0.4
Control Delay (s/veh)																53.0
Level of Service (LOS)																F
Approach Delay (s/veh)													53.0			
Approach LOS													F			

APPENDIX H
CRASH DATA 2016-2020

2016 CRASH DATA

FID	OBJECTID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	GIS_Route	_Mil	Dir	Ldir	ReasurKilled	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light	HitRun	Alcinv	Druginv	PEDinv	MCinv	PECinv	TRKinv	MaxDam	loadCharaRoadGradGIS_UTMXGIS_UTMY	GIS_Lat	GIS_Long	UCRorig
34652	34603	710312169	2016-04-19	2016	April	7 p.m.	Tuesday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		3450 CERR	NM 14	50	S	W		0	0	0	1	1	6	7	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408623.8	3945280	35.6472	-106.005	
34706	34707	23370889	2016-07-30	2016	July	10 p.m.	Saturday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS ROAD	AVENIDA DE LAS AMERICAS		NM 14	50	N			0	0	0	0	0	3	3	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Sig	Clear	Dark-Light	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	409190.6	3945405	35.6483	-106.003	
34708	34709	710124513	2016-09-21	2016	Septem	7 p.m.	Wednesda	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	AVENIDA DE LAS AMERICAS		NM 14	50	SW			0	0	0	0	0	4	4	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of	Clear	Dusk	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	409190.6	3945405	35.6483	-106.003	
34712	34713	710311847	2016-05-23	2016	May	8 a.m.	Monday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	AVENIDA DE LAS AMERICAS		NM 14	50	S			0	0	1	0	1	2	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	409190.6	3945405	35.6483	-106.003	

2017 CRASH DATA

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	GIS_Route	GIS_Milespo	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light	AlcInv	Druginv	PEDinv	MCinv	PECinv	TRKinv	MaxDam	loadCharaRoadGradGIS_UTMXGIS_UTMY	GIS_Lat	GIS_Long	UCRorig	HitRun	Time
25454	710312278	2017-01-05	2017	Janua	7 p.m.	Thursd	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	VEGAS VERDES DR		NM 14	49	S			0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Speed Too Fast for Conditions	Sleet or Hail	Dark-Lighted	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408826.1	3944975	35.64438	-106.009			19:47
26581	710316627	2017-08-11	2017	August	5 p.m.	Friday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD			NM 14	50	N			0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Driver Inattention	Raining	Dark-Lighted	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Functional	Straight	Level	408830.9	3945134	35.64363	-106.007			20:32
31184	710316738	2017-08-26	2017	June	6 a.m.	Monda	SANTA FE	SANTA FE	SANTA FE	CERRILOS RD SW		VERGAS VERDE	NM 14	49	S	South	180 FT	0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408826.1	3944975	35.64438	-106.009			6:59

2018 CRASH DATA

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	GIS_Route	GIS_Milespo	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light	HitRun	Alcinv	Druginv	PEDinv	MCinv	PECinv	TRKinv	MaxDam	loadCharaRoadGradGIS_UTMXGIS_UTMY	GIS_Lat	GIS_Long	UCRorig
40353	710316207	2018-04-22	2018	April	6 p.m.	Sunday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	VEGAS VERDES DR		NM 14	49	N	South		0	0	2	2	4	0	4	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408826.1	3944975	35.64436	-106.009			
40394	710319878	2018-06-10	2018	June	2 p.m.	Sunday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	THE LOFTS		NM 14	50	N			0	0	1	0	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Improper Lane Change	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Involved	Not Involve	Not Involve	Disabling	Straight	Level	408818.7	3945141	35.6459	-106.007			
40409	710319974	2018-02-11	2018	Febru	2 p.m.	Sunday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	CAMINO ATOCHA		NM 14	50	SW			0	0	0	1	1	0	1	1	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	None	Clear	Daylight	Yes	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408910.3	3945208	35.64651	-106.006			
40481	710320282	2018-05-11	2018	May	4 p.m.	Friday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		AVENIDA DE LAS AMERCIAS	NM 14	50	SW	North	345 FT	0	0	0	1	1	1	2	2	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	409190.6	3945405	35.64831	-106.003			

2019 CRASH DATA

FID	UCRnumber	CrashDate	Year	Month	Hour	Day	Agency	County	City	AStreet	BStreet	Landmark	Route	MilePost	Dir	Ldir	Measure	Killed	ClassA	ClassB	ClassC	Injured	Unhurt	Total	nVeh	Severity	Class	Analysis	TopCFacc	Weather	Light	HitRun	Alcinv	Druginv	PEDinv	MCinv	PECinv	TRKinv	HZinv	MaxDam	loadCharaRoadGradGIS_UTMXGIS_UTMY	GIS_Lat	GIS_Long	UCRorig	aseNumbEtationRep	TraCS
34338	710589773	2019-05-19	2019	May	10 a.m.	Sunda	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	VEGAS VERDES	INTERSECTION OF CERRILLOS	NM 14	49	E	N	0 FT	0	0	0	1	1	2	3	2	Injury Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Other Improper Driving	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408826.1	3944975	35.64438	-106.009	0	710589775	Left Blank	Yes
35292	710592257	2019-08-01	2019	August	9 p.m.	Thursd	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		3695 CERRILLOS ROAD	NM 14	49	SW			0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way	Clear	Dark-Lighted	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408843.5	3944989	35.6445	-106.009	0	710592251	Left Blank	Yes
35310	710592295	2019-07-30	2019	July	12 p.m.	Tuesda	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		VEGAS VERDES DR	NM 14	49	S	S	330 FT	0	0	0	2	2	0	2	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Disabling	Straight	Level	408826.1	3944975	35.64438	-106.009	0	710592295	Left Blank	Yes
35318	710592304	2019-08-20	2019	August	3 p.m.	Tuesda	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		VEGAS VERDES DR	NM 14	49	S	S	334 FT	0	0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/One Left Turn	Excessive Speed	Clear	Daylight	Yes	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Functional	Straight	Level	408826.1	3944975	35.64438	-106.009	0	710592304	Left Blank	Yes
35319	710592305	2019-08-21	2019	August	10 a.m.	Wednes	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	VEGAS VERDES DR		NM 14	49	W			0	0	0	0	2	2	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	None	Clear	Daylight	Yes	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Functional	Straight	Level	408826.1	3944975	35.64438	-106.009	0	710592305	Left Blank	Yes
35586	710592811	2019-10-25	2019	Octob	3 p.m.	Friday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	AVENIDA DE LAS AMERICAS		NM 14	50	E			0	0	0	3	3	0	3	2	Injury Crash	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way	Clear	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Functional	Straight	Level	409190.6	3945405	35.64831	-106.003	0	710592811	Left Blank	Yes

2020 CRASH DATA

FID	UCRnumber	CrashDate	Year	Month	HitRun	Hour	Day	Agency	County	City	ASt	BStreet	Landmark	GIS_Route	_Mil	Dir	Ldir	ReasurSeverity	Killed	ClassA	ClassB	ClassC	InjuredUnhurt	Total	nVeh	Motorists	Nonmotoris	MotorVeh	CrashOcc	Class	Analysis	FHE	HitAnalysHitLocatioFHEImpactHitManner	Weather	Weather2	Light	HitRun	Alcinv	Druginv	PEDinv	MCinv	PECinv	TRKinv	CMVINV	SBINV
19712	710593533	2020-01-14	2020	Janua	15:15	3 p.m.	Tuesday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD		AVENIDA D	NM 14	50	NE	NE	262 FT	Property	0	0	0	0	0	5	5	2	5	0	2 On Roadway	Other Vehi	Other Vehi	Collision w	MV in Tran	Left Blank	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve
19908	710594600	2020-02-24	2020	Febru	10:02	10 a.m.	Monday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	AVENIDA DE LAS AMERICAS		NM 14	50	NE		Injury Cr	0	0	0	5	5	1	6	2	6	0	2 On Roadway	Other Vehi	Other Vehi	Collision w	MV in Tran	Left Blank	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve
20082	710595251	2020-04-09	2020	April	15:25	3 p.m.	Thursday	SANTA FE	SANTA FE	SANTA FE	CERRILLOS RD	AVENIDA DE LAS AMERICAS		NM 14	50	N		Injury Cr	0	0	0	1	1	1	2	2	2	0	2 On Roadway	Other Vehi	Other Vehi	Collision w	MV in Tran	Left Blank	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve	Not Involve

OCTOBER 10, 2024

DRAINAGE REPORT

for

RKSS-CERRILLOS MULTI-FAMILY

3435 and 3443 Cerrillos Rd. & 3420 and 3450 Rufina Ave.

Santa Fe, New Mexico

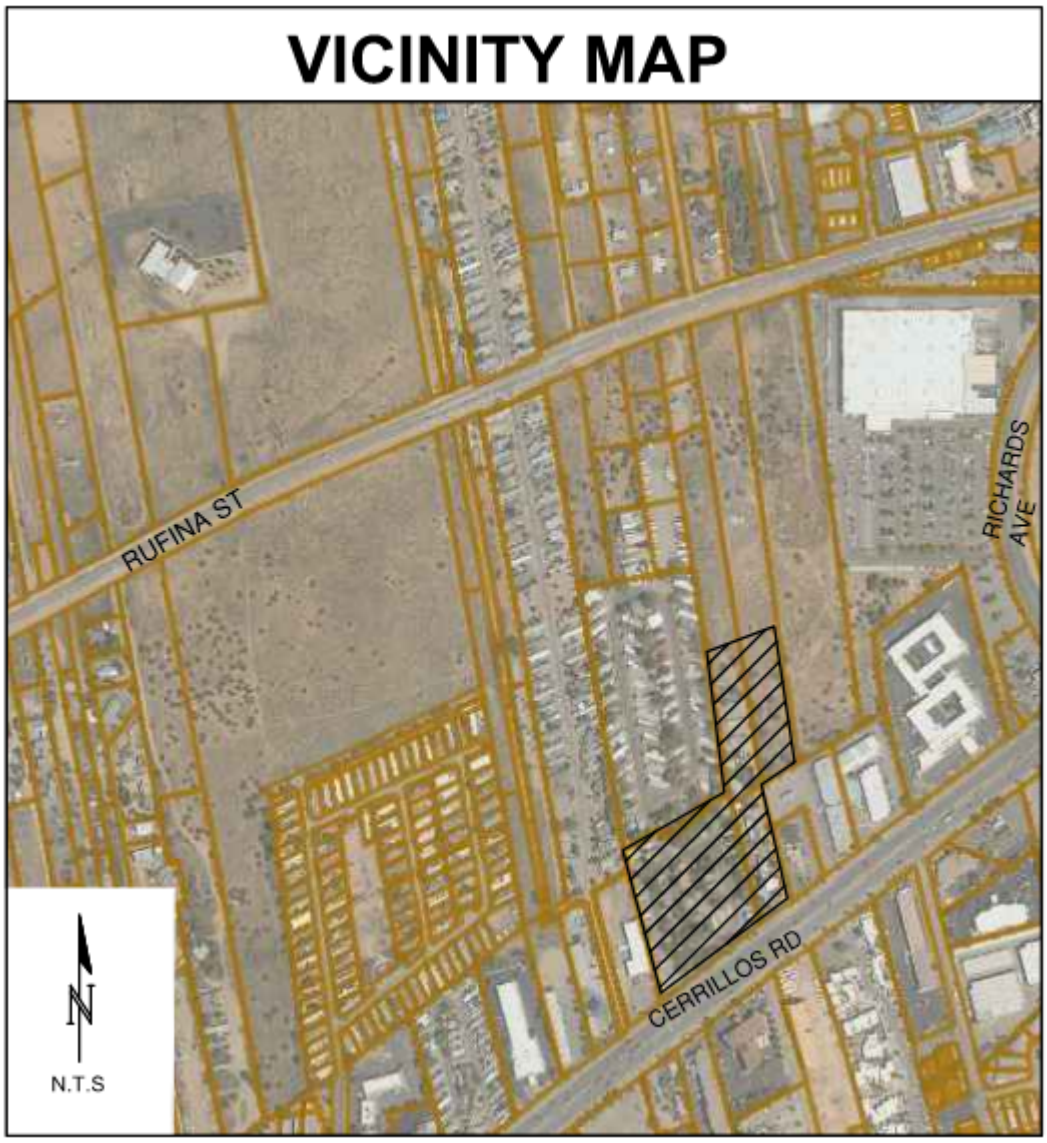
BY

Isaacson & Arfman, Inc.
EST 1980
Civil Engineering Consultants

128 Monroe Street NE
Albuquerque, NM 87108
505-268-8828 | www.iacivil.com

I&A Project No. 2596

TABLE OF CONTENTS


VICINITY MAP
RUFINA ST
RICHARDS AVE
CERRILLOS RD
N
N.T.S

National Flood Hazard Layer FIRMette

FEMA

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/5/2024 at 10:53 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

FIRM MAP

INTRODUCTION:

The site consists of a 7.48-acre site located at 3435 and 3443 Cerrillos Rd. & 3420 and 3450 Rufina Ave., Santa Fe, NM. The site has been previously partially developed and the new development will consist of five multi-family apartment buildings with the following amenities:

- Parking
- Open space
- Dog Park
- Clubhouse for fitness and pool and outdoor amenities

A future phase of the multi-family development (Phase 2) of this project will be constructed to the north of this project, south of Rufina Ave. The Phase 2 area will drain partially to Rufina Ave. and partially to the current development. This report includes drainage calculations for the portion of Phase 2 that will drain to the south.

EXISTING CONDITIONS:

There are four separate existing lots. The southern two lots have been previously developed with an RV park and a pre-owned auto sales lot, but they are currently vacant property. The northern portions of the northerly lots, had previous building structures but currently sit vacant and drain north to Rufina St. The southern portion of the north two lots is partially developed and drain to the south to Cerrillos Rd.

The existing runoff generated on each lot flows southwest to Cerrillos Rd. and is captured in existing curb inlets.

There are contributing off-site flows of 6.1 cfs from the Home-Depot site to the east which enter the northern lots and are carried through the lots to Cerrillos Rd. The off-site flow is quantified under drainage basin 'OFF-1'.

PROPOSED CONDITIONS:

The proposed site will follow the existing site drainage pattern, maintaining the site flow path from the northeast portion of the site to the south. Three ponds will detain the flows and release developed runoff matching the existing flow rate exiting the overall site.

There will be two storm drain outfalls connecting to the public storm drain system in Cerrillos Rd. via two existing street inlets.

DRAINAGE CALCULATIONS:

See Appendix A for a basin summary and land treatment tables, pond volume calculations, Pond 1 outflow calculations, curb opening capacity calculations and inlet capacity charts; See Appendix B for

AHYMO calculations; See Appendix C for storm drain calculations; See Appendix D for the Home Depot Drainage Plan; See Appendix E for a Drainage Basin & Storm Drain Exhibit.

An analysis for the 100-year, 24-hour storm using AHYMO was performed using NOAA Atlas 14 rainfall values and location set to "SANTA FE".

The site was divided into sub basins and land treatments in the existing and developed conditions were designated based on impervious areas/undisturbed areas of each basin. AHYMO was then used to calculate the existing and proposed 100-year, 24-hour storm water flows from each basin.

Three detention ponds (Ponds 1-3) will detain the flows to reduce the outflow to the allowable (historical) rate. Basin S2 drains to Pond 1 at the southwest corner of the site; Basins FUT-2 and N2 drain to Pond 2; Basins FUT-1 and N1 drain to Pond 3; and Basin S1 drains to a surface inlet connecting to the east storm drain system.

Curb openings/sidewalk culverts will direct the water to the open space/ponding parcels as shown on the basin exhibit where the flows are intercepted in proposed storm inlets.

Detention through the ponds will be provided as calculated in AHYMO with staged elevation/outflow via drain basins and pipes to the storm drain systems. Pond 1 will have one 30-inch drain basin and one 24-inch drain basin, Pond 2, one 30-inch drain basin, and Pond 3, two 24-inch drain basins.

Two separate storm drain systems will collect the water from the ponds and from onsite inlets and discharge to two curb inlets in Cerrillos Rd. The west storm drain system will collect flows from basin S2 and discharge into detention Pond 1 via two bubble-up inlets and then discharge 14.1 cfs to an existing curb inlet in Cerrillos Rd. The east storm drain system will collect flows from the remaining basins and discharge 23.0 cfs to an existing curb inlet in Cerrillos Rd.

The AHYMO calculations show that the total discharge from the site is 37.1 cfs (14.1 cfs + 23.0 cfs), which is equal to the historic discharge.

SUMMARY:

The developed flows will be routed through the site via three detention ponds, surface flow and two storm drain systems discharging at the historical rate to two street inlets and the public storm drain system in Cerrillos Rd.

APPENDIX A

- Basin Summary & Land Treatment Tables
- Pond volume calculations
- Pond 1 Outflow Calculations
- Curb Opening Capacity Calculations
- Inlet Capacity Charts

CERRILLOS ROAD MULTI-FAMILY - 2596

BASIN AREA & FLOW SUMMARY TABLE

Isaacson & Arfman, Inc.

10/07/24

BASIN AREA & FLOW SUMMARY TABLE EXISTING CONDITIONS				
BASIN ID	AREA (SF)	AREA (AC)	AREA (SQ. MI.)	Q100 (CFS)
N1	79,284	1.8201	0.00284	4.9
N2	16,222	0.3724	0.00058	0.8
S1	60,077	1.3792	0.00215	5.2
S2	170,228	3.9079	0.00611	14.8
FUT-1	74,520	1.7107	0.00267	3.4
FUT-2	40,655	0.9333	0.00146	1.9
OFF-1	61,890	1.4208	0.00222	6.1
			ALLOWABLE	**37.1**

LAND TREATMENTS			
A	B	C	D
67	5	5	23
90	5	5	0
0	5	61	34
0	5	61	34
95	0	5	0
95	0	5	0

BASIN AREA & FLOW SUMMARY TABLE DEVELOPED CONDITIONS				
BASIN ID	AREA (SF)	AREA (AC)	AREA (SQ. MI.)	Q100 (CFS)
N1	79,284	1.8201	0.00284	7.8
N2	16,222	0.3724	0.00058	1.6
S1	60,077	1.3792	0.00215	6.0
S2	170,228	3.9079	0.00611	16.9
FUT-1	74,520	1.7107	0.00267	7.4
FUT-2	40,655	0.9333	0.00146	4.1
OFF-1	61,890	1.4208	0.00222	6.1
			TOTAL	**49.9**

LAND TREATMENTS			
A	B	C	D
0	15	10	75
0	15	10	75
0	15	10	75
0	15	10	75
0	15	10	75
0	15	10	75

FROM AHYMO:

TOTAL TO EAST SD CONNECTION IN CERRILLOS = 23.0 CFS

TOTAL TO WEST SD CONNECTION IN CERRILLOS = 14.1 CFS

37.1 CFS OK

	POND INFORMATION				
	IN (CFS)	OUT (CFS)	V (AC-FT)	WSEL (FT)	Time to Peak (hr.)
POND 1	16.9	14.1	0.0744	31.2	1.6
POND 2	11.8	7.4	0.1016	44.4	1.65
POND 3	15.2	10.7	0.0960	39.7	1.6

POND VOLUMES
RKSS-CERRILLOS MULTI-FAMILY

Isaacson & Arfman, Inc.

9/2/2024

POND 1					
ELEVATION OF CONTOUR	CONTOUR AREA (SF)	PARTIAL VOLUME (CF)	PARTIAL VOLUME (Ac-ft)	VOLUME SUMMARY AT ELEVATION (Ac-ft)	VOLUME SUMMARY AT ELEVATION (CF)
30	2,177				
31	3,242	2709	0.06220	0.06220	2,709
31.5	3,885	1782	0.04090	0.10309	4,491
			TOTAL POND 1 VOLUME =	**0.10309**	**4,491**

POND 2					
ELEVATION OF CONTOUR	CONTOUR AREA (SF)	PARTIAL VOLUME (CF)	PARTIAL VOLUME (Ac-ft)	VOLUME SUMMARY AT ELEVATION (Ac-ft)	VOLUME SUMMARY AT ELEVATION (CF)
43	1,360				
44	3,811	2586	0.05935	0.05935	2,586
44.5	4,766	2144	0.04923	0.10858	4,730
			TOTAL POND 2 VOLUME =	**0.10858**	**4,730**

POND 3					
ELEVATION OF CONTOUR	CONTOUR AREA (SF)	PARTIAL VOLUME (CF)	PARTIAL VOLUME (Ac-ft)	VOLUME SUMMARY AT ELEVATION (Ac-ft)	VOLUME SUMMARY AT ELEVATION (CF)
38	1,490				
39	2,579	2034	0.04670	0.04670	2,034
39.8	3,859	2575	0.05911	0.10581	4,609
			TOTAL POND 3 VOLUME =	**0.10581**	**4,609**

RKSS-CERRILLOS MULTI-FAMILY

POND 1 OUTFLOW CALCULATIONS

By: Åsa Nilsson-Weber, Isaacson & Arfman, Inc.

September 27, 2024

I&A Project #: 2596

POND 1 - 6" PIPE ORIFICE CAPACITY CALCULATIONS

Bleeder pipe from bubble-up structure.

Diameter of Outflow Pipe=		6	in.
	Area=	0.20	
	Inv.=	24.60	

Orifice Capacity at WSEL101:

$Q = CA(2gH)^{1/2}$

C =	0.6	
g =	32.20	fps
Center orifice=	25.1	
Wsel=	31.0	
Q_{max} =	2.30	cfs

Orifice Capacity at WSEL=101.5:

$Q = CA(2gH)^{1/2}$

C =	0.6	
g =	32.20	fps
Center orifice=	25.1	
Wsel=	31.5	
Q_{max} =	2.39	cfs

DRAIN BASIN CAPACITY (See Chart in Appendix A of the report)

POND 1 OUTFLOW TABLE

	Elev = 31.0	Elev = 31.5
30" DB	6.8	7.3
24" DB	4.5	5.5
6" Pipe	2.3	2.4
	13.60	15.20

Weir Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Sep 25 2024

2-FT CURB OPENING CAPACITY

Rectangular Weir

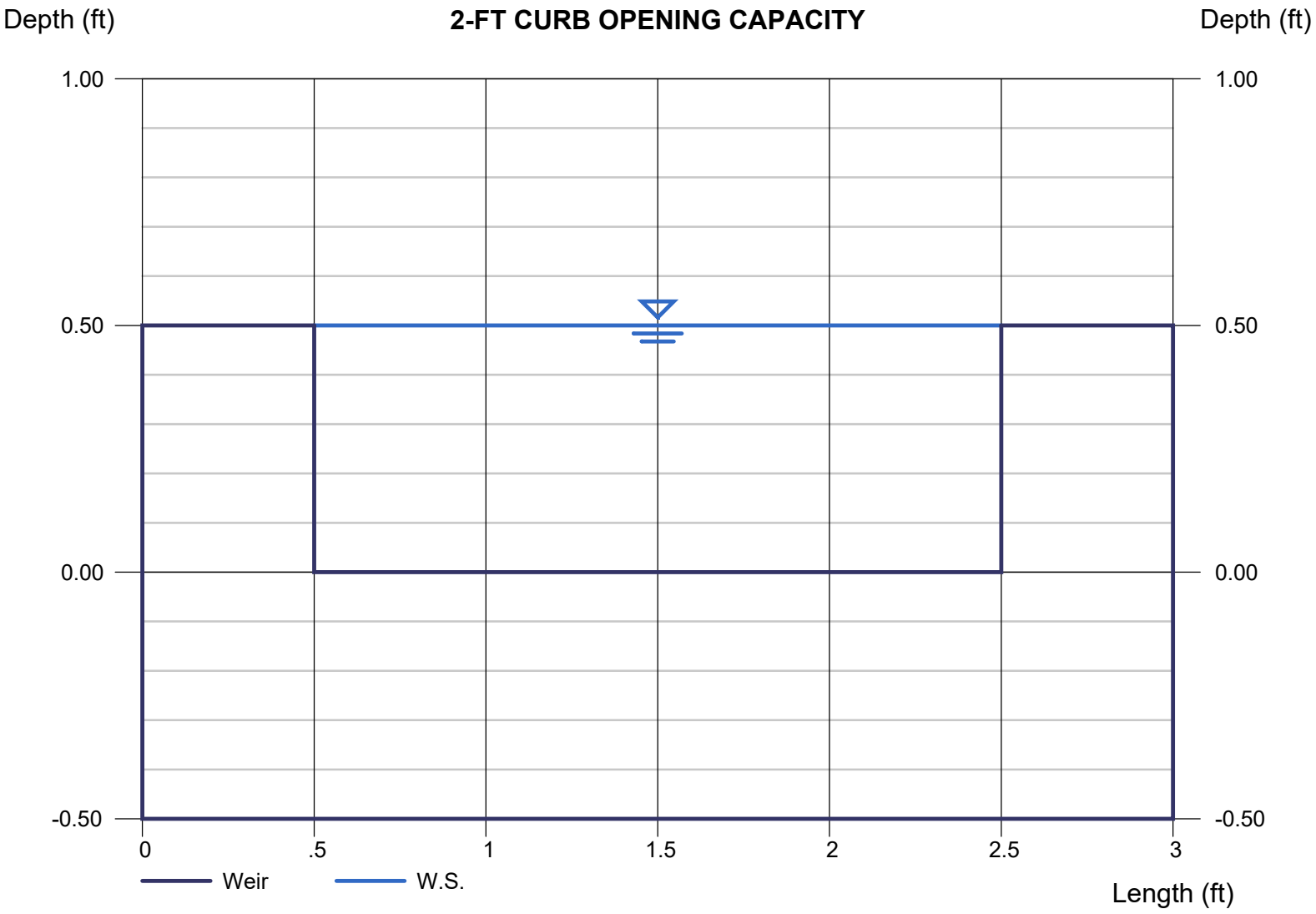
Crest	= Sharp
Bottom Length (ft)	= 2.00
Total Depth (ft)	= 0.50

Calculations

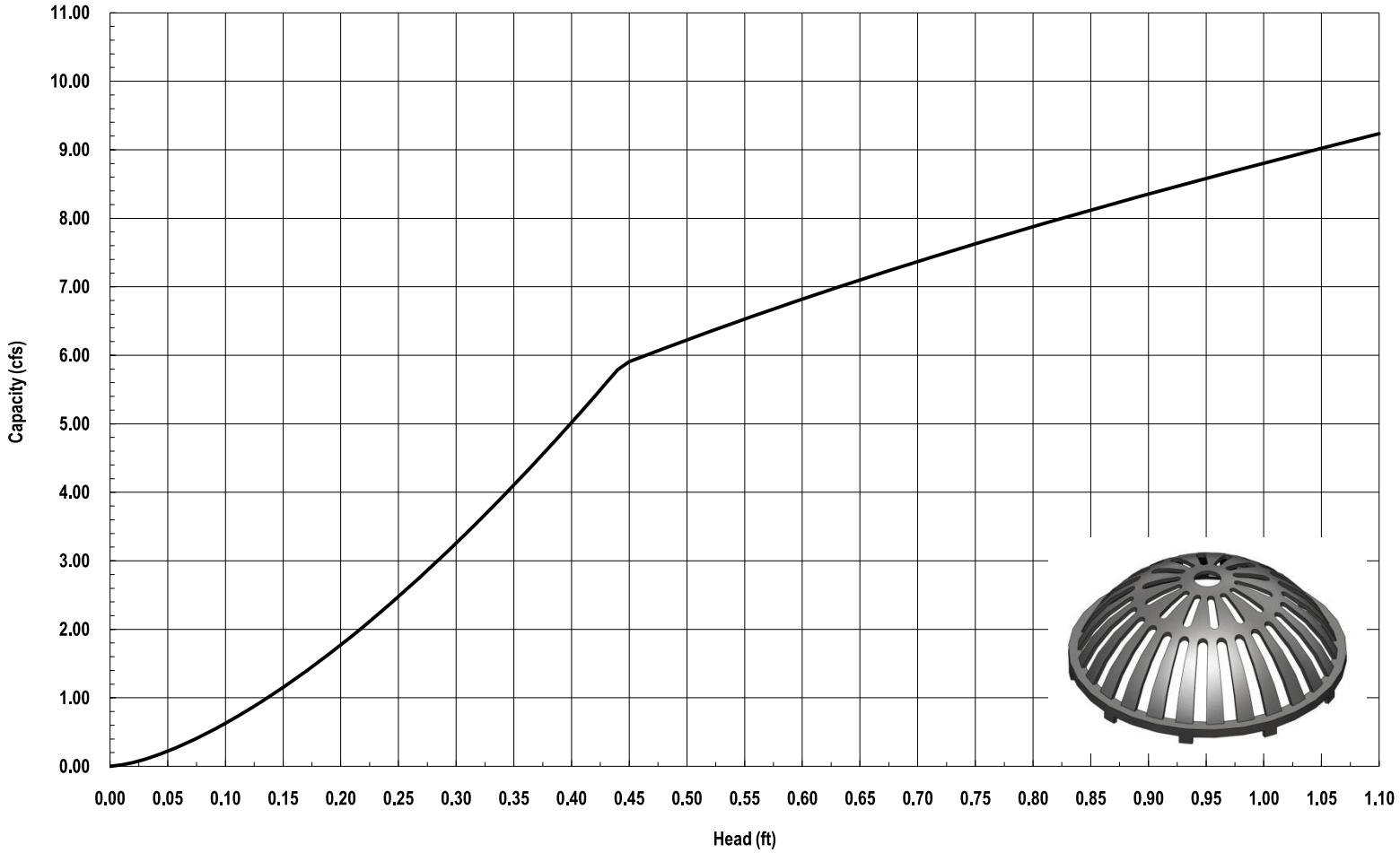
Weir Coeff. Cw	= 3.33
Compute by:	Q vs Depth
No. Increments	= 1

Highlighted

Depth (ft)	= 0.50
Q (cfs)	= 2.355
Area (sqft)	= 1.00
Velocity (ft/s)	= 2.35
Top Width (ft)	= 2.00

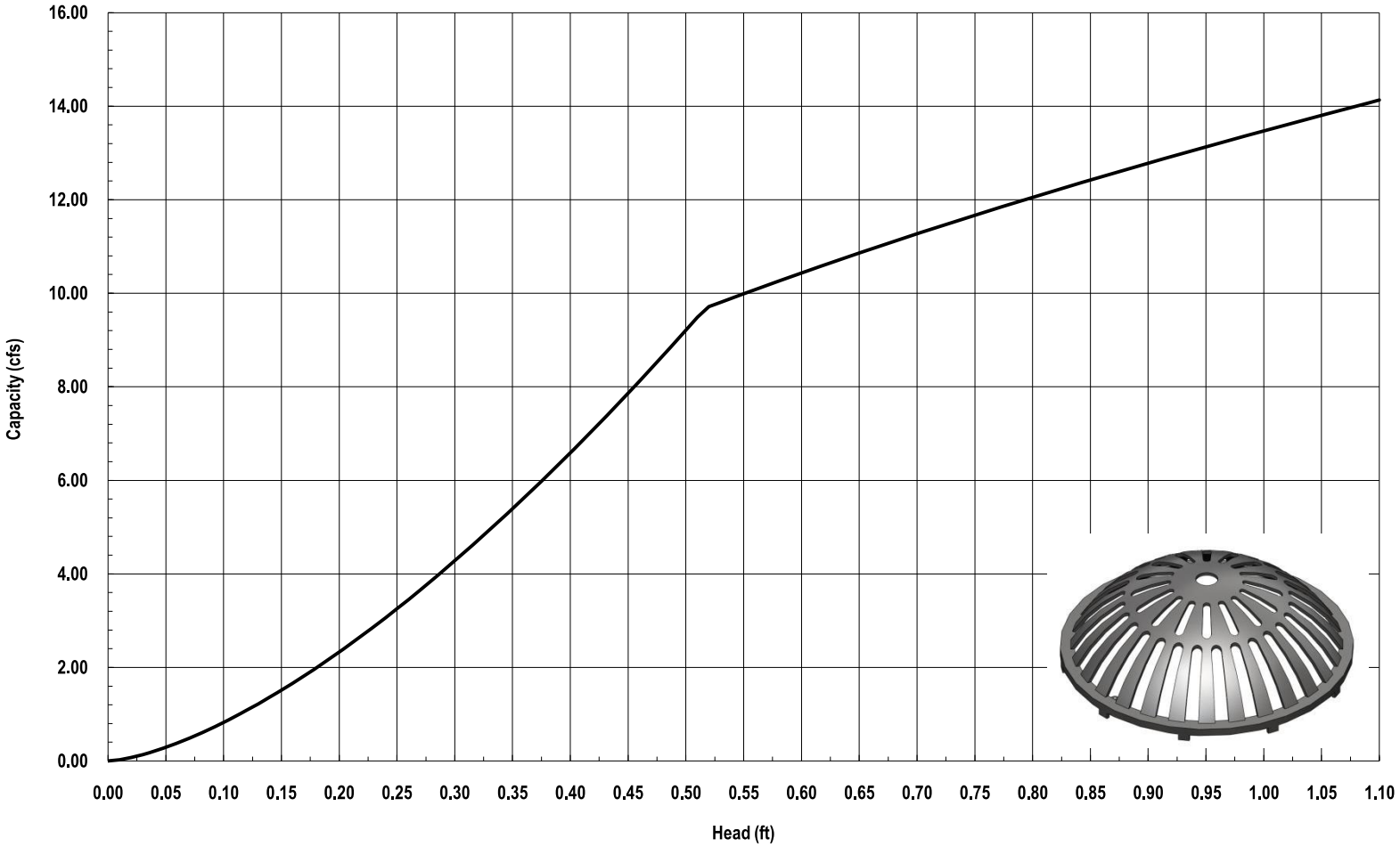


Nyloplast 24" Dome Grate Inlet Capacity Chart



Nyloplast®
3130 Verona Avenue • Buford, GA 30518
(866) 888-8479 / (770) 932-2443 • Fax: (770) 932-2490

Nyloplast 30" Dome Grate Inlet Capacity Chart



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APPENDIX B

- AHYMO 100-YR, 24-HR CALCULATIONS

```
*S*********************************************************************
*
*     2596 - CERILLOS ROAD MULTI-FAMILY DEVELPOMENT
*     SEPTEMBER 27, 2024
*
*     PRECIPITATION FROM NOAA
*     AIRPORT ROAD SITE; SANTA FE; (LAT: 35.6477° LONG:-106.0055°)
*          P15 =       1.20"
*          P60 =       2.00"
*          P360 =      2.60"
*          P1440 =     3.19"
*
*     HYDROLOGIC MODEL FOR 100-YEAR, 24-HOUR STORM
*
*     2596.DAT
*     BY ISAACSON & ARFMAN,INC - ANW
*
*********************************************************************
START               TIME=0.0 HR  PUNCH CODE=0
LOCATION        SANTA FE
RAINFALL            TYPE=2 RAIN QUARTER=1.20 RAIN ONE=2.00
                    RAIN SIX=2.60 RAIN DAY=3.19 DT=0.05HR
*********************************************************************
*S  BASIN N1 - HISTORIC
COMPUTE NM HYD       ID=1 HYD NO=101 AREA= 0.00284 SQ MI
                     PER A=67 PER B=5 PER C=5 PER D=23
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=1   CODE=5
*S  BASIN N2 - HISTORIC
COMPUTE NM HYD       ID=2 HYD NO=102 AREA= 0.00058 SQ MI
                     PER A=90 PER B=5 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=2   CODE=5
*S  BASIN S1 - HISTORIC
COMPUTE NM HYD       ID=3 HYD NO=103 AREA= 0.00215 SQ MI
                     PER A=0 PER B=5 PER C=61 PER D=34
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=3   CODE=5
*S  BASIN S2 - HISTORIC
COMPUTE NM HYD       ID=1 HYD NO=101.1 AREA= 0.00611 SQ MI
                     PER A=0 PER B=5 PER C=61 PER D=34
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=1   CODE=5
*S  BASIN FUT-1 - HISTORIC
COMPUTE NM HYD       ID=4 HYD NO=104 AREA= 0.00267 SQ MI
                     PER A=95 PER B=0 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=4   CODE=5
*S  BASIN FUT-2 - HISTORIC
COMPUTE NM HYD       ID=5 HYD NO=105 AREA= 0.00146 SQ MI
                     PER A=95 PER B=0 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=5   CODE=5
*S  BASIN N1 - DEVELOPED
```

```
COMPUTE NM HYD       ID=6 HYD NO=106 AREA= 0.00284 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=6   CODE=5
*S  BASIN N2 - DEVELOPED
COMPUTE NM HYD       ID=7 HYD NO=107 AREA= 0.00058 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=7   CODE=5
*S  BASIN S1 - DEVELOPED
COMPUTE NM HYD       ID=8 HYD NO=108 AREA= 0.00215 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=8   CODE=5
*S  BASIN S2 - DEVELOPED
COMPUTE NM HYD       ID=9 HYD NO=109 AREA= 0.00611 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=9   CODE=5
*S  BASIN FUT-1 - DEVELOPED
COMPUTE NM HYD       ID=10 HYD NO=110 AREA= 0.00267 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=10   CODE=5
*S  BASIN FUT-2 - DEVELOPED
COMPUTE NM HYD       ID=11 HYD NO=111 AREA= 0.00146 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=11   CODE=5
*S  BASIN OFF-1 - DEVELOPED HOME DEPOT SITE-6.1 CFS
COMPUTE NM HYD       ID=12 HYD NO=112 AREA= 0.00222 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
PRINT HYD            ID=12   CODE=5
*S  ADD BASINS OFF1, FUT2 & N2
ADD HYD              ID=15 HYD NO=115  ID I=7  ID II=11
PRINT HYD            ID=15 CODE=1
ADD HYD              ID=16 HYD NO=116  ID I=12  ID II=15
PRINT HYD            ID=16 CODE=1
*S  ~~~~~~~~~~~~~~~~~~~~POND 2~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS THROUGH POND 2 (30-IN. DRAIN BASIN)
ROUTE RESERVOIR     ID=20 HYD NO=200  INFLOW ID=16 CODE=10
                    OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                       0.0             0.00000           43.0
                       6.8             0.05935           44.0
                       7.3             0.10858           44.5
PRINT HYD           ID=20 CODE=1
*S  ADD BASINS FUT1 & N1
ADD HYD              ID=21 HYD NO=121  ID I=6  ID II=10
PRINT HYD            ID=21 CODE=1

*S  ~~~~~~~~~~~~~~~~~~~~POND 3~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS THROUGH POND 3 (2 24-IN. DRAIN BASIN)
ROUTE RESERVOIR     ID=22 HYD NO=300  INFLOW ID=21 CODE=10
```

```
                    OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                       0.0             0.00000           38.0
                       9.0             0.04670           39.0
                      11.0             0.10581           39.8
PRINT HYD           ID=22 CODE=1
*S  ADD BASIN S1 AND POND2 & POND 3 OUTFLOW
ADD HYD              ID=23 HYD NO=123  ID I=8  ID II=20
PRINT HYD            ID=23 CODE=1
*S       **** TOTAL TO E. SD CONNECTION *****
ADD HYD              ID=24 HYD NO=124  ID I=22  ID II=23
PRINT HYD            ID=24 CODE=1
*S  ~~~~~~~~~~~~~~~~~~~~POND 1~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS FROM BASIN S2 THROUGH POND 1
*S      (1 30-IN & 1 24-IN BASINS)
*S       **** TOTAL TO W. SD CONNECTION *****
ROUTE RESERVOIR     ID=25 HYD NO=100  INFLOW ID=9 CODE=10
                    OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                       0.0             0.00000           30.0
                      13.6             0.06142           31.0
                      15.2             0.10309           31.5
PRINT HYD           ID=25 CODE=1
FINISH
```

AHYMO PROGRAM SUMMARY TABLE (AHYMO-S4) - Ver. S4.01a, Rel: 01a RUN DATE (MON/DAY/YR) =10/07/2024
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COMMAND	HYDROGRAPH IDENTIFICATION	FROM ID NO.	TO ID NO.	AREA (SQ MI)	PEAK DISCHARGE (CFS)	RUNOFF VOLUME (AC-FT)	RUNOFF (INCHES)	TIME TO PEAK (HOURS)	CFS PER ACRE	NOTATION
*S**********										
START										TIME= 0.00
LOCATION		SANTA FE								
RAINFALL TYPE= 2 NOAA 14										RAIN24= 3.190
*S BASIN N1 - HISTORIC										
COMPUTE NM HYD	101.00	-	1	0.00284	4.85	0.191	1.26094	1.500	2.671	PER IMP= 23.00
*S BASIN N2 - HISTORIC										
COMPUTE NM HYD	102.00	-	2	0.00058	0.75	0.023	0.75153	1.500	2.022	PER IMP= 0.00
*S BASIN S1 - HISTORIC										
COMPUTE NM HYD	103.00	-	3	0.00215	5.21	0.203	1.76815	1.500	3.787	PER IMP= 34.00
*S BASIN S2 - HISTORIC										
COMPUTE NM HYD	101.10	-	1	0.00611	14.77	0.576	1.76815	1.500	3.778	PER IMP= 34.00
*S BASIN FUT-1 - HISTORIC										
COMPUTE NM HYD	104.00	-	4	0.00267	3.37	0.106	0.74157	1.500	1.972	PER IMP= 0.00
*S BASIN FUT-2 - HISTORIC										
COMPUTE NM HYD	105.00	-	5	0.00146	1.85	0.058	0.74157	1.500	1.977	PER IMP= 0.00
*S BASIN N1 - DEVELOPED										
COMPUTE NM HYD	106.00	-	6	0.00284	7.85	0.372	2.45840	1.500	4.321	PER IMP= 75.00
*S BASIN N2 - DEVELOPED										
COMPUTE NM HYD	107.00	-	7	0.00058	1.62	0.076	2.45840	1.500	4.361	PER IMP= 75.00
*S BASIN S1 - DEVELOPED										
COMPUTE NM HYD	108.00	-	8	0.00215	5.95	0.282	2.45840	1.500	4.324	PER IMP= 75.00
*S BASIN S2 - DEVELOPED										
COMPUTE NM HYD	109.00	-	9	0.00611	16.88	0.801	2.45840	1.500	4.316	PER IMP= 75.00
*S BASIN FUT-1 - DEVELOPED										
COMPUTE NM HYD	110.00	-	10	0.00267	7.38	0.350	2.45840	1.500	4.321	PER IMP= 75.00
*S BASIN FUT-2 - DEVELOPED										
COMPUTE NM HYD	111.00	-	11	0.00146	4.05	0.191	2.45840	1.500	4.331	PER IMP= 75.00
*S BASIN OFF-1 - DEVELOPED HOME DEPOT SITE-6.1 CFS										
COMPUTE NM HYD	112.00	-	12	0.00222	6.14	0.291	2.45840	1.500	4.324	PER IMP= 75.00
*S ADD BASINS OFF1, FUT2 & N2										
ADD HYD	115.00	7&11	15	0.00204	5.67	0.267	2.45812	1.500	4.339	
ADD HYD	116.00	12&15	16	0.00426	11.81	0.559	2.45820	1.500	4.331	
*S ~~~~~~~~~~~~~~~~~~~~~~POND 2~~~~~~~~~~~~~~~~~~~~~~~										
*S ROUTE FLOWS THROUGH POND 2 (30-IN. DRAIN BASIN)										
ROUTE RESERVOIR	200.00	16	20	0.00426	7.23	0.559	2.45820	1.650	2.651	AC-FT= 0.102
*S ADD BASINS FUT1 & N1										
ADD HYD	121.00	6&10	21	0.00551	15.24	0.722	2.45829	1.500	4.321	
*S ~~~~~~~~~~~~~~~~~~~~~~POND 3~~~~~~~~~~~~~~~~~~~~~~~										
*S ROUTE FLOWS THROUGH POND 3 (2 24-IN. DRAIN BASIN)										
ROUTE RESERVOIR	300.00	21	22	0.00551	10.67	0.722	2.45829	1.600	3.025	AC-FT= 0.096
*S ADD BASIN S1 AND POND2 & POND 3 OUTFLOW										
ADD HYD	123.00	8&20	23	0.00641	12.81	0.840	2.45820	1.500	3.124	
*S **** TOTAL TO E. SD CONNECTION *****										
ADD HYD	124.00	22&23	24	0.01192	23.02	1.563	2.45823	1.550	3.017	

```
*S  ~~~~~~~~~~~~~~~~~~~~POND 1~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS FROM BASIN S2 THROUGH POND 1
*S     (1 30-IN & 1 24-IN BASINS)
*S       **** TOTAL TO W. SD CONNECTION *****
ROUTE RESERVOIR       100.00    9   25       0.00611        14.10       0.801      2.45835    1.600    3.605 AC-FT=    0.074
FINISH
```

```
    AHYMO PROGRAM (AHYMO-S4)                    - Version: S4.01a - Rel: 01a
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         START TIME (HR:MIN:SEC) = 09:10:06     USER NO.= AHYMO_Temp_User:20122010
         INPUT FILE = M:\PROJECTS\2500-2599\2596\CALCS\HYDROLOGY\AHYMO\2596.DAT
*S**********************************************************************
*
*     2596 - CERILLOS ROAD MULTI-FAMILY DEVELPOMENT
*     SEPTEMBER 27, 2024
*
*     PRECIPITATION FROM NOAA
*     AIRPORT ROAD SITE; SANTA FE; (LAT: 35.6477° LONG:-106.0055°)
*          P15 =       1.20"
*          P60 =       2.00"
*          P360 =      2.60"
*          P1440 =     3.19"
*
*     HYDROLOGIC MODEL FOR 100-YEAR, 24-HOUR STORM
*
*     2596.DAT
*     BY ISAACSON & ARFMAN,INC - ANW
*
**********************************************************************
START               TIME=0.0 HR  PUNCH CODE=0
LOCATION                SANTA FE
     City of Santa Fe soil infiltration values (LAND FACTORS) used for computations.
     Land Treatment     Initial Abstr.(in)    Unif. Infilt.(in/hour)
          A             0.70                  1.79
          B             0.54                  1.34
          C             0.37                  0.89
          D             0.10                  0.04
RAINFALL            TYPE=2 RAIN QUARTER=1.20 RAIN ONE=2.00
                    RAIN SIX=2.60 RAIN DAY=3.19 DT=0.05HR
               24-HOUR RAINFALL DIST. - BASED ON NOAA ATLAS 14 FOR CONVECTIVE AREAS (NM & AZ) - D1
               DT =   0.050000 HOURS       END TIME =    24.000002 HOURS
                 0.0000  0.0040  0.0081  0.0125  0.0173  0.0222  0.0278
                 0.0356  0.0481  0.0615  0.0754  0.0905  0.1057  0.1215
                 0.1377  0.1542  0.1724  0.1914  0.2119  0.2381  0.2670
                 0.3057  0.3496  0.4039  0.4762  0.5577  0.6982  0.9167
                 1.2912  1.5544  1.7619  1.8662  1.9577  2.0233  2.0756
                 2.1211  2.1545  2.1851  2.2104  2.2317  2.2510  2.2683
                 2.2846  2.2991  2.3128  2.3262  2.3391  2.3497  2.3557
                 2.3615  2.3673  2.3727  2.3780  2.3832  2.3883  2.3934
                 2.3982  2.4029  2.4076  2.4121  2.4166  2.4209  2.4252
                 2.4294  2.4335  2.4376  2.4415  2.4454  2.4492  2.4529
                 2.4567  2.4603  2.4639  2.4675  2.4711  2.4746  2.4780
                 2.4814  2.4848  2.4881  2.4914  2.4947  2.4979  2.5011
                 2.5042  2.5074  2.5104  2.5135  2.5165  2.5195  2.5225
                 2.5254  2.5283  2.5312  2.5340  2.5369  2.5397  2.5424
                 2.5452  2.5479  2.5506  2.5533  2.5559  2.5585  2.5611
                 2.5637  2.5663  2.5688  2.5713  2.5738  2.5763  2.5788
                 2.5812  2.5836  2.5860  2.5884  2.5907  2.5931  2.5954
                 2.5977  2.6000  2.6023  2.6046  2.6069  2.6091  2.6114
                 2.6137  2.6160  2.6182  2.6205  2.6227  2.6250  2.6273
                 2.6295  2.6317  2.6340  2.6362  2.6385  2.6407  2.6429
                 2.6451  2.6474  2.6496  2.6518  2.6540  2.6562  2.6584
```

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                2.6606  2.6628  2.6650  2.6672  2.6694  2.6715  2.6737
                2.6759  2.6781  2.6802  2.6824  2.6845  2.6867  2.6889
                2.6910  2.6932  2.6953  2.6974  2.6996  2.7017  2.7038
                2.7059  2.7081  2.7102  2.7123  2.7144  2.7165  2.7186
                2.7207  2.7228  2.7249  2.7270  2.7291  2.7311  2.7332
                2.7353  2.7374  2.7394  2.7415  2.7435  2.7456  2.7477
                2.7497  2.7517  2.7538  2.7558  2.7579  2.7599  2.7619
                2.7639  2.7659  2.7680  2.7700  2.7720  2.7740  2.7760
                2.7780  2.7800  2.7820  2.7840  2.7859  2.7879  2.7899
                2.7919  2.7938  2.7958  2.7978  2.7997  2.8017  2.8036
                2.8056  2.8075  2.8094  2.8114  2.8133  2.8152  2.8172
                2.8191  2.8210  2.8229  2.8248  2.8267  2.8286  2.8305
                2.8324  2.8343  2.8362  2.8381  2.8400  2.8418  2.8437
                2.8456  2.8474  2.8493  2.8512  2.8530  2.8549  2.8567
                2.8586  2.8604  2.8622  2.8641  2.8659  2.8677  2.8695
                2.8714  2.8732  2.8750  2.8768  2.8786  2.8804  2.8822
                2.8840  2.8858  2.8876  2.8894  2.8911  2.8929  2.8947
                2.8964  2.8982  2.9000  2.9017  2.9035  2.9052  2.9070
                2.9087  2.9104  2.9122  2.9139  2.9156  2.9174  2.9191
                2.9208  2.9225  2.9242  2.9259  2.9276  2.9293  2.9310
                2.9327  2.9344  2.9361  2.9378  2.9394  2.9411  2.9428
                2.9444  2.9461  2.9478  2.9494  2.9511  2.9527  2.9543
                2.9560  2.9576  2.9593  2.9609  2.9625  2.9641  2.9657
                2.9674  2.9690  2.9706  2.9722  2.9738  2.9754  2.9770
                2.9785  2.9801  2.9817  2.9833  2.9849  2.9864  2.9880
                2.9896  2.9911  2.9927  2.9942  2.9958  2.9973  2.9988
                3.0004  3.0019  3.0034  3.0050  3.0065  3.0080  3.0095
                3.0110  3.0125  3.0140  3.0155  3.0170  3.0185  3.0200
                3.0215  3.0230  3.0245  3.0259  3.0274  3.0289  3.0303
                3.0318  3.0332  3.0347  3.0361  3.0376  3.0390  3.0405
                3.0419  3.0433  3.0448  3.0462  3.0476  3.0490  3.0504
                3.0518  3.0532  3.0546  3.0560  3.0574  3.0588  3.0602
                3.0616  3.0630  3.0643  3.0657  3.0671  3.0684  3.0698
                3.0711  3.0725  3.0738  3.0752  3.0765  3.0779  3.0792
                3.0805  3.0819  3.0832  3.0845  3.0858  3.0871  3.0884
                3.0897  3.0910  3.0923  3.0936  3.0949  3.0962  3.0975
                3.0988  3.1000  3.1013  3.1026  3.1038  3.1051  3.1063
                3.1076  3.1088  3.1101  3.1113  3.1126  3.1138  3.1150
                3.1163  3.1175  3.1187  3.1199  3.1211  3.1223  3.1235
                3.1247  3.1259  3.1271  3.1283  3.1295  3.1307  3.1319
                3.1330  3.1342  3.1354  3.1365  3.1377  3.1389  3.1400
                3.1412  3.1423  3.1434  3.1446  3.1457  3.1468  3.1480
                3.1491  3.1502  3.1513  3.1524  3.1536  3.1547  3.1558
                3.1569  3.1579  3.1590  3.1601  3.1612  3.1623  3.1634
                3.1644  3.1655  3.1666  3.1676  3.1687  3.1697  3.1708
                3.1718  3.1729  3.1739  3.1749  3.1760  3.1770  3.1780
                3.1790  3.1800  3.1811  3.1821  3.1831  3.1841  3.1851
                3.1861  3.1871  3.1880  3.1890  3.1900
**********************************************************************
*S  BASIN N1 - HISTORIC
COMPUTE NM HYD       ID=1 HYD NO=101 AREA= 0.00284 SQ MI
                     PER A=67 PER B=5 PER C=5 PER D=23
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.072649HR    TP =  0.133300HR    K/TP RATIO =  0.545000     SHAPE CONSTANT, N =  7.106428
     UNIT PEAK =   2.5789    CFS   UNIT VOLUME =   0.9951       B =   526.28      P60 = 2.0000
     AREA =     0.000653 SQ MI    IA =   0.10000 INCHES    INF =   0.04000 INCHES PER HOUR
```

```
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
     K =  0.164482HR    TP =  0.133300HR    K/TP RATIO =  1.233923     SHAPE CONSTANT, N =  2.886906
     UNIT PEAK =   4.4700    CFS   UNIT VOLUME =   0.9952       B =   272.47      P60 = 2.0000
     AREA =     0.002187 SQ MI    IA =   0.66818 INCHES    INF =   1.70234 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=1   CODE=5
                                  PARTIAL HYDROGRAPH   101.00
     TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW
      HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS
     0.000       0.0          5.000       0.0         10.000       0.0         15.000       0.0         20.000       0.0
     0.250       0.0          5.250       0.0         10.250       0.0         15.250       0.0         20.250       0.0
     0.500       0.0          5.500       0.0         10.500       0.0         15.500       0.0         20.500       0.0
     0.750       0.1          5.750       0.0         10.750       0.0         15.750       0.0         20.750       0.0
     1.000       0.2          6.000       0.0         11.000       0.0         16.000       0.0         21.000       0.0
     1.250       0.4          6.250       0.0         11.250       0.0         16.250       0.0         21.250       0.0
     1.500       4.9          6.500       0.0         11.500       0.0         16.500       0.0         21.500       0.0
     1.750       1.8          6.750       0.0         11.750       0.0         16.750       0.0         21.750       0.0
     2.000       0.6          7.000       0.0         12.000       0.0         17.000       0.0         22.000       0.0
     2.250       0.3          7.250       0.0         12.250       0.0         17.250       0.0         22.250       0.0
     2.500       0.2          7.500       0.0         12.500       0.0         17.500       0.0         22.500       0.0
     2.750       0.1          7.750       0.0         12.750       0.0         17.750       0.0         22.750       0.0
     3.000       0.1          8.000       0.0         13.000       0.0         18.000       0.0         23.000       0.0
     3.250       0.0          8.250       0.0         13.250       0.0         18.250       0.0         23.250       0.0
     3.500       0.0          8.500       0.0         13.500       0.0         18.500       0.0         23.500       0.0
     3.750       0.0          8.750       0.0         13.750       0.0         18.750       0.0         23.750       0.0
     4.000       0.0          9.000       0.0         14.000       0.0         19.000       0.0         24.000       0.0
     4.250       0.0          9.250       0.0         14.250       0.0         19.250       0.0         24.250       0.0
     4.500       0.0          9.500       0.0         14.500       0.0         19.500       0.0
     4.750       0.0          9.750       0.0         14.750       0.0         19.750       0.0
    RUNOFF VOLUME =     1.26094 INCHES     =       0.1910 ACRE-FEET
    PEAK DISCHARGE RATE =       4.85 CFS  AT   1.500 HOURS   BASIN AREA =  0.0028 SQ. MI.
*S  BASIN N2 - HISTORIC
COMPUTE NM HYD       ID=2 HYD NO=102 AREA= 0.00058 SQ MI
                     PER A=90 PER B=5 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.165870HR    TP =  0.133300HR    K/TP RATIO =  1.244335     SHAPE CONSTANT, N =  2.865146
     UNIT PEAK =   1.1776    CFS   UNIT VOLUME =   0.9863       B =   270.64      P60 = 2.0000
     AREA =     0.000580 SQ MI    IA =   0.67550 INCHES    INF =   1.72250 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=2   CODE=5
                                  PARTIAL HYDROGRAPH   102.00
     TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW
      HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS
     0.000       0.0          0.750       0.0          1.500       0.8          2.250       0.0          3.000       0.0
     0.250       0.0          1.000       0.0          1.750       0.3          2.500       0.0          3.250       0.0
     0.500       0.0          1.250       0.0          2.000       0.1          2.750       0.0
    RUNOFF VOLUME =     0.75153 INCHES     =       0.0232 ACRE-FEET
    PEAK DISCHARGE RATE =       0.75 CFS  AT   1.500 HOURS   BASIN AREA =  0.0006 SQ. MI.
*S  BASIN S1 - HISTORIC
COMPUTE NM HYD       ID=3 HYD NO=103 AREA= 0.00215 SQ MI
                     PER A=0 PER B=5 PER C=61 PER D=34
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.072649HR    TP =  0.133300HR    K/TP RATIO =  0.545000     SHAPE CONSTANT, N =  7.106428
     UNIT PEAK =   2.8860    CFS   UNIT VOLUME =   0.9951       B =   526.28      P60 = 2.0000
     AREA =     0.000731 SQ MI    IA =   0.10000 INCHES    INF =   0.04000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
```

K = 0.112852HR TP = 0.133300HR K/TP RATIO = 0.846600 SHAPE CONSTANT, N = 4.206171
UNIT PEAK = 3.9248 CFS UNIT VOLUME = 0.9988 B = 368.69 P60 = 2.0000
AREA = 0.001419 SQ MI IA = 0.38288 INCHES INF = 0.92409 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000

```
PRINT HYD            ID=3   CODE=5
```

PARTIAL HYDROGRAPH 103.00

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.0	10.000	0.0	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.0	10.250	0.0	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.0	10.500	0.0	15.500	0.0	20.500	0.0
0.750	0.1	5.750	0.0	10.750	0.0	15.750	0.0	20.750	0.0
1.000	0.2	6.000	0.0	11.000	0.0	16.000	0.0	21.000	0.0
1.250	0.6	6.250	0.0	11.250	0.0	16.250	0.0	21.250	0.0
1.500	5.2	6.500	0.0	11.500	0.0	16.500	0.0	21.500	0.0
1.750	1.8	6.750	0.0	11.750	0.0	16.750	0.0	21.750	0.0
2.000	0.6	7.000	0.0	12.000	0.0	17.000	0.0	22.000	0.0
2.250	0.3	7.250	0.0	12.250	0.0	17.250	0.0	22.250	0.0
2.500	0.1	7.500	0.0	12.500	0.0	17.500	0.0	22.500	0.0
2.750	0.1	7.750	0.0	12.750	0.0	17.750	0.0	22.750	0.0
3.000	0.0	8.000	0.0	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.0	8.250	0.0	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.0	8.500	0.0	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.0	8.750	0.0	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.0	9.000	0.0	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.0	9.250	0.0	14.250	0.0	19.250	0.0	24.250	0.0
4.500	0.0	9.500	0.0	14.500	0.0	19.500	0.0		
4.750	0.0	9.750	0.0	14.750	0.0	19.750	0.0		

RUNOFF VOLUME = 1.76815 INCHES = 0.2027 ACRE-FEET
PEAK DISCHARGE RATE = 5.21 CFS AT 1.500 HOURS BASIN AREA = 0.0022 SQ. MI.

```
*S  BASIN S2 - HISTORIC
COMPUTE NM HYD       ID=1 HYD NO=101.1 AREA= 0.00611 SQ MI
                     PER A=0 PER B=5 PER C=61 PER D=34
                     TP=-0.1333 HR   MASS RAIN=-1
```

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 8.2017 CFS UNIT VOLUME = 0.9978 B = 526.28 P60 = 2.0000
AREA = 0.002077 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
K = 0.112852HR TP = 0.133300HR K/TP RATIO = 0.846600 SHAPE CONSTANT, N = 4.206171
UNIT PEAK = 11.154 CFS UNIT VOLUME = 1.001 B = 368.69 P60 = 2.0000
AREA = 0.004033 SQ MI IA = 0.38288 INCHES INF = 0.92409 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000

```
PRINT HYD            ID=1   CODE=5
```

PARTIAL HYDROGRAPH 101.10

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.1	10.000	0.1	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.1	10.250	0.1	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.1	10.500	0.1	15.500	0.0	20.500	0.0
0.750	0.2	5.750	0.1	10.750	0.1	15.750	0.0	20.750	0.0
1.000	0.5	6.000	0.1	11.000	0.1	16.000	0.0	21.000	0.0
1.250	1.7	6.250	0.1	11.250	0.1	16.250	0.0	21.250	0.0
1.500	14.8	6.500	0.1	11.500	0.1	16.500	0.0	21.500	0.0
1.750	5.1	6.750	0.1	11.750	0.1	16.750	0.0	21.750	0.0
2.000	1.7	7.000	0.1	12.000	0.1	17.000	0.0	22.000	0.0
2.250	0.8	7.250	0.1	12.250	0.0	17.250	0.0	22.250	0.0

```
     2.500       0.4          7.500       0.1         12.500       0.0         17.500       0.0         22.500       0.0
     2.750       0.2          7.750       0.1         12.750       0.0         17.750       0.0         22.750       0.0
     3.000       0.1          8.000       0.1         13.000       0.0         18.000       0.0         23.000       0.0
     3.250       0.1          8.250       0.1         13.250       0.0         18.250       0.0         23.250       0.0
     3.500       0.1          8.500       0.1         13.500       0.0         18.500       0.0         23.500       0.0
     3.750       0.1          8.750       0.1         13.750       0.0         18.750       0.0         23.750       0.0
     4.000       0.1          9.000       0.1         14.000       0.0         19.000       0.0         24.000       0.0
     4.250       0.1          9.250       0.1         14.250       0.0         19.250       0.0         24.250       0.0
     4.500       0.1          9.500       0.1         14.500       0.0         19.500       0.0         24.500       0.0
     4.750       0.1          9.750       0.1         14.750       0.0         19.750       0.0
    RUNOFF VOLUME =     1.76815 INCHES     =       0.5762 ACRE-FEET
    PEAK DISCHARGE RATE =      14.77 CFS  AT   1.500 HOURS   BASIN AREA =  0.0061 SQ. MI.
*S  BASIN FUT-1 - HISTORIC
COMPUTE NM HYD       ID=4 HYD NO=104 AREA= 0.00267 SQ MI
                     PER A=95 PER B=0 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.167533HR    TP =  0.133300HR    K/TP RATIO =  1.256815     SHAPE CONSTANT, N =  2.839654
     UNIT PEAK =   5.3777    CFS   UNIT VOLUME =   0.9957       B =   268.48      P60 = 2.0000
     AREA =     0.002670 SQ MI    IA =   0.68350 INCHES    INF =   1.74500 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=4   CODE=5
                                  PARTIAL HYDROGRAPH   104.00
     TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW
      HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS
     0.000       0.0          1.000       0.0          2.000       0.4          3.000       0.0          4.000       0.0
     0.250       0.0          1.250       0.0          2.250       0.2          3.250       0.0
     0.500       0.0          1.500       3.4          2.500       0.1          3.500       0.0
     0.750       0.0          1.750       1.3          2.750       0.1          3.750       0.0
    RUNOFF VOLUME =     0.74157 INCHES     =       0.1056 ACRE-FEET
    PEAK DISCHARGE RATE =       3.37 CFS  AT   1.500 HOURS   BASIN AREA =  0.0027 SQ. MI.
*S  BASIN FUT-2 - HISTORIC
COMPUTE NM HYD       ID=5 HYD NO=105 AREA= 0.00146 SQ MI
                     PER A=95 PER B=0 PER C=5 PER D=0
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.167533HR    TP =  0.133300HR    K/TP RATIO =  1.256815     SHAPE CONSTANT, N =  2.839654
     UNIT PEAK =   2.9406    CFS   UNIT VOLUME =   0.9931       B =   268.48      P60 = 2.0000
     AREA =     0.001460 SQ MI    IA =   0.68350 INCHES    INF =   1.74500 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=5   CODE=5
                                  PARTIAL HYDROGRAPH   105.00
     TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW           TIME      FLOW
      HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS            HRS       CFS
     0.000       0.0          0.750       0.0          1.500       1.8          2.250       0.1          3.000       0.0
     0.250       0.0          1.000       0.0          1.750       0.7          2.500       0.1          3.250       0.0
     0.500       0.0          1.250       0.0          2.000       0.2          2.750       0.0          3.500       0.0
    RUNOFF VOLUME =     0.74157 INCHES     =       0.0577 ACRE-FEET
    PEAK DISCHARGE RATE =       1.85 CFS  AT   1.500 HOURS   BASIN AREA =  0.0015 SQ. MI.
*S  BASIN N1 - DEVELOPED
COMPUTE NM HYD       ID=6 HYD NO=106 AREA= 0.00284 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.072649HR    TP =  0.133300HR    K/TP RATIO =  0.545000     SHAPE CONSTANT, N =  7.106428
     UNIT PEAK =   8.4094    CFS   UNIT VOLUME =   0.9978       B =   526.28      P60 = 2.0000
     AREA =     0.002130 SQ MI    IA =   0.10000 INCHES    INF =   0.04000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
     K =  0.126688HR    TP =  0.133300HR    K/TP RATIO =  0.950400     SHAPE CONSTANT, N =  3.718820
```

```
     UNIT PEAK =   1.7895    CFS   UNIT VOLUME =   0.9937       B =   335.97      P60 = 2.0000
     AREA =     0.000710 SQ MI    IA =   0.47200 INCHES    INF =   1.16000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=6   CODE=5
                                  PARTIAL HYDROGRAPH   106.00
```

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.1	10.000	0.1	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.1	10.250	0.1	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.1	10.500	0.1	15.500	0.0	20.500	0.0
0.750	0.2	5.750	0.1	10.750	0.1	15.750	0.0	20.750	0.0
1.000	0.5	6.000	0.1	11.000	0.1	16.000	0.0	21.000	0.0
1.250	1.4	6.250	0.1	11.250	0.1	16.250	0.0	21.250	0.0
1.500	7.9	6.500	0.1	11.500	0.1	16.500	0.0	21.500	0.0
1.750	2.8	6.750	0.1	11.750	0.1	16.750	0.0	21.750	0.0
2.000	1.1	7.000	0.1	12.000	0.1	17.000	0.0	22.000	0.0
2.250	0.6	7.250	0.1	12.250	0.1	17.250	0.0	22.250	0.0
2.500	0.3	7.500	0.1	12.500	0.1	17.500	0.0	22.500	0.0
2.750	0.1	7.750	0.1	12.750	0.1	17.750	0.0	22.750	0.0
3.000	0.1	8.000	0.1	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.1	8.250	0.1	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.1	8.500	0.1	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.1	8.750	0.1	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.1	9.000	0.1	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.1	9.250	0.1	14.250	0.0	19.250	0.0	24.250	0.0
4.500	0.1	9.500	0.1	14.500	0.0	19.500	0.0	24.500	0.0
4.750	0.1	9.750	0.1	14.750	0.0	19.750	0.0		

```
    RUNOFF VOLUME =     2.45840 INCHES     =       0.3724 ACRE-FEET
    PEAK DISCHARGE RATE =       7.85 CFS  AT   1.500 HOURS   BASIN AREA =  0.0028 SQ. MI.
*S  BASIN N2 - DEVELOPED
COMPUTE NM HYD       ID=7 HYD NO=107 AREA= 0.00058 SQ MI
                     PER A=0 PER B=15 PER C=10 PER D=75
                     TP=-0.1333 HR   MASS RAIN=-1
     K =  0.072649HR    TP =  0.133300HR    K/TP RATIO =  0.545000     SHAPE CONSTANT, N =  7.106428
     UNIT PEAK =   1.7174    CFS   UNIT VOLUME =   0.9928       B =   526.28      P60 = 2.0000
     AREA =     0.000435 SQ MI    IA =   0.10000 INCHES    INF =   0.04000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
     K =  0.126688HR    TP =  0.133300HR    K/TP RATIO =  0.950400     SHAPE CONSTANT, N =  3.718820
     UNIT PEAK =  0.36546    CFS   UNIT VOLUME =   0.9645       B =   335.97      P60 = 2.0000
     AREA =     0.000145 SQ MI    IA =   0.47200 INCHES    INF =   1.16000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=7   CODE=5
                                  PARTIAL HYDROGRAPH   107.00
```

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.0	10.000	0.0	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.0	10.250	0.0	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.0	10.500	0.0	15.500	0.0	20.500	0.0
0.750	0.1	5.750	0.0	10.750	0.0	15.750	0.0	20.750	0.0
1.000	0.1	6.000	0.0	11.000	0.0	16.000	0.0	21.000	0.0
1.250	0.3	6.250	0.0	11.250	0.0	16.250	0.0	21.250	0.0
1.500	1.6	6.500	0.0	11.500	0.0	16.500	0.0	21.500	0.0
1.750	0.6	6.750	0.0	11.750	0.0	16.750	0.0	21.750	0.0
2.000	0.2	7.000	0.0	12.000	0.0	17.000	0.0	22.000	0.0
2.250	0.1	7.250	0.0	12.250	0.0	17.250	0.0	22.250	0.0
2.500	0.0	7.500	0.0	12.500	0.0	17.500	0.0	22.500	0.0

2.750	0.0	7.750	0.0	12.750	0.0	17.750	0.0	22.750	0.0
3.000	0.0	8.000	0.0	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.0	8.250	0.0	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.0	8.500	0.0	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.0	8.750	0.0	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.0	9.000	0.0	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.0	9.250	0.0	14.250	0.0	19.250	0.0		
4.500	0.0	9.500	0.0	14.500	0.0	19.500	0.0		
4.750	0.0	9.750	0.0	14.750	0.0	19.750	0.0		

RUNOFF VOLUME = 2.45840 INCHES = 0.0760 ACRE-FEET
PEAK DISCHARGE RATE = 1.62 CFS AT 1.500 HOURS BASIN AREA = 0.0006 SQ. MI.

*S BASIN S1 - DEVELOPED
COMPUTE NM HYD ID=8 HYD NO=108 AREA= 0.00215 SQ MI
PER A=0 PER B=15 PER C=10 PER D=75
TP=-0.1333 HR MASS RAIN=-1
K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 6.3662 CFS UNIT VOLUME = 0.9975 B = 526.28 P60 = 2.0000
AREA = 0.001613 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
K = 0.126688HR TP = 0.133300HR K/TP RATIO = 0.950400 SHAPE CONSTANT, N = 3.718820
UNIT PEAK = 1.3547 CFS UNIT VOLUME = 0.9914 B = 335.97 P60 = 2.0000
AREA = 0.000538 SQ MI IA = 0.47200 INCHES INF = 1.16000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
PRINT HYD ID=8 CODE=5

PARTIAL HYDROGRAPH 108.00

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.0	10.000	0.0	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.0	10.250	0.0	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.0	10.500	0.0	15.500	0.0	20.500	0.0
0.750	0.2	5.750	0.0	10.750	0.0	15.750	0.0	20.750	0.0
1.000	0.4	6.000	0.0	11.000	0.0	16.000	0.0	21.000	0.0
1.250	1.0	6.250	0.0	11.250	0.0	16.250	0.0	21.250	0.0
1.500	5.9	6.500	0.0	11.500	0.0	16.500	0.0	21.500	0.0
1.750	2.2	6.750	0.0	11.750	0.0	16.750	0.0	21.750	0.0
2.000	0.8	7.000	0.0	12.000	0.0	17.000	0.0	22.000	0.0
2.250	0.4	7.250	0.0	12.250	0.0	17.250	0.0	22.250	0.0
2.500	0.2	7.500	0.0	12.500	0.0	17.500	0.0	22.500	0.0
2.750	0.1	7.750	0.0	12.750	0.0	17.750	0.0	22.750	0.0
3.000	0.1	8.000	0.0	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.1	8.250	0.0	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.0	8.500	0.0	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.0	8.750	0.0	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.0	9.000	0.0	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.0	9.250	0.0	14.250	0.0	19.250	0.0	24.250	0.0
4.500	0.0	9.500	0.0	14.500	0.0	19.500	0.0	24.500	0.0
4.750	0.0	9.750	0.0	14.750	0.0	19.750	0.0		

RUNOFF VOLUME = 2.45840 INCHES = 0.2819 ACRE-FEET
PEAK DISCHARGE RATE = 5.95 CFS AT 1.500 HOURS BASIN AREA = 0.0022 SQ. MI.

*S BASIN S2 - DEVELOPED
COMPUTE NM HYD ID=9 HYD NO=109 AREA= 0.00611 SQ MI
PER A=0 PER B=15 PER C=10 PER D=75
TP=-0.1333 HR MASS RAIN=-1
K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 18.092 CFS UNIT VOLUME = 0.9985 B = 526.28 P60 = 2.0000
AREA = 0.004583 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR

RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
K = 0.126688HR TP = 0.133300HR K/TP RATIO = 0.950400 SHAPE CONSTANT, N = 3.718820
UNIT PEAK = 3.8499 CFS UNIT VOLUME = 0.9979 B = 335.97 P60 = 2.0000
AREA = 0.001528 SQ MI IA = 0.47200 INCHES INF = 1.16000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000

PRINT HYD ID=9 CODE=5

PARTIAL HYDROGRAPH 109.00

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.1	10.000	0.1	15.000	0.1	20.000	0.1
0.250	0.0	5.250	0.1	10.250	0.1	15.250	0.1	20.250	0.1
0.500	0.0	5.500	0.1	10.500	0.1	15.500	0.1	20.500	0.1
0.750	0.5	5.750	0.1	10.750	0.1	15.750	0.1	20.750	0.1
1.000	1.1	6.000	0.1	11.000	0.1	16.000	0.1	21.000	0.1
1.250	2.9	6.250	0.1	11.250	0.1	16.250	0.1	21.250	0.1
1.500	16.9	6.500	0.1	11.500	0.1	16.500	0.1	21.500	0.1
1.750	6.1	6.750	0.1	11.750	0.1	16.750	0.1	21.750	0.1
2.000	2.4	7.000	0.1	12.000	0.1	17.000	0.1	22.000	0.1
2.250	1.2	7.250	0.1	12.250	0.1	17.250	0.1	22.250	0.1
2.500	0.6	7.500	0.1	12.500	0.1	17.500	0.1	22.500	0.1
2.750	0.3	7.750	0.1	12.750	0.1	17.750	0.1	22.750	0.1
3.000	0.2	8.000	0.1	13.000	0.1	18.000	0.1	23.000	0.1
3.250	0.2	8.250	0.1	13.250	0.1	18.250	0.1	23.250	0.1
3.500	0.1	8.500	0.1	13.500	0.1	18.500	0.1	23.500	0.1
3.750	0.1	8.750	0.1	13.750	0.1	18.750	0.1	23.750	0.1
4.000	0.1	9.000	0.1	14.000	0.1	19.000	0.1	24.000	0.1
4.250	0.1	9.250	0.1	14.250	0.1	19.250	0.1	24.250	0.0
4.500	0.1	9.500	0.1	14.500	0.1	19.500	0.1	24.500	0.0
4.750	0.1	9.750	0.1	14.750	0.1	19.750	0.1		

RUNOFF VOLUME = 2.45840 INCHES = 0.8011 ACRE-FEET
PEAK DISCHARGE RATE = 16.88 CFS AT 1.500 HOURS BASIN AREA = 0.0061 SQ. MI.

*S BASIN FUT-1 - DEVELOPED

COMPUTE NM HYD ID=10 HYD NO=110 AREA= 0.00267 SQ MI
PER A=0 PER B=15 PER C=10 PER D=75
TP=-0.1333 HR MASS RAIN=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 7.9060 CFS UNIT VOLUME = 0.9978 B = 526.28 P60 = 2.0000
AREA = 0.002002 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
K = 0.126688HR TP = 0.133300HR K/TP RATIO = 0.950400 SHAPE CONSTANT, N = 3.718820
UNIT PEAK = 1.6824 CFS UNIT VOLUME = 0.9937 B = 335.97 P60 = 2.0000
AREA = 0.000668 SQ MI IA = 0.47200 INCHES INF = 1.16000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000

PRINT HYD ID=10 CODE=5

PARTIAL HYDROGRAPH 110.00

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.1	10.000	0.1	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.1	10.250	0.1	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.1	10.500	0.1	15.500	0.0	20.500	0.0
0.750	0.2	5.750	0.1	10.750	0.1	15.750	0.0	20.750	0.0
1.000	0.5	6.000	0.1	11.000	0.0	16.000	0.0	21.000	0.0
1.250	1.3	6.250	0.1	11.250	0.1	16.250	0.0	21.250	0.0
1.500	7.4	6.500	0.1	11.500	0.0	16.500	0.0	21.500	0.0
1.750	2.7	6.750	0.1	11.750	0.0	16.750	0.0	21.750	0.0
2.000	1.0	7.000	0.1	12.000	0.0	17.000	0.0	22.000	0.0

2.250	0.5	7.250	0.1	12.250	0.0	17.250	0.0	22.250	0.0
2.500	0.2	7.500	0.1	12.500	0.0	17.500	0.0	22.500	0.0
2.750	0.1	7.750	0.1	12.750	0.0	17.750	0.0	22.750	0.0
3.000	0.1	8.000	0.1	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.1	8.250	0.1	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.1	8.500	0.1	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.1	8.750	0.1	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.1	9.000	0.1	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.1	9.250	0.1	14.250	0.0	19.250	0.0	24.250	0.0
4.500	0.1	9.500	0.1	14.500	0.0	19.500	0.0	24.500	0.0
4.750	0.1	9.750	0.1	14.750	0.0	19.750	0.0		

RUNOFF VOLUME = 2.45840 INCHES = 0.3501 ACRE-FEET
PEAK DISCHARGE RATE = 7.38 CFS AT 1.500 HOURS BASIN AREA = 0.0027 SQ. MI.

*S BASIN FUT-2 - DEVELOPED

COMPUTE NM HYD ID=11 HYD NO=111 AREA= 0.00146 SQ MI
PER A=0 PER B=15 PER C=10 PER D=75
TP=-0.1333 HR MASS RAIN=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 4.3231 CFS UNIT VOLUME = 0.9966 B = 526.28 P60 = 2.0000
AREA = 0.001095 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000
K = 0.126688HR TP = 0.133300HR K/TP RATIO = 0.950400 SHAPE CONSTANT, N = 3.718820
UNIT PEAK = 0.91995 CFS UNIT VOLUME = 0.9867 B = 335.97 P60 = 2.0000
AREA = 0.000365 SQ MI IA = 0.47200 INCHES INF = 1.16000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.050000

PRINT HYD ID=11 CODE=5

PARTIAL HYDROGRAPH 111.00

TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS	TIME HRS	FLOW CFS
0.000	0.0	5.000	0.0	10.000	0.0	15.000	0.0	20.000	0.0
0.250	0.0	5.250	0.0	10.250	0.0	15.250	0.0	20.250	0.0
0.500	0.0	5.500	0.0	10.500	0.0	15.500	0.0	20.500	0.0
0.750	0.1	5.750	0.0	10.750	0.0	15.750	0.0	20.750	0.0
1.000	0.3	6.000	0.0	11.000	0.0	16.000	0.0	21.000	0.0
1.250	0.7	6.250	0.0	11.250	0.0	16.250	0.0	21.250	0.0
1.500	4.0	6.500	0.0	11.500	0.0	16.500	0.0	21.500	0.0
1.750	1.5	6.750	0.0	11.750	0.0	16.750	0.0	21.750	0.0
2.000	0.6	7.000	0.0	12.000	0.0	17.000	0.0	22.000	0.0
2.250	0.3	7.250	0.0	12.250	0.0	17.250	0.0	22.250	0.0
2.500	0.1	7.500	0.0	12.500	0.0	17.500	0.0	22.500	0.0
2.750	0.1	7.750	0.0	12.750	0.0	17.750	0.0	22.750	0.0
3.000	0.0	8.000	0.0	13.000	0.0	18.000	0.0	23.000	0.0
3.250	0.0	8.250	0.0	13.250	0.0	18.250	0.0	23.250	0.0
3.500	0.0	8.500	0.0	13.500	0.0	18.500	0.0	23.500	0.0
3.750	0.0	8.750	0.0	13.750	0.0	18.750	0.0	23.750	0.0
4.000	0.0	9.000	0.0	14.000	0.0	19.000	0.0	24.000	0.0
4.250	0.0	9.250	0.0	14.250	0.0	19.250	0.0	24.250	0.0
4.500	0.0	9.500	0.0	14.500	0.0	19.500	0.0		
4.750	0.0	9.750	0.0	14.750	0.0	19.750	0.0		

RUNOFF VOLUME = 2.45840 INCHES = 0.1914 ACRE-FEET
PEAK DISCHARGE RATE = 4.05 CFS AT 1.500 HOURS BASIN AREA = 0.0015 SQ. MI.

*S BASIN OFF-1 - DEVELOPED HOME DEPOT SITE-6.1 CFS

COMPUTE NM HYD ID=12 HYD NO=112 AREA= 0.00222 SQ MI
PER A=0 PER B=15 PER C=10 PER D=75
TP=-0.1333 HR MASS RAIN=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428

```
     UNIT PEAK =   6.5735    CFS   UNIT VOLUME =   0.9975       B =   526.28      P60 = 2.0000
     AREA =     0.001665 SQ MI    IA =   0.10000 INCHES    INF =   0.04000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
     K =  0.126688HR    TP =  0.133300HR    K/TP RATIO =  0.950400     SHAPE CONSTANT, N =  3.718820
     UNIT PEAK =   1.3988    CFS   UNIT VOLUME =   0.9914       B =   335.97      P60 = 2.0000
     AREA =     0.000555 SQ MI    IA =   0.47200 INCHES    INF =   1.16000 INCHES PER HOUR
     RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT =  0.050000
PRINT HYD            ID=12   CODE=5
                                  PARTIAL HYDROGRAPH   112.00
     TIME      FLOW          TIME      FLOW          TIME      FLOW          TIME      FLOW          TIME      FLOW
      HRS       CFS           HRS       CFS           HRS       CFS           HRS       CFS           HRS       CFS
     0.000       0.0         5.000       0.0        10.000       0.0        15.000       0.0        20.000       0.0
     0.250       0.0         5.250       0.0        10.250       0.0        15.250       0.0        20.250       0.0
     0.500       0.0         5.500       0.0        10.500       0.0        15.500       0.0        20.500       0.0
     0.750       0.2         5.750       0.0        10.750       0.0        15.750       0.0        20.750       0.0
     1.000       0.4         6.000       0.0        11.000       0.0        16.000       0.0        21.000       0.0
     1.250       1.1         6.250       0.0        11.250       0.0        16.250       0.0        21.250       0.0
     1.500       6.1         6.500       0.0        11.500       0.0        16.500       0.0        21.500       0.0
     1.750       2.2         6.750       0.0        11.750       0.0        16.750       0.0        21.750       0.0
     2.000       0.9         7.000       0.0        12.000       0.0        17.000       0.0        22.000       0.0
     2.250       0.4         7.250       0.0        12.250       0.0        17.250       0.0        22.250       0.0
     2.500       0.2         7.500       0.0        12.500       0.0        17.500       0.0        22.500       0.0
     2.750       0.1         7.750       0.0        12.750       0.0        17.750       0.0        22.750       0.0
     3.000       0.1         8.000       0.0        13.000       0.0        18.000       0.0        23.000       0.0
     3.250       0.1         8.250       0.0        13.250       0.0        18.250       0.0        23.250       0.0
     3.500       0.0         8.500       0.0        13.500       0.0        18.500       0.0        23.500       0.0
     3.750       0.0         8.750       0.0        13.750       0.0        18.750       0.0        23.750       0.0
     4.000       0.0         9.000       0.0        14.000       0.0        19.000       0.0        24.000       0.0
     4.250       0.0         9.250       0.0        14.250       0.0        19.250       0.0        24.250       0.0
     4.500       0.0         9.500       0.0        14.500       0.0        19.500       0.0        24.500       0.0
     4.750       0.0         9.750       0.0        14.750       0.0        19.750       0.0
    RUNOFF VOLUME =     2.45840 INCHES     =       0.2911 ACRE-FEET
    PEAK DISCHARGE RATE =       6.14 CFS  AT   1.500 HOURS   BASIN AREA =  0.0022 SQ. MI.
*S  ADD BASINS OFF1, FUT2 & N2
ADD HYD              ID=15 HYD NO=115  ID I=7  ID II=11
PRINT HYD            ID=15 CODE=1
                                  PARTIAL HYDROGRAPH   115.00
    RUNOFF VOLUME =     2.45812 INCHES     =       0.2674 ACRE-FEET
    PEAK DISCHARGE RATE =       5.67 CFS  AT   1.500 HOURS   BASIN AREA =  0.0020 SQ. MI.
ADD HYD              ID=16 HYD NO=116  ID I=12  ID II=15
PRINT HYD            ID=16 CODE=1
                                  PARTIAL HYDROGRAPH   116.00
    RUNOFF VOLUME =     2.45820 INCHES     =       0.5585 ACRE-FEET
    PEAK DISCHARGE RATE =      11.81 CFS  AT   1.500 HOURS   BASIN AREA =  0.0043 SQ. MI.
*S  ~~~~~~~~~~~~~~~~~~~~POND 2~~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS THROUGH POND 2 (30-IN. DRAIN BASIN)
ROUTE RESERVOIR      ID=20 HYD NO=200  INFLOW ID=16 CODE=10
                     OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                        0.0             0.00000           43.0
                        6.8             0.05935           44.0
                        7.3             0.10858           44.5
  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *
    TIME      INFLOW    ELEV      VOLUME    OUTFLOW
    (HRS)     (CFS)     (FEET)    (AC-FT)   (CFS)
     0.00       0.00     43.00      0.000      0.00
     0.50       0.00     43.00      0.000      0.00
```

1.00	0.74	43.08	0.005	0.57
1.50	11.81	44.07	0.066	6.87
2.00	1.67	43.47	0.028	3.19
2.50	0.38	43.09	0.005	0.61
3.00	0.12	43.02	0.001	0.15
3.50	0.09	43.01	0.001	0.09
4.00	0.08	43.01	0.001	0.08
4.50	0.08	43.01	0.001	0.08
5.00	0.08	43.01	0.001	0.08
5.50	0.09	43.01	0.001	0.09
6.00	0.09	43.01	0.001	0.09
6.50	0.09	43.01	0.001	0.09
7.00	0.09	43.01	0.001	0.09
7.50	0.09	43.01	0.001	0.09
8.00	0.09	43.01	0.001	0.09
8.50	0.09	43.01	0.001	0.09
9.00	0.09	43.01	0.001	0.09
9.50	0.08	43.01	0.001	0.09
10.00	0.08	43.01	0.001	0.08
10.50	0.08	43.01	0.001	0.08
11.00	0.08	43.01	0.001	0.08
11.50	0.08	43.01	0.001	0.08
12.00	0.08	43.01	0.001	0.08
12.50	0.08	43.01	0.001	0.08
13.00	0.07	43.01	0.001	0.07
13.50	0.07	43.01	0.001	0.07
14.00	0.07	43.01	0.001	0.07
14.50	0.07	43.01	0.001	0.07
15.00	0.07	43.01	0.001	0.07
15.50	0.07	43.01	0.001	0.07
16.00	0.07	43.01	0.001	0.07
16.50	0.06	43.01	0.001	0.06
17.00	0.06	43.01	0.001	0.06
17.50	0.06	43.01	0.001	0.06
18.00	0.06	43.01	0.001	0.06
18.50	0.06	43.01	0.001	0.06
19.00	0.06	43.01	0.000	0.06
19.50	0.05	43.01	0.000	0.05
20.00	0.05	43.01	0.000	0.05
20.50	0.05	43.01	0.000	0.05
21.00	0.05	43.01	0.000	0.05
21.50	0.05	43.01	0.000	0.05
22.00	0.05	43.01	0.000	0.05
22.50	0.04	43.01	0.000	0.05
23.00	0.04	43.01	0.000	0.04
23.50	0.04	43.01	0.000	0.04
24.00	0.04	43.01	0.000	0.04
24.50	0.00	43.00	0.000	0.00

PEAK DISCHARGE = 7.229 CFS - PEAK OCCURS AT HOUR 1.65
MAXIMUM WATER SURFACE ELEVATION = 44.429
MAXIMUM STORAGE = 0.1016 AC-FT INCREMENTAL TIME= 0.050000HRS

PRINT HYD ID=20 CODE=1

PARTIAL HYDROGRAPH 200.00
RUNOFF VOLUME = 2.45820 INCHES = 0.5585 ACRE-FEET
PEAK DISCHARGE RATE = 7.23 CFS AT 1.650 HOURS BASIN AREA = 0.0043 SQ. MI.

*S ADD BASINS FUT1 & N1

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ADD HYD              ID=21 HYD NO=121  ID I=6  ID II=10
PRINT HYD            ID=21 CODE=1
                                  PARTIAL HYDROGRAPH   121.00
    RUNOFF VOLUME =     2.45829 INCHES     =       0.7224 ACRE-FEET
    PEAK DISCHARGE RATE =      15.24 CFS  AT   1.500 HOURS   BASIN AREA =  0.0055 SQ. MI.

*S  ~~~~~~~~~~~~~~~~~~~~~POND 3~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS THROUGH POND 3 (2 24-IN. DRAIN BASIN)
ROUTE RESERVOIR     ID=22 HYD NO=300  INFLOW ID=21 CODE=10
                    OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                       0.0             0.00000            38.0
                       9.0             0.04670            39.0
                      11.0             0.10581            39.8
  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *
    TIME      INFLOW    ELEV      VOLUME    OUTFLOW
    (HRS)     (CFS)     (FEET)    (AC-FT)   (CFS)
     0.00       0.00     38.00      0.000      0.00
     0.50       0.00     38.00      0.000      0.00
     1.00       0.96     38.09      0.004      0.82
     1.50      15.24     39.24      0.064      9.59
     2.00       2.16     38.32      0.015      2.91
     2.50       0.51     38.08      0.004      0.68
     3.00       0.16     38.02      0.001      0.19
     3.50       0.12     38.01      0.001      0.12
     4.00       0.11     38.01      0.001      0.11
     4.50       0.11     38.01      0.001      0.11
     5.00       0.11     38.01      0.001      0.11
     5.50       0.11     38.01      0.001      0.11
     6.00       0.12     38.01      0.001      0.12
     6.50       0.12     38.01      0.001      0.12
     7.00       0.12     38.01      0.001      0.12
     7.50       0.12     38.01      0.001      0.12
     8.00       0.12     38.01      0.001      0.12
     8.50       0.11     38.01      0.001      0.11
     9.00       0.11     38.01      0.001      0.11
     9.50       0.11     38.01      0.001      0.11
    10.00       0.11     38.01      0.001      0.11
    10.50       0.11     38.01      0.001      0.11
    11.00       0.10     38.01      0.001      0.10
    11.50       0.10     38.01      0.001      0.10
    12.00       0.10     38.01      0.001      0.10
    12.50       0.10     38.01      0.001      0.10
    13.00       0.10     38.01      0.000      0.10
    13.50       0.09     38.01      0.000      0.09
    14.00       0.09     38.01      0.000      0.09
    14.50       0.09     38.01      0.000      0.09
    15.00       0.09     38.01      0.000      0.09
    15.50       0.09     38.01      0.000      0.09
    16.00       0.08     38.01      0.000      0.08
    16.50       0.08     38.01      0.000      0.08
    17.00       0.08     38.01      0.000      0.08
    17.50       0.08     38.01      0.000      0.08
    18.00       0.08     38.01      0.000      0.08
    18.50       0.07     38.01      0.000      0.07
    19.00       0.07     38.01      0.000      0.07
    19.50       0.07     38.01      0.000      0.07
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    20.00       0.07     38.01      0.000      0.07
    20.50       0.07     38.01      0.000      0.07
    21.00       0.06     38.01      0.000      0.06
    21.50       0.06     38.01      0.000      0.06
    22.00       0.06     38.01      0.000      0.06
    22.50       0.06     38.01      0.000      0.06
    23.00       0.06     38.01      0.000      0.06
    23.50       0.05     38.01      0.000      0.05
    24.00       0.05     38.01      0.000      0.05
    24.50       0.00     38.00      0.000      0.00
 PEAK DISCHARGE =       10.667 CFS - PEAK OCCURS AT HOUR    1.60
 MAXIMUM WATER SURFACE ELEVATION =       39.667
 MAXIMUM STORAGE =        0.0960 AC-FT      INCREMENTAL TIME=    0.050000HRS
PRINT HYD           ID=22 CODE=1
                                        HYDROGRAPH FROM AREA   300.00
    RUNOFF VOLUME =     2.45829 INCHES     =       0.7224 ACRE-FEET
    PEAK DISCHARGE RATE =      10.67 CFS  AT   1.600 HOURS   BASIN AREA =  0.0055 SQ. MI.
*S  ADD BASIN S1 AND POND2 & POND 3 OUTFLOW
ADD HYD             ID=23 HYD NO=123  ID I=8  ID II=20
PRINT HYD           ID=23 CODE=1
                                    PARTIAL HYDROGRAPH   123.00
    RUNOFF VOLUME =     2.45820 INCHES     =       0.8404 ACRE-FEET
    PEAK DISCHARGE RATE =      12.81 CFS  AT   1.500 HOURS   BASIN AREA =  0.0064 SQ. MI.
*S       **** TOTAL TO E. SD CONNECTION *****
ADD HYD             ID=24 HYD NO=124  ID I=22  ID II=23
PRINT HYD           ID=24 CODE=1
                                    PARTIAL HYDROGRAPH   124.00
    RUNOFF VOLUME =     2.45823 INCHES     =       1.5628 ACRE-FEET
    PEAK DISCHARGE RATE =      23.02 CFS  AT   1.550 HOURS   BASIN AREA =  0.0119 SQ. MI.
*S  ~~~~~~~~~~~~~~~~~~~~POND 1~~~~~~~~~~~~~~~~~~~~~~
*S      ROUTE FLOWS FROM BASIN S2 THROUGH POND 1
*S     (1 30-IN & 1-24-IN BASINS)
*S       **** TOTAL TO W. SD CONNECTION *****
ROUTE RESERVOIR     ID=25 HYD NO=100  INFLOW ID=9 CODE=10
                    OUTFLOW(CFS)      STORAGE(AC-FT)    ELEVATION(FT)
                       0.0             0.00000           30.0
                      13.6             0.06142           31.0
                      15.2             0.10309           31.5
  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *  *
    TIME      INFLOW    ELEV      VOLUME    OUTFLOW
    (HRS)     (CFS)     (FEET)    (AC-FT)   (CFS)
     0.00       0.00     30.00      0.000      0.00
     0.50       0.00     30.00      0.000      0.00
     1.00       1.06     30.07      0.004      0.93
     1.50      16.88     30.98      0.060     13.35
     2.00       2.39     30.22      0.013      2.95
     2.50       0.57     30.05      0.003      0.73
     3.00       0.20     30.02      0.001      0.21
     3.50       0.13     30.01      0.001      0.13
     4.00       0.12     30.01      0.001      0.12
     4.50       0.12     30.01      0.001      0.12
     5.00       0.12     30.01      0.001      0.12
     5.50       0.13     30.01      0.001      0.13
     6.00       0.13     30.01      0.001      0.13
     6.50       0.13     30.01      0.001      0.13
     7.00       0.13     30.01      0.001      0.13
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     7.50       0.13     30.01      0.001      0.13
     8.00       0.13     30.01      0.001      0.13
     8.50       0.13     30.01      0.001      0.13
     9.00       0.12     30.01      0.001      0.12
     9.50       0.12     30.01      0.001      0.12
    10.00       0.12     30.01      0.001      0.12
    10.50       0.12     30.01      0.001      0.12
    11.00       0.11     30.01      0.001      0.12
    11.50       0.11     30.01      0.001      0.11
    12.00       0.11     30.01      0.001      0.11
    12.50       0.11     30.01      0.000      0.11
    13.00       0.11     30.01      0.000      0.11
    13.50       0.10     30.01      0.000      0.10
    14.00       0.10     30.01      0.000      0.10
    14.50       0.10     30.01      0.000      0.10
    15.00       0.10     30.01      0.000      0.10
    15.50       0.10     30.01      0.000      0.10
    16.00       0.09     30.01      0.000      0.09
    16.50       0.09     30.01      0.000      0.09
    17.00       0.09     30.01      0.000      0.09
    17.50       0.09     30.01      0.000      0.09
    18.00       0.09     30.01      0.000      0.09
    18.50       0.08     30.01      0.000      0.08
    19.00       0.08     30.01      0.000      0.08
    19.50       0.08     30.01      0.000      0.08
    20.00       0.08     30.01      0.000      0.08
    20.50       0.07     30.01      0.000      0.07
    21.00       0.07     30.01      0.000      0.07
    21.50       0.07     30.01      0.000      0.07
    22.00       0.07     30.00      0.000      0.07
    22.50       0.06     30.00      0.000      0.07
    23.00       0.06     30.00      0.000      0.06
    23.50       0.06     30.00      0.000      0.06
    24.00       0.06     30.00      0.000      0.06
    24.50       0.00     30.00      0.000      0.00
 PEAK DISCHARGE =       14.097 CFS - PEAK OCCURS AT HOUR    1.60
 MAXIMUM WATER SURFACE ELEVATION =       31.155
 MAXIMUM STORAGE =        0.0744 AC-FT      INCREMENTAL TIME=    0.050000HRS
PRINT HYD           ID=25 CODE=1

                                  PARTIAL HYDROGRAPH   100.00
    RUNOFF VOLUME =     2.45835 INCHES     =       0.8011 ACRE-FEET
    PEAK DISCHARGE RATE =      14.10 CFS  AT   1.600 HOURS   BASIN AREA =  0.0061 SQ. MI.
FINISH
    NORMAL PROGRAM FINISH          END TIME (HR:MIN:SEC) = 09:10:06
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NOAA Atlas 14, Volume 1, Version 5
Location name: Santa Fe, New Mexico, USA*
Latitude: 35.6477°, Longitude: -106.0055°
Elevation: m/ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.197 (0.171-0.226)	0.255 (0.222-0.295)	0.341 (0.294-0.391)	0.404 (0.350-0.466)	0.494 (0.425-0.566)	0.562 (0.481-0.645)	0.635 (0.540-0.727)	0.709 (0.599-0.812)	0.811 (0.678-0.929)	0.890 (0.739-1.02)
10-min	0.300 (0.260-0.345)	0.389 (0.337-0.449)	0.518 (0.448-0.596)	0.616 (0.533-0.709)	0.752 (0.646-0.862)	0.855 (0.733-0.981)	0.967 (0.822-1.11)	1.08 (0.912-1.24)	1.23 (1.03-1.41)	1.36 (1.12-1.56)
15-min	0.372 (0.323-0.427)	0.482 (0.418-0.557)	0.643 (0.556-0.739)	0.763 (0.661-0.878)	0.932 (0.801-1.07)	1.06 (0.908-1.22)	1.20 (1.02-1.37)	1.34 (1.13-1.53)	1.53 (1.28-1.75)	1.68 (1.40-1.93)
30-min	0.501 (0.435-0.575)	0.649 (0.563-0.749)	0.865 (0.748-0.995)	1.03 (0.890-1.18)	1.26 (1.08-1.44)	1.43 (1.22-1.64)	1.61 (1.37-1.85)	1.80 (1.52-2.06)	2.06 (1.72-2.36)	2.26 (1.88-2.60)
60-min	0.620 (0.538-0.712)	0.803 (0.697-0.928)	1.07 (0.926-1.23)	1.27 (1.10-1.46)	1.55 (1.34-1.78)	1.77 (1.51-2.03)	2.00 (1.70-2.29)	2.23 (1.88-2.56)	2.55 (2.13-2.92)	2.80 (2.32-3.22)
2-hr	0.741 (0.638-0.873)	0.943 (0.811-1.12)	1.24 (1.07-1.47)	1.48 (1.26-1.74)	1.81 (1.53-2.12)	2.06 (1.74-2.42)	2.34 (1.96-2.73)	2.63 (2.19-3.07)	3.03 (2.48-3.54)	3.34 (2.72-3.90)
3-hr	0.790 (0.690-0.927)	1.00 (0.870-1.18)	1.30 (1.13-1.52)	1.54 (1.33-1.80)	1.88 (1.61-2.19)	2.15 (1.83-2.49)	2.43 (2.06-2.81)	2.72 (2.28-3.16)	3.13 (2.60-3.63)	3.46 (2.84-4.01)
6-hr	0.910 (0.798-1.05)	1.14 (1.00-1.32)	1.46 (1.27-1.68)	1.70 (1.48-1.96)	2.05 (1.77-2.35)	2.32 (1.99-2.66)	2.60 (2.22-2.98)	2.89 (2.45-3.31)	3.28 (2.76-3.76)	3.60 (2.99-4.13)
12-hr	1.04 (0.926-1.20)	1.31 (1.16-1.50)	1.65 (1.46-1.88)	1.92 (1.69-2.18)	2.28 (2.00-2.60)	2.56 (2.24-2.92)	2.85 (2.47-3.25)	3.15 (2.71-3.59)	3.54 (3.02-4.04)	3.86 (3.27-4.40)
24-hr	1.21 (1.11-1.32)	1.51 (1.39-1.66)	1.88 (1.73-2.05)	2.18 (2.00-2.37)	2.57 (2.35-2.80)	2.88 (2.62-3.14)	3.19 (2.90-3.48)	3.51 (3.18-3.83)	3.94 (3.54-4.29)	4.27 (3.82-4.65)
2-day	1.37 (1.25-1.49)	1.71 (1.56-1.86)	2.12 (1.94-2.30)	2.44 (2.24-2.66)	2.88 (2.64-3.13)	3.22 (2.93-3.50)	3.56 (3.24-3.88)	3.91 (3.54-4.26)	4.37 (3.93-4.76)	4.73 (4.23-5.16)
3-day	1.48 (1.36-1.62)	1.85 (1.69-2.02)	2.29 (2.10-2.49)	2.64 (2.41-2.87)	3.10 (2.84-3.37)	3.46 (3.16-3.76)	3.83 (3.48-4.16)	4.20 (3.80-4.56)	4.69 (4.22-5.10)	5.07 (4.54-5.52)
4-day	1.60 (1.46-1.74)	1.99 (1.82-2.17)	2.46 (2.25-2.68)	2.83 (2.59-3.08)	3.33 (3.04-3.61)	3.71 (3.38-4.03)	4.10 (3.72-4.45)	4.49 (4.06-4.87)	5.02 (4.51-5.44)	5.41 (4.85-5.88)
7-day	1.86 (1.72-2.02)	2.32 (2.14-2.51)	2.84 (2.62-3.08)	3.24 (2.99-3.51)	3.79 (3.48-4.09)	4.19 (3.85-4.53)	4.60 (4.21-4.97)	5.01 (4.58-5.41)	5.54 (5.04-6.00)	5.93 (5.37-6.43)
10-day	2.10 (1.94-2.29)	2.61 (2.41-2.84)	3.20 (2.96-3.49)	3.67 (3.39-3.99)	4.30 (3.96-4.67)	4.77 (4.38-5.19)	5.24 (4.81-5.71)	5.72 (5.23-6.23)	6.34 (5.76-6.92)	6.82 (6.17-7.44)
20-day	2.78 (2.56-3.04)	3.46 (3.19-3.78)	4.21 (3.88-4.59)	4.78 (4.40-5.21)	5.51 (5.07-6.02)	6.05 (5.56-6.60)	6.57 (6.02-7.18)	7.08 (6.47-7.74)	7.72 (7.04-8.44)	8.18 (7.44-8.97)
30-day	3.40 (3.16-3.67)	4.22 (3.93-4.56)	5.10 (4.75-5.50)	5.76 (5.35-6.20)	6.58 (6.11-7.08)	7.17 (6.64-7.72)	7.74 (7.16-8.34)	8.28 (7.65-8.93)	8.95 (8.23-9.66)	9.42 (8.64-10.2)
45-day	4.23 (3.97-4.53)	5.24 (4.91-5.62)	6.26 (5.87-6.70)	7.01 (6.56-7.48)	7.92 (7.42-8.45)	8.55 (8.00-9.13)	9.14 (8.55-9.75)	9.68 (9.04-10.3)	10.3 (9.63-11.0)	10.8 (10.0-11.5)
60-day	4.89 (4.58-5.22)	6.06 (5.68-6.48)	7.25 (6.80-7.75)	8.10 (7.59-8.65)	9.14 (8.56-9.76)	9.85 (9.23-10.5)	10.5 (9.85-11.2)	11.1 (10.4-11.9)	11.9 (11.1-12.7)	12.3 (11.5-13.2)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

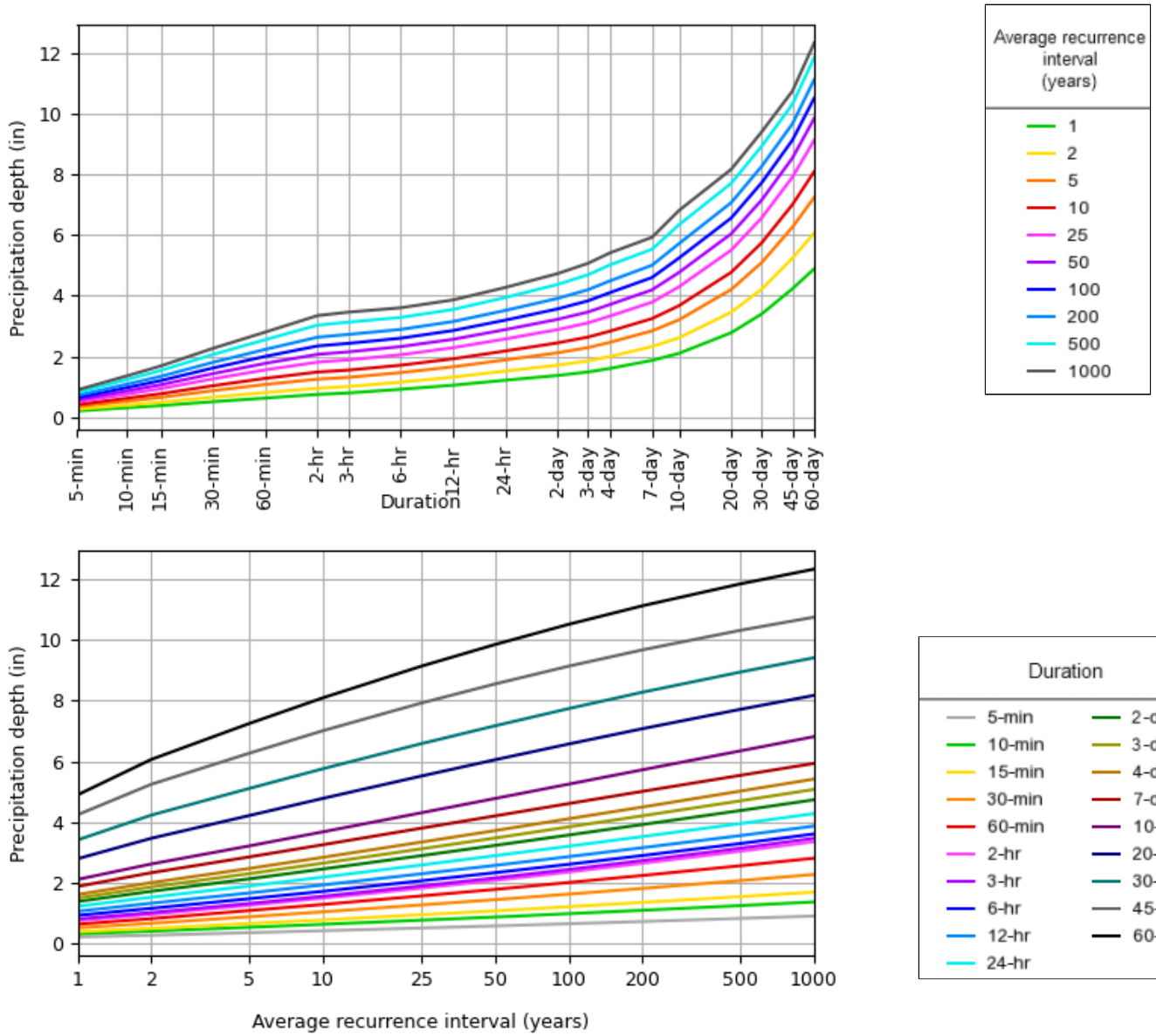
Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

Back to Top

PF graphical

PDS-based depth-duration-frequency (DDF) curves
Latitude: 35.6477°, Longitude: -106.0055°



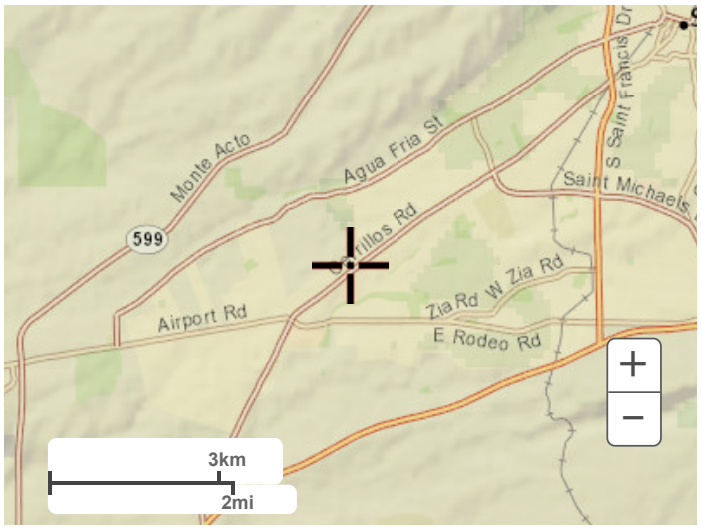
NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Fri Feb 2 22:32:46 2024

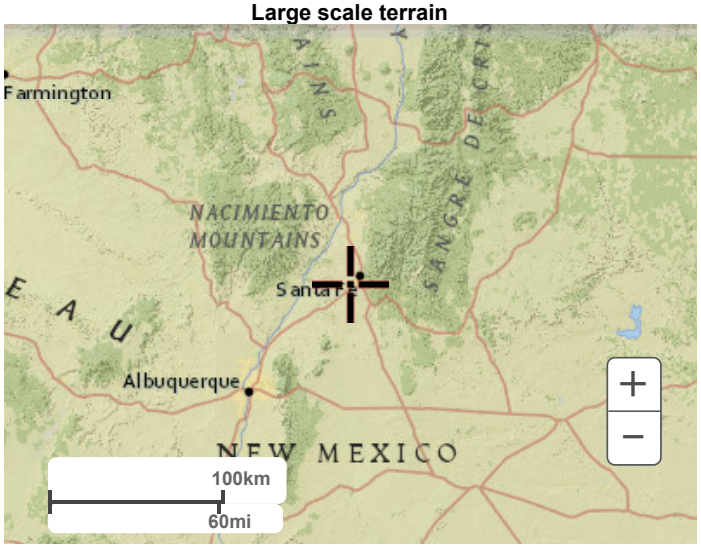
Back to Top

Maps & aerials

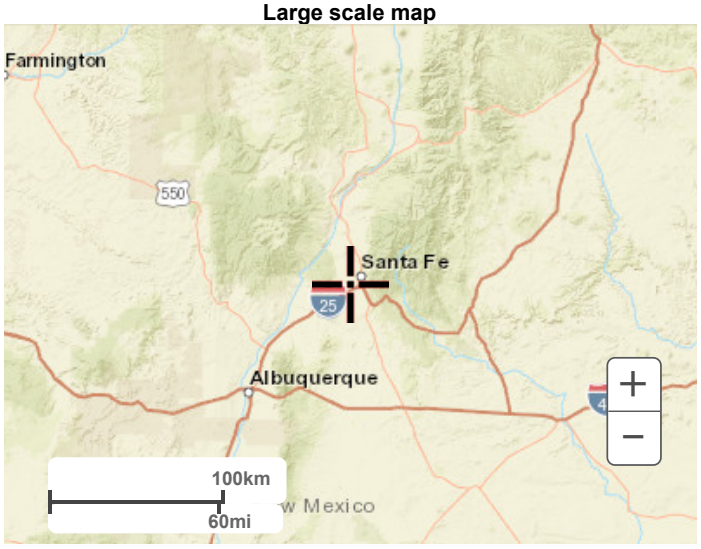
Small scale terrain



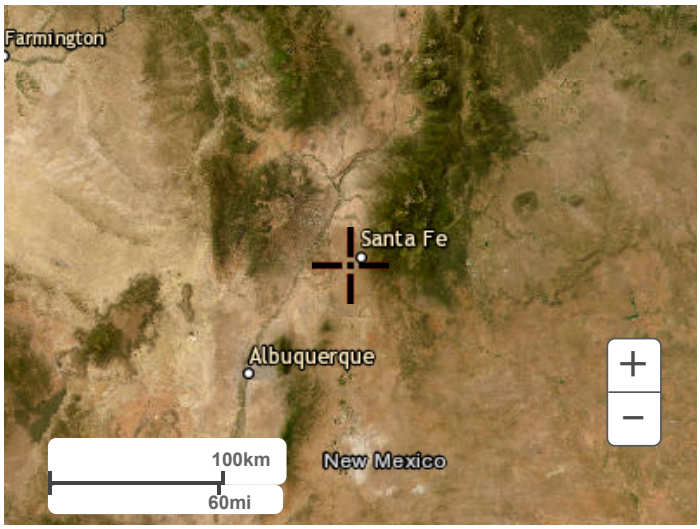
Large scale terrain



Large scale map



Large scale aerial



Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

APPENDIX C

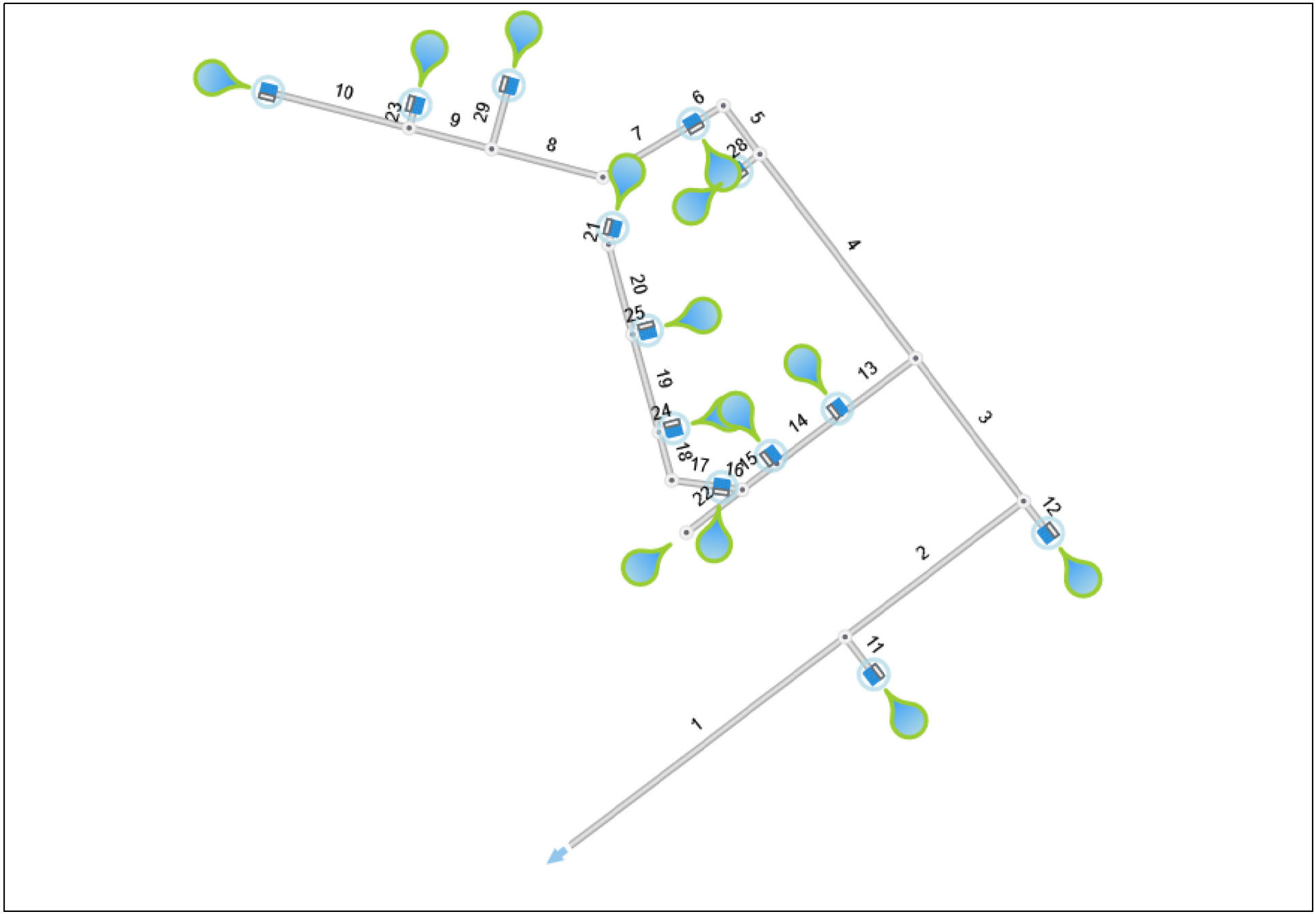
- STORM DRAIN CALCULATIONS

Plan View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024



Energy Grade Line Calculations

Project Name: 2596 WEST SD

Stormwater Studio 2024 v 3.0.0.35

10-07-2024

Line No	Line Size	Q	Downstream							Length	Upstream							Pipe		Junction		
			Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev		Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev	n Value	Enrgy Loss	HGLa Elev	EGLa Elev	Enrgy Loss
	(in)	(cfs)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)
1	30	12.40	24.98	2.50	4.91	31.20	2.53	0.10	31.30	172.56	26.19	2.50	4.91	31.33	2.53	0.10	31.43	0.012	0.134	31.36	31.46	0.03
2	30	11.00	26.19	2.50	4.91	31.41	2.24	0.08	31.49	112.60	26.97	2.50	4.91	31.48	2.24	0.08	31.56	0.012	0.069	31.55	31.63	0.07
3	30	8.70	26.97	2.50	4.91	31.60	1.77	0.05	31.65	90.03	27.60	2.50	4.91	31.63	1.77	0.05	31.68	0.012	0.035	31.65	31.70	0.02
4	24	6.10	27.61	2.00	3.14	31.67	1.94	0.06	31.72	128.64	28.51	2.00	3.14	31.75	1.94	0.06	31.80	0.012	0.080	31.77	31.82	0.02
5	24	4.80	28.51	2.00	3.14	31.80	1.53	0.04	31.84	30.58	28.72	2.00	3.14	31.81	1.53	0.04	31.85	0.012	0.012	31.84	31.88	0.03
6	24	4.80	28.72	2.00	3.14	31.86	1.53	0.04	31.89	17.65	28.84	2.00	3.14	31.87	1.53	0.04	31.90	0.012	0.007	31.88	31.91	0.01
7	18	3.50	28.84	1.50	1.77	31.88	1.98	0.06	31.94	52.75	29.21	1.50	1.77	31.93	1.98	0.06	31.99	0.012	0.050	31.96	32.02	0.03
8	12	3.50	29.21	1.00[3]	0.79	31.83	4.46	0.31	32.14	57.65	29.61	1.00	0.79	32.31	4.46	0.31	32.62	0.012	0.475	32.52	32.83	0.22
9	12	0.90	29.61	1.00	0.79	32.82	1.15	0.02	32.84	42.65	29.91	1.00	0.79	32.84	1.15	0.02	32.86	0.012	0.023	32.86	32.88	0.01
10	12	0.20	29.91	1.00	0.79	32.88	0.25	0.00	32.88	73.08	30.50	1.00	0.79	32.88	0.25	0.00	32.88	0.012	0.002	32.88	32.88	0.00
11	12	1.40	26.19	1.00	0.79	31.43	1.78	0.05	31.48	23.67	29.00	1.00	0.79	31.46	1.78	0.05	31.51	0.012	0.031	31.48	31.53	0.01
12	12	2.30	26.98	1.00	0.79	31.55	2.93	0.13	31.68	20.15	30.20	1.00	0.79	31.62	2.93	0.13	31.75	0.012	0.072	31.68	31.82	0.06
13	12	2.60	27.61	1.00	0.79	31.60	3.31	0.17	31.77	46.46	28.70	1.00	0.79	31.81	3.31	0.17	31.98	0.012	0.211	31.86	32.03	0.05
14	12	2.20	28.70	1.00	0.79	31.96	2.80	0.12	32.08	40.85	29.66	1.00	0.79	32.09	2.80	0.12	32.21	0.012	0.133	32.13	32.25	0.04
15	12	1.80	29.66	1.00	0.79	32.21	2.29	0.08	32.29	21.72	30.17	1.00	0.79	32.25	2.29	0.08	32.33	0.012	0.047	32.29	32.37	0.04
16	12	1.40	30.17	1.00	0.79	32.34	1.78	0.05	32.39	10.50	30.31	1.00	0.79	32.36	1.78	0.05	32.41	0.012	0.014	32.37	32.42	0.01
17	12	1.20	30.31	1.00	0.79	32.40	1.53	0.04	32.44	25.27	30.67	1.00	0.79	32.42	1.53	0.04	32.46	0.012	0.024	32.45	32.48	0.03
18	12	1.20	30.67	1.00	0.79	32.46	1.53	0.04	32.50	24.96	30.92	1.00	0.79	32.49	1.53	0.04	32.52	0.012	0.024	32.50	32.54	0.02
19	12	0.80	30.92	1.00	0.79	32.53	1.02	0.02	32.55	50.85	31.43	1.00	0.79	32.55	1.02	0.02	32.57	0.012	0.022	32.56	32.58	0.01
20	12	0.40	31.43	1.00	0.79	32.57	0.51	0.00	32.58	46.75	31.90	0.68	0.57	32.58	0.71	0.01	32.59	0.012	0.007	32.58	32.59	0.00
21	8	0.40	31.90	0.67	0.35	32.58	1.15	0.02	32.60	8.48	32.00	0.58	0.32	32.58	1.24	0.02	32.60	0.012	0.007	32.60	32.63	0.02
22	8	0.40	30.17	0.67	0.35	32.36	1.15	0.02	32.38	35.44	32.00	0.38	0.21	32.38	1.94	0.06	32.44	0.012	0.058	32.39	32.45	0.01

Notes: [3] Normal depth.

Project File: 2596 WEST SD.sws

Energy Grade Line Calculations

Project Name: 2596 WEST SD

Stormwater Studio 2024 v 3.0.0.35

10-07-2024

Line No	Line Size	Q	Downstream							Length	Upstream							Pipe		Junction		
			Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev		Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev	n Value	Enrgy Loss	HGLa Elev	EGLa Elev	Enrgy Loss
	(in)	(cfs)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)
23	8	0.70	29.91	0.67	0.35	32.84	2.01	0.06	32.90	12.00	30.00	0.67	0.35	32.88	2.01	0.06	32.94	0.012	0.034	32.89	32.95	0.01
24	8	0.40	30.92	0.67	0.35	32.53	1.15	0.02	32.55	7.45	32.00	0.53	0.30	32.53	1.35	0.03	32.56	0.012	0.008	32.55	32.58	0.03
25	8	0.40	31.43	0.67	0.35	32.56	1.15	0.02	32.58	7.50	32.00	0.57	0.32	32.57	1.27	0.02	32.59	0.012	0.007	32.59	32.61	0.02
26	8	0.40	31.80	0.22‡	0.10	32.02	3.90	0.24	32.21	3.41	32.00	0.30²	0.15	32.30	2.65	0.11	32.41	0.012	0.200	32.30	32.41	0.00
27	8	0.40	31.80	0.42	0.23	32.22	1.74	0.05	32.26	4.80	32.00	0.30²	0.15	32.30	2.65	0.11	32.41	0.012	0.143	32.30	32.41	0.00
28	8	1.30	28.51	0.24‡	0.11	28.75	11.33	1.99	31.91	14.58	32.00	0.54²	0.30	32.54	4.31	0.29	32.83	0.012	0.915	32.54	32.83	0.00
29	8	2.60	29.61	0.67³	0.35	32.32	7.45	0.86	33.18	33.00	30.00	0.67	0.35	33.62	7.45	0.86	34.48	0.012	1.303	33.62	34.48	0.00

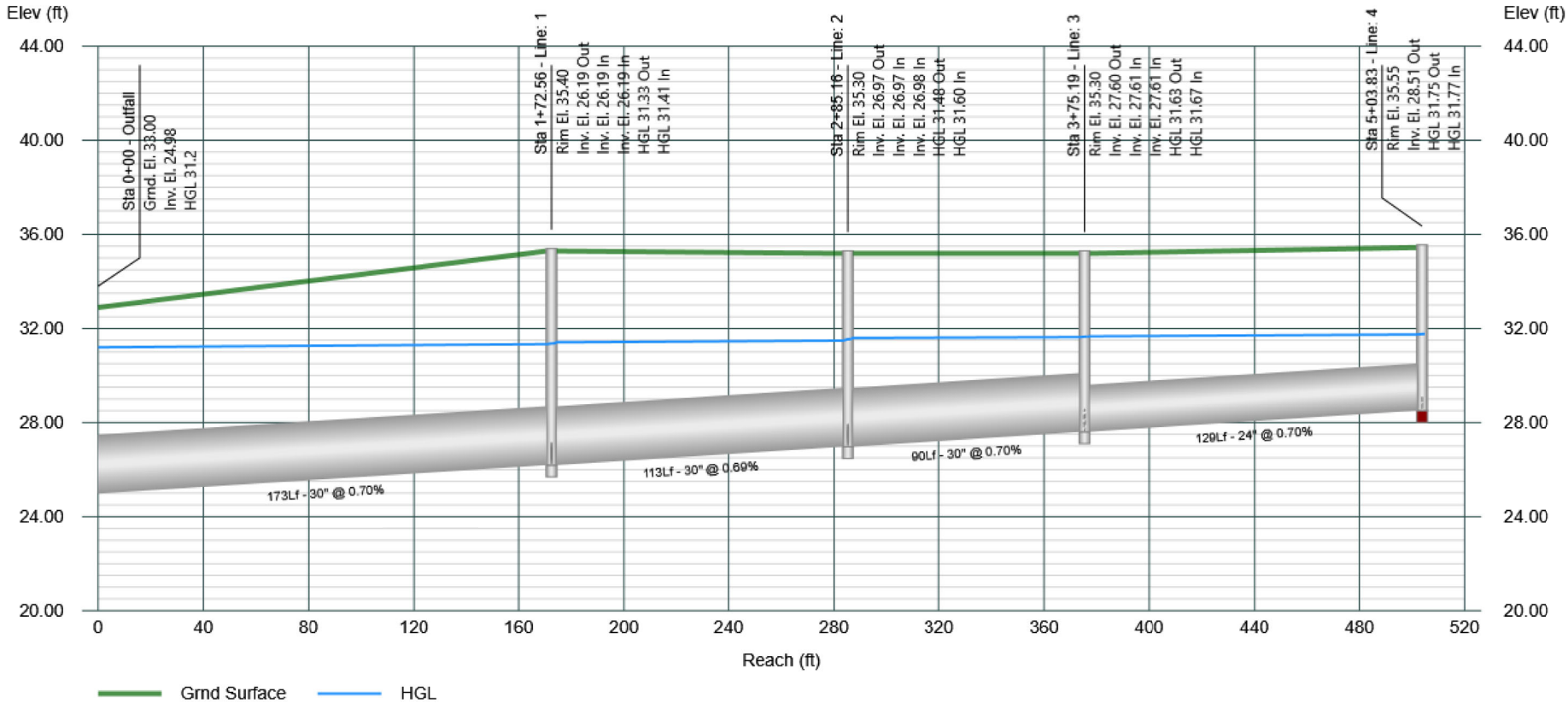
Notes: ² Critical depth. ³ Normal depth. ‡ Supercritical.

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024

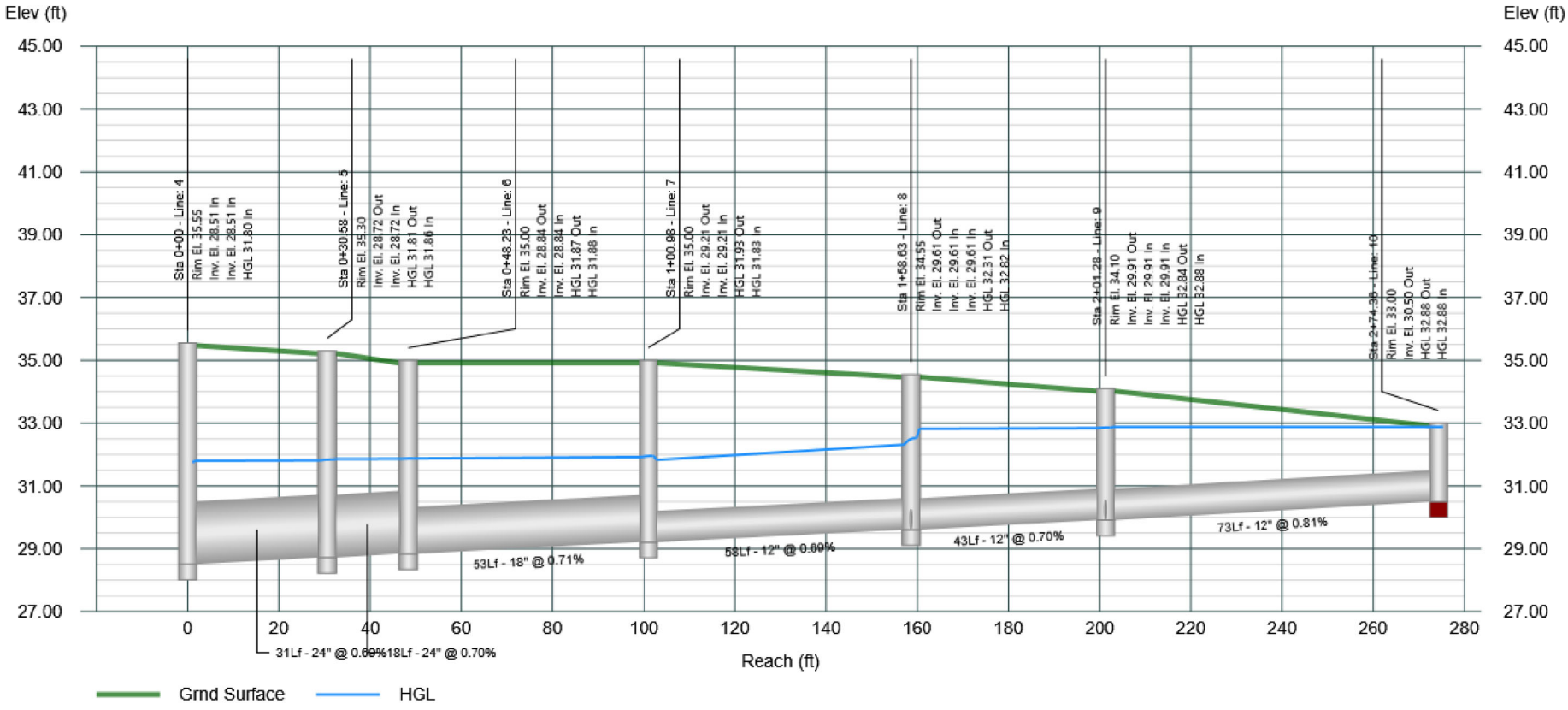


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024

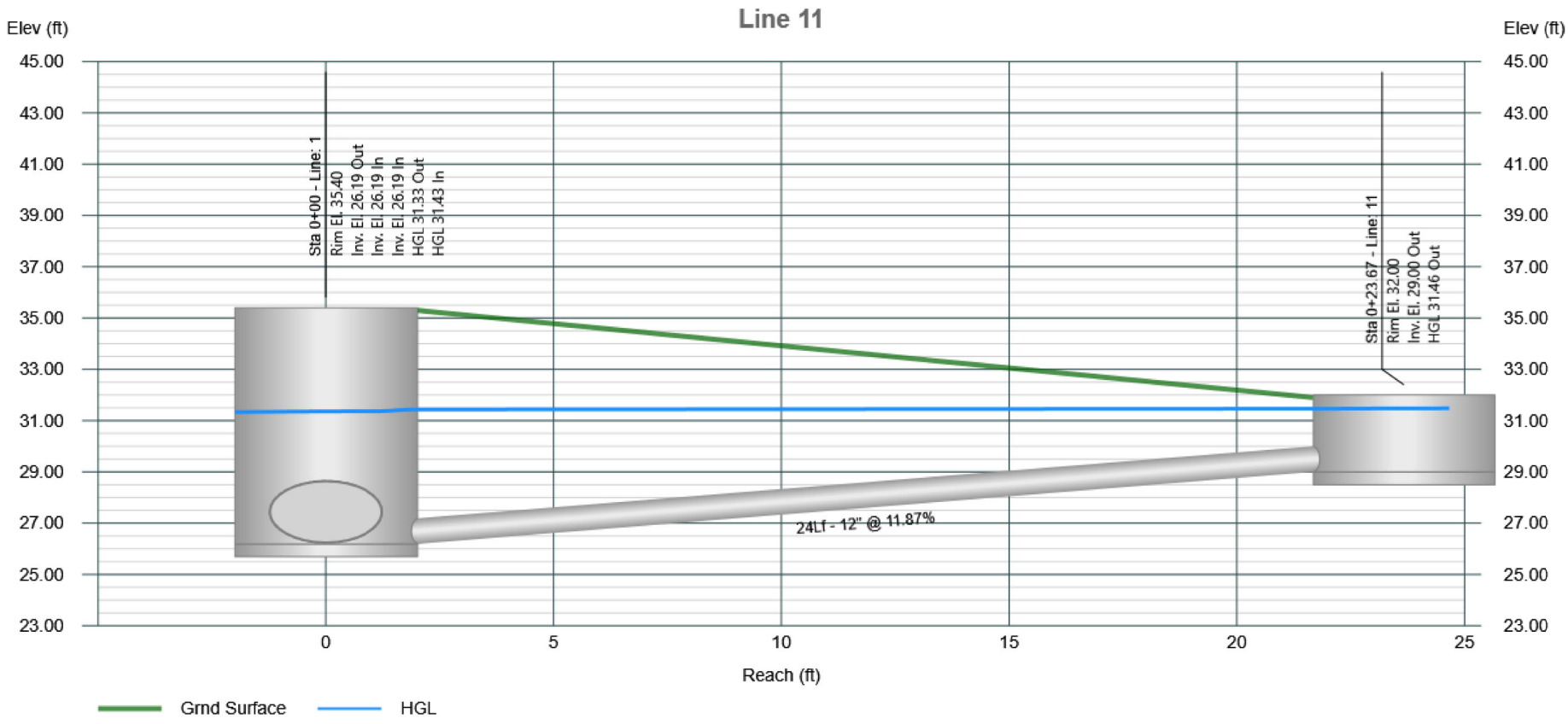


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024



Profile View

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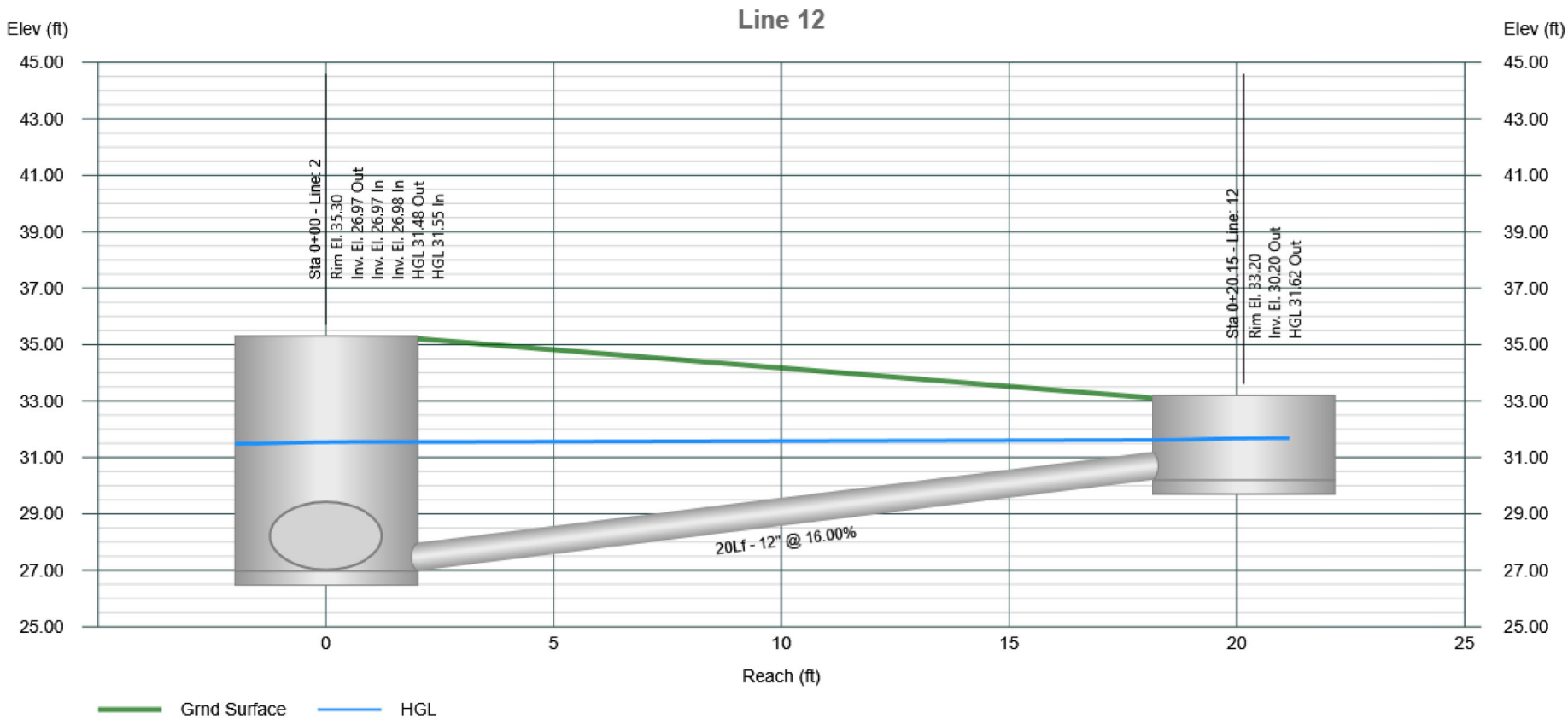

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

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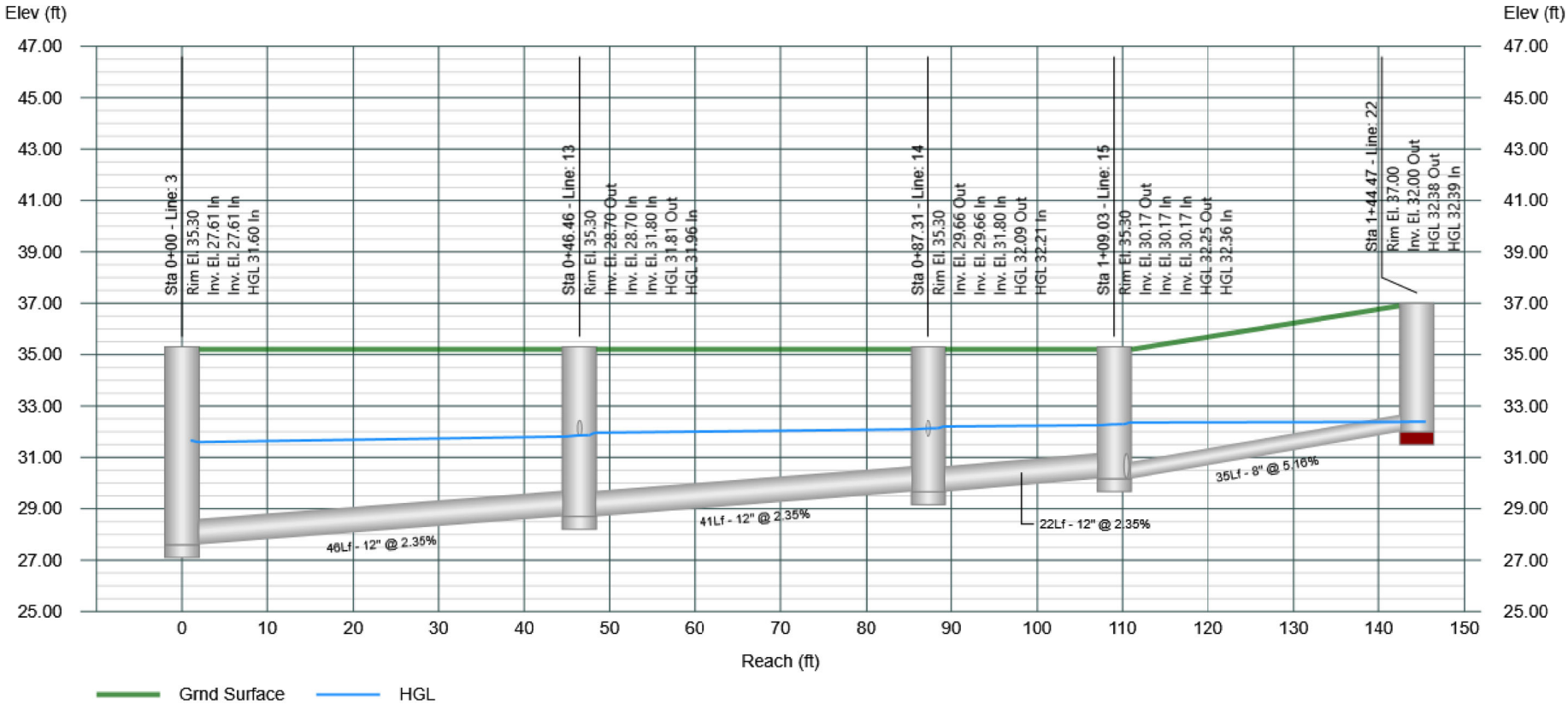
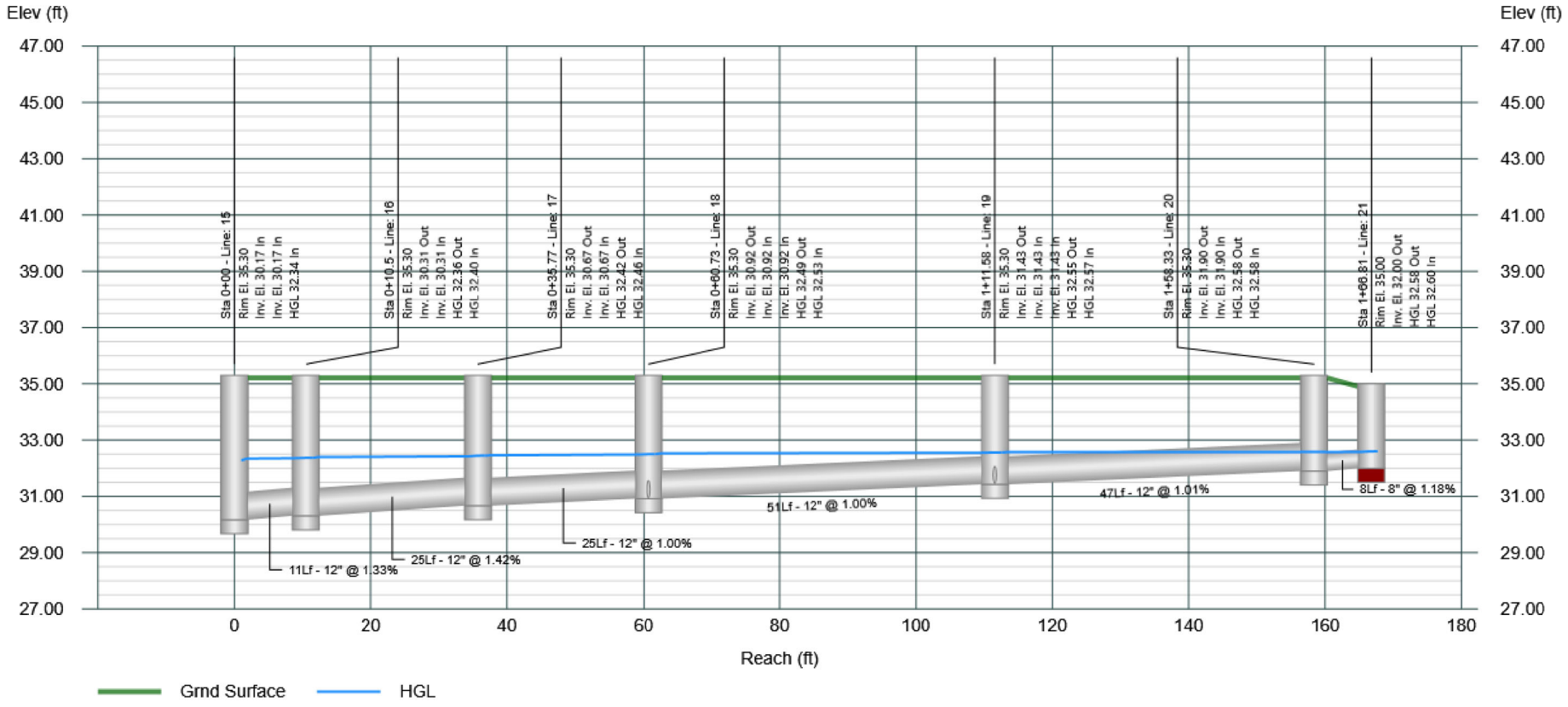


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024



Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

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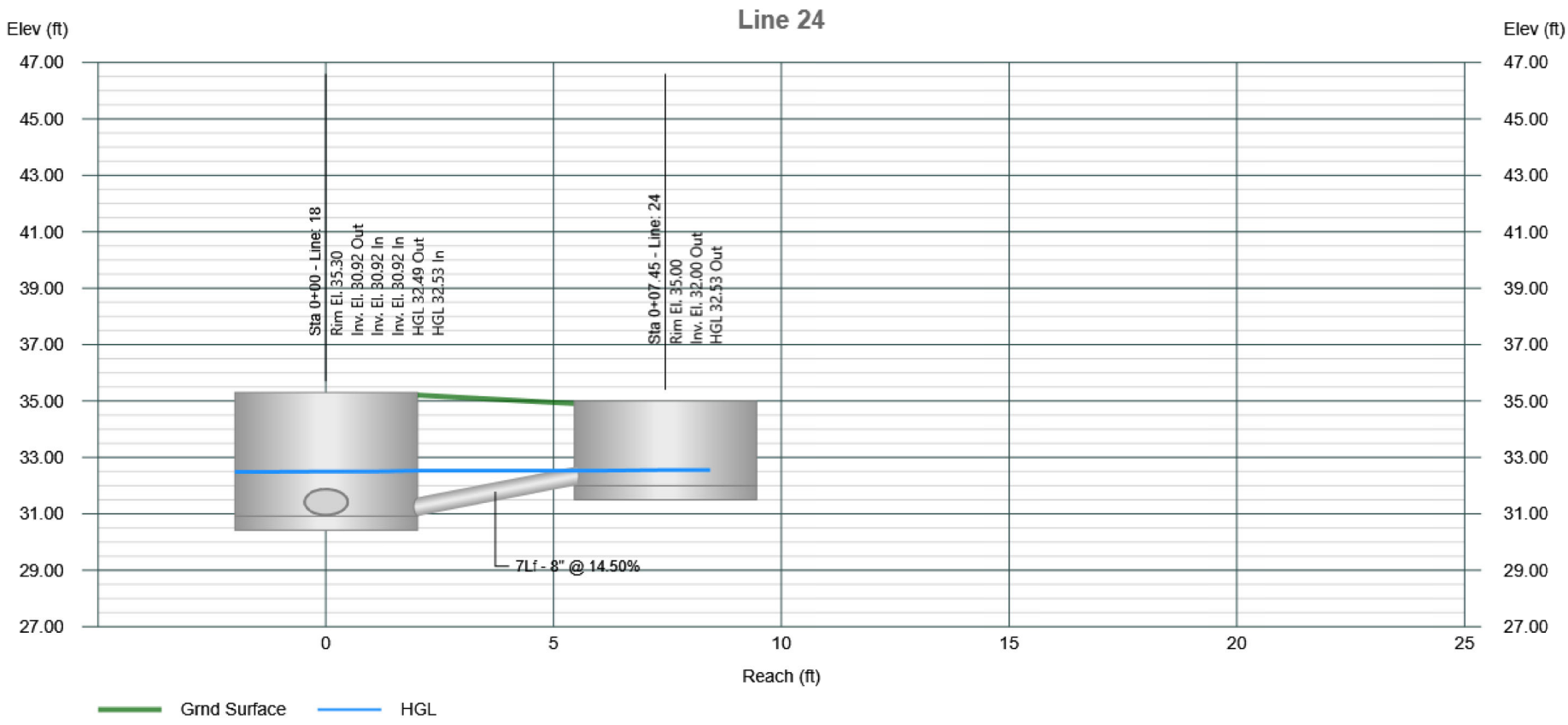

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

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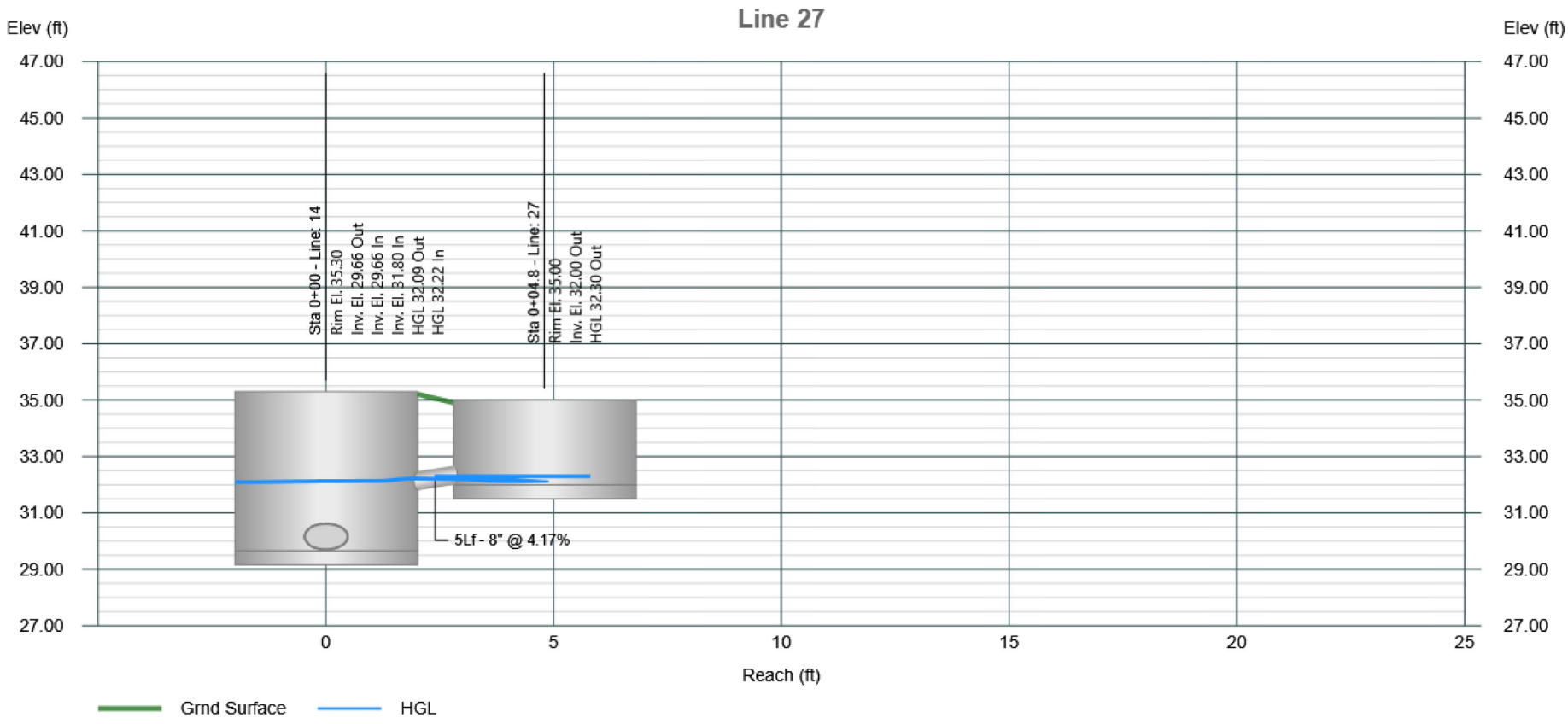
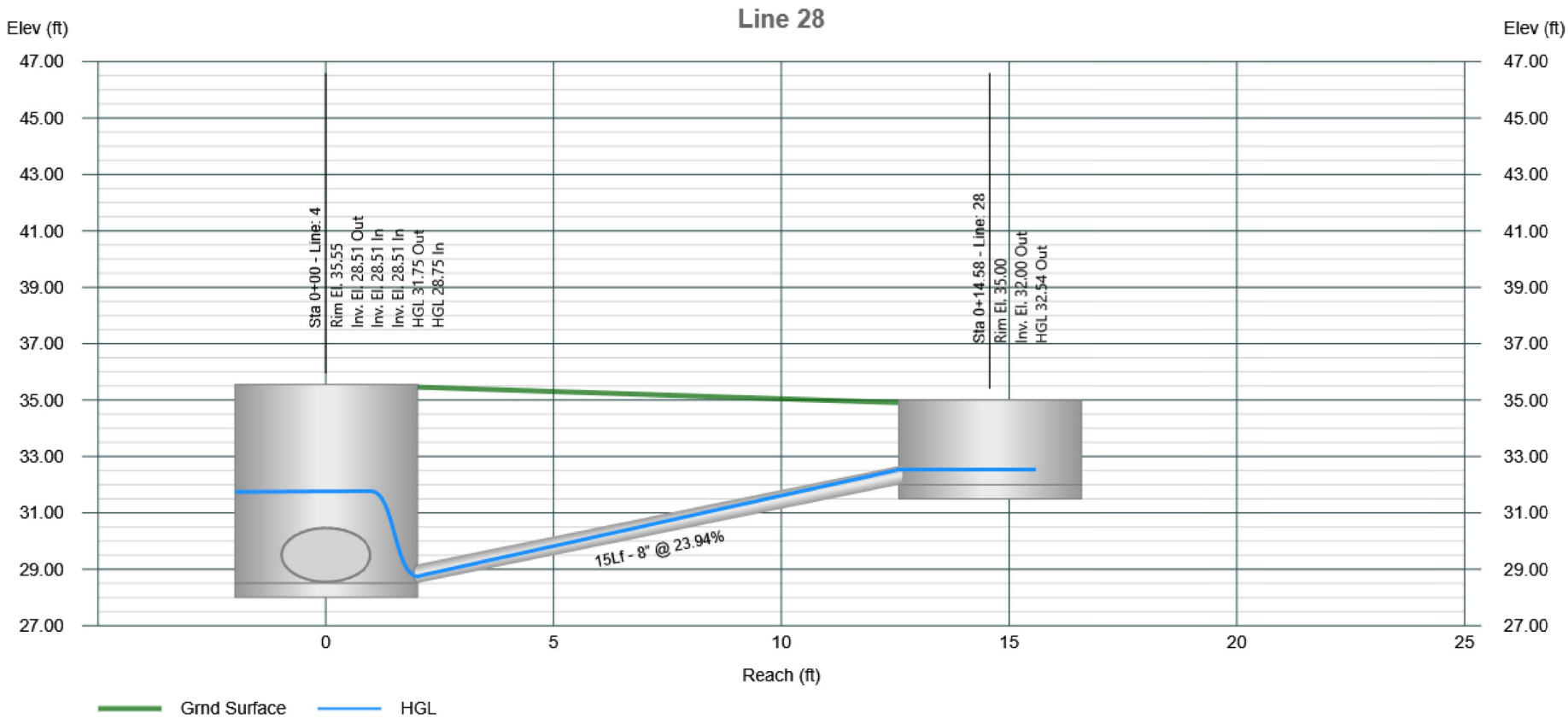


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 WEST SD

10-07-2024

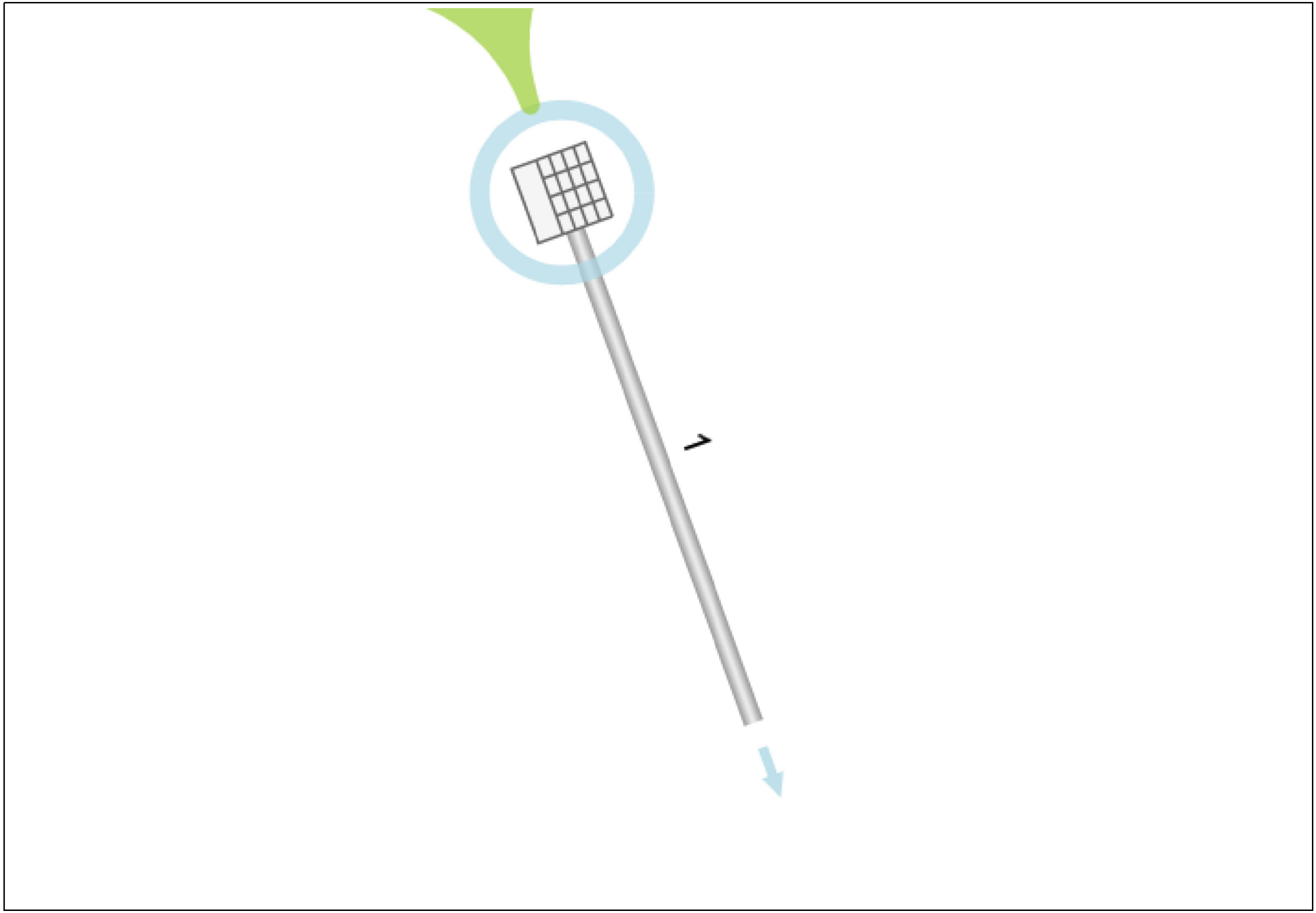


Plan View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 POND 1 OUTFALL

10-07-2024



Energy Grade Line Calculations

Project Name: 2596 POND 1 OUTFALL

Stormwater Studio 2024 v 3.0.0.35

10-07-2024

Line No	Line Size	Q	Downstream							Length	Upstream							Pipe		Junction		
			Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev		Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev	n Value	Enrgy Loss	HGLa Elev	EGLa Elev	Enrgy Loss
	(in)	(cfs)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)
1	12	14.10	24.30	1.00[3]	0.79	25.30	17.96	5.01	30.31	28.50	24.50	1.00	0.79	29.77	17.95	5.01	34.78	0.013	4.469	29.77	34.78	0.00

Notes: [3] Normal depth.

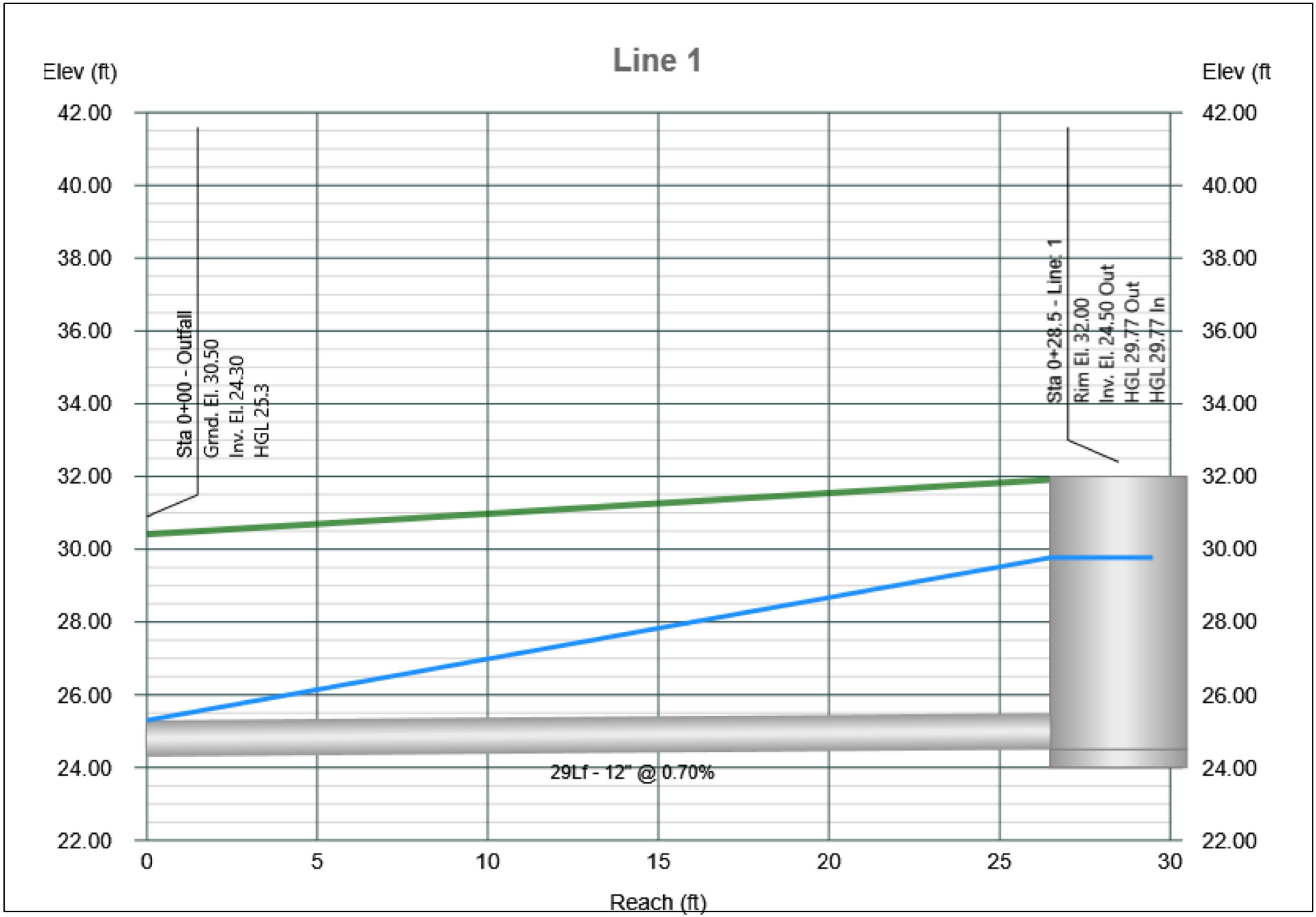
Project File: 2596 POND 1 OUTFALL.sws

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 POND 1 OUTFALL

10-07-2024



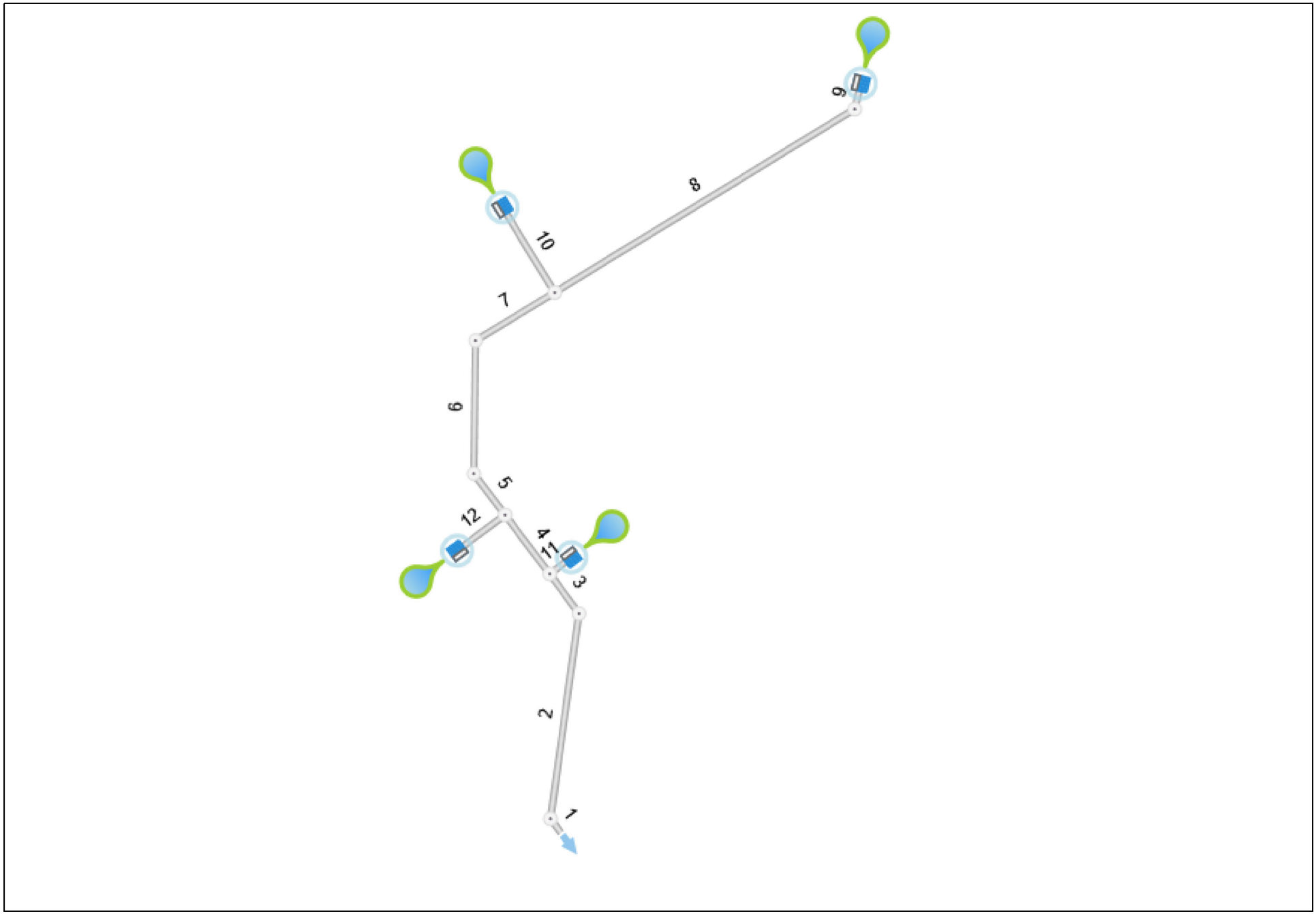
Project File: 2596 POND 1 OUTFALL.sws

Plan View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

09-26-2024



Project File: 2596 EAST SD.sws

Energy Grade Line Calculations

Project Name: 2596 EAST SD

Stormwater Studio 2024 v 3.0.0.35

10-07-2024

Line No	Line Size	Q	Downstream							Length	Upstream							Pipe		Junction		
			Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev		Invert Elev	Depth	Area	HGL Elev	Vel	Vel Head	EGL Elev	n Value	Enrgy Loss	HGLa Elev	EGLa Elev	Enrgy Loss
	(in)	(cfs)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)	(sqft)	(ft)	(ft/s)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)
1	30	23.90	28.50	2.50	4.91	31.00	4.87	0.37	31.37	14.32	28.64	2.39	4.83	31.03	4.95	0.38	31.41	0.012	0.039	31.23	31.61	0.21
2	30	23.90	28.64	2.50	4.91	31.39	4.87	0.37	31.76	182.49	30.46	1.63²	3.40	32.10	7.03	0.77	32.87	0.012	1.105	32.10	32.87	0.00
3	30	23.90	30.46	1.50‡	3.07	31.96	7.79	0.94	33.01	43.53	30.90	1.63²	3.40	32.53	7.03	0.77	33.30	0.012	0.290	32.53	33.30	0.00
4	24	22.30	30.90	1.89	3.07	32.79	7.26	0.82	33.61	65.10	31.55	1.67²	2.81	33.22	7.95	0.98	34.20	0.012	0.595	33.22	34.20	0.00
5	24	17.90	31.55	2.00	3.14	33.90	5.70	0.50	34.40	45.42	32.00	2.00	3.14	34.14	5.70	0.50	34.65	0.012	0.242	34.39	34.89	0.25
6	24	17.90	32.00	2.00	3.14	34.59	5.70	0.50	35.10	117.16	33.17	1.99	3.14	35.16	5.70	0.51	35.66	0.012	0.568	35.48	35.99	0.32
7	24	17.90	33.17	2.00	3.14	35.68	5.70	0.50	36.19	81.30	33.98	2.00	3.14	36.12	5.70	0.50	36.62	0.012	0.434	36.42	36.93	0.31
8	18	7.20	33.98	1.50	1.77	36.77	4.08	0.26	37.03	309.90	39.56	1.02²	1.29	40.58	5.60	0.49	41.07	0.012	4.040	40.58	41.07	0.00
9	12	7.20	39.56	0.73‡	0.61	40.29	11.77	2.15	42.44	20.11	40.00	1.00	0.79	41.94	9.17	1.31	43.24	0.012	0.804	42.07	43.37	0.13
10	18	10.70	33.98	1.50	1.77	36.59	6.06	0.57	37.16	87.84	35.00	1.50	1.77	37.36	6.05	0.57	37.93	0.012	0.777	37.47	38.04	0.11
11	12	1.60	30.90	1.00	0.79	33.26	2.04	0.06	33.33	24.18	33.00	0.54²	0.43	33.53	3.73	0.22	33.75	0.012	0.422	33.53	33.75	0.00
12	12	4.40	31.55	1.00	0.79	33.91	5.60	0.49	34.40	52.50	33.00	1.00	0.79	34.59	5.60	0.49	35.08	0.012	0.683	34.77	35.26	0.18

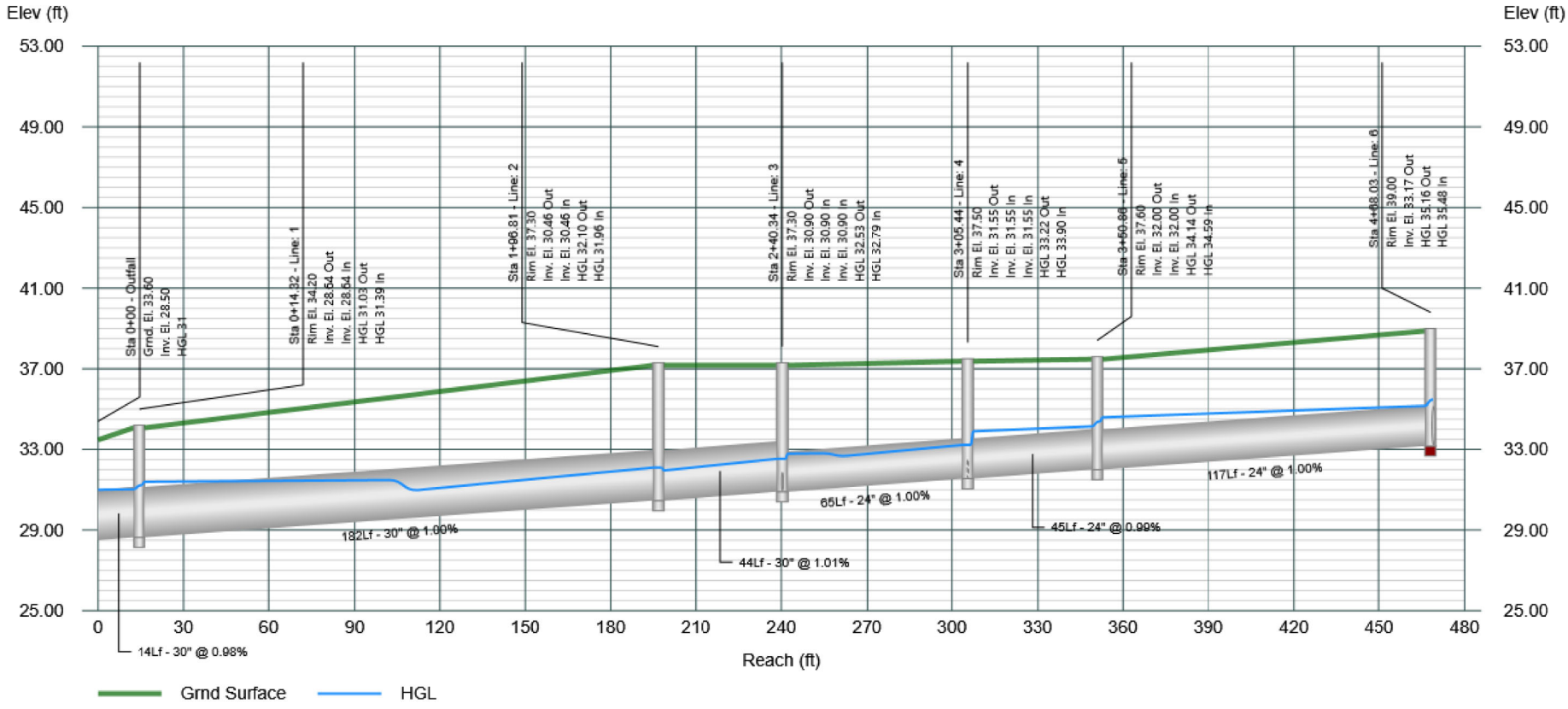
Notes: ² Critical depth. ‡ Supercritical.

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

10-07-2024

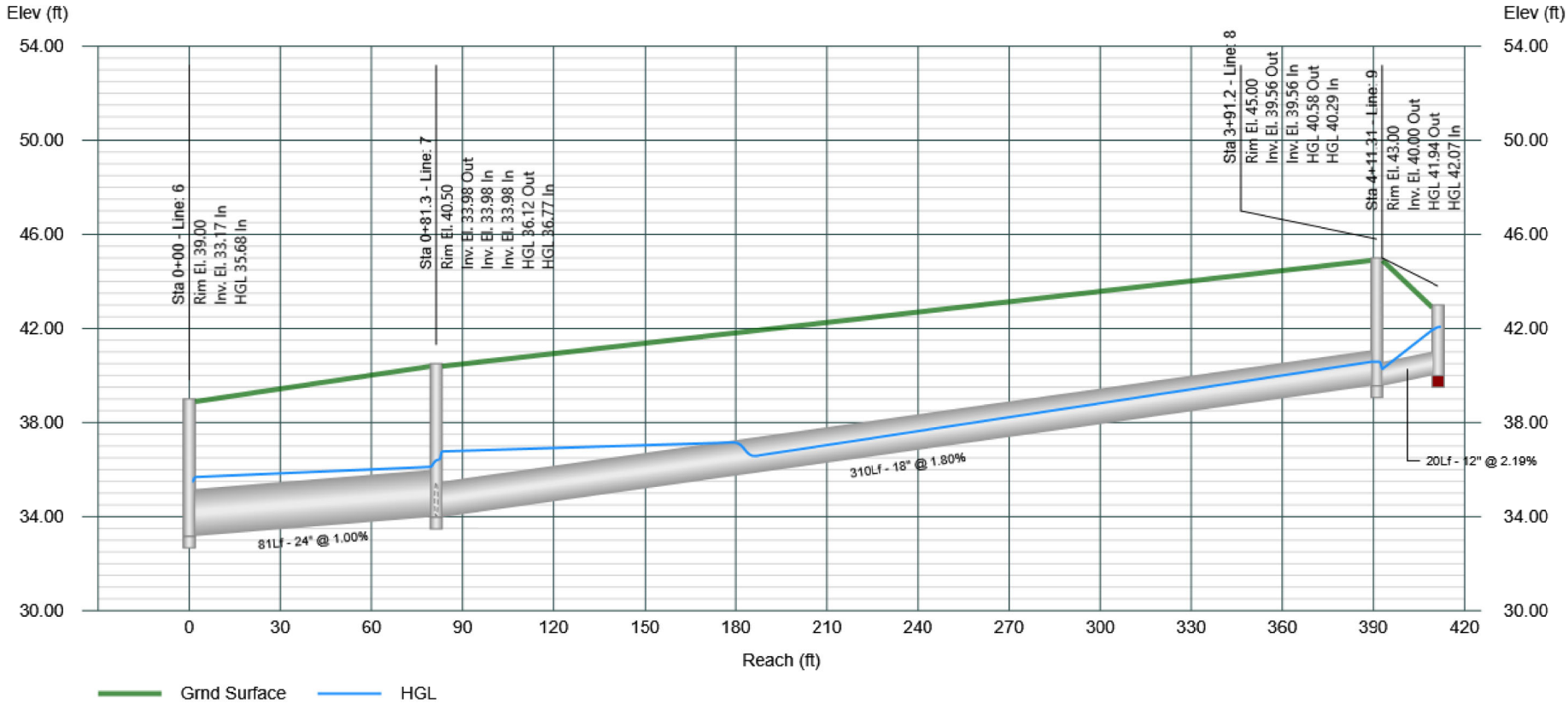


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

10-07-2024



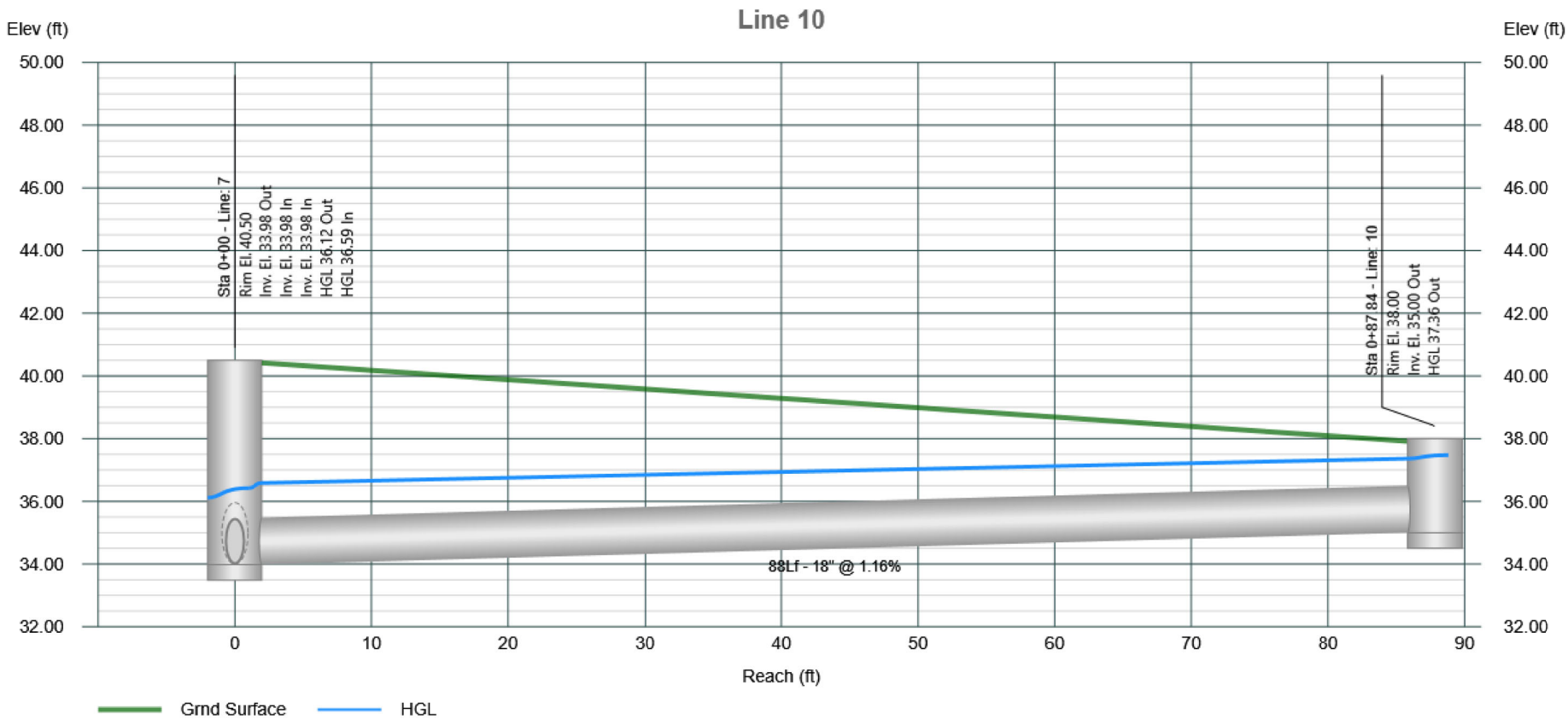
Project File: 2596 EAST SD.sws

Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

10-07-2024

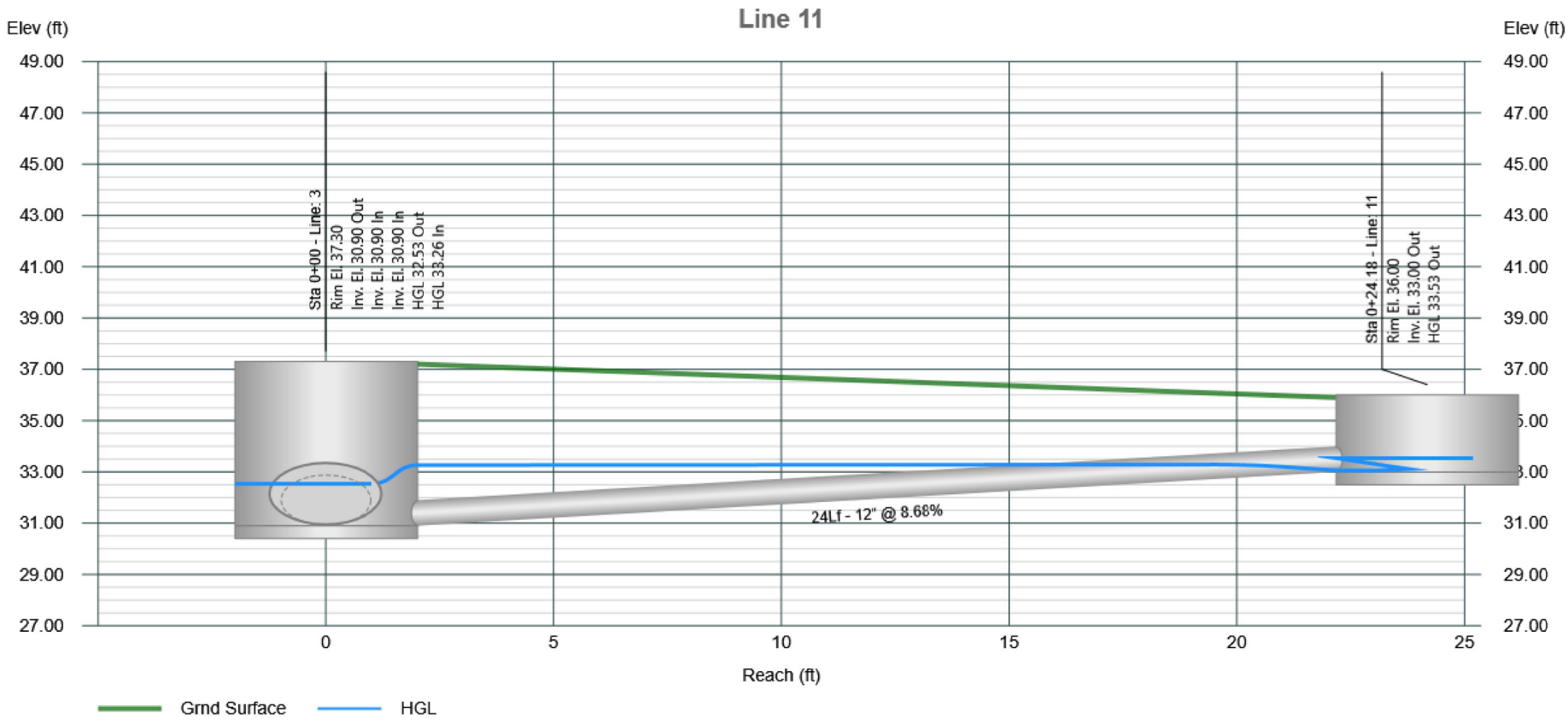


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

10-07-2024

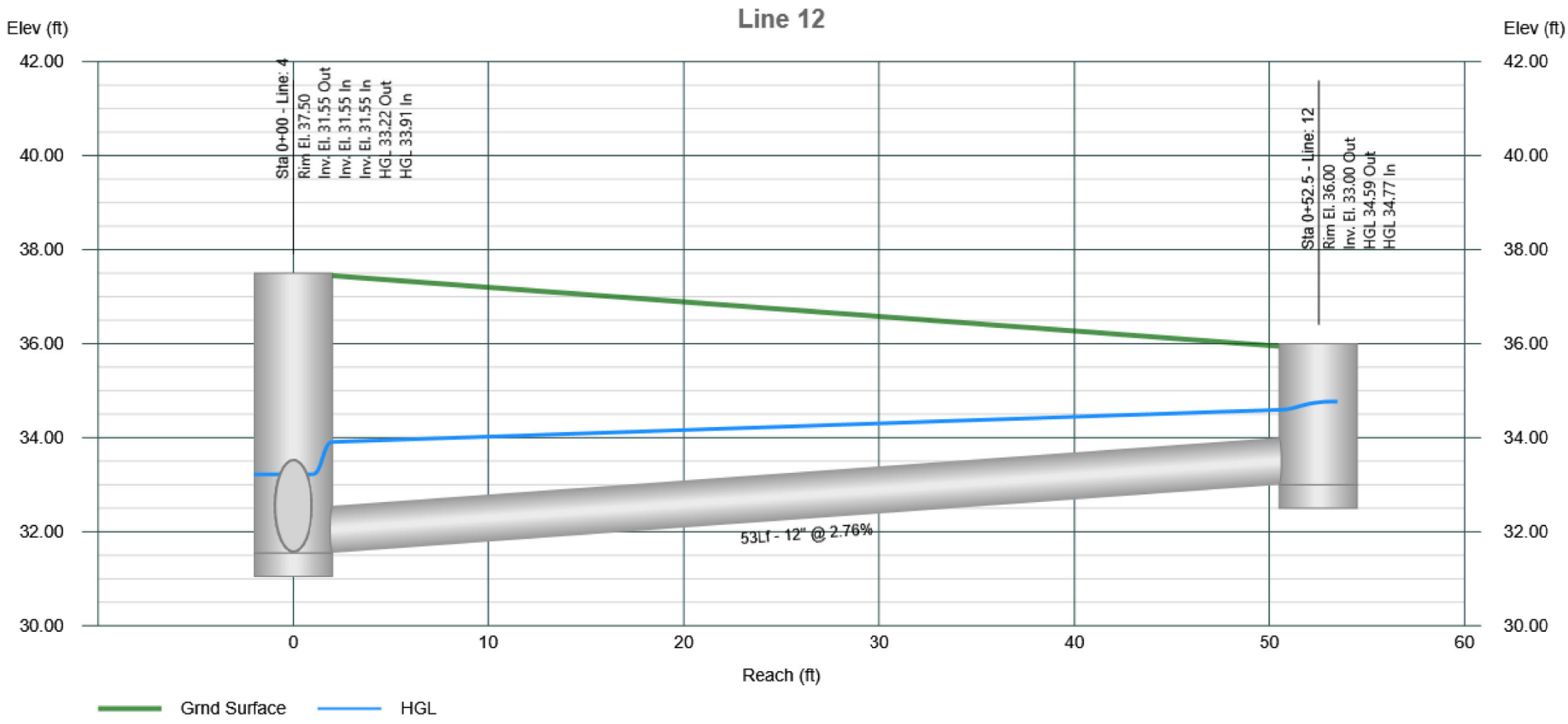


Profile View

Stormwater Studio 2024 v 3.0.0.35

Project Name: 2596 EAST SD

10-07-2024



APPENDIX D

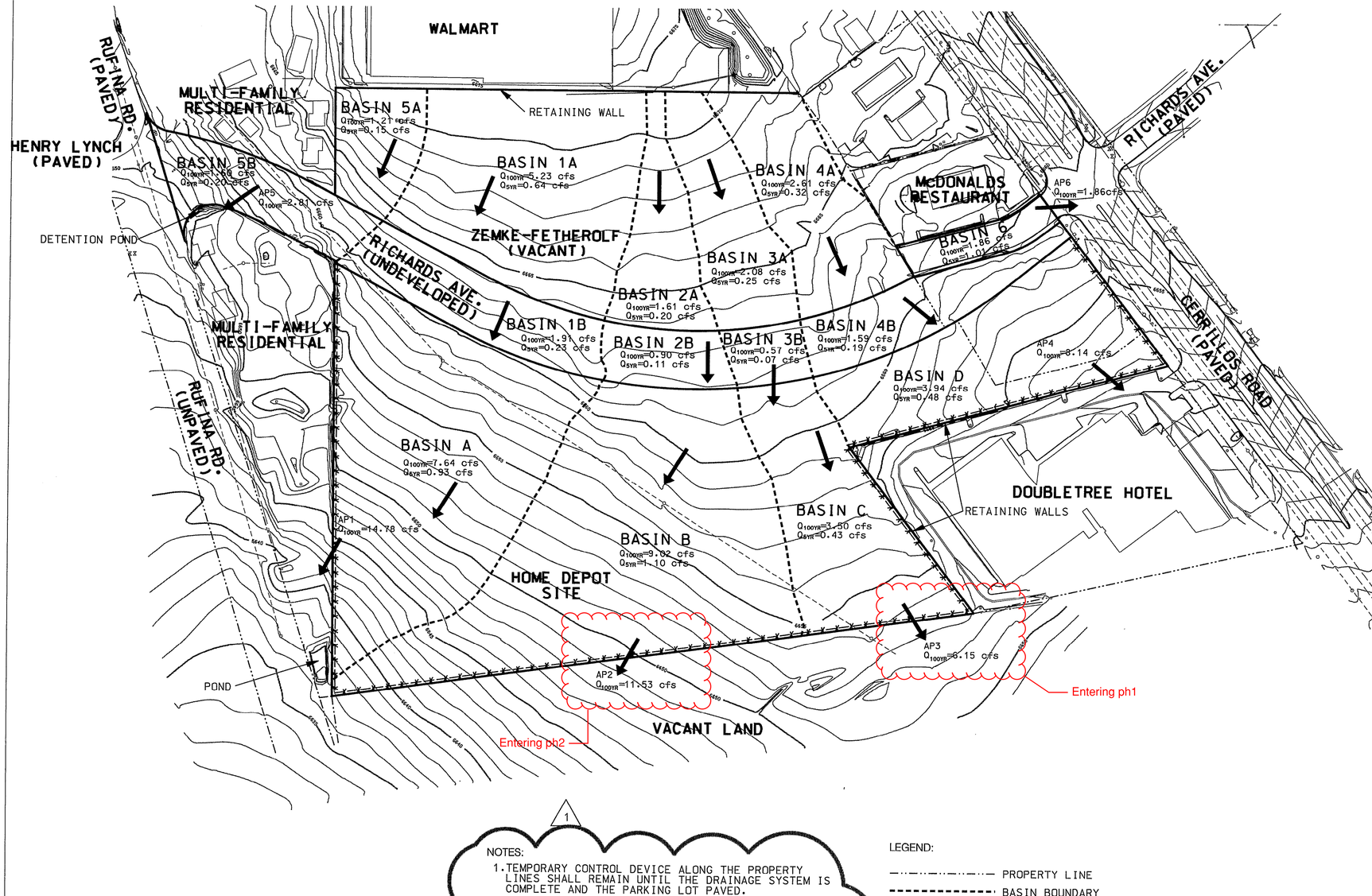
- HOME DEPOT DRAINGE PLAN

EXISTING DRAINAGE CONDITIONS

THE HOME DEPOT DRAINAGE REPORT, DATED 7/2/98, DESCRIBES THE EXISTING HYDROLOGIC CONDITIONS AND PATTERNS FOR THE HOME DEPOT SITE, RICHARDS AVENUE RIGHT-OF-WAY, ZEMKE-FETHEROLF PROPERTY AND OTHER PROPERTIES ADJACENT TO THE HOME DEPOT SITE. THE FOLLOWING TABLES SUMMARIZE THE EXISTING RUNOFF FOR THE HOME DEPOT, ZEMKE-FETHEROLF AND RICHARDS AVENUE BASINS.

EXISTING DRAINAGE CONDITIONS				
BASIN ID	AREA (acres)	Q 100yr 24hr (cfs)	Q 5yr 24hr (cfs)	V 100yr 24hr (ac-ft)
ONSITE				
A	4.36	7.64	0.93	0.227
B	5.15	9.02	1.10	0.268
C	2.00	3.50	0.43	0.104
D	2.25	3.94	0.48	0.117
TOTAL	13.76	24.10	2.94	0.716
OFFSITE				
1A	2.98	5.23	0.64	0.155
1B	1.09	1.91	0.23	0.057
2A	0.92	1.61	0.20	0.048
2B	0.51	0.90	0.11	0.027
3A	1.18	2.08	0.25	0.062
3B	0.32	0.57	0.07	0.017
4A	1.48	2.61	0.32	0.077
4B	0.90	1.59	0.19	0.047
5A	0.68	1.21	0.15	0.036
5B	0.91	1.60	0.20	0.047
6	0.36	1.86	1.01	0.092

HISTORIC RUNOFF LEAVING HOME DEPOT SITE			
ANALYSIS POINT NO.	Q 100yr 24hr (cfs)	Q 5yr 24hr (cfs)	DISCHARGE PATTERN
AP1 NORTH PROPERTY LINE	14.78	1.80	SHEET FLOW
AP2 WEST-NORTH PROPERTY LINE	11.53	1.41	SHEET FLOW
AP3 WEST-SOUTH PROPERTY LINE	6.15	0.75	SHEET FLOW
AP4 DOUBLETREE HOTEL	8.14	0.99	SHEET FLOW
AP5 RUFINA & HENRY LYNCH POND	2.81	0.35	SHEET FLOW
AP6 CERRILLOS ROAD	1.86	1.01	SHEET FLOW



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NOTES:

1. TEMPORARY CONTROL DEVICE ALONG THE PROPERTY LINES SHALL REMAIN UNTIL THE DRAINAGE SYSTEM IS COMPLETE AND THE PARKING LOT PAVED.
2. ALL EXPOSED SOIL AREAS SHALL BE TREATED WITH TEMPORARY SOIL STABILANT OR OTHERWISE KEPT DUSTFREE, PER 1994 NMSHTD STD. SPECS, SEC. 603.

LEGEND:

- PROPERTY LINE
- BASIN BOUNDARY
- BASIN BOUNDARY ALONG PROPERTY LINE
- TEMPORARY EROSION CONTROL SILT FENCE

SCALE: 1"= 100'

REVISIONS

NO.	DATE:	DESCRIPTION
4	10-15-98	ADDED EROSION CONTROL

	Approval	Date
Reviewed By		
Wastewater Mgmnt.	N/A	
Water Services	N/A	11/13/98
Subdivision	[illegible]	11/13/98
Streets	[illegible]	11/13/98
Traffic	N/A	11/13/98

REGISTRATION STAMP

B. M. ORTIZ 10/15/98 NEW MEXICO REGISTERED PROFESSIONAL ENGINEER

URS Greiner

THE HOME DEPOT
SANTA FE, NEW MEXICO
RICHARDS AVE. AND CERRILLOS ROAD

SHEET TITLE
EXISTING DRAINAGE CONDITIONS MAP & EROSION CONTROL PLAN

JOB NO. E30117301
DESIGN KMS
DRAWN RDJ
CHECKED KMS
DATE 10/8/98

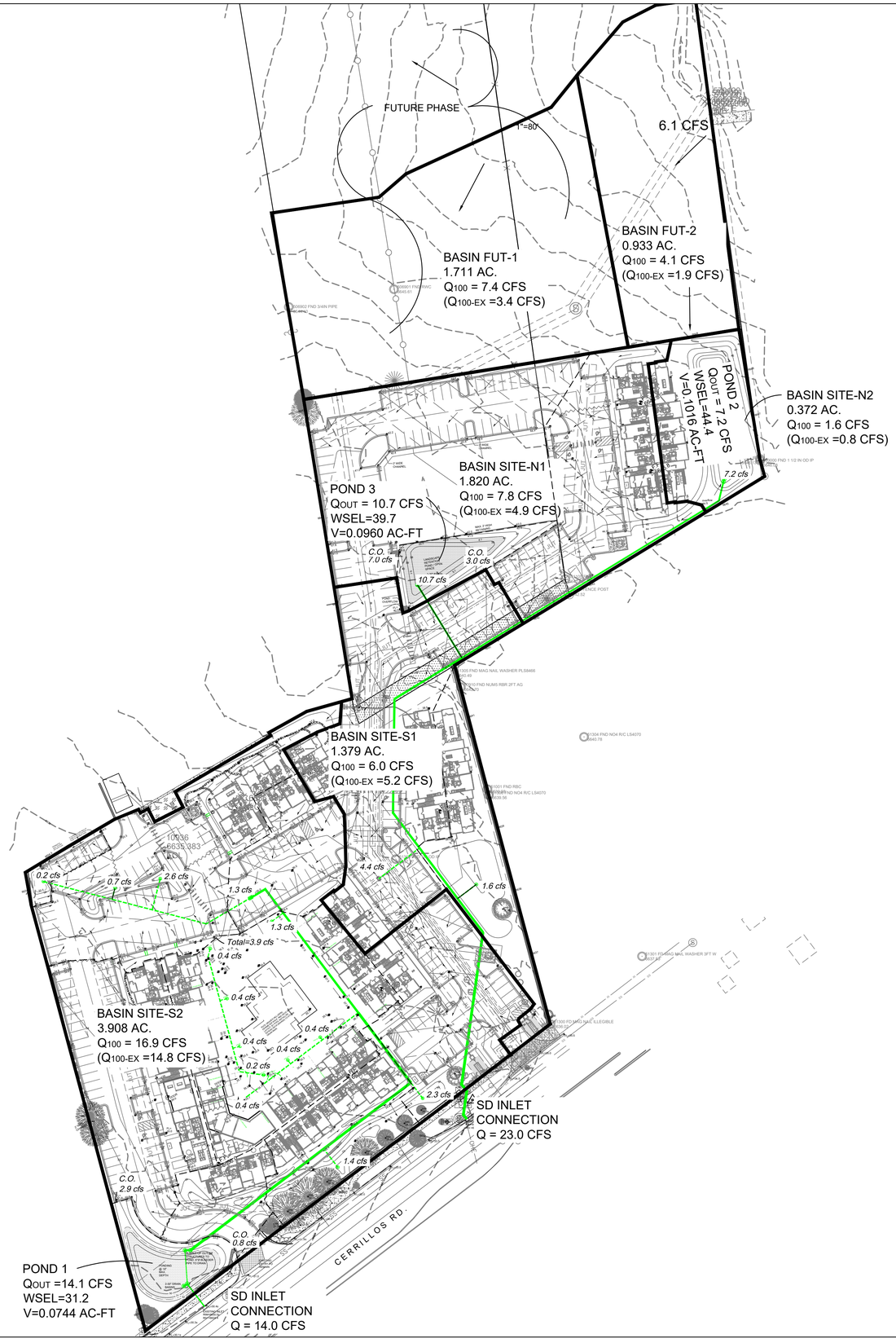
SHEET NUMBER G1

E30117300 P:\CADD\SITE\GRADO1.DGN

98-140

APPENDIX E

- EXISTING DRAINAGE BASIN EXHIBIT
- PROPOSED DRAINAGE BASIN & STORM DRAIN EXHIBIT



Isaacson & Arfman, Inc.
Civil Engineering Consultants
128 Monroe Street NE
Albuquerque, NM 87108
505-268-8828 | www.iacivil.com

NOT FOR CONSTRUCTION
FOR REVIEW ONLY
NEW MEXICO 26447 REGISTERED PROFESSIONAL ENGINEER

Engineer

RKSS-CERRILLOS MULTI-FAMILY

SANTA FE, NM
DEVELOPMENT PLAN

No	Description	Date
	ISSUE: X	

PROJECT NUMBER: IA 2596
FILE: 2596 CX-BASIN.DWG
DRAWN BY: ANW
CHECKED BY: IMA
DATE: 10/10/2024

SHEET TITLE

DRAINAGE BASIN & STORM DRAIN EXHIBIT

SHEET NUMBER

CB-100

N:\PROJECTS\2025\2596\DRAWINGS\SITE PLAN\2596 CX-BASIN.dwg Mark 10/10/2024 8:44 AM

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: RKSS Cerrillos Road Multi Family
2. Location of Property: 3471, 3431, 3453, 3439 and 3443 Cerrillos Rd / 3420 and 3450 Rufina St.
3. Owner/Agent Name: JenkinsGavin Inc

   Mailing Address: 130 Grant Ave Suite 101 Santa Fe NM 87501

   Phone & Fax: 505-820-7444 / 505-386-6343
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION

Unit Type	Unit Quantity	Average Price
Single Family (detached) Single Family (attached) Townhome/ Apartment Multi-Family Commercial	194 units	TBD

5. Elementary School Zone for Proposed Development: Wood Gormley Elementary
6. Middle School Zone for Proposed Development: Milagro Middle School
7. High School Zone for Proposed Development: Santa Fe High
8. Build out Rates (Year/s; #/yr): _____

   _____

   C-2 and R3

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400