

June 5, 2025

# Planning Commission

Case 2025-10420: Los Prados Final Subdivision Plat

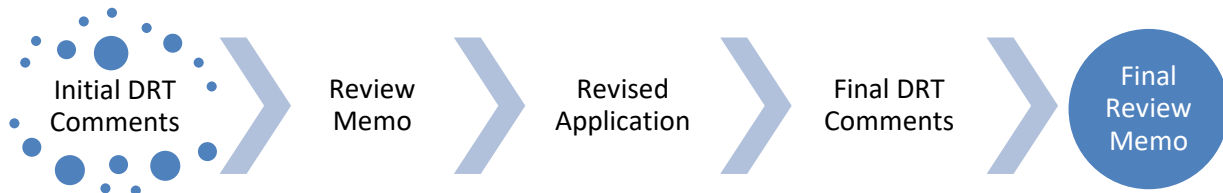
## ATTACHMENT B

City DRT Conditions of Approval, Technical Corrections,  
and Comments

# Development Review Team (DRT) Comment Form

DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

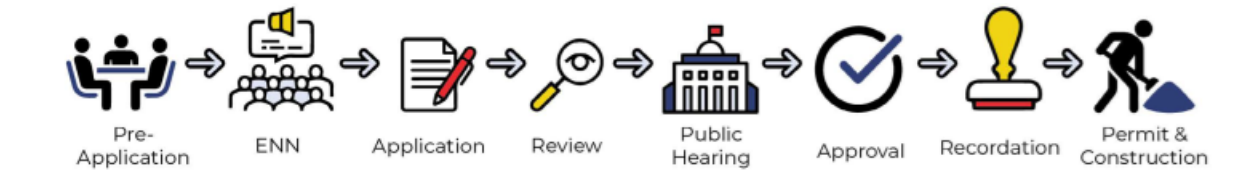


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Date:4/8/2025

DRT Member: Teddy Padilla

Dept/Div Land Use Dept./Technical Review

Case No.: #2024-7998: Los Prados Phase 1

Case Planner: Janice Biletnikoff

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**Conditions of Approval and Technical Corrections Tables**

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	Must be completed by:	Applicant response**:

Technical Corrections:	Must be completed by:	Applicant response**:
1. At time of construction, the Contractor shall ensure ADA compliance for construction of ADA accessible features and appurtenances, as detailed in, and in addition to, the approved construction permit documents as required. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, 2015 New Mexico Accessible Parking Checklist, MUTCD, NMDOT Pedestrian Access Standards and PROWAG, NM State Statute and Administrative Code and DOJ regulations as applicable.		
2.		
3.		
4.		
5.		

\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

# Development Review Team (DRT) Comment Form

Date: 4/2/2024

DRT Member: Paul A. Duran

Dept/Div: Land Use/ HPD

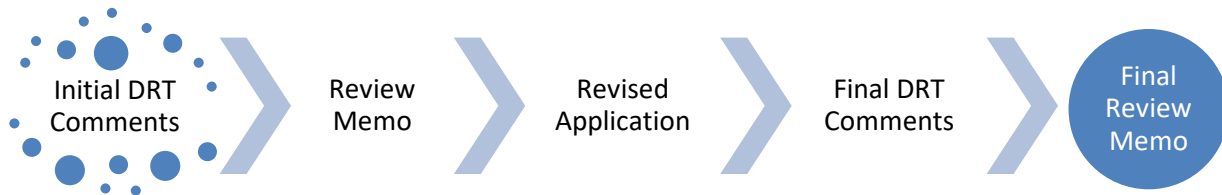
Case No.: Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff, AICP

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## DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



## Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant Response**:
1. Los Prados has received archaeological approval		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1.		
2.		
3.		
4.		

*\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

# Development Review Team (DRT) Comment Form

Date: 8/6/24

DRT Member: Dee Beingessner

Dept/Div: Land Use, Engineering

Case No.: Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff, AICP

### Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response**:
1. There are serious concerns regarding the ponding area that was to be a water harvesting amenity to include rain gardens and permaculture. The large open pond design does not present any of the original objectives. In addition, there are significant concerns with how the homeowners association can maintain the required features in their drainage maintenance responsibilities.	Prior to planning commission	
2. Include management of stormwater before it leaves the property and gets to the pond/rain garden. There should be management of stormwater throughout the project such as rain gardens flowing through the parkways.		
3. The terrain management report contains no easily identifiable information on what impervious areas were assumed for any of the site. Is onsite ponding required for each lot? Was any impervious surface included for each lot? Was any impervious surface for Phase 2 included in the calculations? What is the pond volume required? Include these discussions.		
4.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Include note on the plat stating that on-lot ponding must be provided for the development of Tract 3.	Prior to recordation.	
2. The terrain management plan does not seem to specify how much impervious surface was assumed for each lot. The amount of impervious surface allowed on each lot before on-lot ponding is required must be determined and included in a note on the plat.		

<p>3. It appears that parking is only allowed on one side of the street and is not allowed on curves. Please include No Parking signs throughout this development. Include signs with directional arrows for no parking and “No Parking Between Signs” for longer stretches.</p>		
<p>4. Provide detail of pond overflow armoring on berm even though it shouldn’t overtop up to the 1000-year storm event.</p>		
<p>5. Provide details of drainage under sidewalks and through planter strips.</p>		
<p>6. Roadways must be 2.5” of SPIII under 1.5” of SPIV.</p>		
<p>7. Striping and lighting: Please confirm with Public Works if they agree with the striping between parking areas and roadway. Also confirm lighting requirements. There should be lighting provided at all intersections.</p>		
<p>8. Other comments have been provided on the plans.</p>		

\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

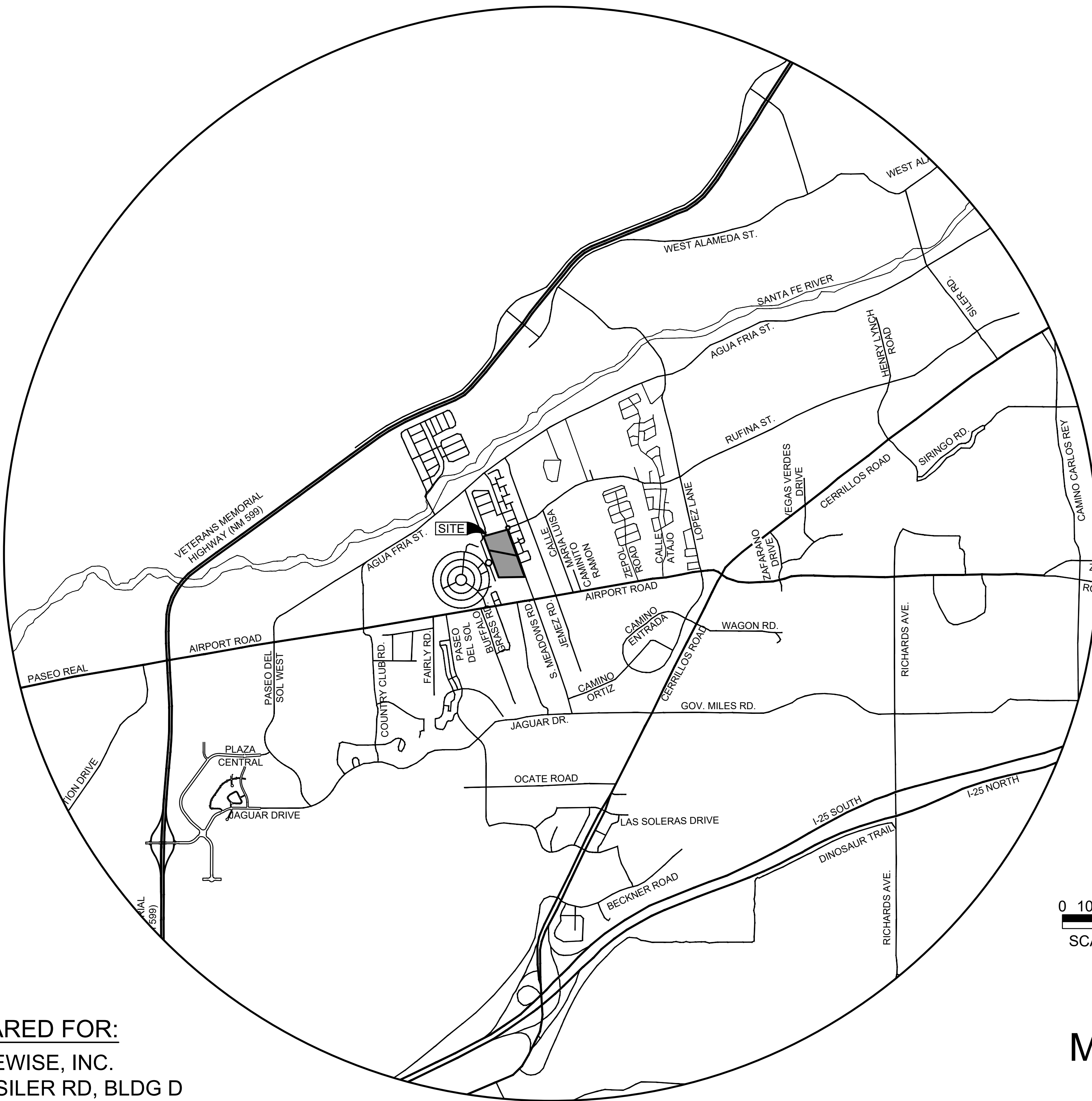
1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

# PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS

## 3600 AND 3740 SOUTH MEADOWS ROAD



PREPARED FOR:  
HOMEWISE, INC.  
1301 SILER RD, BLDG D  
SANTA FE, NM 87507

CITY OF SANTA FE, NEW MEXICO  
SECTION 1, TOWNSHIP 16N, RANGE 8E

MARCH  
2024

BUILDING PERMIT No's: (GRADING) \_\_\_\_\_  
INFRASTRUCTURE CONSTRUCTION ADDRESS \_\_\_\_\_

(LANDSCAPE/UTILITIES) \_\_\_\_\_

**ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION**  
I, UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO,  
DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREON IS BASED ON  
ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR  
UNDER MY DIRECT SUPERVISION.

**GUNNISON'S PRAIRIE DOG NOTE**  
THE PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE  
GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8.12).

I FURTHER CERTIFY THAT THE RECORD CONDITION OF THE SITE AS OF \_\_\_\_\_  
IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN  
PREPARED BY \_\_\_\_\_, DATED \_\_\_\_\_.

**CITY OF SANTA FE DRAINAGE NOTES:**

- SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
  - MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.
- I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND BASED UPON INFORMATION PROVIDED BY OTHERS, I ACCEPT THE RECORD DATA AS BEING ACCURATE AND APPLICABLE OR EQUAL.

PRINTED NAME, NMPE NO., DATE \_\_\_\_\_

This should not be on the plat. County will only record if all lines are signed at time of recordation

Is this to be signed before recordation?

ERIC A. CORNELIUS, N.M.P.E. NO. 22790  
SANTA FE ENGINEERING CONSULTANTS, LLC.

Include a statement on the plat whether each lot requires on lot ponding for all or part of new impervious surfaces.

**SITES**  
SOUTHWEST  
SITES SOUTHWEST  
1700 CENTRAL AVE. SW, SUITE B  
ALBUQUERQUE, NM 87104  
PHONE: (505) 822-8200  
MAIL: MAIL@SITES-SW.COM

**JENKINS GAVIN**  
LAND USE PROJECT MANAGEMENT  
130 Grant Avenue, Suite 101  
Santa Fe, NM 87501  
505.820.7444

**RICK CHATROOP**  
PROFESSIONAL LAND SURVEYOR  
NEW MEXICO REGISTRATION NO. 11011  
110 WAGON TRAIL RD. CERRILLOS, NM. 87010  
(505) 470-0037

**SFE C** Santa Fe Engineering  
Consultants, LLC  
1599 St. Francis Drive, Suite B  
Santa Fe, N. M. 87505  
(505) 982-2845 Fax (505) 982-2641  
http://www.SFENGR.com

REV.	SHEETS	CITY ENGR.	DATE	REV.	SHEETS	CITY ENGR.	DATE

CITY OF SANTA FE		APPROVED FOR CONSTRUCTION
		CITY ENGINEER _____ DATE _____
COVER SHEET AND INDEX OF SHEETS	SHEET 1-1	

## INDEX OF SHEETS

1-1	COVER SHEET
1-2	INDEX OF SHEETS
1-3	CIVIL SITE PLAN
1-4	CERTIFIED TOPOGRAPHIC MAP
1-5	LEGAL LOT OF RECORD
1-6	SLOPE ANALYSIS MAP
2-1 TO 2-3	GENERAL NOTES, SECTIONS AND TYPICAL DETAILS
2-4	DEMOLITION PLAN
3-1	UTILITY NOTES
3-2	UTILITY PLAN
4-0	LANDSCAPE GENERAL NOTES
4-00	LANDSCAPE SCHEDULES
4-1	WATER BUDGET & OPEN SPACE - PARK
4-2	LANDSCAPE DEMOLITION & PROTECTION PLAN - PARK
4-3	LANDSCAPE PLAN - PARK
4-4	LANDSCAPE PLAN - PARK
4-5	LANDSCAPE PLAN - SUBDIVISION
4-6	LANDSCAPE PLAN - SUBDIVISION
4-7	LANDSCAPE DIMENSIONING PLAN - PARK
4-8	LANDSCAPE DIMENSIONING PLAN - PARK
4-9	LANDSCAPE GRADING PLAN - PARK
4-10	LANDSCAPE PLANTING PLAN – PARK & SUBDIVISION
4-11	LANDSCAPE PLANTING PLAN - PARK
4-12	LANDSCAPE PLANTING PLAN - PARK
4-13	LANDSCAPE PLANTING PLAN - SUBDIVISION
4-14	LANDSCAPE PLANTING PLAN - SUBDIVISION
4-15	LANDSCAPE IRRIGATION SCHEDULE
4-16	LANDSCAPE IRRIGATION PLAN – PARK & SOUTH MEADOWS RD
4-17	LANDSCAPE IRRIGATION PLAN – PARK
4-18	LANDSCAPE IRRIGATION PLAN – PARK
4-19	LANDSCAPE IRRIGATION PLAN – SOUTH MEADOWS RD
4-20	LANDSCAPE IRRIGATION PLAN – SOUTH MEADOWS RD
4-21	LANDSCAPE IRRIGATION DETAILS
4-22	LANDSCAPE IRRIGATION DETAILS
4-E1	LANDSCAPE PRELIMINARY LIGHTING PLAN - PARK
4-23 THROUGH 4-32	LANDSCAPE DETAILS

## INDEX OF SHEETS (CONT'D)

5-1	GRADING AND DRAINAGE NOTES
5-2	OVERALL GRADING AND DRAINAGE PLAN
6-1 TO 6-4	ROADWAY PLANS AND PROFILES
7-1 TO 7-2	SIGNING AND STRIPING PLANS
8-1 TO 8-4	SANITARY SEWER PLANS AND PROFILES
8-10 TO 8-13	STRUCTURE SECTIONS
9-1 TO 9-8	ROADWAY CROSS SECTIONS
10-1	STORM WATER POLLUTION PREVENTION PLAN
10-2	TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
10-3	PERMANENT EROSION AND SEDIMENT CONTROL PLAN
10-4	STORM WATER CONTROL DETAILS
10-5 TO 10-6	T.E.S.C.M. DETAILS
11-1 TO 11-10	STANDARD DRAWINGS AND DETAILS
12-1 TO 12-3	OFFSITE IMPROVEMENTS PLANS
E-001	FIXTURE SCHEDULE GENERAL NOTES
E-501	POWER RISER DIAGRAM PANEL SCHEDULE
ES-101	SITE LIGHTING PLAN
ES-102	SITE PHOTOMETRICS PLAN

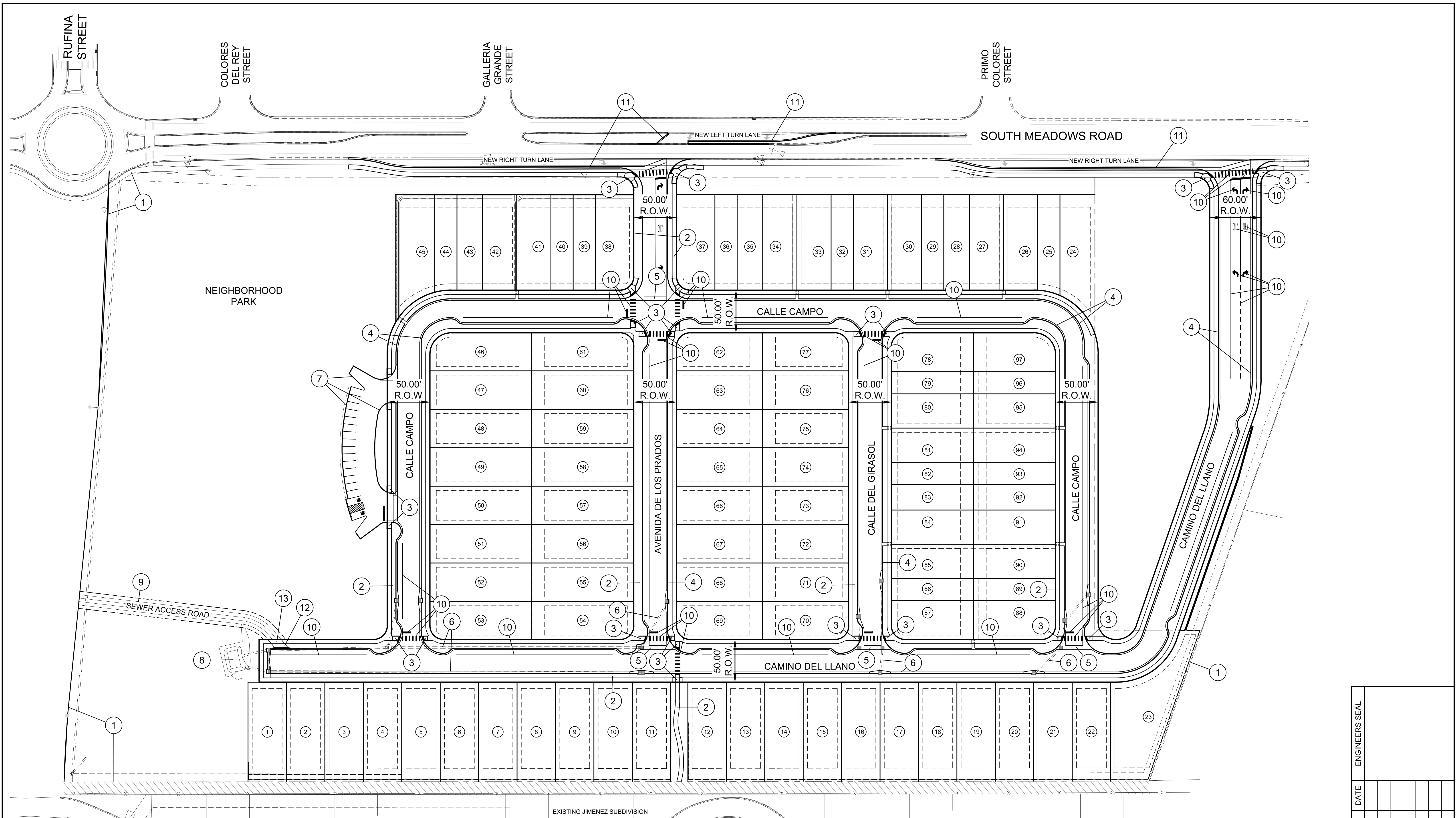
ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

**SFE C** Santa Fe Engineering Consultants, LLC  
 1599 St. Francis Drive, Suite B  
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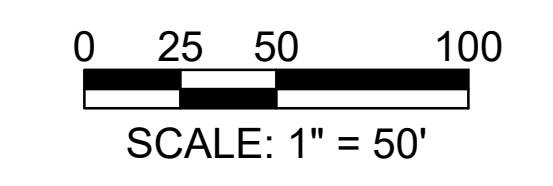
PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
<b>INDEX OF SHEETS</b>		
DATE: MARCH 2024	SCALE: N.T.S.	SHEET: 1-2



**SHEET KEYNOTES**

- ① PROPERTY LINE
- ② PROPOSED CONCRETE SIDEWALK  
SEE SHEET 2-3
- ③ PROPOSED ADA ACCESSIBLE CURB RAMP  
SEE SHEETS 13-6 TO 13-8
- ④ PROPOSED 2' STANDARD CURB AND GUTTER,  
SEE SHEET 2-3
- ⑤ PROPOSED 5' TYPE II VALLEY GUTTER,  
SEE SHEET 2-3
- ⑥ PROPOSED STORM SEWER  
SEE SHEETS 8-10 TO 8-13
- ⑦ PROPOSED 6" STAND-UP CURB  
SEE SHEET 2-3
- ⑧ PROPOSED WATER CATCHMENT  
SEE SHEET 8-13
- ⑨ PROPOSED SEWER ACCESS ROAD  
SEE LANDSCAPING SHEETS
- ⑩ PROPOSED STRIPING  
SEE 7 SERIES SHEETS
- ⑪ PROPOSED OFFSITE IMPROVEMENTS  
SEE 12 SERIES SHEETS
- ⑫ MOUNTABLE CURB AND GUTTER  
SEE SHEET 2-3
- ⑬ THICKENED SIDEWALK,  
SEE SHEET 2-3

**CIVIL SITE PLAN**  
SCALE: 1" = 50'



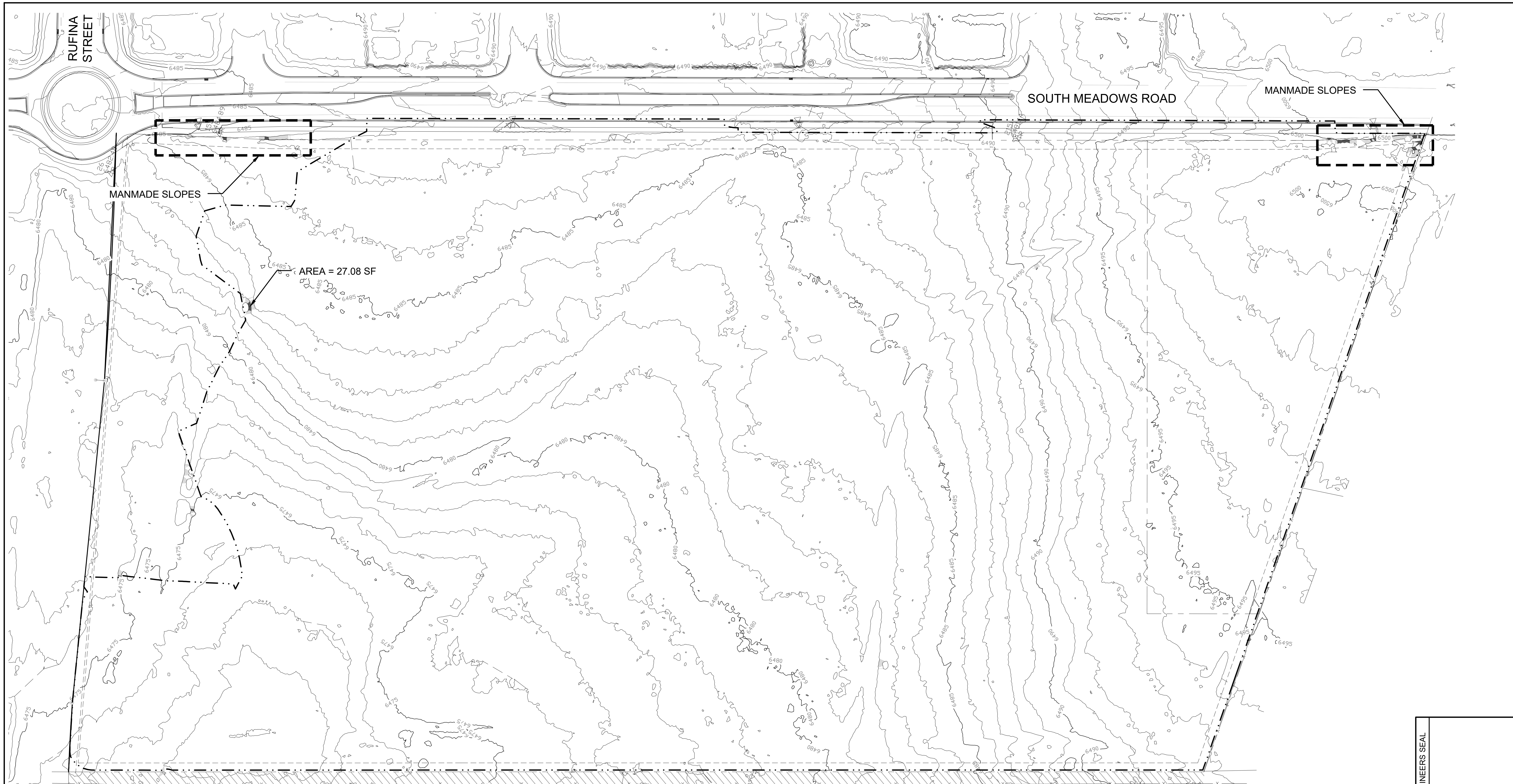
CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

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PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
<b>CIVIL SITE PLAN</b>		
DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 1-3

ENGINEERS SEAL	
DATE	
REVISIONS	



**LEGEND**

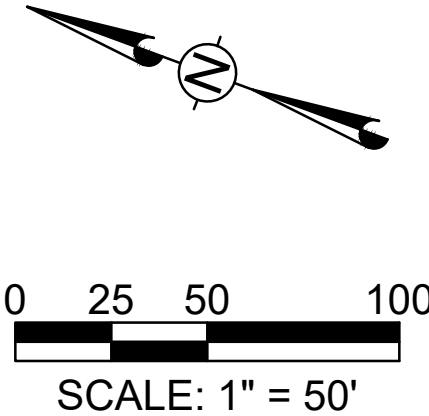
AREA OF 20% TO 30% SLOPE  
 AREA OF 30% AND GREATER SLOPE  
 GRADING LIMITS

ALL TOPOGRAPHIC INFORMATION IS PROVIDED BY RICK CHATROOP

THIS SLOPE ANALYSIS IS BASED UPON 1 FOOT CONTOUR INTERVALS

AREA OF 30% AND GREATER SLOPES DISTURBED BY THIS PROJECT = 27.08 SF

**SLOPE ANALYSIS MAP**  
 SCALE: 1" = 50'  
 CONTOUR INTERVAL = 1'



CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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ENGINEERS SEAL	
DATE	
REVISIONS	
	PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD  <b>SLOPE ANALYSIS MAP</b>
DATE: MARCH 2024	SCALE: 1" = 50'
	SHEET: 1-6

**CITY OF SANTA FE PUBLIC INFRASTRUCTURE GENERAL CONSTRUCTION NOTES**

1. All construction shall conform to the requirements of City of Santa Fe Standard Drawings and Specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA's "New Mexico Standard Specifications for Public Works Construction, 2006 edition including latest published amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation's "Standard Specifications for Highway and Bridge Construction, Current Edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe Standard Drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirement as determined by the project engineer and approved by the City.
6. The project plans shall be approved for construction by the City prior to any construction activity and scheduling a pre-construction meeting.
7. The construction Project Engineer shall be a New Mexico licensed Professional Engineer in the appropriate category for the type of work represented by the project plans. The Project Engineer shall arrange for a pre-construction meeting prior to the start of construction or mobilization of equipment on-site and after receipt of the financial guaranty. At the pre-construction meeting, the Project Engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); this includes preparation of the record drawings. The pre-construction meeting shall be scheduled a minimum of 10 calendar days in advance of the meeting date.
8. Attendance at the pre-construction meeting is mandatory.
9. The Contractor shall provide a list of contact personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24 hour basis.
10. If an EPA Notice of Intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statement giving the mailing date.
11. The Contractor shall be responsible for maintaining the integrity of all underground utilities during the course of work regardless of any location shown on the plans or other field evidence, or lack thereof. Notification to New Mexico One Call at 1-800-321-2537 for utility locates a minimum of 48 hours in advance of any excavation is required. Maintenance of utility locates shall be continued throughout the project life.
12. The Owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico Professional Engineer and submitted to the City for approval. Upon approval, said changes may be incorporated into the project.
13. Final Record Drawings, reflecting substantial changes to the original design drawings, shall be submitted by the Contractor's Surveyor for approval to the Engineer. Said plans shall be approved by applicable City Divisions prior to final acceptance of project work for maintenance responsibility and the beginning of the warranty period. Under no circumstances will partial acceptance and/or warranty commencement begin for any component of project scope be provided.
14. All Contractor work activity shall be confined to the construction limits of the project. There shall be no encroachment onto adjacent properties, either construction or marshaling yard(s) unless legal easements(s)/agreement(s) is/are executed and approved by the Engineering Supervisor.
15. Grading shall be completed under the authority of a Building Permit, the application of which shall show the type of work as "Other" with the notation of Grading, Landscaping, and infrastructure shown thereon. Call 505-955-6945 for permit information.
16. All cut and fill slopes, including setback requirements, shall conform to the requirements of:
  - a. Santa Fe City Code's Article 14-8 (Development and Design Standards);
  - b. Chapter 33 of the Uniform Building Code, 1997 edition unless otherwise noted on the approved construction plans; and
  - c. In the case of conflict between these two specifications, City Code shall prevail.
17. The Contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
18. Material quality testing shall be completed by the Contractor, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico Professional Engineer.
19. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, New Mexico 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the pre-construction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the reports shall be Fax'ed to 505-955-6829. In each case, all test reports and other communication shall carry the applicable P&DR Case and Building Permit project numbers which will be provided at the pre-construction meeting if not noted on the approved project plans.
20. Compaction testing of soil and similar materials, including optimum moisture-density relationships, shall be performed in accordance with the referenced specifications and/or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill of similar material; or as directed by the Engineer.
21. Portland cement concrete (PCC) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer. The design shall meet SSHBC Section 509 requirements for Class AA or Class F concrete and be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial casting operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR. Each mix shall have the following minimum properties:
  - a. Compressive strength of 4,000 psi in 28 calendar days for Class AA concrete or 3,000 psi in 14 days for Class F concrete
  - b. Seven (7.0) bags of cementitious material per cubic yard of concrete
  - c. Twenty (20.0) percent or less of flyash material substitution for cement
  - d. Maximum aggregate size of 3/4"
  - e. Air entrainment content ranging between 4.0 and 7.0 percent at the point of concrete delivery into forms
22. Concrete sample set shall consist of a minimum of three (3) cylinders. One sample set shall be obtained for each 500 linear feet cast, 50 cast cubic yards, or one (1) set per calendar day, whichever is greatest; or as directed by the Engineer. Cylinders shall be tested at 7, 28, and 56 day intervals; the 56 day interval need not be tested if any previous test result exceeds the design value.
23. Traffic control devices, as per approved plan, shall be installed, maintained, and removed by the Contractor. Said devices shall conform to the latest published edition of the Manual of Uniform Traffic Control Devices and to written directions from the City Traffic Engineer who may be reached at 505-955-6631.
24. Site erosion and/or sediment control, as per approved plan, shall be installed, maintained, and removed by the Contractor. The Contractor's attention is directed to the SSHBC's Section 603 for other requirements relating to dust abatement and similar issues.
25. Utility lines must be bored under all existing street Pcc street appurtenances. A minimum of 12" separation must be maintained between utility lines. Any curb, gutter, or other damage must be repaired before final inspection will be given.
26. Each City utility division shall provide a letter of completed installation, not necessarily accepted for warranty, at the Contractor's request. Said letters shall be provided to the P&DR staff and received written staff acceptance prior to scheduling either TV inspection of SAS ; and Storm Sewer lines or placement of roadway pavement material.
27. ASTM, ASHTO, or independent laboratory certificates of material compliance are to be provided to P&DR staff prior to bringing applicable material on site.
28. Aggregate base course material shall conform to the SSHBC's Section 304 using Gradation I.
29. Hot Mix Asphalt (HMA) proposed to be used for the project shall conform to a mix design prepared by a New Mexico Professional Engineer conforming to SSHBC's Section 423 using Aggregated Classification(s) called for in the project plans. The design shall be provided to P&DR staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define a specific mix having a prior approval by P&DR.

30. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length excepting for HMA material in which case provide one (1) test for every 100 linear feet of laydown machine pass; or as directed by the Engineer.
31. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
32. Utility appurtenance such as telephone pedestals, electrical transformers, gas, and cable TV pedestals shall be placed outside the public right-of-way and within utility easements. The Owner is responsible for relocating mis-placed utility structures prior to requesting a pre-final inspection. Water meter boxes and fire hydrants may be placed between the sidewalk and curb. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
33. Construction debris and/or excess material shall be stored in an on-site area and appropriately contained. Said debris shall not be a nuisance to the surrounding neighborhood. Disposal of debris shall be either within the city limits under separate grading permit or at a designated NMED approved disposal site. The Contractor shall provide written notice as to proposed debris disposal site location(s). All debris and/or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
34. Interim terrain and stormwater management inspections shall be arranged for at the following events:
  - a. Completion of temporary erosion control best management installations and prior to any earthwork (clearing, grubbing, etc.)
  - b. Final stormwater management features are constructed
  - c. Final site restoration measures are completed
  - d. Further construction or issuance of any permit(s) shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspections shall be scheduled by calling 505-955-6646.
35. The Contractor shall make written request for a pre-final inspection of terrain management and infrastructure works a minimum of 14 calendar days in advance with P&DR staff. At this inspection, applicable city division staff will review the final work product. Any deficiencies will be noted in a "punchlist" and provided to the Contractor for correction. When all punchlist items are completed the Contractor shall file a written statement to that effect and a final inspection will be held by P&DR staff. Upon acceptance, an acceptance letter will be provided wherein all work will be accepted for maintenance by the City and the commencement of the warranty period initiated.
36. All surveys to be performed under the supervision of a Professional Land Surveyor, licensed in the State of New Mexico.
37. ADA compliance: The contractor shall ensure ADA compliance for construction of ADA features and appurtenances (including, but not limited to, sidewalk & curb ramp cross slopes, ramp slopes, level landings, etc.) as detailed in the plans and in accordance with referenced standard drawings, specifications and current public right of way accessibility guidelines. The contractor is responsible for field checking slopes and dimensions of all form work for compliance prior to installation of concrete. The City reserves the right to inspect any ADA features and appurtenances at any time before final completion of the project and to have the contractor remove, replace, and/or correct any work at his cost that is not in compliance, as determined by the project manager.

**ADDITIONAL CONSTRUCTION NOTES**

1. The contractor's surveyor shall coordinate with Rick Chatroop, (505) 470-0037. The contractor's surveyor shall verify proposed grades, Invert elevations, Flow lines, Alignments, Property lines, Right of Way, Setbacks, and topography **PRIOR** to construction. Any deviations shall be reported to the engineer.
2. The contractor shall maintain existing fencing, or build new fencing to ensure that the site is secure at all times.
3. It is solely the contractor's responsibility to meet OSHA requirements and to maintain a safe working condition.
4. Santa Fe Engineering Consultants, LLC. waives any and all responsibility and is not liable for problems which arise from failure to follow these plans, Specifications and the design intent they convey or for problems which arise from failure to obtain and/or follow SFEC guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts.
5. Television inspection to be provided by private contractor, not the City.
6. Pot holing, construction water, T.V. inspections, flushing and cleaning of sanitary sewer lines or storm sewers are incidental to the work and no separate payment will be made.
7. The existing utility locations shown on these plans have been compiled from multiple sources, including utility locates, and field surveys. It is the contractor's responsibility to verify and pothole any potential utility conflicts. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
8. The contractor shall maintain an up to date set of as-built plans for the project. These plans shall be kept current, within two weeks, at all times and shall be subject to review by the project manager throughout the project and will be reviewed by the project manager for accuracy and completeness at least once every 30 days. Upon 50% completion of the project, the contractor shall submit progress as-built plans to the project manager for review. The final as-built plans bearing the signed seal and certification of the contractor's surveyor shall be submitted to the project manager prior to any final payment. This work is considered incidental to completion of the project and no measurement or payment shall be made.

ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

**SFEC**

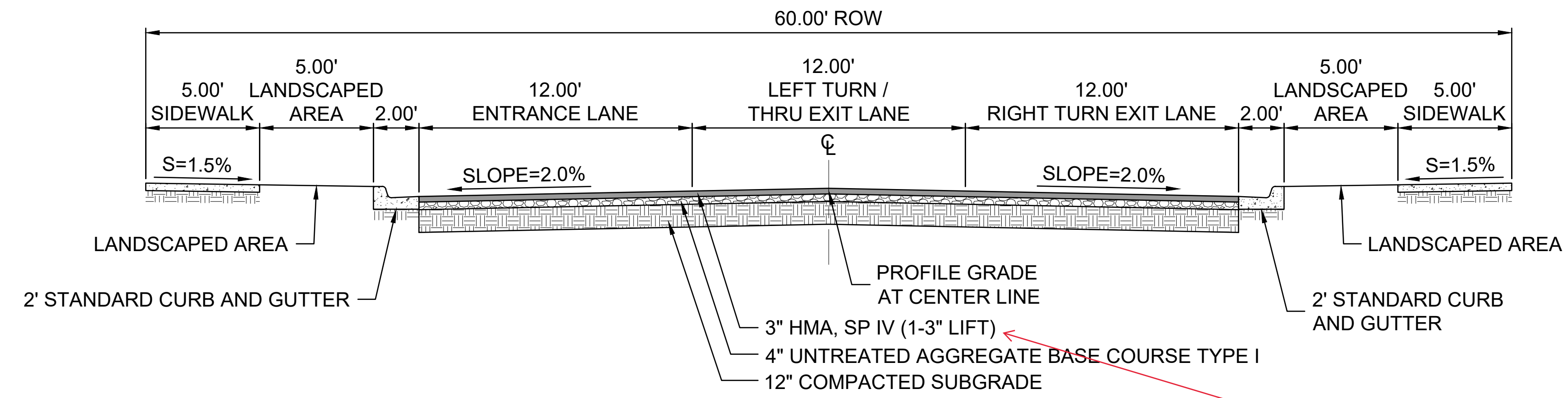
**Santa Fe Engineering Consultants, LLC**

1599 St. Francis Drive, Suite B  
 Santa Fe, N. M. 87505  
 (505) 982-2845 Fax (505) 982-2641  
 http://www.SFENGR.com

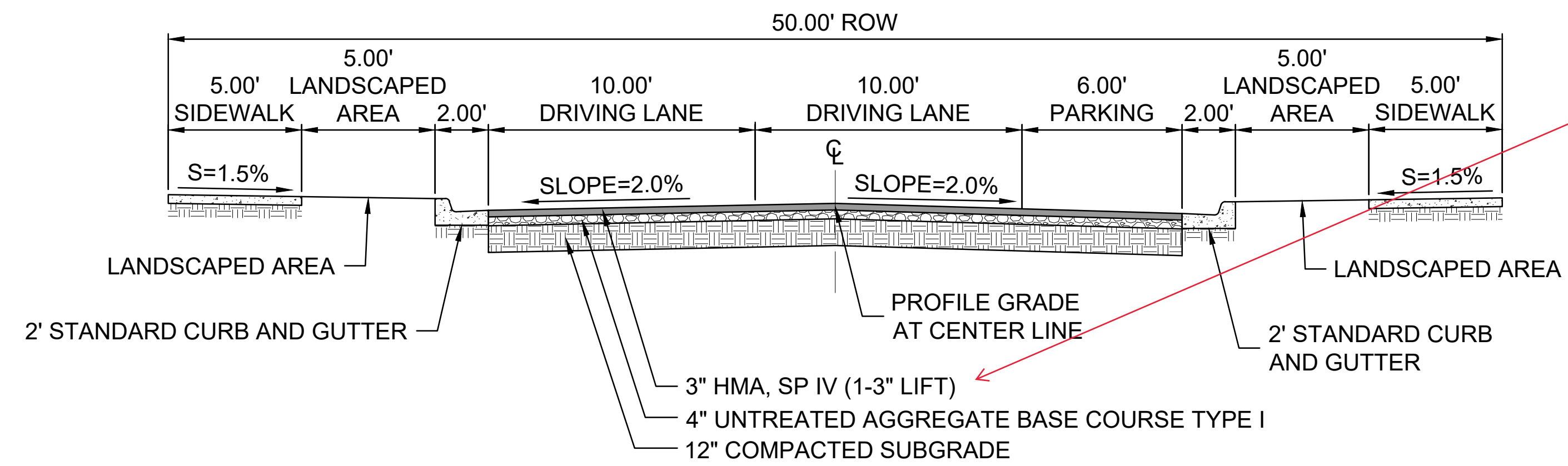
PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**GENERAL NOTES**

DATE: MARCH 2024	SCALE: N.T.S.	SHEET: 2-1
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**TYPICAL ROADWAY SECTION - 60' ROW**  
SOUTH SITE ENTRANCE/EXIT



**TYPICAL ROADWAY SECTION - 50' ROW**  
SUBCOLLECTOR WITH PARKING ON ONE SIDE

Require 2" of SPIII  
under 2" of SPIV

NOTE:  
SURFACING THICKNESSES ARE BASED UPON  
REPORT ENTITLED "LOS PRADOS DEVELOPMENT,  
3600 & 3740 SOUTH MEADOWS ROAD, SANTA FE,  
NEW MEXICO, WT JOB NO. 32-224032-0", PREPARED  
BY WESTERN TECHNOLOGIES, DATED FEBRUARY 29, 2024.

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

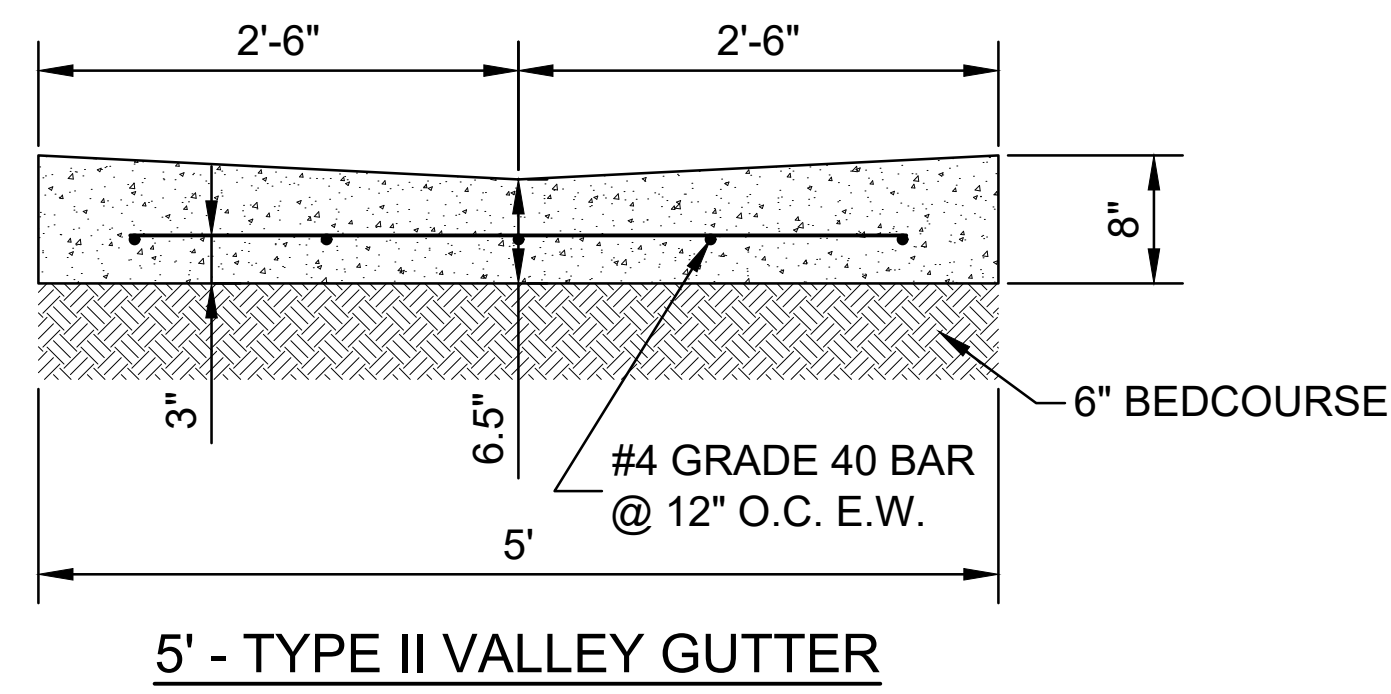
**SFE C** Santa Fe Engineering  
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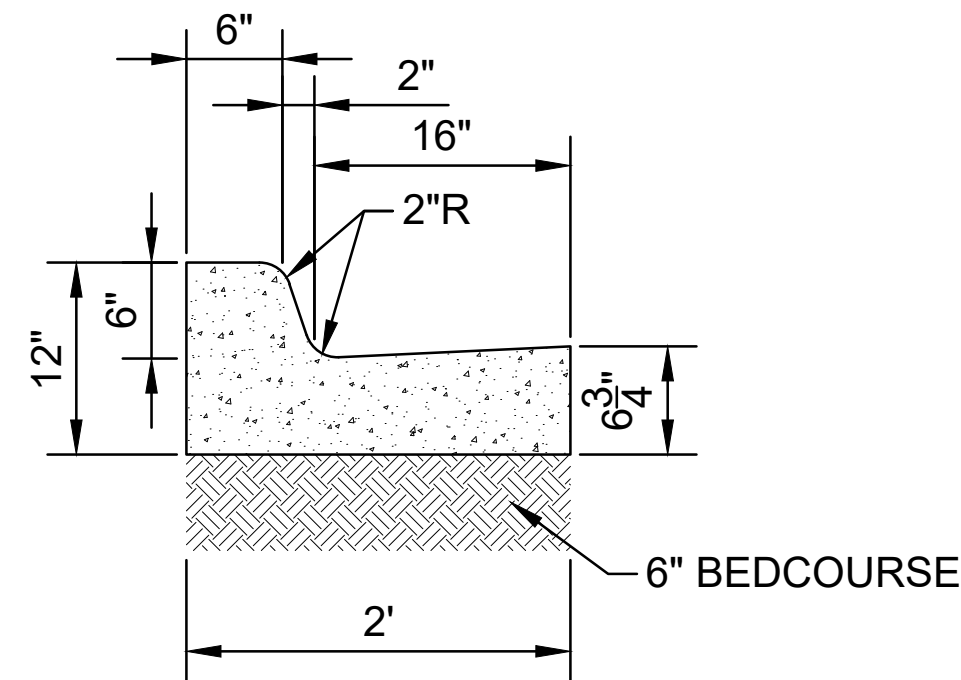
**TYPICAL SECTIONS AND  
DETAILS**

DATE: MARCH 2024 SCALE: N.T.S. SHEET: 2-2

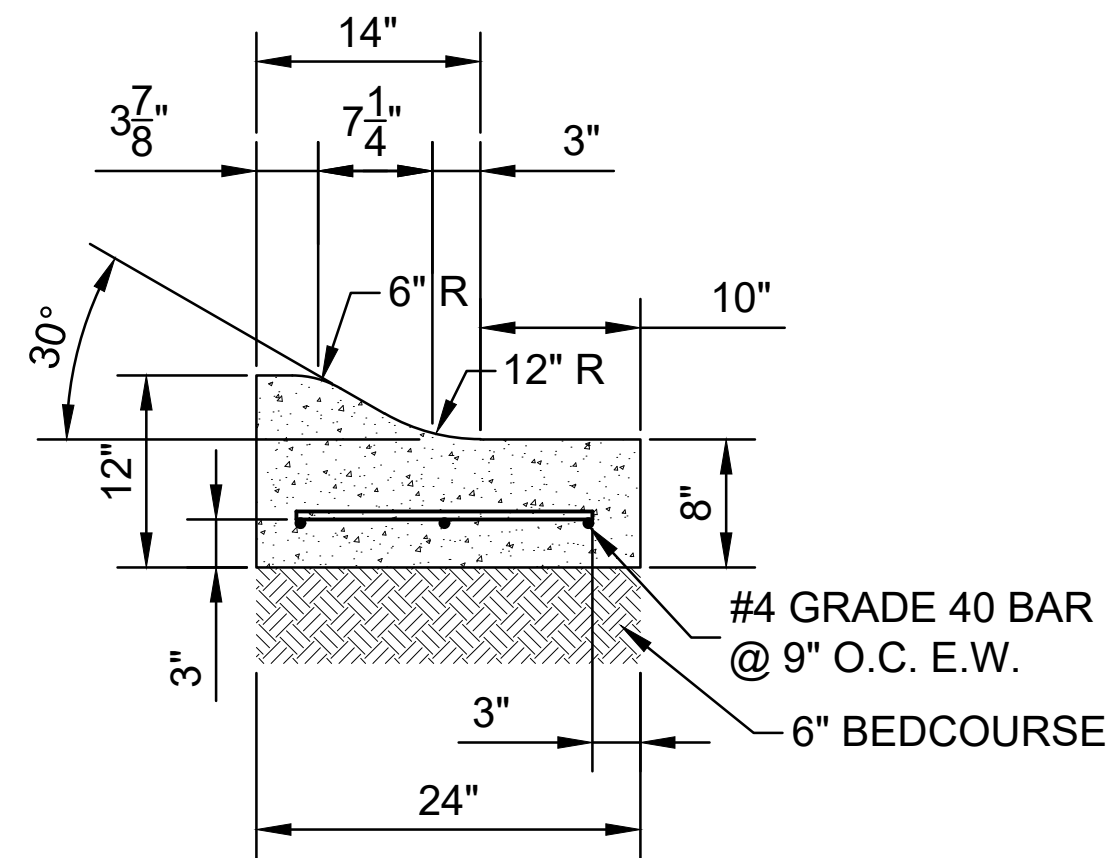
ENGINEERS SEAL	
DATE	
REVISIONS	



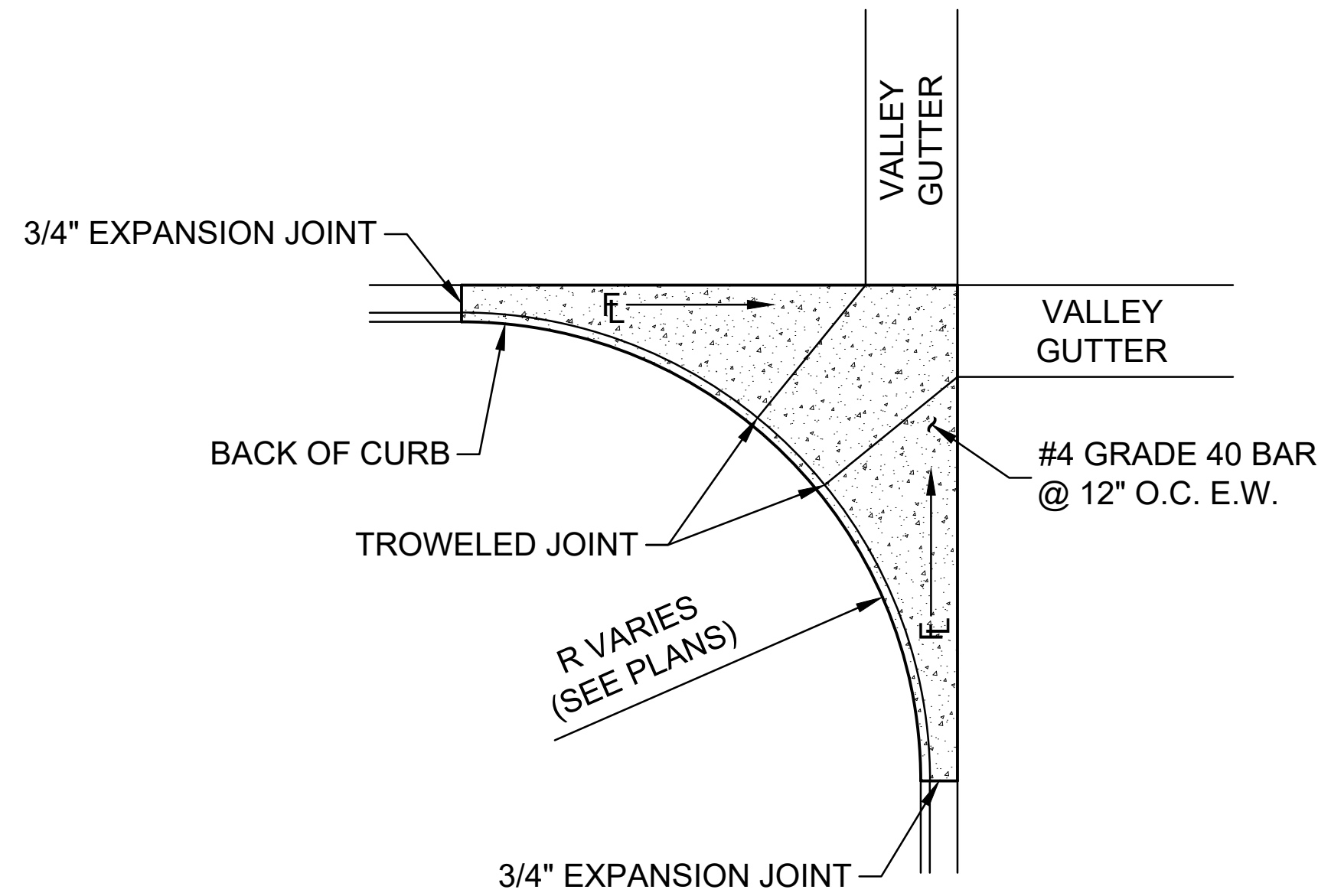
5' - TYPE II VALLEY GUTTER



STANDARD 2' CURB AND GUTTER

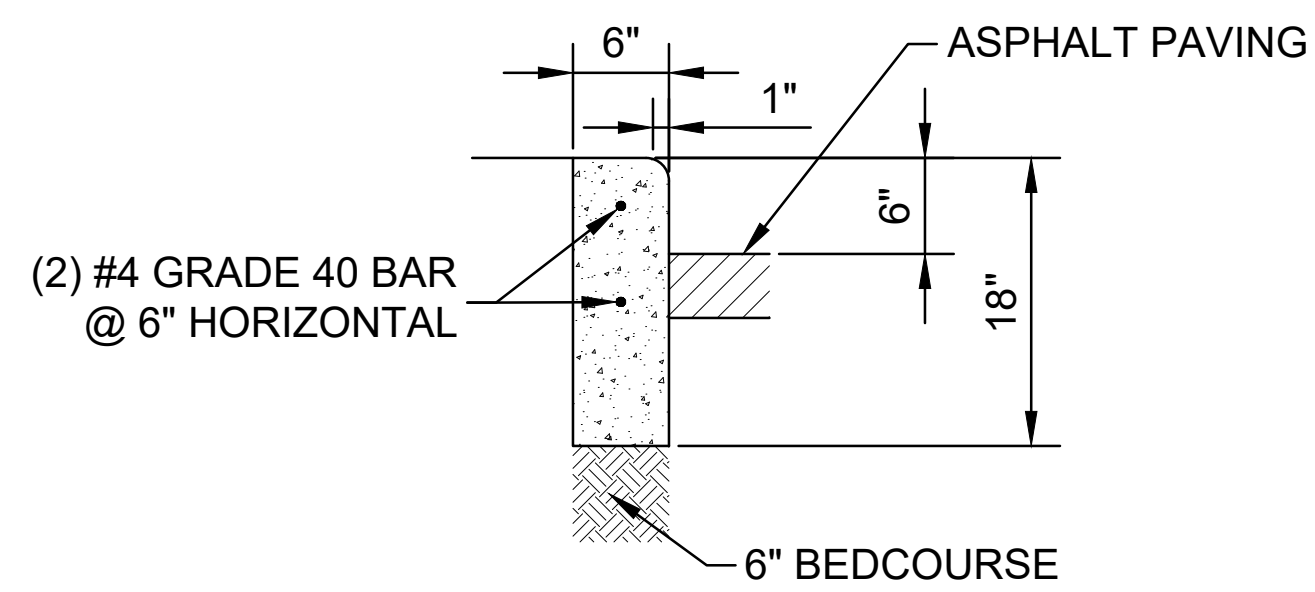


MOUNTABLE CURB AND GUTTER

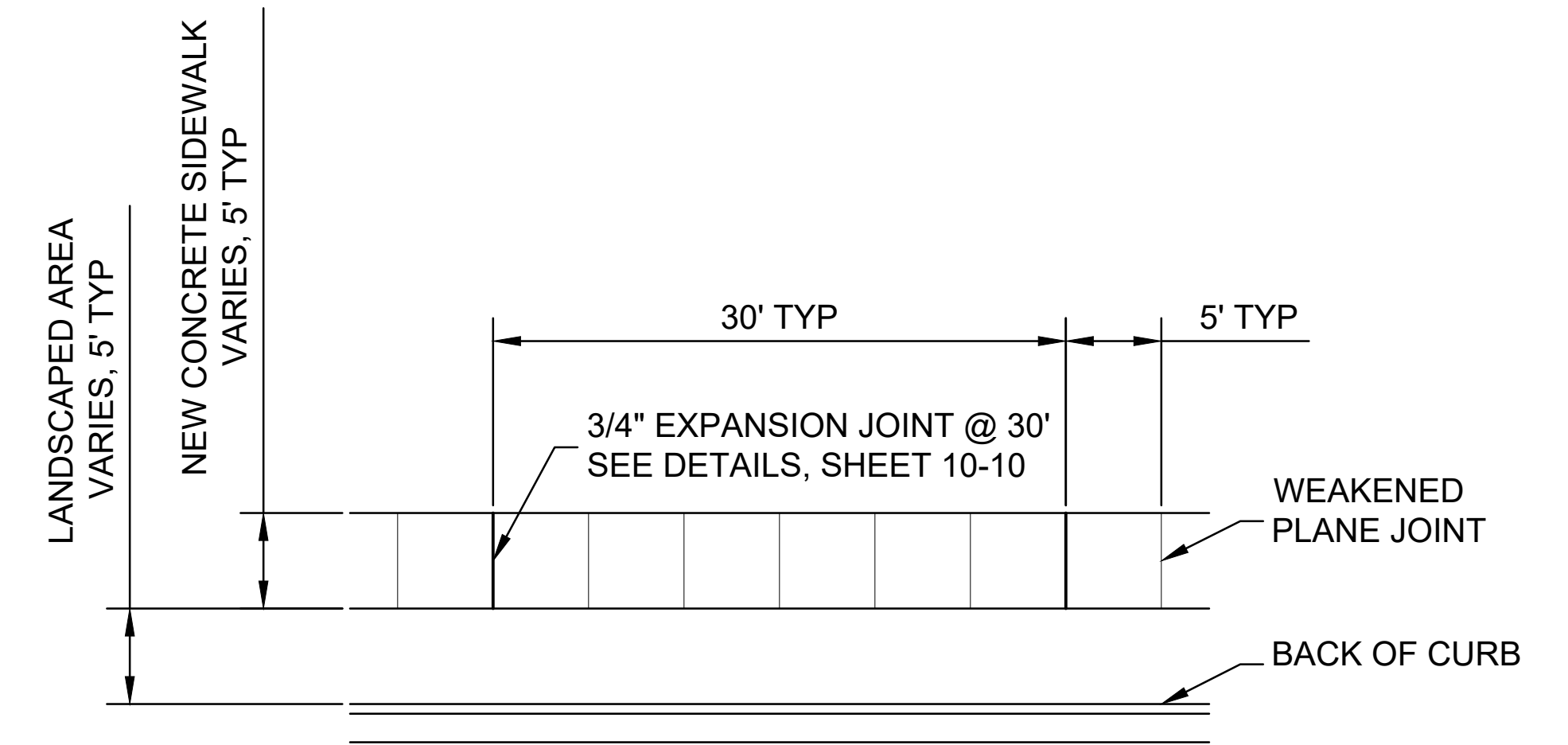


FILLET CURB RETURN

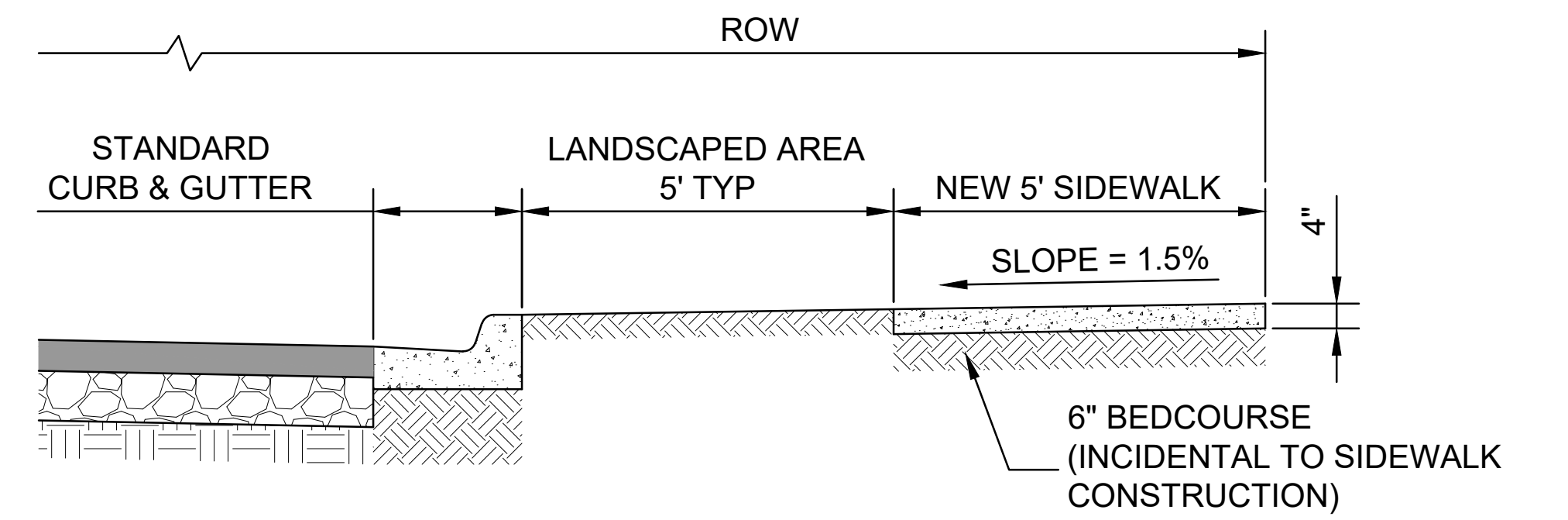
- NOTES:
- POUR FILLETS MONOLITHICALLY
  - PROVIDE A REINFORCING CONTINUATION BETWEEN FILLETS AND VALLEY GUTTERS WITH A 30" REBAR LAP BETWEEN FILLETS AND VALLEY GUTTERS BEING CAST WITHIN 30 CALENDAR DAYS.



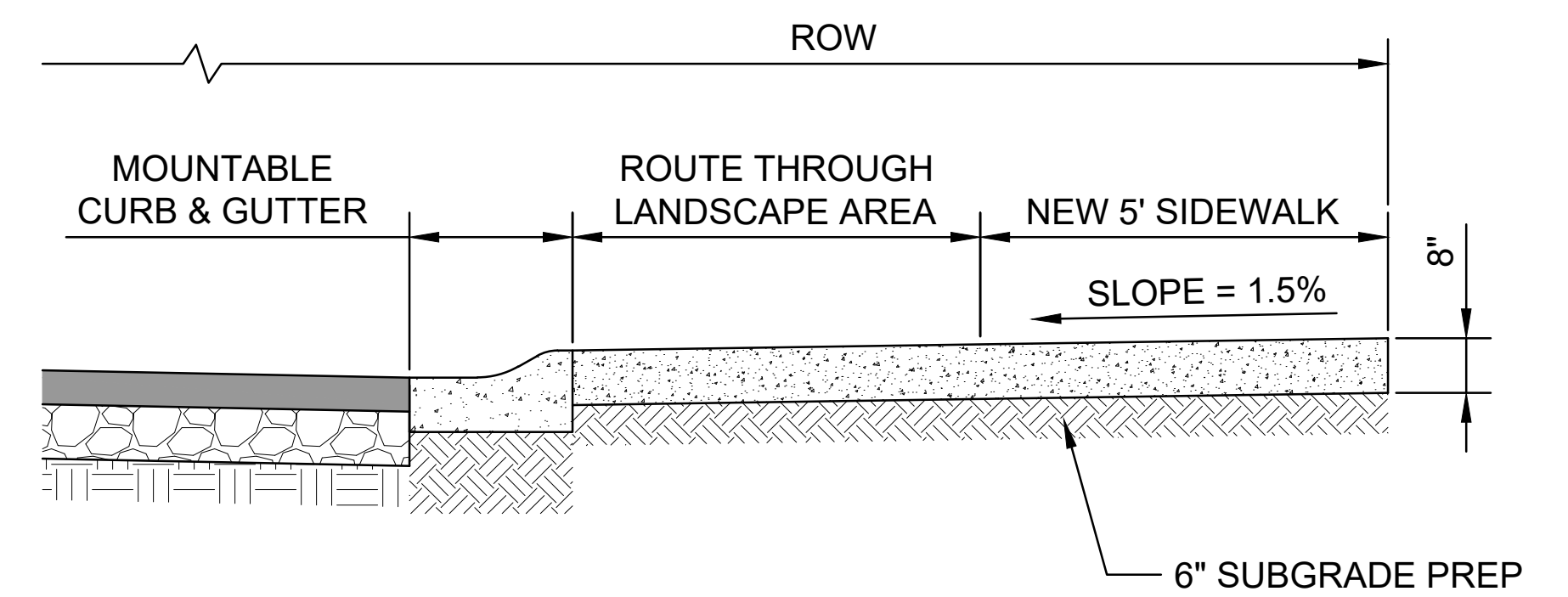
6" STAND-UP CURB



TYPICAL SIDEWALK PLAN



TYPICAL SIDEWALK SECTION



TYPICAL THICKENED SIDEWALK SECTION

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DATE	
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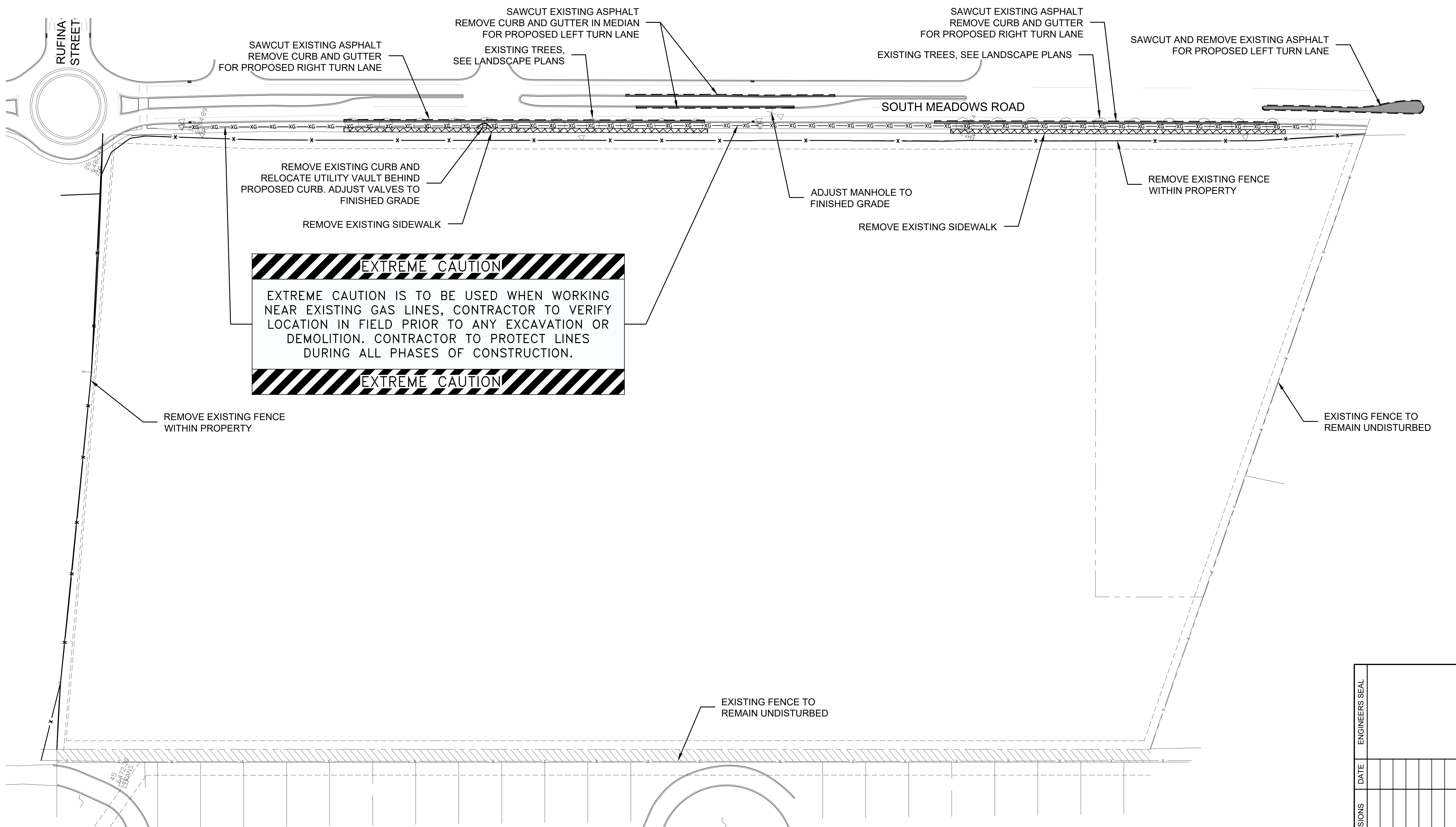
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

TYPICAL SECTIONS AND  
 DETAILS (CONT'D)

DATE: MARCH 2024 SCALE: N.T.S. SHEET: 2-3

CASE # \_\_\_\_\_

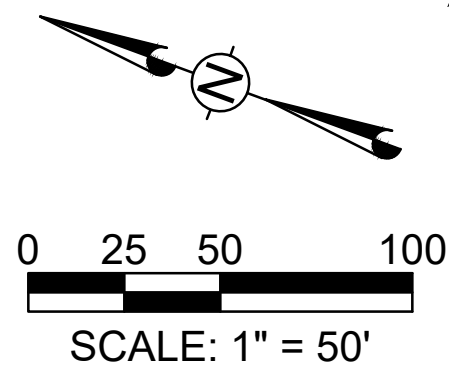


**EXTREME CAUTION**

EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR EXISTING GAS LINES, CONTRACTOR TO VERIFY LOCATION IN FIELD PRIOR TO ANY EXCAVATION OR DEMOLITION. CONTRACTOR TO PROTECT LINES DURING ALL PHASES OF CONSTRUCTION.

**EXTREME CAUTION**

NOTE:  
SEE LANDSCAPING PLANS FOR ADDITIONAL DEMOLITION AND PLANT PRESERVATION INFORMATION



**DEMOLITION PLAN**  
SCALE: 1" = 50'

CASE # \_\_\_\_\_

CITY REVIEW		
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**DEMOLITION PLAN**

DATE: MARCH 2024 SCALE: 1" = 50' SHEET: 2-4

REVISIONS	DATE	ENGINEERS SEAL

**CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION GENERAL NOTES**

- PRIOR TO THE WASTEWATER MANAGEMENT DIVISION APPROVAL OF THE PLAN SET, A LETTER WILL BE REQUIRED FROM THE PROJECT ENGINEER INDICATING THEY ARE PROVIDING THE INSPECTION AND RECORD DRAWING SERVICES FOR THE PROJECT.
- THE CONTRACTOR MUST OBTAIN ALL SEWER HOOKUP PERMITS FROM THE CITY'S BUILDING PERMITS SECTION (SEWER LINES) PRIOR TO COMMENCING ANY SEWER LINE CONSTRUCTION. A COPY OF THE PERMIT MUST BE KEPT AT THE CONSTRUCTION SITE.
- ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD MANHOLE DETAIL SHEET" SHOWN ON THE CITY STANDARD DRAWINGS.
- A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS.
- ALL MODIFICATIONS TO THE SANITARY SEWER PLANS MUST BE REVIEWED AND APPROVED BY THE CITY'S WASTEWATER MANAGEMENT DIVISION PRIOR TO CONSTRUCTION.
- ADDITIONAL GENERAL NOTES ARE CONTAINED IN THE STANDARD CITY DETAIL SHEETS FOR SANITARY SEWER CONSTRUCTION.
- ALL PUBLIC GRAVITY SEWER LINES SHALL BE A MINIMUM 8 INCH DIAMETER WITH A MINIMUM CLASS C BEDDING (2006 NEW MEXICO AMERICAN PUBLIC WORKS ASSOCIATION).
- ALL 4 INCH AND 6 INCH DIAMETER GRAVITY SEWER PIPE SHALL BE PRIVATE. NO PRIVATE SEWER SYSTEM SHALL USE LARGER THAN A 6 INCH DIAMETER PIPE. NO PUBLIC GRAVITY SEWER LINE TO BE ACCEPTED BY THE CITY OF SANTA FE FOR PERMANENT MAINTENANCE SHALL BE LESS THAN 8 INCHES DIAMETER.
- NO CONCRETE ENCASUREMENT OF NEW OR EXISTING PUBLIC SEWER PIPE WILL BE ALLOWED UNLESS APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION.
- CORE DRILLING IS REQUIRED FOR ALL NEW CONNECTIONS TO AN EXISTING MANHOLE.
- NO PUBLIC SEWER MAIN LINE OR MANHOLE WILL BE ALLOWED UNDER OR WITHIN A STORM WATER DETENTION/RETENTION POND.
- PRIOR TO PAVING OVER ANY SANITARY SEWER LINES, SUBMIT T.V. TAPES AND LOGS, PRESSURE TESTS, AND THE ENGINEER'S CERTIFICATION TO THE CITY'S WASTEWATER MANAGEMENT DIVISION. AFTER THE WASTEWATER MANAGEMENT DIVISION REVIEWS THE ABOVE LISTED INFORMATION, A PRELIMINARY MANHOLE INSPECTION WILL BE CONDUCTED. WHEN ALL THE ITEMS LISTED ABOVE ARE COMPLETED TO MEET THE STANDARDS OF THE WASTEWATER MANAGEMENT DIVISION, A LETTER APPROVING PAVING WILL BE ISSUED IN RELATION TO THE SANITARY SEWER. NOTE: A FINAL MANHOLE INSPECTION WILL BE CONDUCTED AFTER THE FINAL PAVING IS COMPLETED AND MANHOLE COLLARS ARE RAISED TO GRADE.
- ALL SEWER MANHOLES WITH SEWER LINES 12 INCHES IN DIAMETER AND LARGER ARE REQUIRED TO HAVE APPROVED VENTED AND LOCKING MANHOLE COVERS.
- LOCATE WIRES SHALL BE INSTALLED FOR ALL SANITARY SEWERS (GRAVITY/FORCE MAINS). THE LOCATE WIRE MUST BE VISIBLE IN THE MANHOLE OR ACCESS STRUCTURE. THIS WILL BE VERIFIED DURING THE PRELIMINARY MANHOLE INSPECTION PRIOR TO PAVING. THE LOCATE WIRE IS TO BE A CONTINUOUS, 12 GAUGE, SOLID STRAND INSULATED COPPER WIRE. THE WWMD MAY REQUIRE A WIRE CONTINUITY TEST PRIOR TO PAVING.
- OFF-ROAD PUBLIC SEWER ACCESS WILL BE PROVIDED FOR ALL PUBLIC SEWER LINES AND MANHOLES. ACCESS ROADS ARE TO BE A MINIMUM 12 FEET WIDE WITH A DRIVING SURFACE OF 6 INCHES OF COMPACTED BASE COURSE. NO ACCESS ROAD SHALL HAVE A GRADE GREATER THAN 15%. MANHOLES ARE TO BE ALIGNED WITH THE CENTER LINE OF THE ACCESS ROAD. SEWER EASEMENTS ARE TO BE A MINIMUM OF 20 FEET IN WIDTH.
- OFF ROAD SANITARY SEWER - CALL THE WASTEWATER MANAGEMENT DIVISION AT 955-4651 FOR A FIELD REVIEW OF THE GRADING OF ALL OFF ROAD SANITARY SEWER TO ENSURE THAT THE CITY'S MAINTENANCE VEHICLES CAN ACCESS ALL MANHOLES. THE GRADES MAY BE REQUIRED TO BE ADJUSTED BASED UPON THIS INSPECTION. ADDITIONAL BANK PROTECTION MAY BE REQUIRED BASED UPON A FINAL INSPECTION BY THE WASTEWATER MANAGEMENT DIVISION AND THE PROJECT ENGINEER.
- FOR RECORD DRAWINGS, TIE MANHOLE TO A CITY OF SANTA FE SURVEY MONUMENT AS PART OF THE FINAL RECORD DRAWINGS. SHOW CORRECTED AS-BUILT BEARING AND DISTANCES, SLOPES, RIM AND INVERT ELEVATIONS AND SEWER SERVICES ALONG THE HORIZONTAL ALIGNMENT OF THE SANITARY SEWER. FOR RECORDS DRAWINGS, A SEPARATE SUMMARY TABLE ADDED TO THE EXISTING PLAN SHEETS OR AS AN ADDITIONAL SHEET SHALL BE REQUIRED. THE SUMMARY SHEET SHALL LIST DATA FOR THE SEWER LINE SEGMENTS BETWEEN MANHOLES SHOWING THE UPSTREAM AND DOWNSTREAM MANHOLE WITH THE DESIGN SEGMENT LENGTHS, SLOPES AND BEARINGS AND THE AS-BUILT SEGMENT LENGTHS, SLOPES AND BEARINGS. THE SUMMARY SHEET SHALL INDICATE THE TOTAL NUMBER OF NEW PUBLIC MANHOLES CONSTRUCTED, THE TOTAL NUMBER OF CONNECTIONS TO EXISTING PUBLIC MANHOLES, THE TIE TO A CITY CONTROL MONUMENT AND THE TOTAL LENGTH OF AS-BUILT PUBLIC SEWER LINE CONSTRUCTED BY SIZE.
- THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR MAINTAINING, REPAIRING AND LOCATING THE SEWER SYSTEM UNTIL CITY ACCEPTANCE FOR MAINTENANCE. DAMAGES RESULTING FROM A STOPPAGE IN ANY GRAVITY AND/OR PRESSURE SEWER SYSTEM WILL BE THE SOLE RESPONSIBILITY OF THE OWNER/DEVELOPER UNTIL A FINAL ACCEPTANCE LETTER FOR PERMANENT MAINTENANCE HAS BEEN ISSUED BY THE WASTEWATER MANAGEMENT DIVISION.
- WATER METERS WILL NOT BE PLACED UNTIL A FINAL ACCEPTANCE LETTER HAS BEEN ISSUED BY THE WASTEWATER DIVISION FOR ALL ON-SITE SANITARY SEWER NEEDED IN ORDER FOR THE PROJECT TO CONNECT TO THE SANITARY SEWER SYSTEM.
- 20 FOOT WIDE ACCESS GATES SHALL BE PROVIDED AT ALL FENCES, WALLS OR OTHER OBSTRUCTIONS THAT CROSS A PUBLIC SEWER LINE. ACCESS GATES TO BE LOCATED WITHIN THE SANITARY SEWER EASEMENT.
- THE OWNER/DEVELOPER WILL BE RESPONSIBLE FOR LOCATING EACH SEWER SERVICE AT THE TIME EACH LOT IS READY TO CONNECT TO THE SEWER. IT IS SUGGESTED THAT THE OWNER/ DEVELOPER RETAIN A COPY OF THE TELEVISION INSPECTION VIDEO ALONG WITH THE VIDEO LOGS. EACH SERVICE SHALL BE CLEARLY MARKED FOR EACH LOT AT POINT OF CONNECTION. ALL CALLS RECEIVED BY THIS DIVISION REGARDING THE LOCATION OF SERVICE WILL BE FORWARDED TO THE OWNER/DEVELOPER.
- THE CONTRACTOR SHALL CALL THE WASTEWATER MANAGEMENT DIVISION (DOUGLAS FLORES AT TELEPHONE # 955-4613) FOR A FINAL MANHOLE INSPECTION. THIS INSPECTION WILL BE ISOLATED TO THE MANHOLES. THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL CONDUCT ALL OTHER NECESSARY PLUMBING INSPECTIONS. NOTE: THE CITY'S PLUMBING AND MECHANICAL INSPECTORS WILL INSPECT THE INDIVIDUAL SEWER SERVICE TAPS AND LATERALS, WHICH CONNECT TO THE PUBLIC SANITARY SEWER.
- THE EXISTING SANITARY SEWER LINE MUST BE T.V. TAPED PRIOR TO A NEW SERVICE CONNECTION BEING PLACED AS WELL AS TAPED AFTER THE SERVICES HAVE BEEN COMPLETED. THIS IS TO ENSURE THAT THE EXISTING SANITARY SEWER LINE IS NOT DAMAGED AND THE NEW SERVICE IS INSTALLED CORRECTLY.
- ALL COSTS ASSOCIATED WITH THE OPERATION, MAINTENANCE AND REPLACEMENT OF GRINDER PUMPS FOR INDIVIDUAL LOTS SHALL BE THE RESPONSIBILITY OF THE LOT OWNER AND/OR OWNERS ASSOCIATION. FOR GRINDER PUMPS THAT CONNECT TO A PRESSURE SEWER MAIN, THE GRINDER PUMP WILL BE A MODEL MANUFACTURED BY ENVIRONMENT-ONE OR A TYPE APPROVED BY THE CITY OF SANTA FE WASTEWATER MANAGEMENT DIVISION. FOR GRINDER PUMPS THAT CONNECT TO A GRAVITY MAIN, THE GRINDER PUMP SHALL BE OF A TYPE APPROVED BY THE CITY OF SANTA FE PLUMBING CODE.
- A MINIMUM 12 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN THE SEWER LINE AND ANY STORM DRAIN PIPING.
- ALL PRESSURE SEWER SYSTEMS SHALL BE AIR OR HYDROSTATICALLY PRESSURE TESTED @ 120 PSI FOR 2 HOURS MINIMUM. THE TEST IS TO BE WITNESSED AND CERTIFIED BY THE PROJECT ENGINEER. PRIOR TO BEING PUT INTO SERVICE AND ACCEPTANCE BY THE CITY OF SANTA FE, ALL PRESSURE SEWER SYSTEM MAIN LINES WILL BE FILLED WITH WATER.
- NO PUBLIC PRESSURE SEWER SYSTEM PIPING MAY BE INSTALLED IN A COMMON TRENCH WITH OTHER UTILITIES.
- SEWER BACKFLOW CHECK VALVES WILL BE REQUIRED FOR ALL SEWER SERVICE LATERAL CONNECTIONS TO SEWER MAINS 12 INCHES OR GREATER IN DIAMETER. THE SEWER SERVICE CONNECTION MUST BE MADE AT AN EXISTING OR NEW MANHOLE. SEWER SERVICE CONNECTIONS TO SEWER MAINS WITH PIPE SIZE DIAMETER OF 12 INCHES AND GREATER WILL NOT BE MADE WITHOUT APPROVAL FROM THE WASTEWATER MANAGEMENT DIVISION.
- SEWER BACKWATER CHECK VALVES SHALL BE REQUIRED ON PRIVATE SEWER SERVICE LATERALS PER THE CITY OF SANTA FE PLUMBING CODE.
- ALL PVC SEWER PIPES SHALL BE SDR 26 PVC PIPE.
- ALL AS-BUILT SEWER LINE AND MANHOLE DATA SHALL BE OBTAINED AND CERTIFIED BY A LICENSED SURVEYOR OR ENGINEER. AS-BUILT DATA SUPPLIED BY OTHER THAN A LICENSED SURVEYOR OR ENGINEER SHALL NOT BE VALID FOR FINAL AS-BUILTS.
- ALL EXISTING AND NEW PUBLIC MANHOLES WITHIN A PROJECT SHALL HAVE ACCESS FOR CITY SEWER MAINTENANCE EQUIPMENT. ALL ACCESS IS SUBJECT TO FIELD VERIFICATION AND MODIFICATION AS REQUIRED BY THE WASTEWATER DIVISION PRIOR TO FINAL PROJECT CLOSE OUT WITH THE CITY OF SANTA FE.
- ALL SEWER LINE CROSSINGS OF RIVERS, STREAMS, ARROYOS, DRAINAGE CHANNELS, ETC. SHALL REQUIRE A BASIS OF DESIGN ANALYSIS PREPARED BY A LICENSED ENGINEER.
- AN APPROVED BACKFLOW VALVE AND ISOLATION VALVE ARE REQUIRED ON ALL LOW PRESSURE SEWER SERVICE LINES AS PER THE CITY OF SANTA FE STANDARD SEWER SPECIFICATIONS.

- TERMINAL FLUSHING CONNECTIONS AND IN-LINE FLUSHING CONNECTIONS ARE REQUIRED ON ALL LOW PRESSURE SEWER SYSTEMS. THE MAXIMUM SPACING BETWEEN IN-LINE FLUSHING CONNECTIONS SHALL BE 500 FEET. DISTANCES GREATER THE 500 FEET BETWEEN LOW PRESSURE SEWER IN-LINE FLUSHING CONNECTIONS SHALL BE APPROVED BY THE WASTEWATER DIVISION.
- ALL SANITARY SEWER MANHOLES FIFTEEN (15) FEET IN DEPTH OR GREATER SHALL BE SIX (6) FOOT DIAMETER.
- PVC SEWER PIPE SHALL BE RUN CONTINUOUS THROUGH MANHOLES WHEN PIPE OF APPROXIMATE EQUAL SLOPES ARE ENTERING AND LEAVING THE MANHOLES.
- ALL NEW CONNECTIONS TO AN EXISTING SANITARY SEWER MANHOLE SHALL INCLUDE THE REHABILITATION REQUIRED TO MEET CITY OF SANTA FE WASTEWATER DIVISION STANDARD CONSTRUCTION DETAILS.

**JOINT TRENCH NOTES:**

- Compaction in city or state right-of-ways shall meet or exceed minimum specified requirements.
- Shading and bedding materials to be type IV. Class 1 for direct buried cable and Type IV, Class 2 for cable in conduit. Type III material is suitable for either type of installation. Refer to DS-10-12.4 for fill material requirements.
- If trench-run material meets back fill material type requirements, 3" bedding may be omitted provided the trench bottom is smooth, flat and without surface irregularities.
- Maximum change in the trench bottom elevation shall not exceed 2" over a 10' length.
- Spoil pile shall be placed on the field side a minimum of 2" from the trench edge.
- Latest OSHA trench safety requirements shall be strictly observed.
- Warning tape shall be placed a minimum of 12" above gas line.
- When bringing cables to pedestals, 12" separation must be maintained from the gas line.
- PNM owned or maintained street lights may be installed in trench, next to electric cable.
- Private area lighting or private streetlight circuits must maintain 12" separation from all other joint occupants.
- Gas service must be 12" away from where it will pass equipment or pedestals.
- All parties agree that 12" separation between electric and communication may not be met when transitioning up to transformers and or pedestals.
- Typical subdivision where property line is 9' from back of curb and 10' Public Utility Easements (PUE).
- Depth of gas measured from final grade.

**REFERENCES**

- NESC rule 352, 353, 354

**WASTEWATER NOTES:**  
WASTEWATER UEC CHARGES SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION.

**SANITARY SEWER NOTE:**  
NO FENCES, WALLS, OR OTHER STRUCTURES SHALL BE CONSTRUCTED WITHIN OR ACROSS SANITARY SEWER EASEMENTS

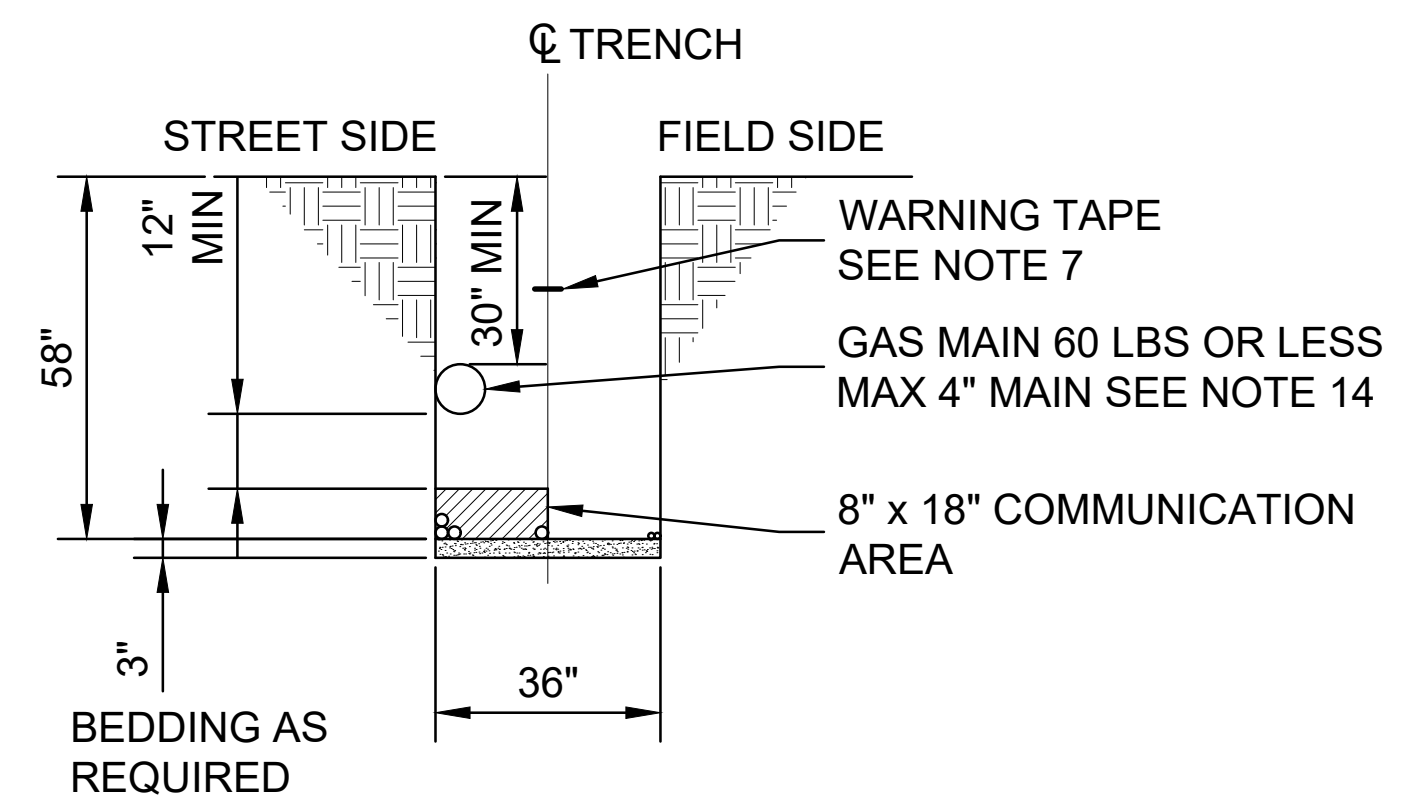
**STREET LIGHTING NOTE:**  
PROPOSED LUMINAIRES SHALL BE METERED AND INCLUDE LED TYPE FIXTURES EQUIVALENT TO CONVENTIONAL 250 HIGH PRESSURE SODIUM. THE DESIGN AND FIXTURE TYPES SHALL BE REVIEWED AND APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEERING DIVISION.

**GENERAL NOTES:**  
GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.

WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER COMPANY.

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.



**TYPICAL JOINT TRENCH DETAIL**

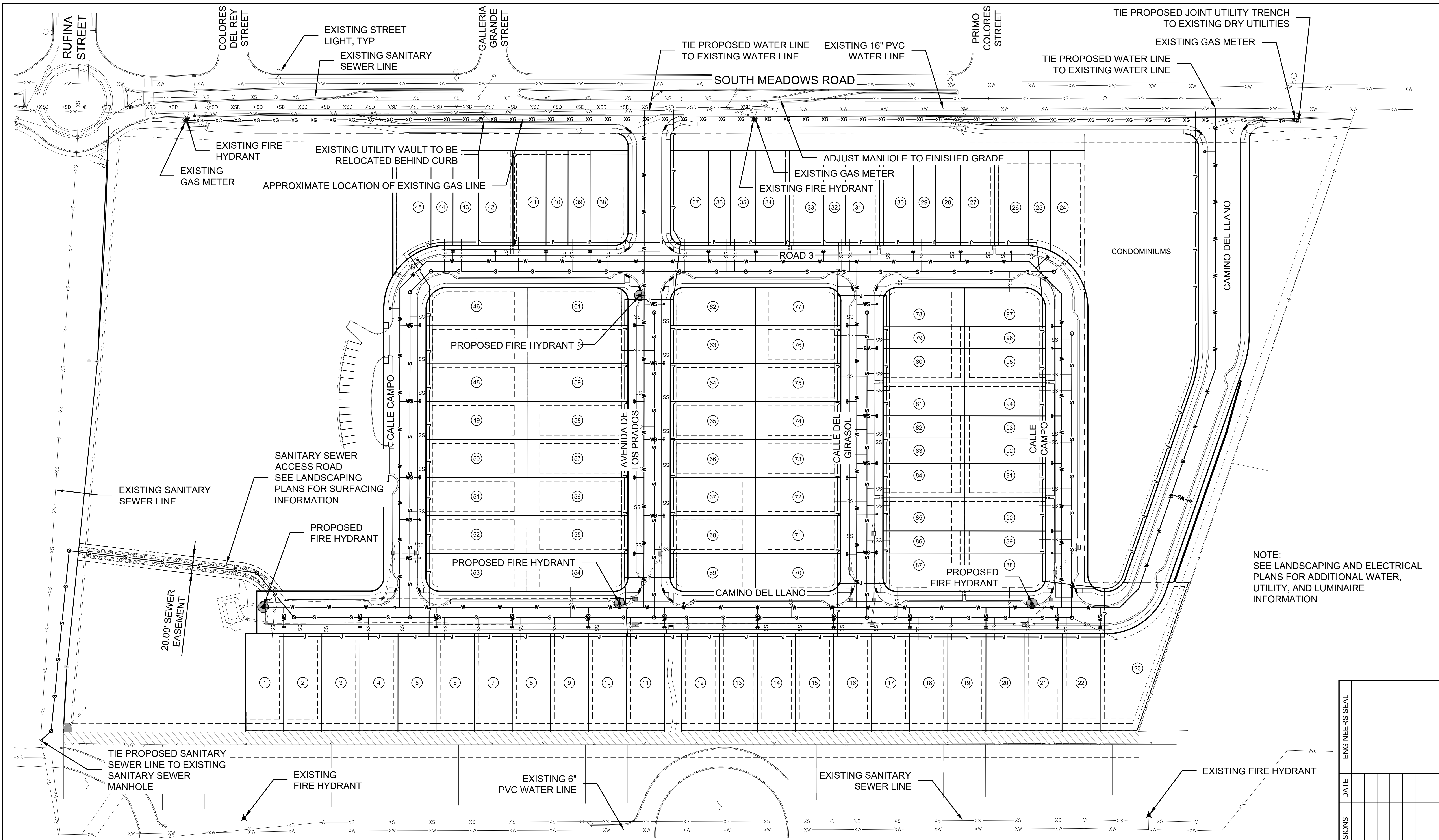
UTILITY CONTACT INFORMATION		
COMPANY	CONTACT	PHONE NUMBER
PNM	ERIC WINKLER	(505) 473-3221
LUMEN	DOUG DALE	(505) 473-2194
COMCAST	DAVID AIKIN	(505) 438-1930
NM GAS COMPANY	FRANK ARAGON	(505) 470-0668
SANGRE DE CRISTO WATER COMPANY	JOHN DELMAR	(505) 955-4231
CITY OF SANTA FE WASTE WATER DIVISION	STAN HOLLAND	(505) 955-4637

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

**SFE C** Santa Fe Engineering Consultants, LLC  
 1599 St. Francis Drive, Suite B  
 Santa Fe, N. M. 87505  
 (505) 982-2845 Fax (505) 982-2641  
 http://www.SFENGR.com

PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD	
<b>UTILITY NOTES</b>	
DATE: MARCH 2024	SCALE: N.T.S.
SHEET: 3-1	

CASE # \_\_\_\_\_

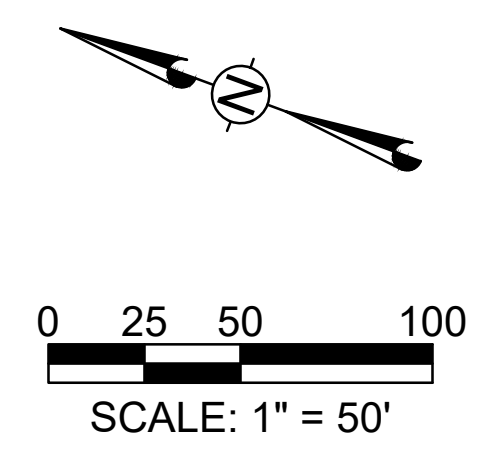


NOTE:  
SEE LANDSCAPING AND ELECTRICAL  
PLANS FOR ADDITIONAL WATER,  
UTILITY, AND LUMINAIRE  
INFORMATION

**LEGEND**

- XS— EXISTING SANITARY SEWER LINE
- XW— EXISTING WATER LINE
- S— PROPOSED SANITARY SEWER LINE
- W— PROPOSED WATER LINE
- J— PROPOSED JOINT UTILITY TRENCH (ELECTRIC, CABLE, GAS, TELEPHONE)
- \* EXISTING FIRE HYDRANT PER SURVEY DATA
- ◄ EXISTING FIRE HYDRANT PER GIS DATA
- ◇ EXISTING LUMINAIRE
- ⊙ PROPOSED LUMINAIRE
- ⊙ PROPOSED FIRE HYDRANT

**UTILITY PLAN**  
SCALE: 1" = 50'



CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
<b>UTILITY PLAN</b>		
DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 3-2

ENGINEERS SEAL	
DATE	
REVISIONS	

## GENERAL NOTES

- CONTRACTOR IS RESPONSIBLE FOR SITE SECURITY AND PROTECTION OF EQUIPMENT AND MATERIALS.
- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, MOST CURRENT EDITION.
- ALL QUANTITIES SHOWN ON LISTS AND SCHEDULES IN THESE PLANS ARE FOR CONVENIENCE. CONTRACTOR SHALL BE RESPONSIBLE FOR QUANTITY TAKE OFF'S. IN SITUATIONS WHERE PLANS CONFLICT WITH QUANTITIES SHOWN IN LISTS OR SCHEDULES THE QUANTITIES IN THE PLANS SHALL GOVERN.
- CONTRACTOR SHALL COORDINATE WORK WITH ALL SUBCONTRACTORS.
- CONTRACTOR SHALL BE FAMILIAR WITH PLANS, DETAILS AND SPECIFICATIONS AS THEY PERTAIN TO THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER'S REPRESENTATIVE IF ANY ITEMS CONTAINED WITHIN THE SCOPE OF WORK DEFINED HEREIN, ARE IN CONFLICT WITH PROPOSED CONTRACT. A MEETING WILL BE HELD WITH THE OWNER'S REPRESENTATIVE TO RESOLVE.
- OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL IN THE PUBLIC RIGHT-OF-WAY.
- THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL CONTROL SURVEY MONUMENTS (MARK) FROM DAMAGE PRIOR TO INITIATING CONSTRUCTION. IF DURING THE COURSE OF CONSTRUCTION OPERATIONS, THE CONTRACTOR DISTURBS OR DESTROYS A MARK, THE CONTRACTOR SHALL ESTABLISH A NEW MARK IN COMPLIANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN THE "GEODETIC MARK PRESERVATION GUIDEBOOK", NATIONAL GEODETIC SURVEY, MARCH 1990, CONTACT: NGS MARK PRESERVATION CENTER - NOAA, RC - 325 BROADWAY - BOULDER, CO 80303 - TELEPHONE (303) 497-6530, FTS 320-6530. NO ADDITIONAL FEES SHALL BE PAID FOR THIS WORK.
- PLANS ARE DIAGRAMMATIC AND APPROXIMATE DUE TO SCALE OF DRAWINGS. ALL CULVERTS, UTILITIES, AND OTHER IMPORTANT INFRASTRUCTURE SHALL BE FIELD LOCATED AND CONFIRMED WITH OWNER'S REPRESENTATIVE PRIOR TO BACK FILLING.
- EXISTING UTILITY LINES ARE TO BE BLUE STAKED PRIOR TO ANY EXCAVATION. CHECK AND FIELD VERIFY ALL SITE CONDITIONS, UTILITIES AND SERVICES PRIOR TO EXCAVATION. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT NEW MEXICO 811, INC (811) FOR LOCATION OF EXISTING UTILITIES. IF PROBLEMS ARE DISCOVERED, CONTACT OWNER'S REPRESENTATIVE TO DETERMINE COURSE OF ACTION.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- ALL ELECTRICAL, TELEPHONE, CABLE TV, GAS AND OTHER UTILITY LINES, CABLES, AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION SHALL BE COORDINATED WITH THAT UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE HIS ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE EXISTING UTILITY LINES WITHIN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND APPROVED BY THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION. FEES FOR ALL PERMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE BUILDING PERMIT IS TO BE PAID FOR BY THE OWNER.
- ALL SITE FURNISHINGS TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS UNLESS OTHERWISE NOTED.
- SITE FURNISHINGS SHALL NOT BE INSTALLED UNTIL THE IRRIGATION SYSTEM IS COMPLETED.
- CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR. ANY COSTS INCURRED FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND OBTAINING ALL NECESSARY CONSTRUCTION EASEMENTS WITH RELEVANT PRIVATE PROPERTY OWNERS.
- CONTRACTOR SHALL FENCE IN AND PROTECT UNDISTURBED AREAS DURING CONSTRUCTION TO AVOID ANY DISTURBANCE TO THESE AREAS.
- THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS WHICH APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS INCLUDING N.P.D.E.S. REGULATIONS.
- DURING CONSTRUCTION, EXISTING PLANT MATERIAL TO BE PRESERVED SHALL BE ENCLOSED BY A TEMPORARY FENCE AT LEAST FIVE (5) FEET OUTSIDE THE DRIPLINE FOR TREES. IN NO CASE SHALL VEHICLES BE PARKED OR MATERIALS OR EQUIPMENT BE STORED OR STOCKPILED WITHIN THE ENCLOSED AREAS.
- DESTROYED VEGETATION SHALL BE REMOVED PROMPTLY TO PREVENT INSECT INFESTATION OF HEALTHY VEGETATION OUTLINED IN SECTION 14-8.4(F)(5)(F) BY CITY OF SANTA FE.
- ALL GRAVEL AND COBBLESTONES SHALL BE UNDERLINED WITH FILTER FABRIC. GRAVEL SHALL BE WASHED AND SCREENED.
- TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT.
- RESPONSIBILITY FOR LANDSCAPE AND IRRIGATION MAINTENANCE ON THE SITE SHALL LIE WITH THE OWNER.

## SEEDING NOTES

- DISTURBANCE OF AREAS BEYOND LIMITS OF CONSTRUCTION SHALL BE AVOIDED WHERE POSSIBLE. ALL DISTURBED OR DENUDED AREAS BEYOND THE LIMITS OF CONSTRUCTION SHALL BE RE-SEEDED WITH THE NM DOT 2017 ZONE 2 SEED LIST SANTA FE AND GRASS SEED MIX SHALL BE DRYLAND BLEND NATIVE GRASS MIXTURE FROM "PLANTS OF THE SOUTHWEST" OR EQUAL. SEED RATE SHALL BE 2 LBS. PER 1,000 SF. CONTRACTOR SHALL PROVIDE IRRIGATION TO ALL REVEGETATION NATIVE SEED AREAS UNTIL ESTABLISHMENT IN A MANNER THAT IS COMPLIANT WITH THE IRRIGATION REQUIREMENTS OUTLINED IN 14-8.4.
- IF SEEDING OPERATIONS OCCUR DURING MONSOON SEASON CONTRACTOR SHALL NOT SEED IF RAIN IS IMMINENT. IF SEED AND/OR MULCH IS WASHED AWAY PRIOR TO GERMINATION CONTRACTOR SHALL RE-SEED AND RE-APPLY MULCH TOP DRESSING AT NO ADDITIONAL COST TO THE PROJECT.
- CONTRACTOR SHALL PROVIDE PRIOR TO SEEDING A ONE INCH (1") DEPTH HEAT TREATED COMPOST MATERIAL SHALL BE APPLIED AND TILLED IN TO A FOUR (4) INCH DEPTH.
- GRADE PREPARED SOIL LEVEL REMOVING ALL STONES 3/4" AND LARGER.
- SEEDED AREAS SHALL BE GRADED TWO INCHES (2") BELOW TOP OF CONCRETE CURBS AND SIDEWALKS.
- SODDED AREAS SHALL BE GRADED ONE INCH (1") BELOW TOP OF CONCRETE CURBS AND SIDEWALKS.
- RECLAMATION STEEP SLOPE SEEDING SHALL BE APPLIED AS PER THE FOLLOWING: HALF OF SEED SHALL BE HAND BROADCAST AND RAKED INTO THE TOP 1/4" OF SOIL AND TOP-DRESSED WITH A DEPTH OF 1/2" - 3/8" GRAVEL PLATING. REMAINING SEED SHALL BE EVENLY DISTRIBUTED ON TOP OF AND WORKED INTO, GRAVEL AFTER PLACEMENT.

- SOWING SHALL BE ACCOMPLISHED BY DRILL SEEDING OR BY HAND RAKING INTO THE SOIL.
- MULCH IS TO BE USED AT THE RATE OF TWO (2) TONS PER ACRE ND TUCKED WITH A DISK OR ANCHORED WITH A TACKIFIER OR HYDRO-SEED AS RECOMMENDED BY MANUFACTURER.
- SLOPES OF 3:1 AND GREATER SHALL BE SEEDED BY HAND RAKING INTO SOIL OR BY THE USE OF A HYDRO-SEEDER.
- CONTRACTOR SHALL HAVE SEEDED AREAS SOIL TESTED FOR NUTRIENT DEFICIENCIES AND AMEND SOIL ACCORDING TO TESTING LAB RECOMMENDATIONS.
- ALL SEEDING SHALL OCCUR BETWEEN MAY 15TH AND AUGUST 15TH.

## PLANTING NOTES

- PLANT MATERIAL SUBSTITUTIONS SHALL NOT BE MADE WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. THE SUBSTITUTION OF MATERIALS DIFFERING IN KIND, QUALITY OR SIZE FROM THAT SPECIFIED WILL BE ALLOWED ONLY AFTER THE LANDSCAPE ARCHITECT IS CONVINCED THAT ALL MEANS OF OBTAINING THE SPECIFIED MATERIALS HAVE BEEN EXHAUSTED. CONTRACTOR SHALL PROVIDE WRITTEN ASSURANCE THAT ALL MATERIALS NECESSARY TO COMPLETE THE PROJECT AS SPECIFIED HAVE BEEN LOCATED AND ALL REQUESTS FOR SUBSTITUTIONS MUST BE SUBMITTED NO LATER THAN 2 WEEKS PRIOR TO THE INITIATION OF THE PROJECT.
- CALIPER MEASUREMENTS FOR CLUMP FORM AND MULTI-STEM TREES SHALL FOLLOW THE AMERICAN STANDARD FOR NURSERY STOCK: THE NUMBER OF REQUIRED TRUNKS, CALIPER SPECIFIED IS ONE-HALF (1/2) OF THE CALIPER OF UP TO THE THREE LARGEST TRUNKS.
- ANY PLANT MATERIAL REQUIRED BY SECTION 14-8.4 CITY OF SANTA FE THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
- PLANT MATERIAL QUALITY, SIZE AND CONDITION SHALL BE IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK, MOST CURRENT EDITION, AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY. ALL PLANTS SHALL HAVE NORMAL, WELL DEVELOPED BRANCHES AND VIGOROUS ROOT SYSTEMS. THEY SHALL BE SOUND, HEALTHY, VIGOROUS, FREE FROM DEFECTS, DISFIGURING KNOTS, ABRASIONS OF THE BARK, SUNSCALD INJURIES, PLANT DISEASES, INSECT EGGS, BORES AND ALL OTHER FORMS OF INFECTIONS.
- UNLESS OTHERWISE STATED ON THE DRAWINGS OR APPROVED BY THE OWNER'S REPRESENTATIVE, ALL PLANTS SHALL BE NURSERY GROWN AND SHALL BE TAGGED WITH NURSERY LABELS INDICATING SPECIES AND VARIETY.
- BALLED AND BURLAPPED PLANT MATERIAL SHALL HAVE A SOLID BALL OF EARTH OF MINIMUM SPECIFIED SIZE AND HELD IN PLACE SECURELY BY BURLAP AND A STOUT TWINE OR ROPE. BROKEN OR LOOSE BALLS WILL BE REJECTED.
- OWNER'S REPRESENTATIVE SHALL INSPECT ALL PLANT MATERIAL AT THE CONTRACTOR'S YARD PRIOR TO DELIVERY, DURING PLANTING AND AFTER PLANTING AT THE JOB SITE. AT THE OPTION OF THE CONTRACTOR, THE OWNER'S REPRESENTATIVE WILL INSPECT PLANT MATERIAL AT A WHOLESALE NURSERY OF THE CONTRACTOR'S CHOICE, WITHIN 60 MILES OF THE PROJECT SITE, PRIOR TO DELIVERY OF MATERIALS TO THE CONTRACTOR'S YARD.
- THE OWNER'S REPRESENTATIVE SHALL BE THE JUDGE OF THE QUALITY AND ACCEPTABILITY OF ALL PLANT MATERIALS. ALL REJECTED MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND REPLACED WITH ACCEPTABLE MATERIAL AT NO ADDITIONAL COST TO OWNER.
- IF SPECIFIED, ALL COLLECTED PLANTS MUST BE PRESENTED ON THE SITE AND SHALL BE IN ACCORDANCE WITH THE NEW MEXICO DEPARTMENT OF AGRICULTURE PLANT PROTECTION ACT, REGULATORY ORDER NO. 4. AND AMERICAN STANDARDS. PLANT MATERIAL QUALITY, SIZE AND CONDITION SHALL BE IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK, 2004 EDITION, AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- TREES SHALL NOT HAVE LEADERS CUT TO ENCOURAGE LATERAL BRANCHING.

### PLANTING WARRANTY

- ALL TREES, SHRUBS AND GROUND COVERS SHALL BE GUARANTEED FOR THE PERIOD OF ONE (1) YEAR OR ONE COMPLETE GROWING SEASON, WHICHEVER COMES FIRST, BEGINNING ON THE DATE OF FINAL CONTRACT ACCEPTANCE.

### WARRANTY AND MAINTENANCE

- CONTRACTOR SHALL FURNISH A CERTIFICATE OF WARRANTY AND A GUARANTEE OF WORK AND MATERIALS FOR A ONE-YEAR PERIOD FROM DATE OF FINAL ACCEPTANCE. FINAL PAYMENT FOR THE SYSTEM SHALL NOT BE MADE UNLESS THIS CERTIFICATE IS PRESENTED TO THE OWNER.
- CONTRACTOR SHALL MAINTAIN BUSINESS AND PROPERTY OWNER'S UTILITY SERVICES, IN SATISFACTORY WORKING ORDER, DURING THE TIME OF CONTRACT WORK.
- THE CONTRACTOR IS LIABLE FOR ANY LOSS OR DAMAGE TO ANY WORK OR MATERIALS, SUPPLIES AND EQUIPMENT ON THE JOB SITE CAUSED BY THE CONTRACTOR, ITS EMPLOYEES OR ANY OTHER UNFORESEEN CAUSE UNTIL FINAL ACCEPTANCE OF PROJECT BY BERNALILLO COUNTY PUBLIC WORKS.

## GRADING NOTES

- ALL PROPOSED GRADES TO BE STAKED OUT BY CONTRACTOR AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO START OF CONSTRUCTION.
- WORK COVERED IN THESE NOTES CONSISTS OF GRUBBING AND GRADING INCLUDING THE FURNISHING OF ALL LABOR EQUIPMENT, AND MATERIALS; AND PERFORMING ALL WORK IN CONNECTION WITH THE DRAWINGS AND SPECIFICATIONS.
- NO GRADE SHALL EXCEED 5:1, UNLESS OTHERWISE INDICATED ON PLANS.
- INSTALL EROSION CONTROL FABRIC ON ALL SLOPES 3:1 AND GREATER.
- FINISH GRADE MAY REQUIRE ADJUSTMENT OF EXISTING MANHOLE COVERS AND UTILITY VAULTS IN AREAS WHERE THE PROJECT IS ADJACENT TO UTILITIES.
- TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT.

CASE # \_\_\_\_\_

REVISIONS	DATE	SEAL	CITY REVIEW		
△			DEPARTMENT	SIGN-OFF	DATE
△			WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
△			WATER SERVICES		
△			STREETS DIV.		
△			TRAFFIC DIV.		
△			FIRE		
△			LANDSCAPE		
△			SUBDIVISION ENGINEER		
△			CITY	USE	ONLY

## IRRIGATION NOTES

- WORK CONSISTS OF INSTALLING AN UNDERGROUND IRRIGATION SYSTEM THAT UTILIZES NEW MAINLINE, BUBBLERS, DRIP SYSTEMS, ZONE VALVES, PIPING, HEADS AND NOZZLES AS SHOWN ON THESE PLANS, DETAILS AND SPECIFICATIONS. THE CONTRACTOR PERFORMING THIS WORK SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND PERMITS NECESSARY FOR THE COMPLETION OF THE IRRIGATION SYSTEM, EXCEPT FOR THOSE COMPONENTS SPECIFIED TO BE FURNISHED BY OTHERS.
- CONTRACTOR SHALL FIELD VERIFY STATIC PRESSURE PRIOR TO THE START OF WORK. IF FIELD CONDITIONS ARE OTHER THAN STATED, CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH WORK.
- CONTRACTOR TO PROTECT ALL EXISTING TREE AND SHRUB ROOT ZONES WHEN TRENCHING. THERE SHALL BE NO MECHANICAL TRENCHING WITHIN DRIP LINE OF TREES. ANY EXCEPTIONS WILL NEED TO BE SUBMITTED TO LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR APPROVAL. EXISTING TREES INCLUDE THOSE SHOWN ON THE PLANS, AS WELL AS THOSE NOT IDENTIFIED ON THE SURVEY.
- COMPLY WITH REQUIREMENTS AND ORDINANCES OF THE UNIFORM PLUMBING CODE, THE CITY OF SANTA FE, SANTA FE COUNTY AND OTHER GOVERNMENTAL BODIES HAVING JURISDICTION PERTAINING TO LANDSCAPE IRRIGATION.
- CONTRACTOR SHALL FIELD VERIFY STATIC PRESSURE PRIOR TO THE START OF WORK. IF FIELD CONDITIONS ARE OTHER THAN STATED, CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH WORK.
- CONTRACTOR SHALL INSTALL ALL IRRIGATION PARTS AS PER THE DETAILS AND AS PER THE MANUFACTURER'S RECOMMENDATIONS.
- INSTALL EMITTERS ON THE UPHILL SIDE OF EACH PLANT ON THE TOP HALF OF THE PLANT'S ROOTBALL. IN ALL CASES EMITTER OUTLETS SHALL BE LOCATED OVER THE ROOTBALL.
- THIS IRRIGATION DESIGN (LINES & COMPONENTS) IS DIAGRAMMATIC. ALL EQUIPMENT SHOWN IN PAVED AREA IS FOR DESIGN CLARITY ONLY AND CONSTRUCTED ELEMENTS AND OBSTRUCTIONS WHETHER NOTED ON THE PLANS OR NOT, SHALL BE AVOIDED TO MINIMIZE SLEEVING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH WATERLINE TAP NEW METER FOR IRRIGATION SYSTEM WHICH INCLUDES BUT NOT LIMITED TO PAVEMENT CUTS AND ANY DAMAGE TO EXISTING PAVEMENTS AND CURBS.
- ALL PLANT MATERIALS INSTALLED SHALL HAVE THE AUTOMATIC IRRIGATION SYSTEM FULLY OPERABLE AT THE TIME OF PLANT INSTALLATION UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL IRRIGATION PIPING LOCATED UNDER PAVED AREAS OR PERIODICALLY DRIVEN AREAS SHALL BE SLEEVED, AND AS SHOWN ON THE PLANS.
- CONTRACTOR SHALL PRESSURE TEST IRRIGATION SYSTEM MAINLINE AND LATERALS PER CITY OF SANTA FE GUIDELINES PRIOR TO BACKFILLING.

### COMPONENTS AND PRODUCTS

- ALL COMPONENTS INSTALLED AS PART OF THE UNDERGROUND IRRIGATION SYSTEM ARE TO BE NEW AND IN GOOD WORKING ORDER AND WITHOUT FLAWS UNLESS OTHERWISE INDICATED ON THE PLANS, DETAILS AND SPECIFICATIONS. ALL EXISTING COMPONENTS INTEGRATED INTO NEW IRRIGATION SYSTEM TO BE TESTED AND CONFIRMED TO BE IN GOOD WORKING ORDER.

### IRRIGATION AUDIT VISUAL INSPECTION

- CONTRACTOR SHALL PERFORM AN INSPECTION OF THE COMPLETED IRRIGATION SYSTEM UPON COMPLETION OF CONSTRUCTION TO ENSURE IRRIGATION SYSTEM IS IN GOOD WORKING ORDER.

## STORMWATER PONDING

- A WATER LEVEL MEASURING DEVICE WITH ZERO SET AT FINISH GRADE SHALL BE INSTALLED AT THE CENTER (LOW POINT) OF EACH POND. A PERCOLATION TEST IS REQUIRED FOR EACH POND.

## LOW IMPACT DEVELOPMENT NOTES

- SURFACE AND SHALLOW SUBSURFACE IMPROVEMENTS LIKE BIOSWALE SOIL MIXES, PLANTING MIXES, GRADING AND DRAINAGE, PERMEABLE PAVEMENTS, AND OTHER DEVICES AND MATERIALS SHALL BE WELL INTEGRATED WITH RESERVOIRS AND OTHER UTILITY APPURTENANCES TO ENSURE THAT THERE IS POSITIVE DRAINAGE AND STORMWATER FLOW.
- ALL SUBSURFACE IMPROVEMENTS TO BE INSTALLED AS PART OF THE GRADING AND DRAINAGE (OR OTHER RELATED)

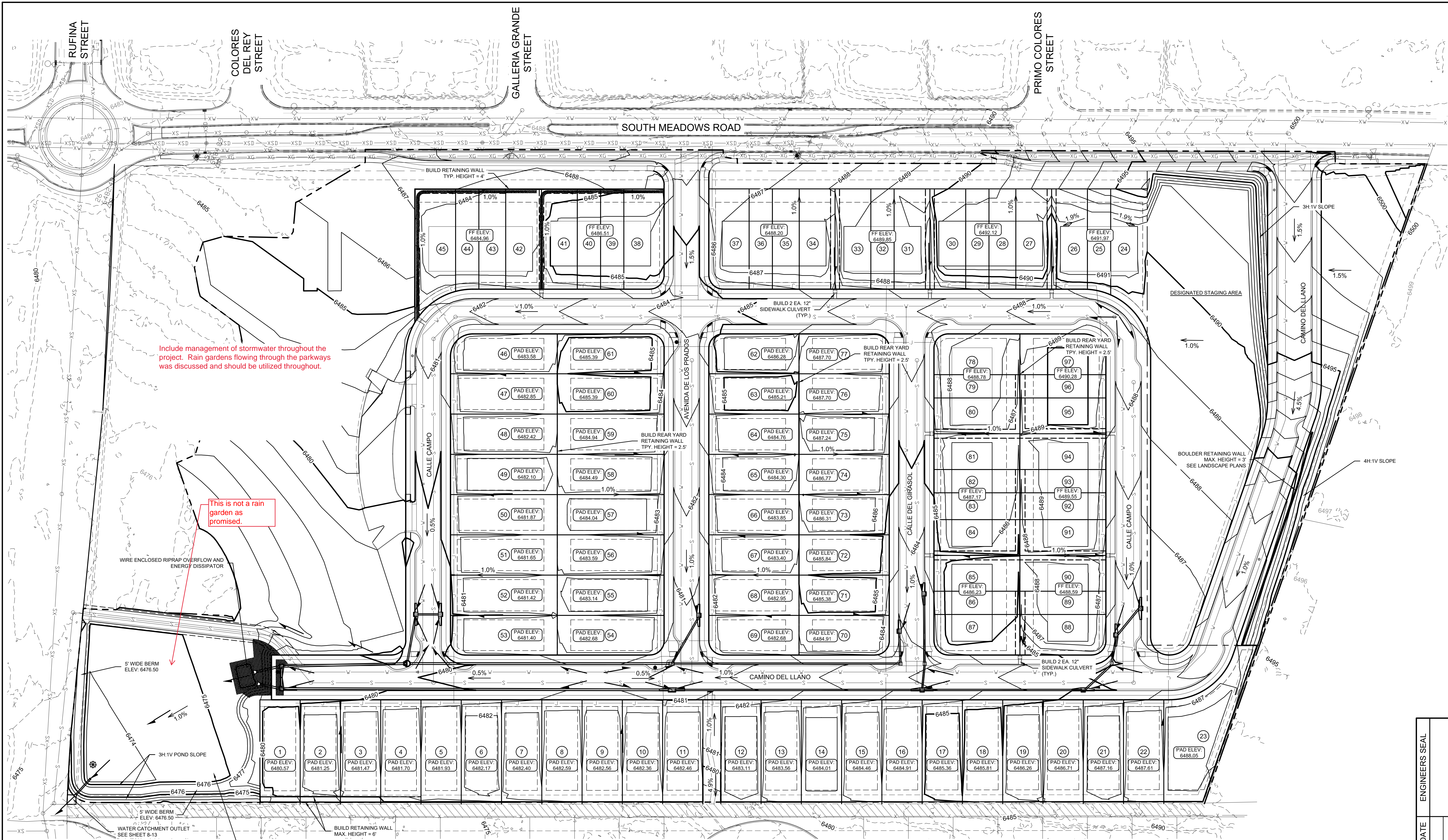


PLAN PREPARED BY:  
SITES SOUTHWEST  
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PRELIMINARY SUBDIVISION PLAT SUBMITTAL  
FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

## LANDSCAPE GENERAL NOTES

DATE: MARCH 2024	SCALE: NTS	SHEET: 4-0
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Include management of stormwater throughout the project. Rain gardens flowing through the parkways was discussed and should be utilized throughout.

This is not a rain garden as promised.

WIRE ENCLOSED RIPRAP OVERFLOW AND ENERGY DISSIPATOR

5' WIDE BERM ELEV: 6476.50

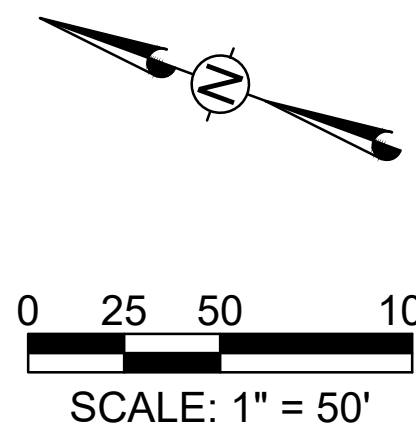
3H:1V POND SLOPE

5' WIDE BERM ELEV: 6476.50

WATER CATCHMENT OUTLET SEE SHEET 8-13

WATER CATCHMENT AREA INFORMATION:  
 TOP ELEVATION = 6376.50 FT  
 BOTTOM ELEVATION = 6373.50 FT  
 VOLUME = 59,185 CF  
 AREA = 33,080 SF

**OVERALL GRADING AND DRAINAGE PLAN**  
 SCALE: 1" = 50'  
 CONTOUR INTERVAL = 1'



**LEGEND**

	FINISHED CONTOUR
	EXISTING CONTOUR
	DIRECTION OF FLOW
	RETAINING WALL
	PROPERTY LINE / ROW
	POST AND STAFF GAUGE

- NOTES:**
- EXISTING CONTOURS WITHIN GRADING LIMITS OMITTED FOR CLARITY.
  - SEE LANDSCAPE PLANS FOR FOR TREE PRESERVATION.

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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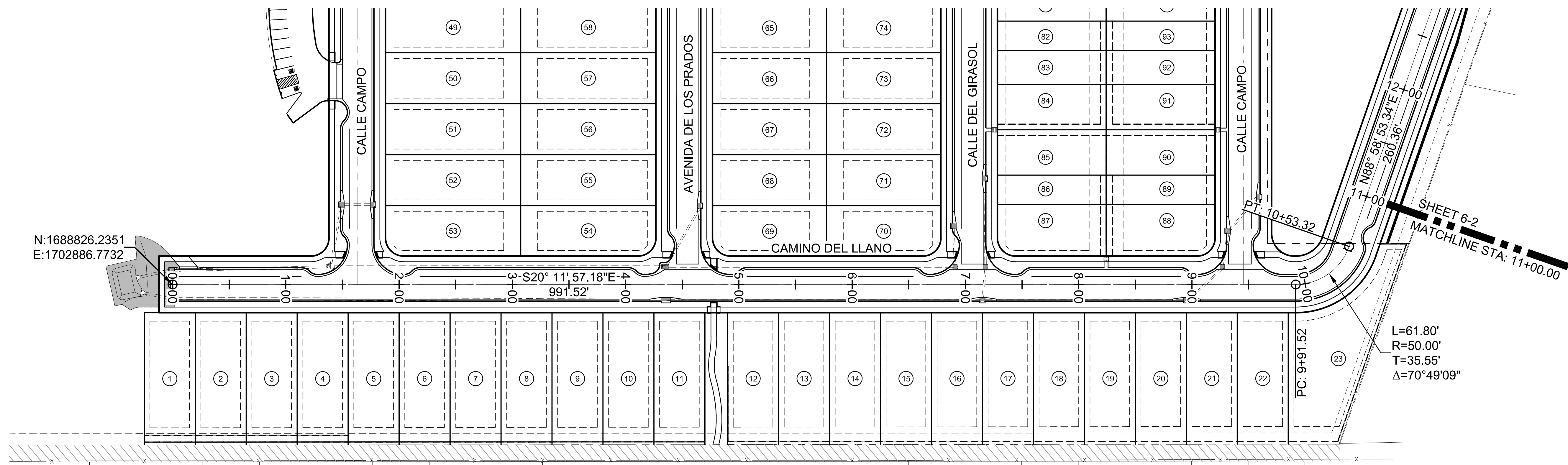
PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**OVERALL GRADING AND DRAINAGE PLAN**

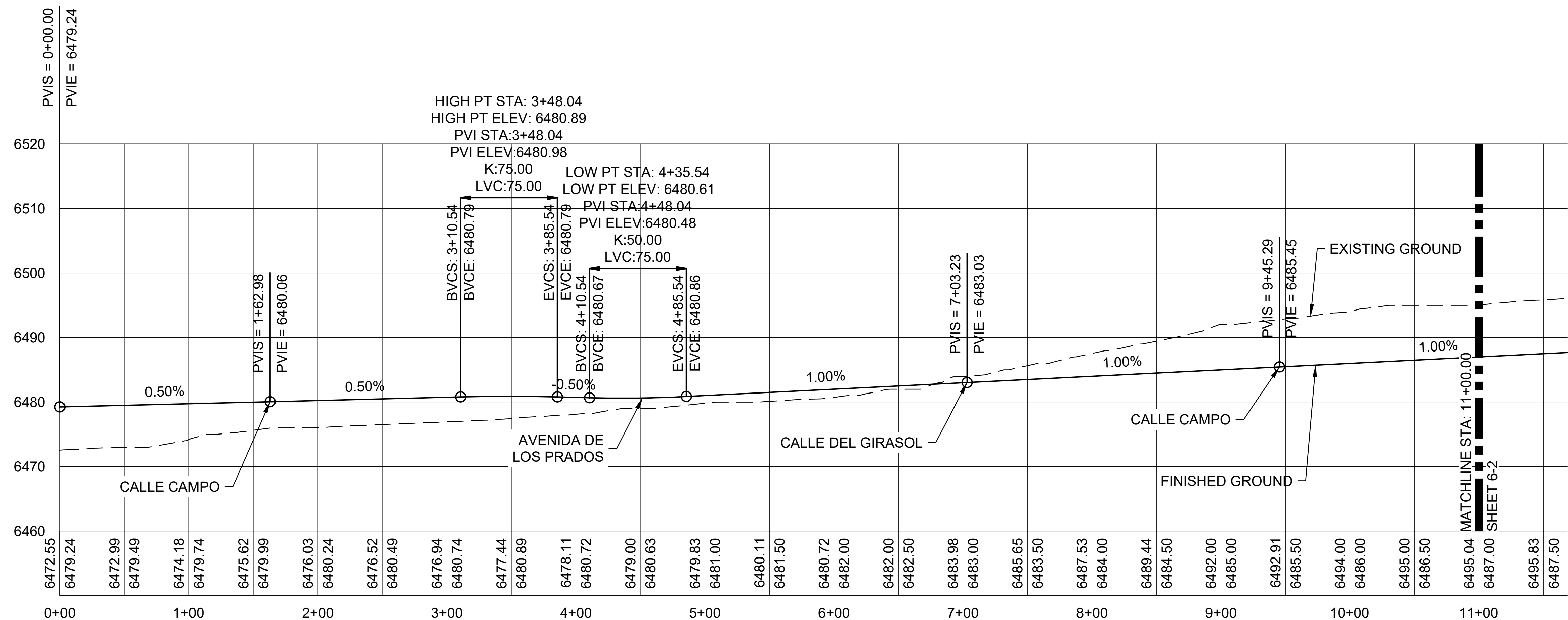
DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 5-2
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ENGINEERS SEAL
DATE
REVISIONS

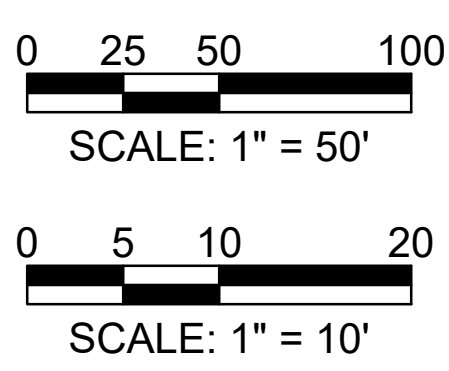
CASE # \_\_\_\_\_



**CAMINO DEL LLANO - PLAN VIEW**  
SCALE: 1" = 50'



**CAMINO DEL LLANO - PROFILE VIEW**  
SCALE HORIZ: 1" = 50'  
SCALE VERT: 1" = 10'



REVISIONS	DATE	ENGINEERS SEAL

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

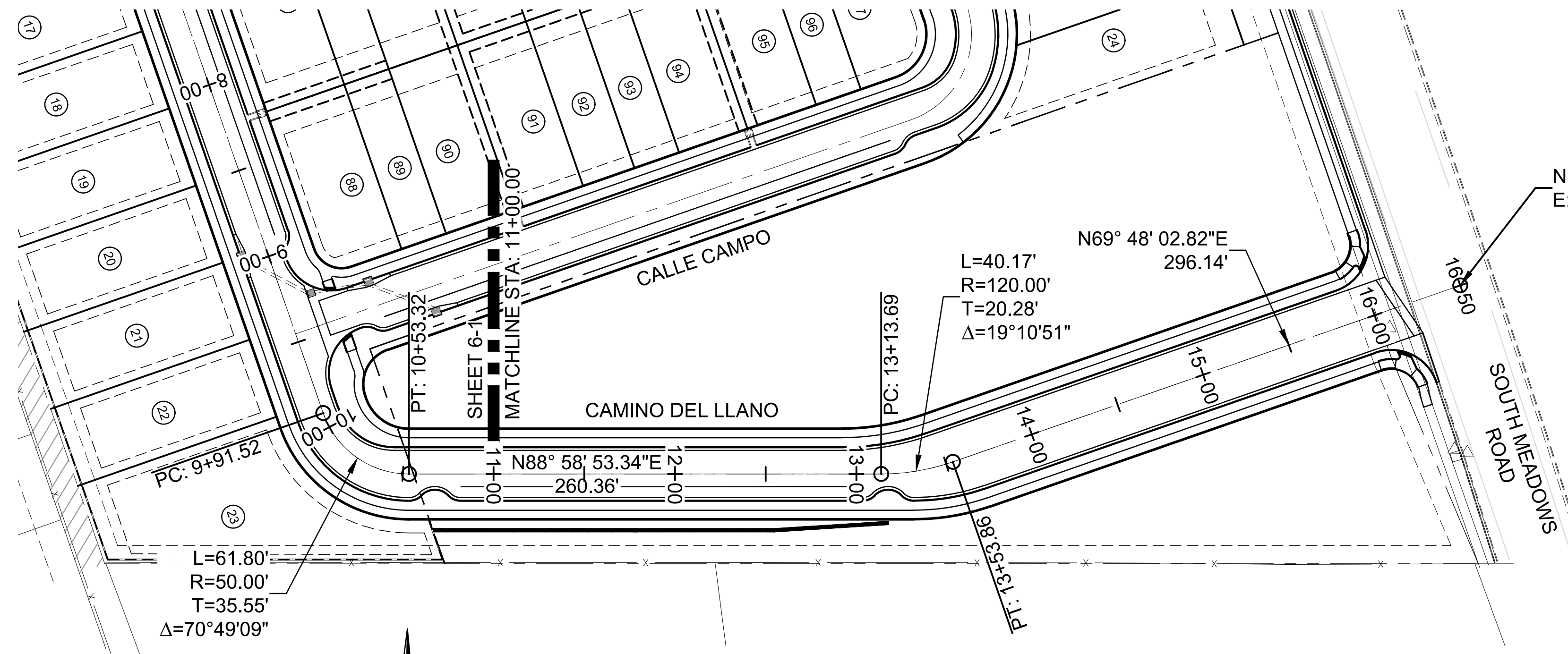
**Santa Fe Engineering Consultants, LLC**  
 1599 St. Francis Drive, Suite B  
 Santa Fe, N. M. 87505  
 (505) 982-2845 Fax (505) 982-2641  
<http://www.SFENGR.com>

PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

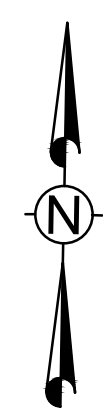
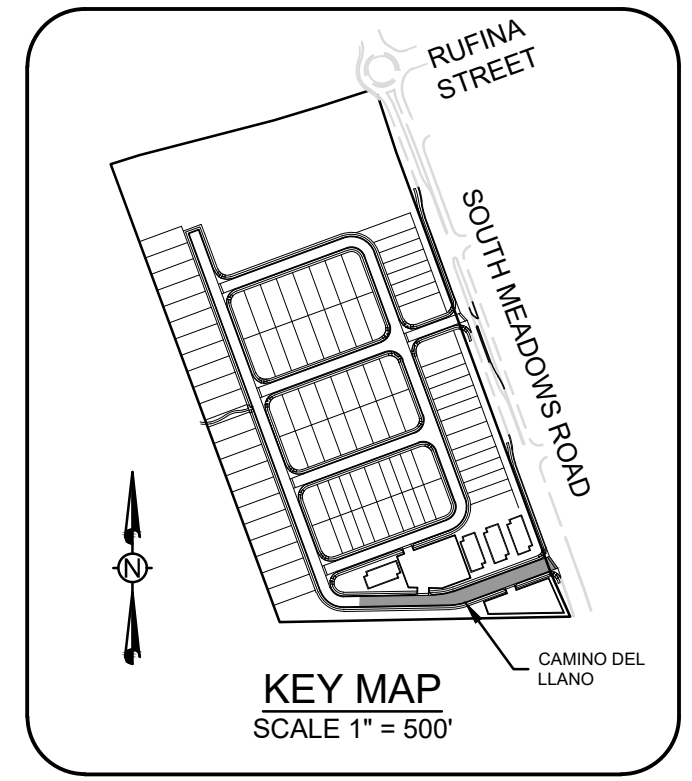
**ROADWAY PLAN AND PROFILE**

DATE: MARCH 2024      SCALE: 1" = 50'      SHEET: 6-1

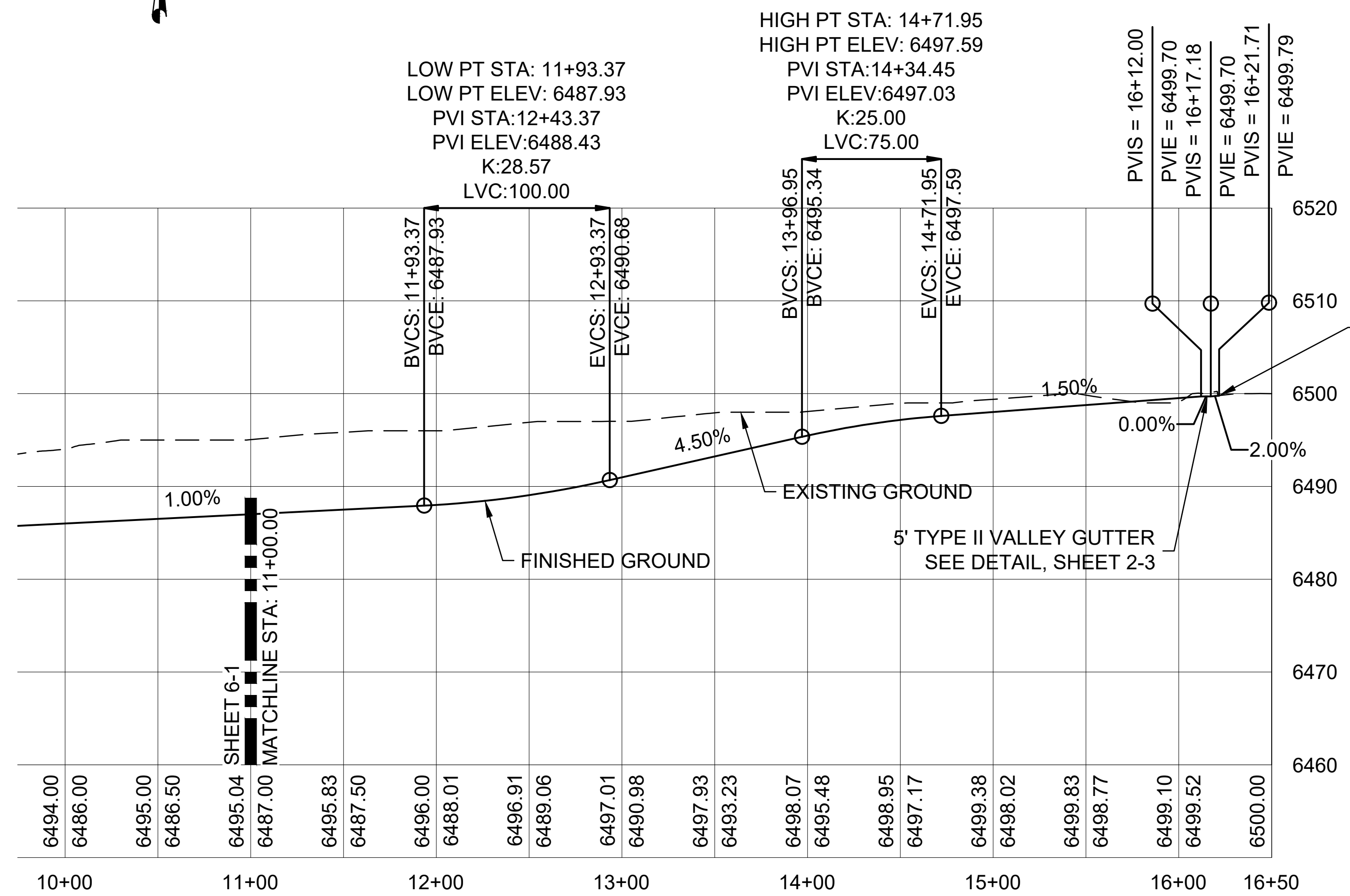
CASE # \_\_\_\_\_



N:1687977.2079  
E:1703854.4955

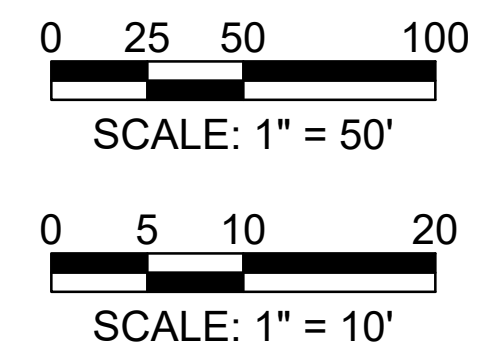


**CAMINO DEL LLANO - PLAN VIEW (CONT'D)**  
SCALE: 1" = 50'



TIE TO EXISTING ROADWAY TO CREATE A SMOOTH RIDING CONNECTION

**CAMINO DEL LLANO - PROFILE VIEW (CONT'D)**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



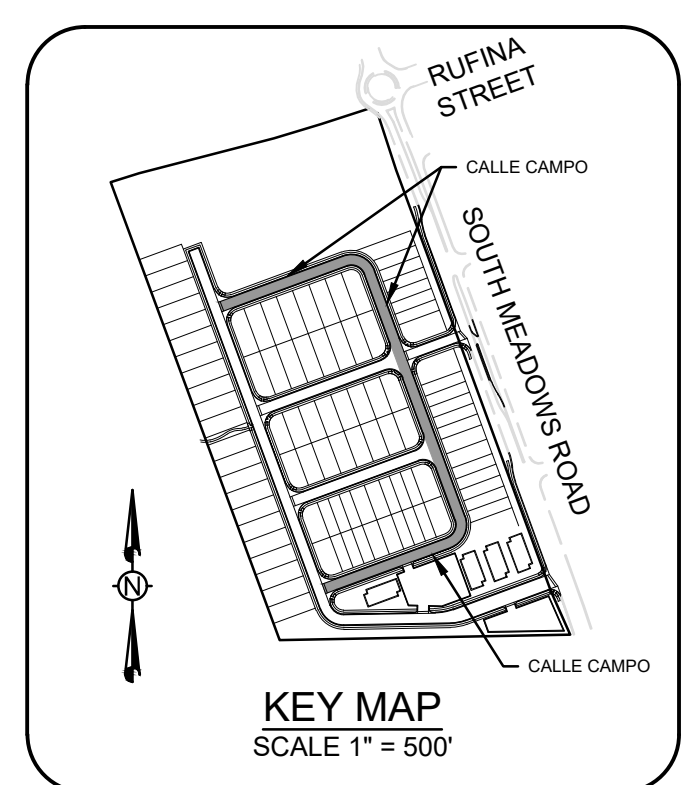
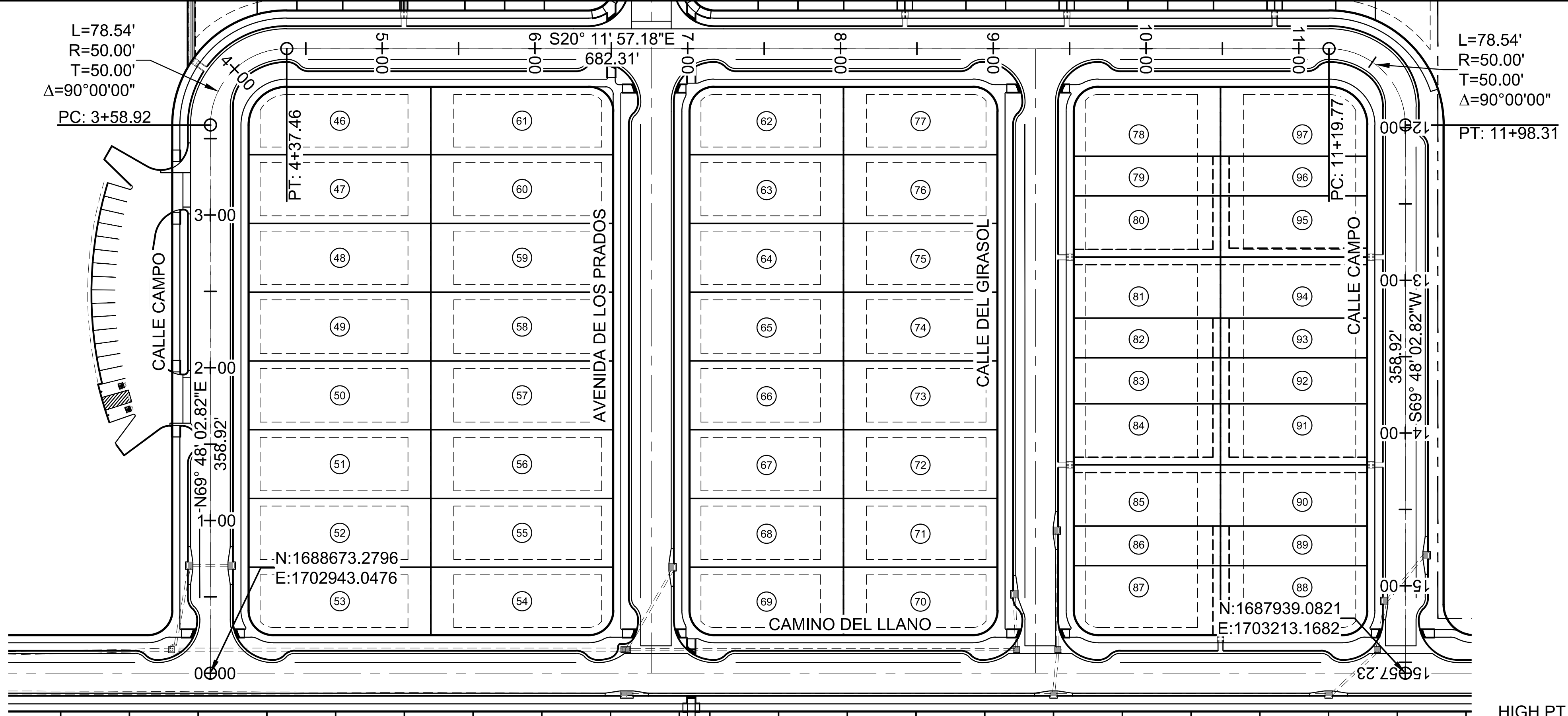
REVISIONS	DATE	ENGINEERS SEAL

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

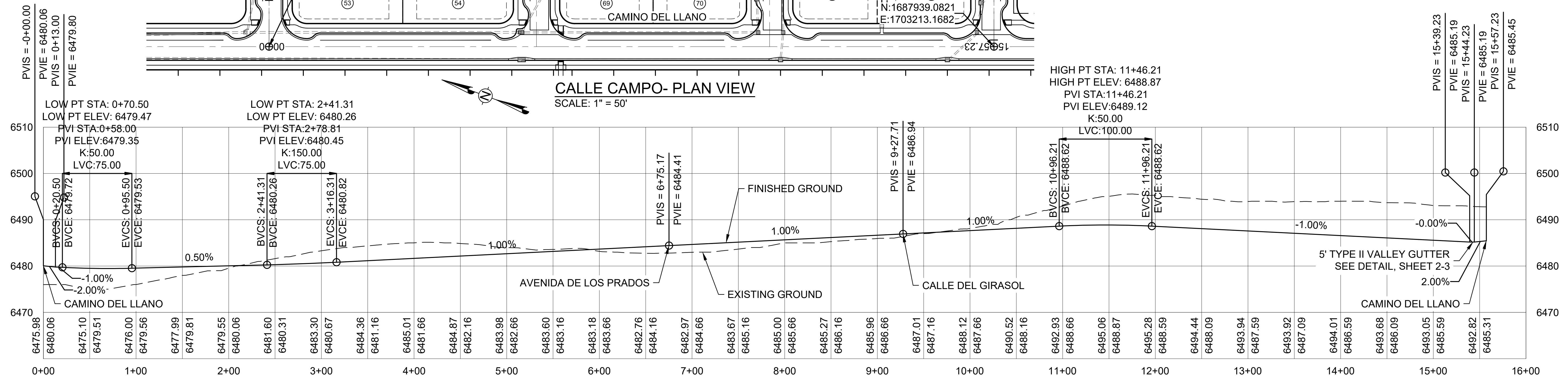
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD  
**ROADWAY PLAN AND PROFILE (CONT'D)**  
DATE: MARCH 2024 SCALE: 1" = 50' SHEET: 6-2

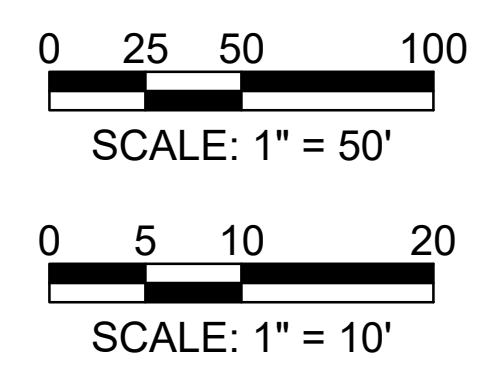
CASE # \_\_\_\_\_



**CALLE CAMPO- PLAN VIEW**  
SCALE: 1" = 50'



**CALLE CAMPO- PROFILE VIEW**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

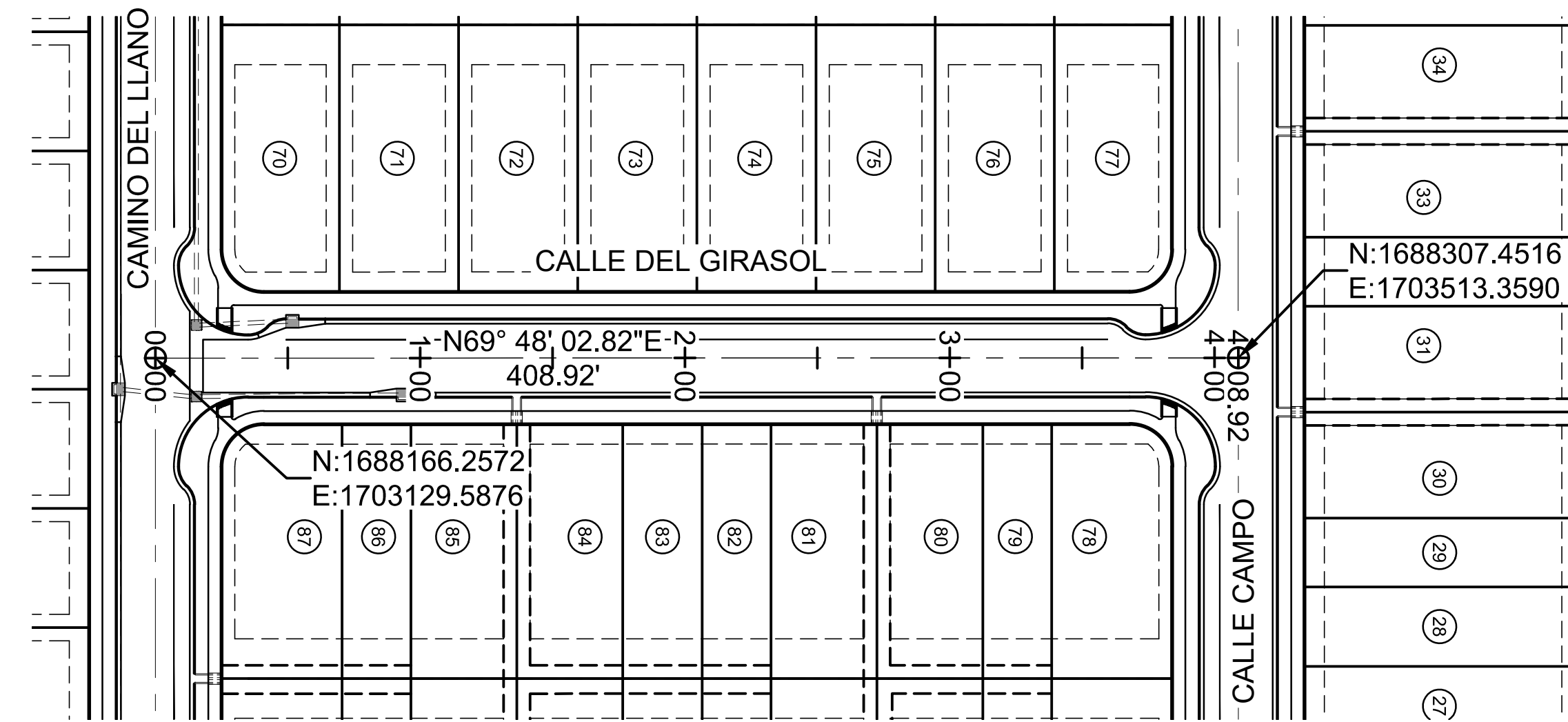
**SFE C** Santa Fe Engineering Consultants, LLC  
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD  
**ROADWAY PLAN AND PROFILE (CONT'D)**  
DATE: MARCH 2024 SCALE: 1" = 50' SHEET: 6-3

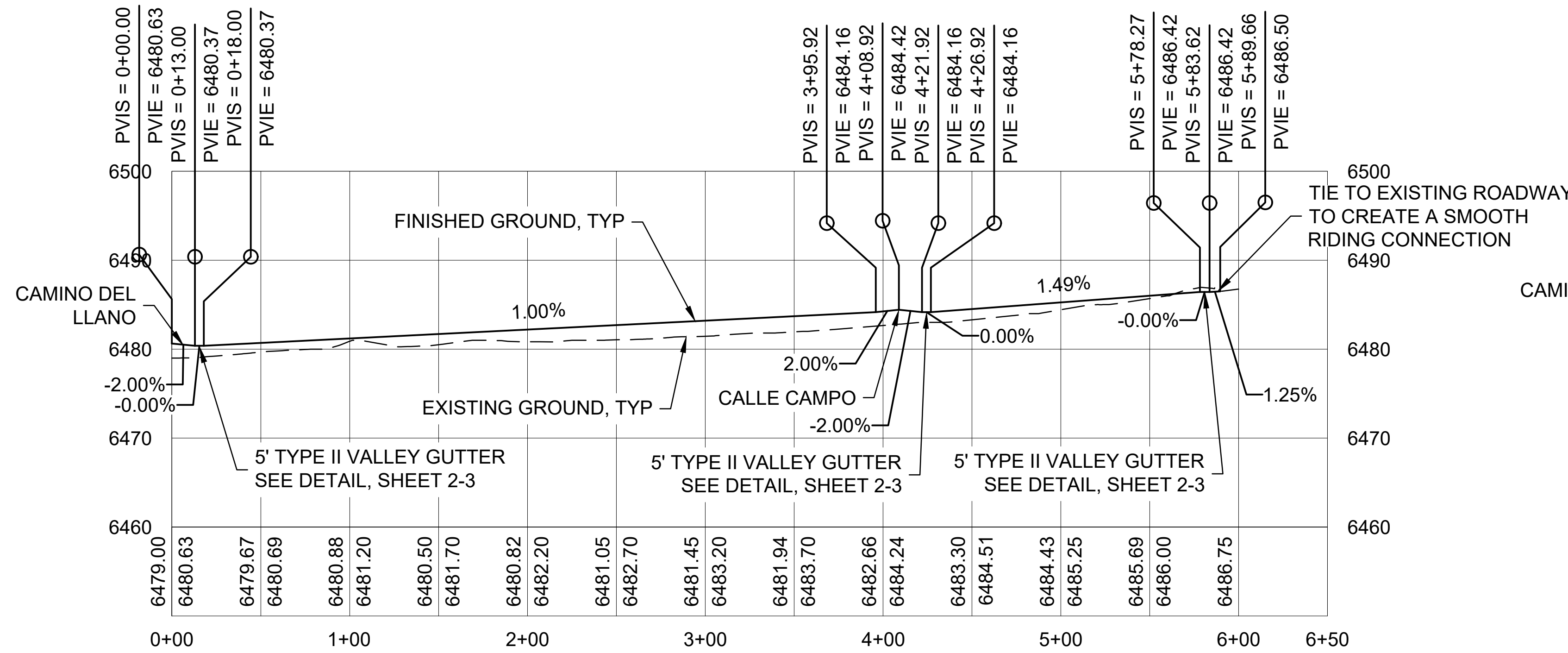
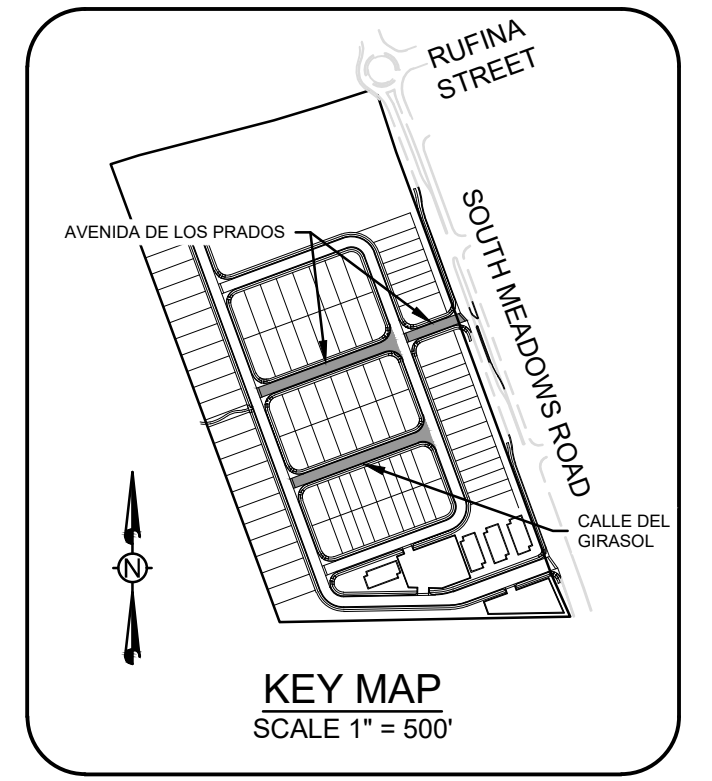
CASE # \_\_\_\_\_



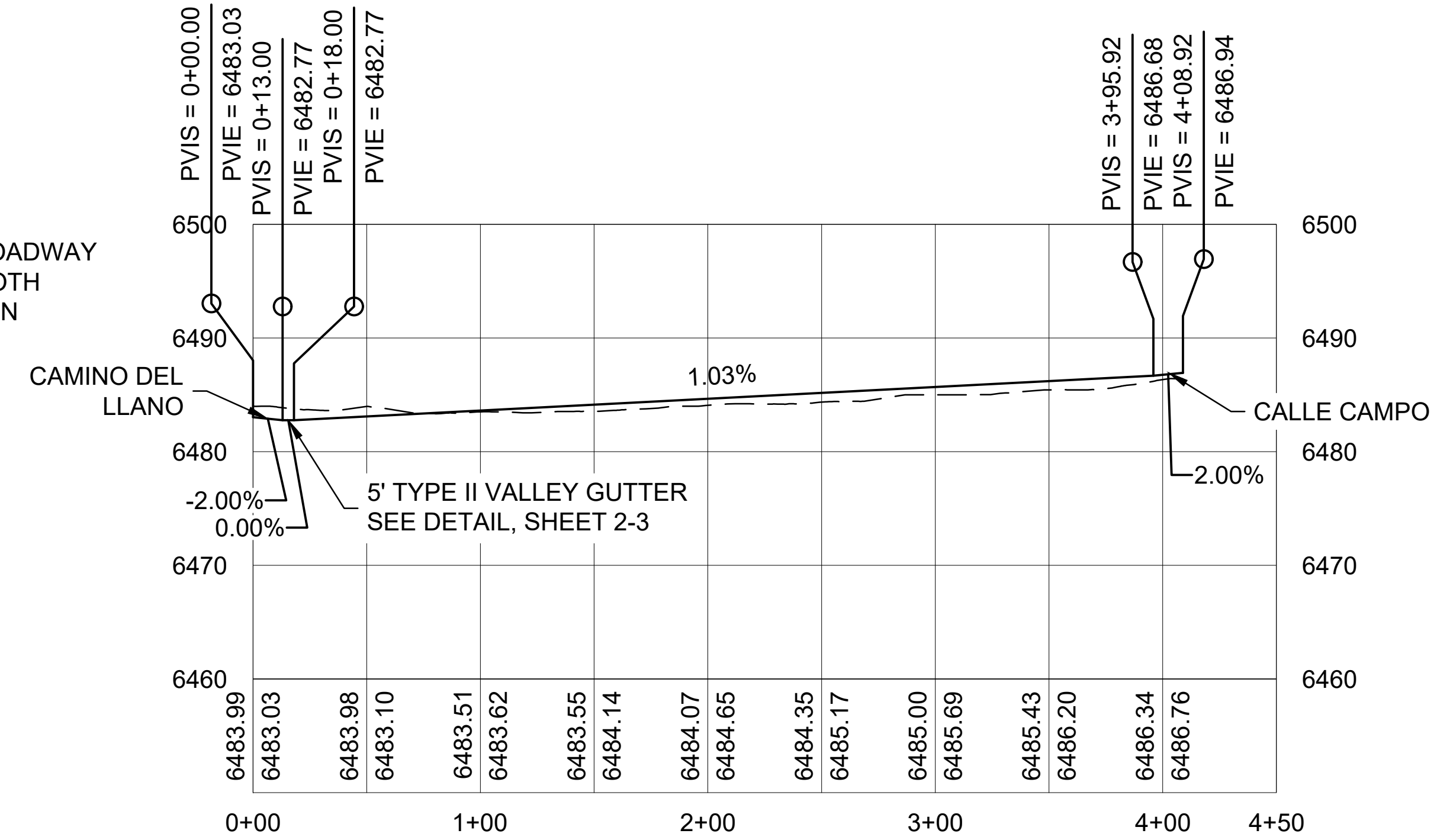
**AVENIDA DE LOS PRADOS - PLAN VIEW**  
SCALE: 1" = 50'



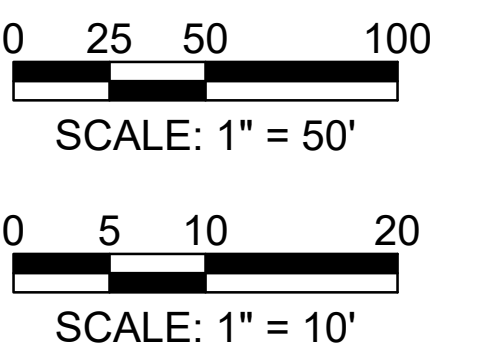
**CALLE DEL GIRASOL - PLAN VIEW**  
SCALE: 1" = 50'



**AVENIDA DE LOS PRADOS - PROFILE VIEW**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



**CALLE DEL GIRASOL - PROFILE VIEW**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



REVISIONS	DATE	ENGINEER'S SEAL

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

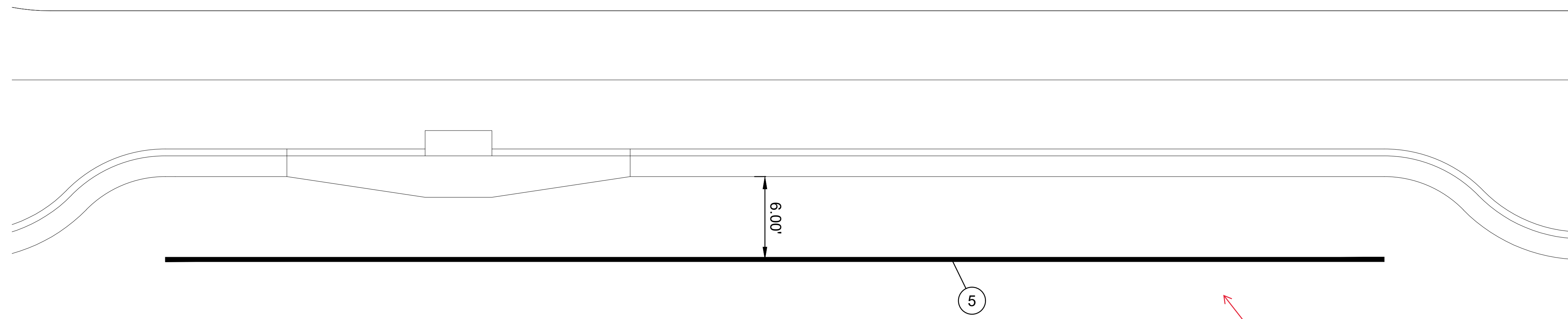
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

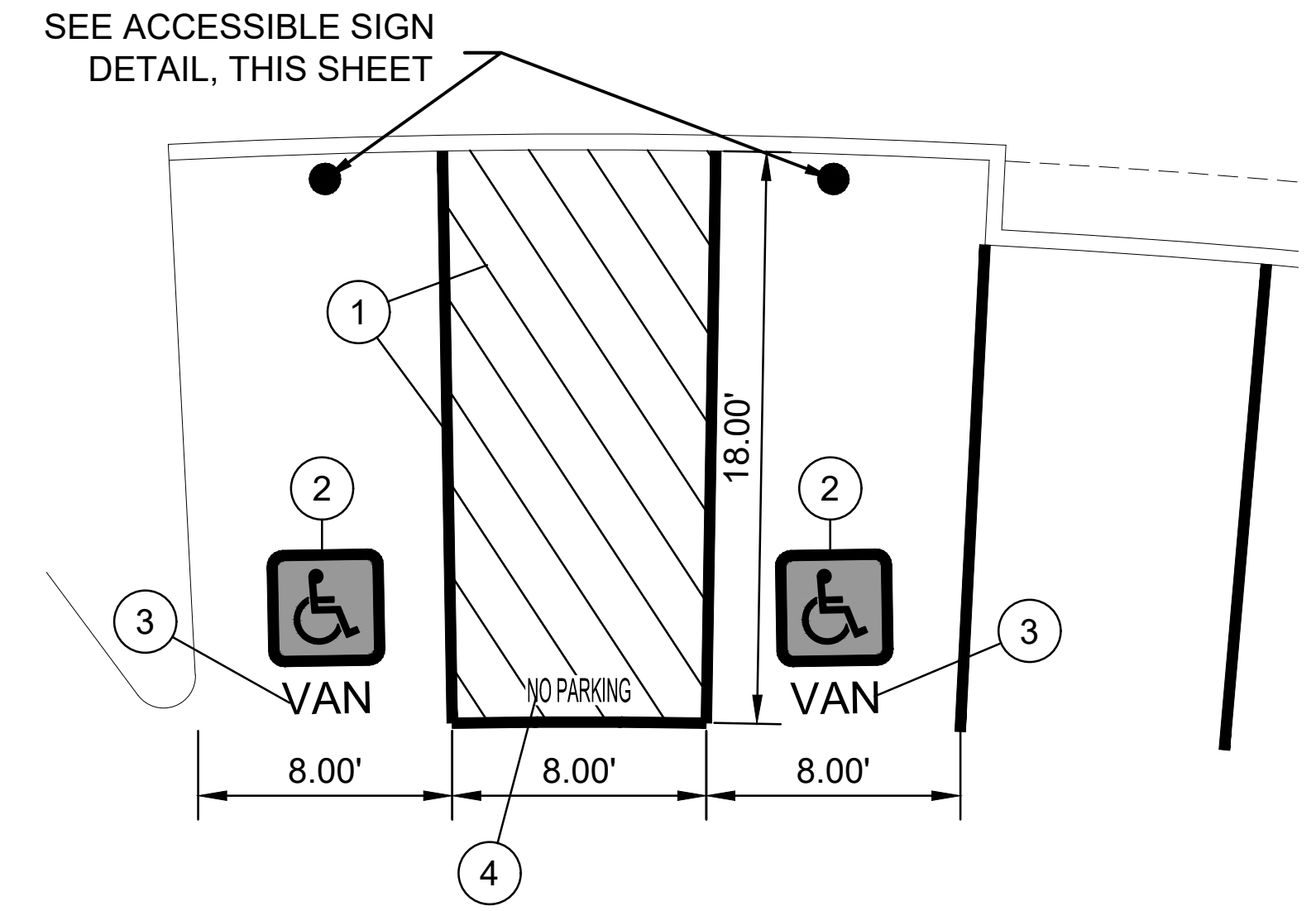
**ROADWAY PLAN AND PROFILE (CONT'D)**

DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 6-4
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CASE # \_\_\_\_\_



**TYPICAL ONSTREET PARKING DETAIL**  
SCALE: 1" = 5'



**ADA PARKING DETAIL**  
SCALE: 1" = 5'

I'm not sure the city wants this painted stripe to maintain. Verify with public works.

**CITY OF SANTA FE SIGNING AND STRIPING NOTES:**

**SIGN AND POST REQUIREMENTS**

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

**STRIPING AND PAINT NOTES**

1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS. (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. RETRO-REFLECTORIZED PAVEMENT MARKING STRIPES - FOR HIGH-BUILT PAINT, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - CURRENT EDITION, AND THE NMDOT SSHBC.

#	STRIPING KEY
①	RETROREFLECTORIZED PAVEMENT MARKING STRIPE - 4" SOLID BLUE [PAINT] (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS)
②	HOT THERMO PRE-FORMED ADA ACCESSIBLE PAVEMENT MARKING
③	HOT THERMO PRE-FORMED PAVEMENT MARKING WORD "VAN"
④	HOT THERMO PRE-FORMED PAVEMENT MARKING WORDS "NO PARKING"
⑤	RETROREFLECTORIZED PAVEMENT MARKING STRIPE - 4" SOLID WHITE [PAINT] (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS)

SIGN TYPE R7-8 (12"x18")  
- SIGN FIELD IS WHITE  
- SIGN LETTERING AND BORDER ARE GREEN  
- INTERNATIONAL SYMBOL OF ACCESSIBILITY IS WHITE ON A BLUE BACKGROUND

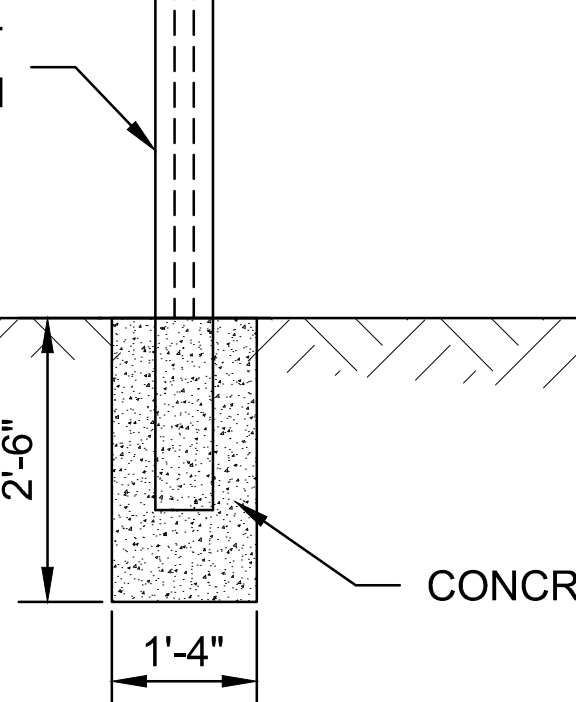


SIGN TYPE R7-8A (6"x12")  
- SIGN FIELD IS WHITE  
- SIGN LETTERING AND BORDER ARE GREEN

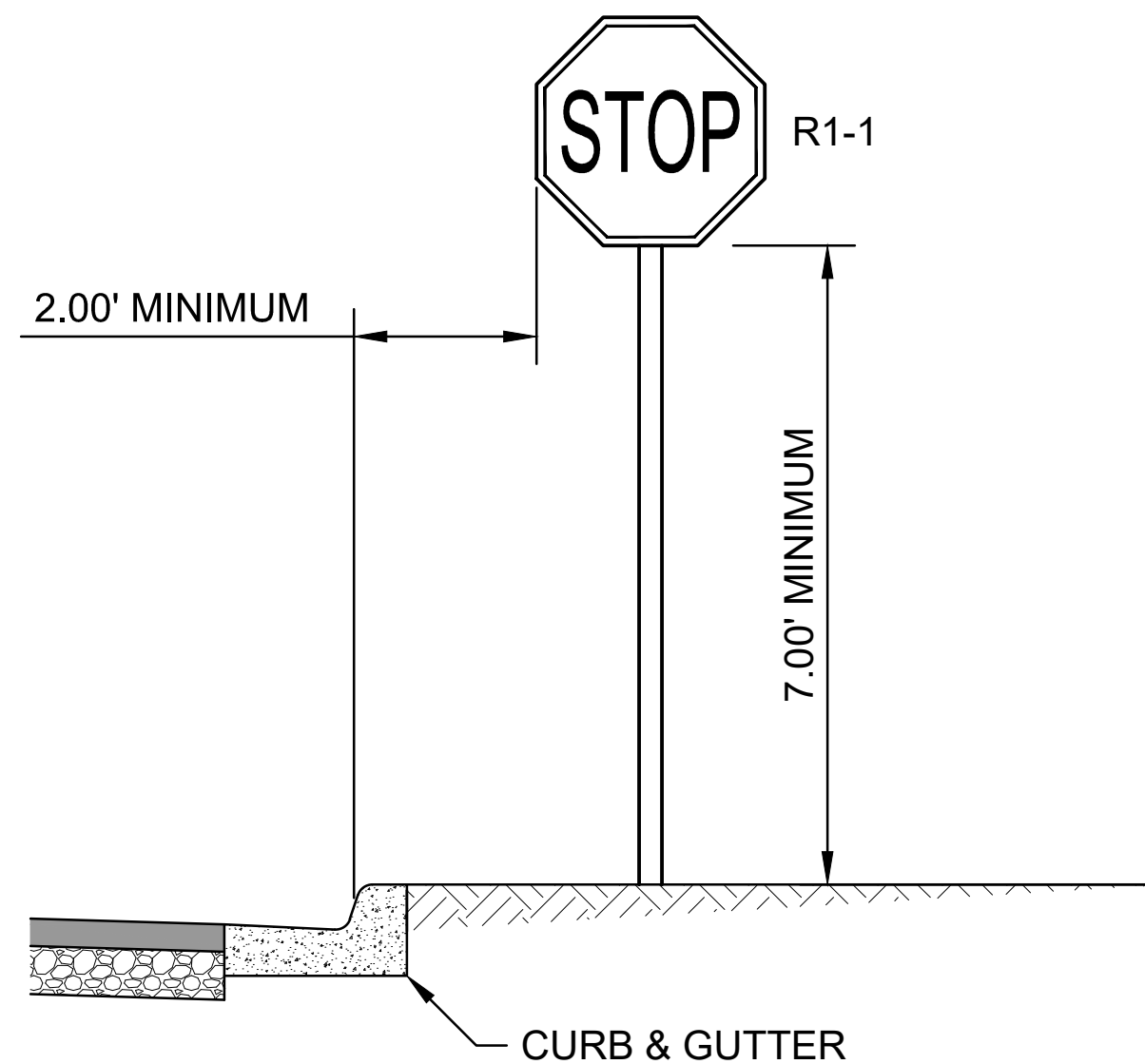


1-1/2" O.D. GALVANIZED STEEL PIPE  
BOTTOM OF THIS SIGN 78" MIN ABOVE GROUND ANSI 502.7

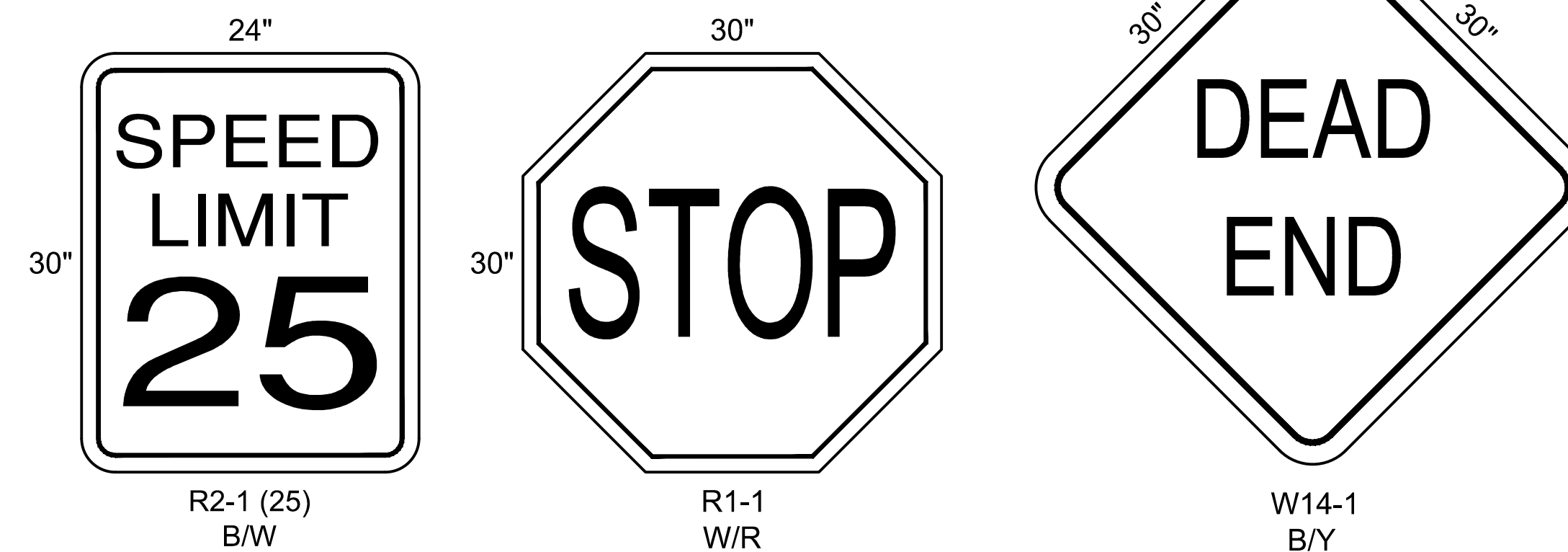
6" STEEL BOLLARD WITH GROUT FILL AT ACCESSIBLE PARKING SIGN



**ACCESSIBLE SIGN DETAIL**  
SCALE: N.T.S.



**TYPICAL SIGN PLACEMENT**  
SCALE: N.T.S.



**SIGN FACE DETAILS**  
SCALE: N.T.S.

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

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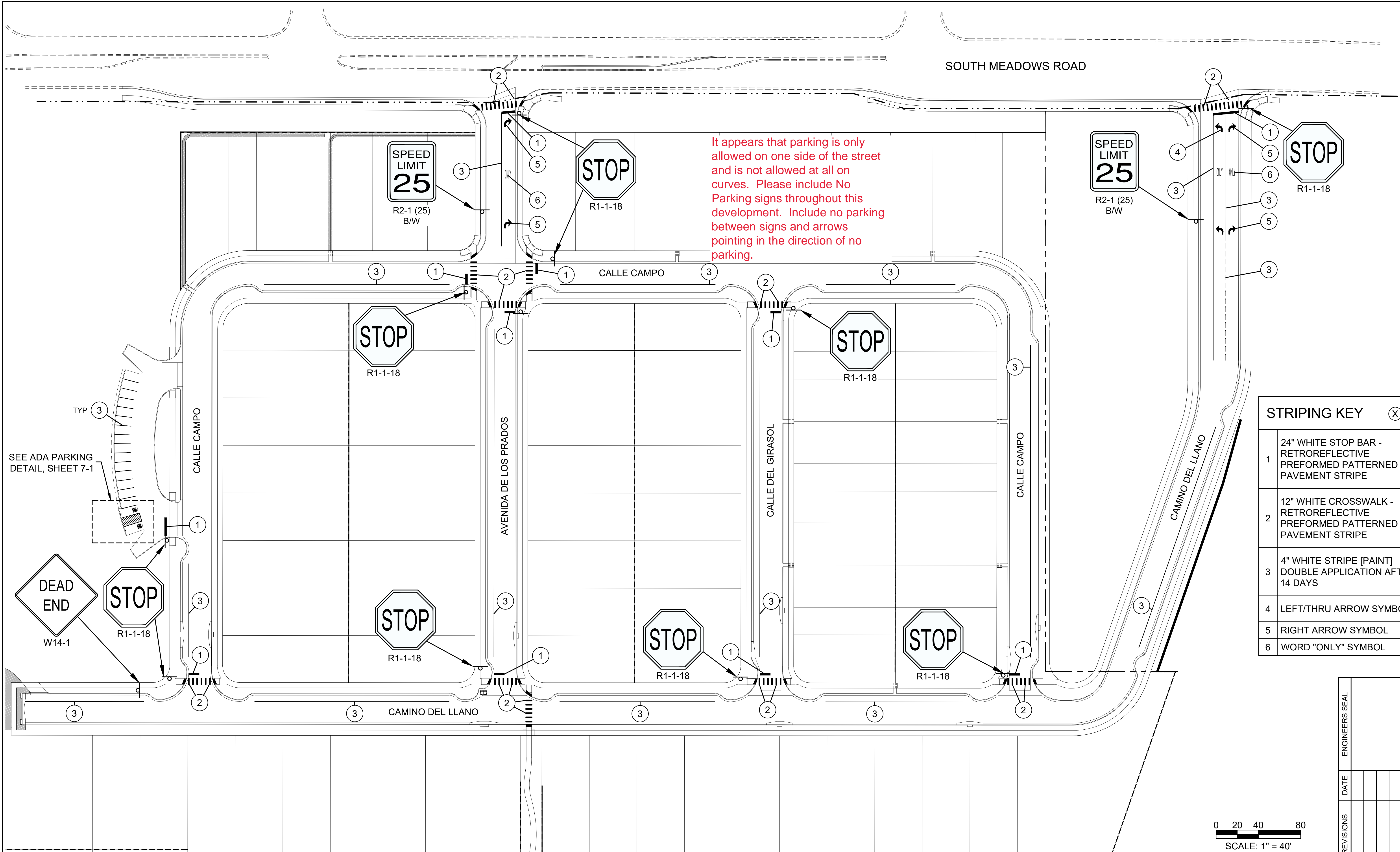
PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**SIGNING AND STRIPING NOTES AND DETAILS**

DATE: MARCH 2024 SCALE: N.T.S. SHEET: 7-1

REVISIONS	DATE	ENGINEERS SEAL

SOUTH MEADOWS ROAD



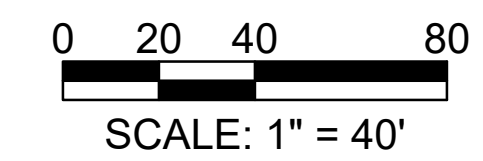
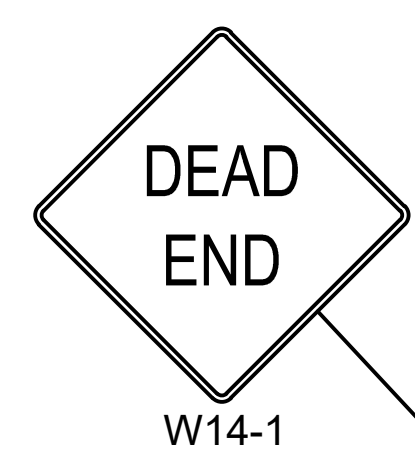
It appears that parking is only allowed on one side of the street and is not allowed at all on curves. Please include No Parking signs throughout this development. Include no parking between signs and arrows pointing in the direction of no parking.

**STRIPING KEY** (X)

1	24" WHITE STOP BAR - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
2	12" WHITE CROSSWALK - RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE
3	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
4	LEFT/THRU ARROW SYMBOL
5	RIGHT ARROW SYMBOL
6	WORD "ONLY" SYMBOL

SEE ADA PARKING DETAIL, SHEET 7-1

TYP 3



ENGINEERS SEAL	
DATE	
REVISIONS	

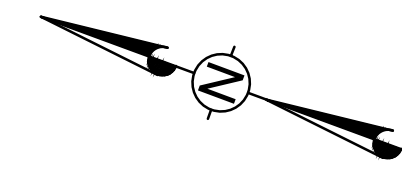
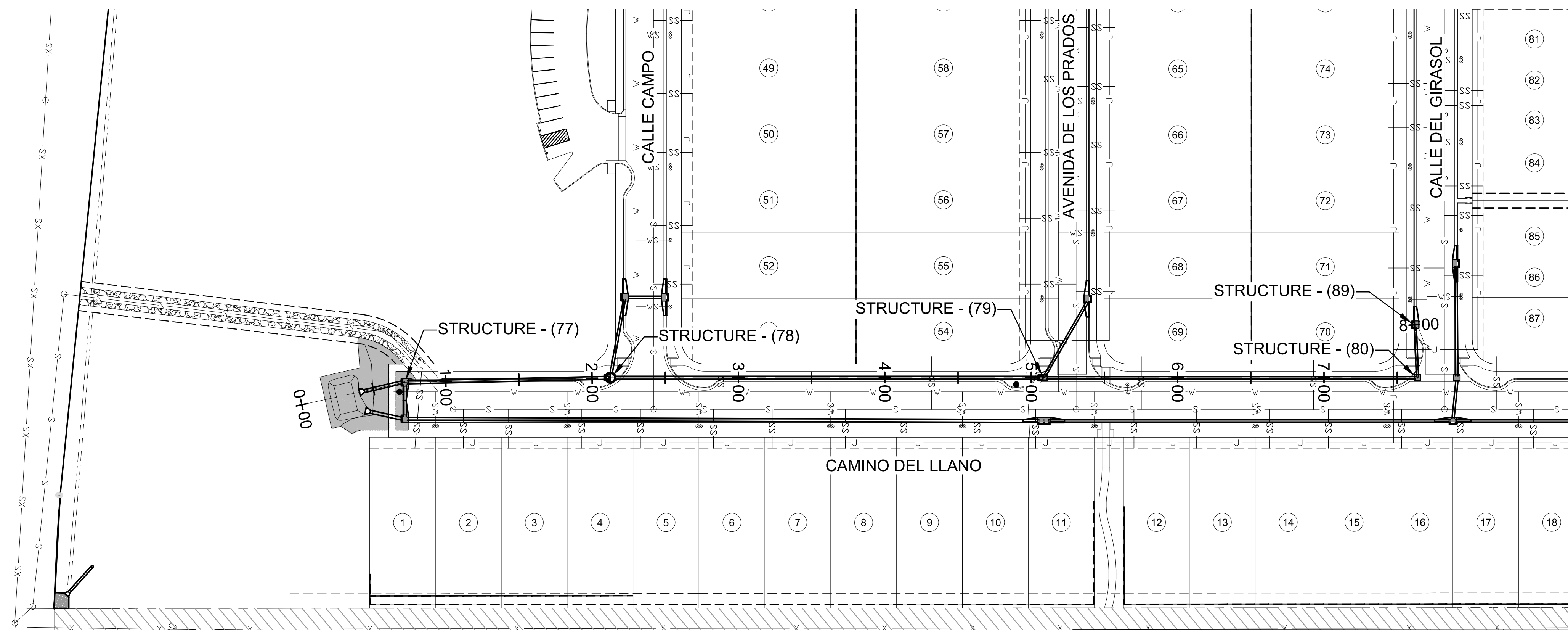
**SIGNING AND STRIPING PLAN**  
SCALE: 1" = 40'

CASE # \_\_\_\_\_

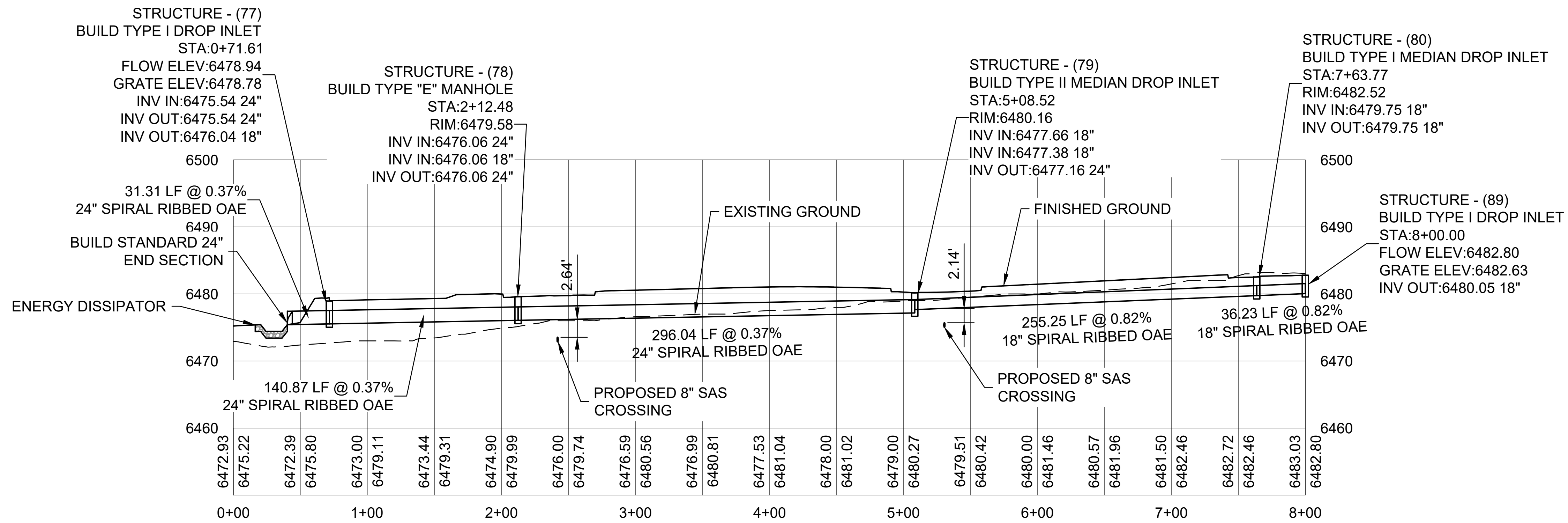
CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

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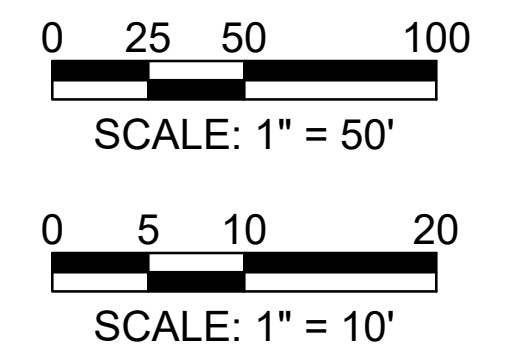
PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
<b>SIGNING AND STRIPING PLAN</b>		
DATE: MARCH 2024	SCALE: 1" = 40'	SHEET: 7-2



**PROPOSED STORM SEWER STS 1 - PLAN VIEW**  
SCALE: 1" = 50'



**PROPOSED STORM SEWER STS 1 - PROFILE VIEW**  
SCALE HORIZ: 1" = 50'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

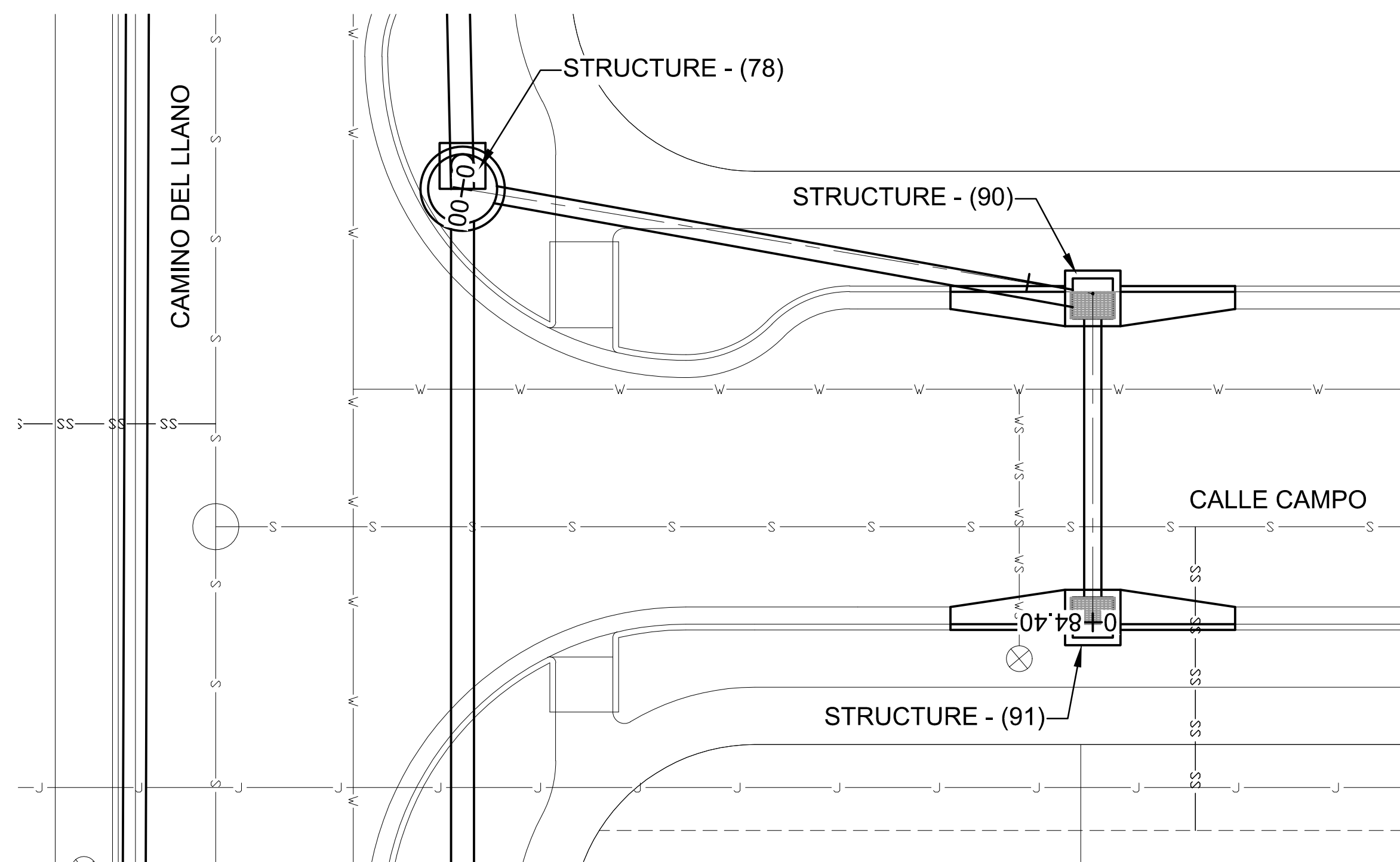
**Santa Fe Engineering Consultants, LLC**  
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

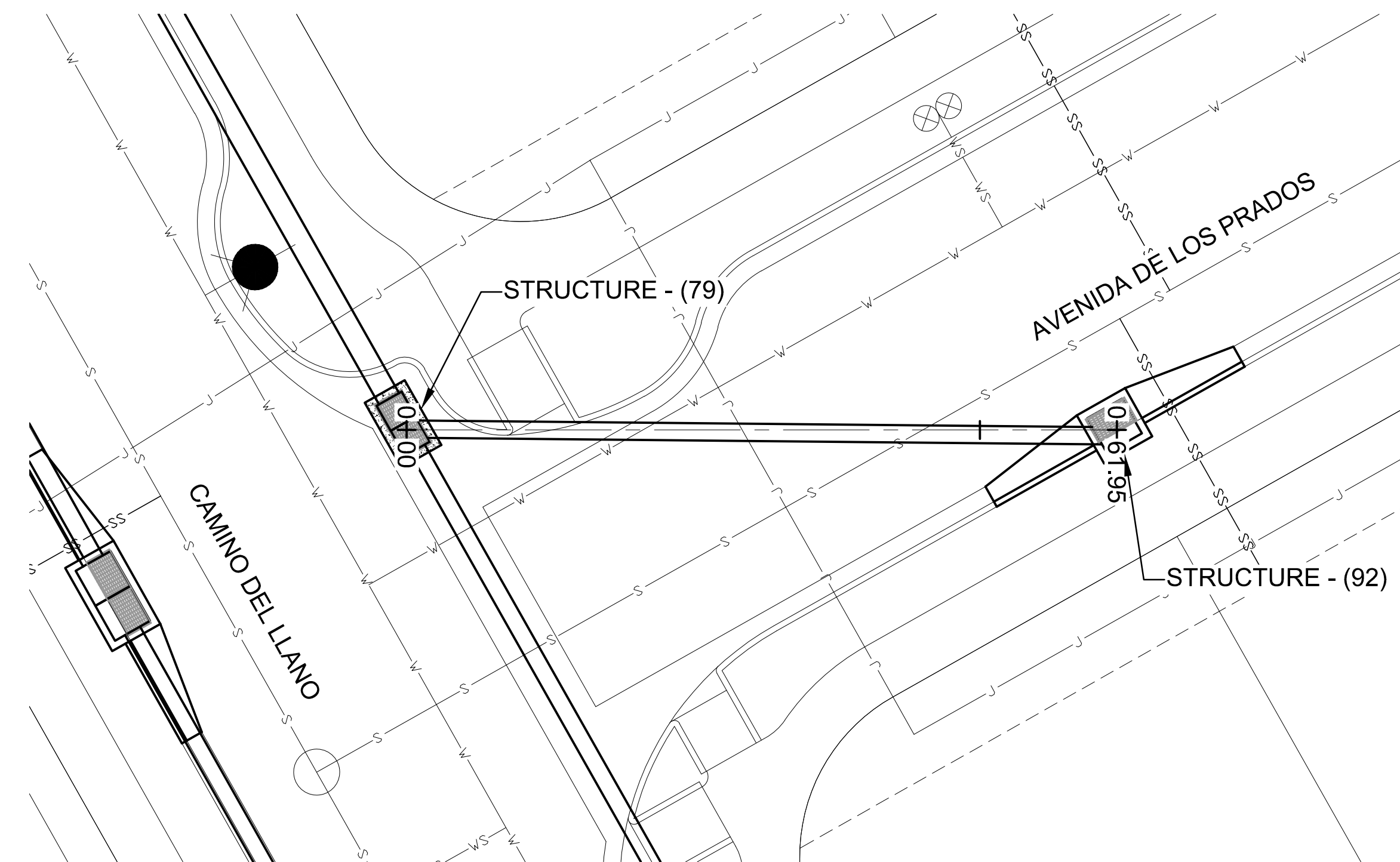
**STRUCTURE SECTIONS - STS 1**

DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 8-10
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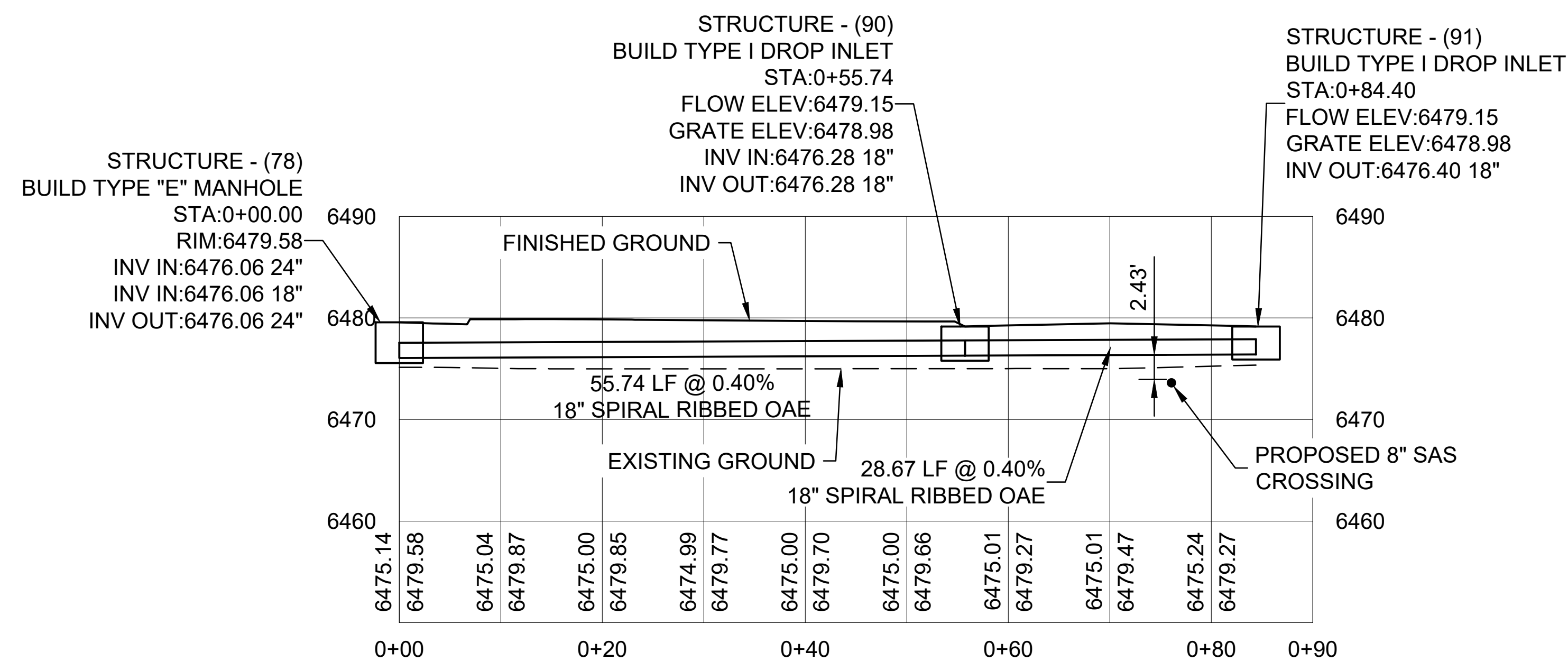
CASE # \_\_\_\_\_



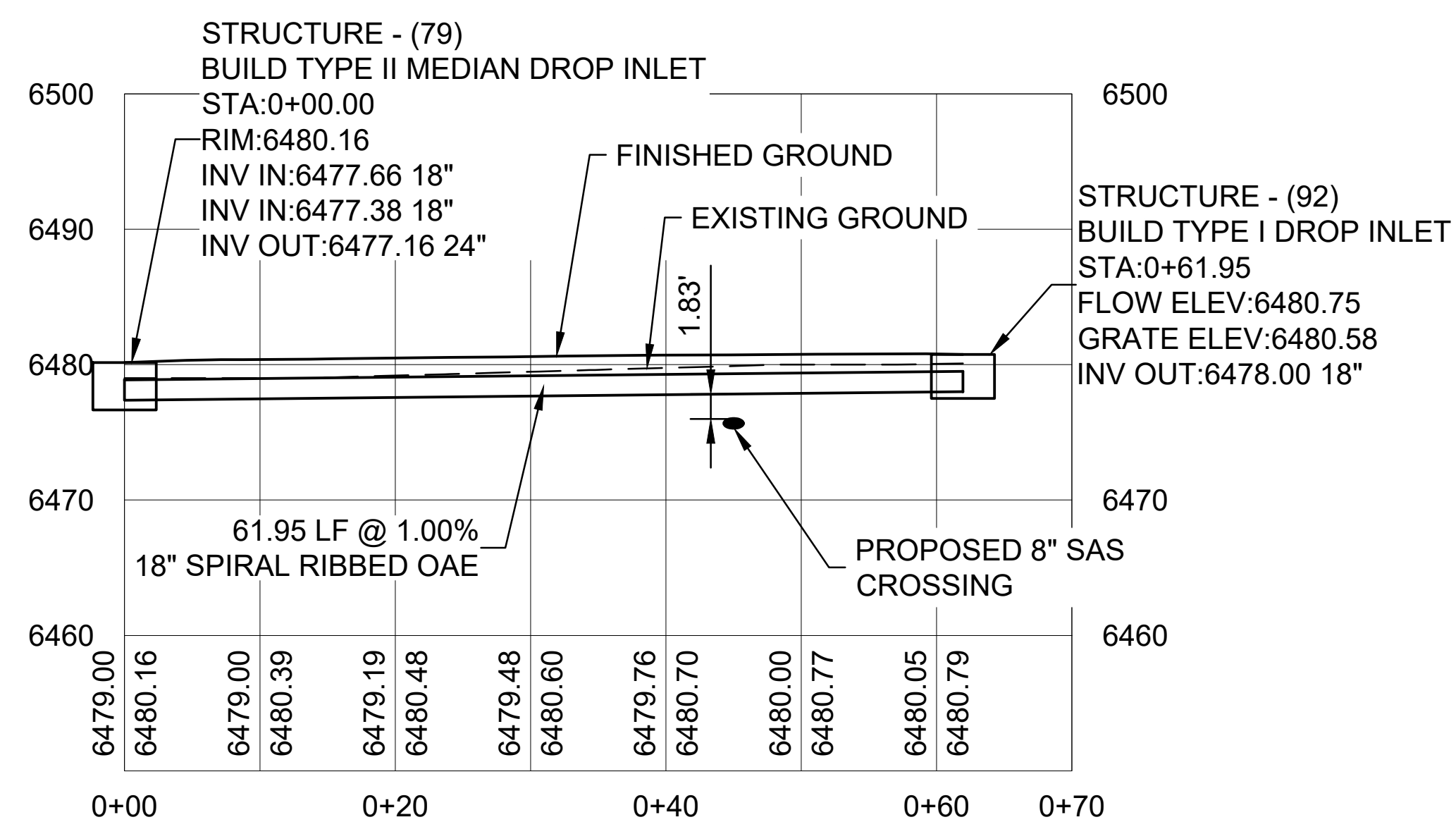
**PROPOSED STORM SEWER STS 1.1 - PLAN VIEW**  
SCALE: 1" = 10'



**PROPOSED STORM SEWER STS 1.2 - PLAN VIEW**  
SCALE: 1" = 10'



**PROPOSED STORM SEWER STS 1.1 - PROFILE VIEW**  
SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'



**PROPOSED STORM SEWER STS 1.2 - PROFILE VIEW**  
SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

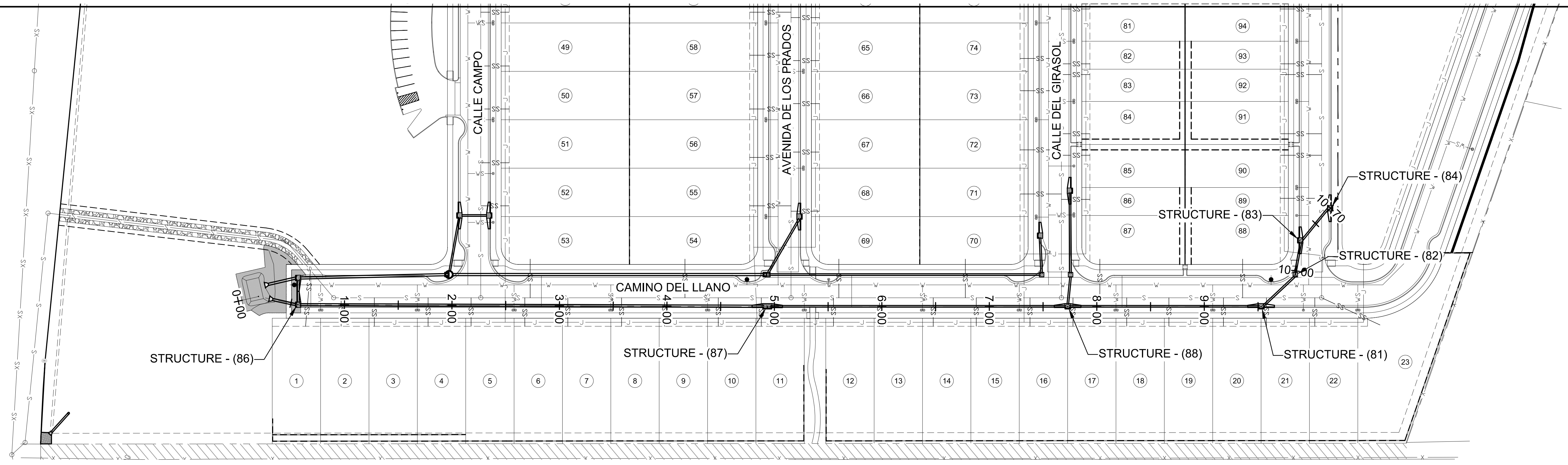
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

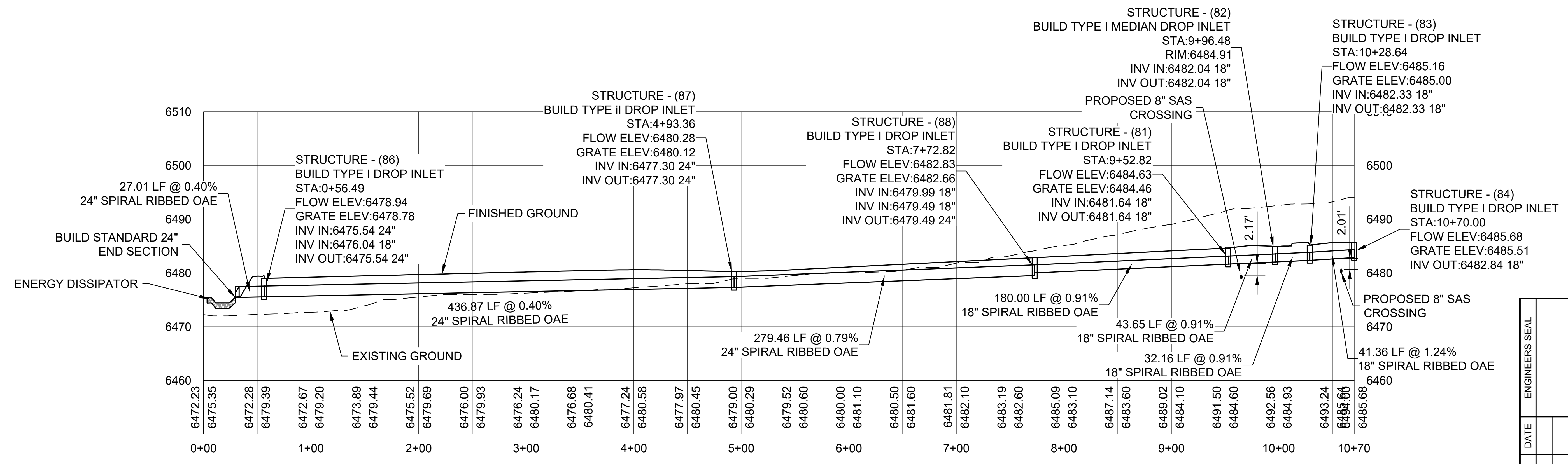
**STRUCTURE SECTIONS - STS 1.1 & 1.2**

DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 8-11

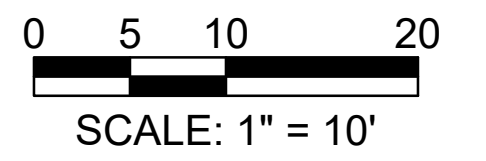
CASE # \_\_\_\_\_



**PROPOSED STORM SEWER STS 2 - PLAN VIEW**  
SCALE: 1" = 50'



**PROPOSED STORM SEWER STS 2 - PROFILE VIEW**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

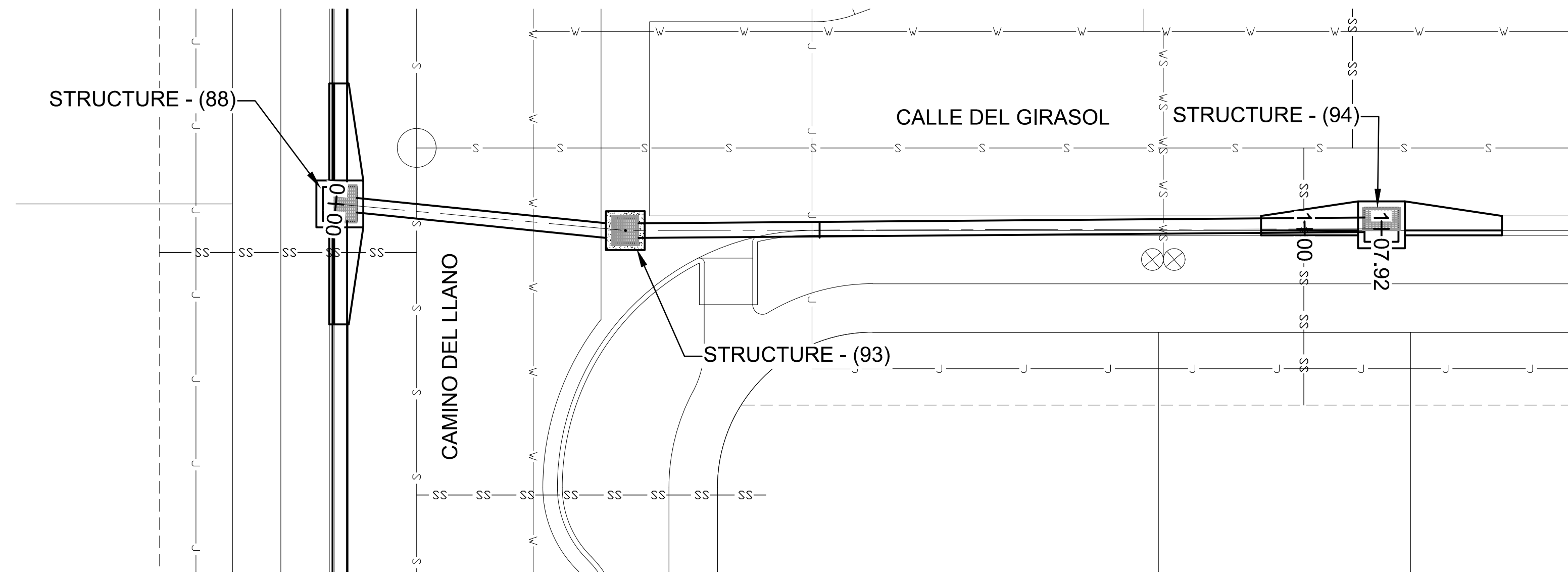
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

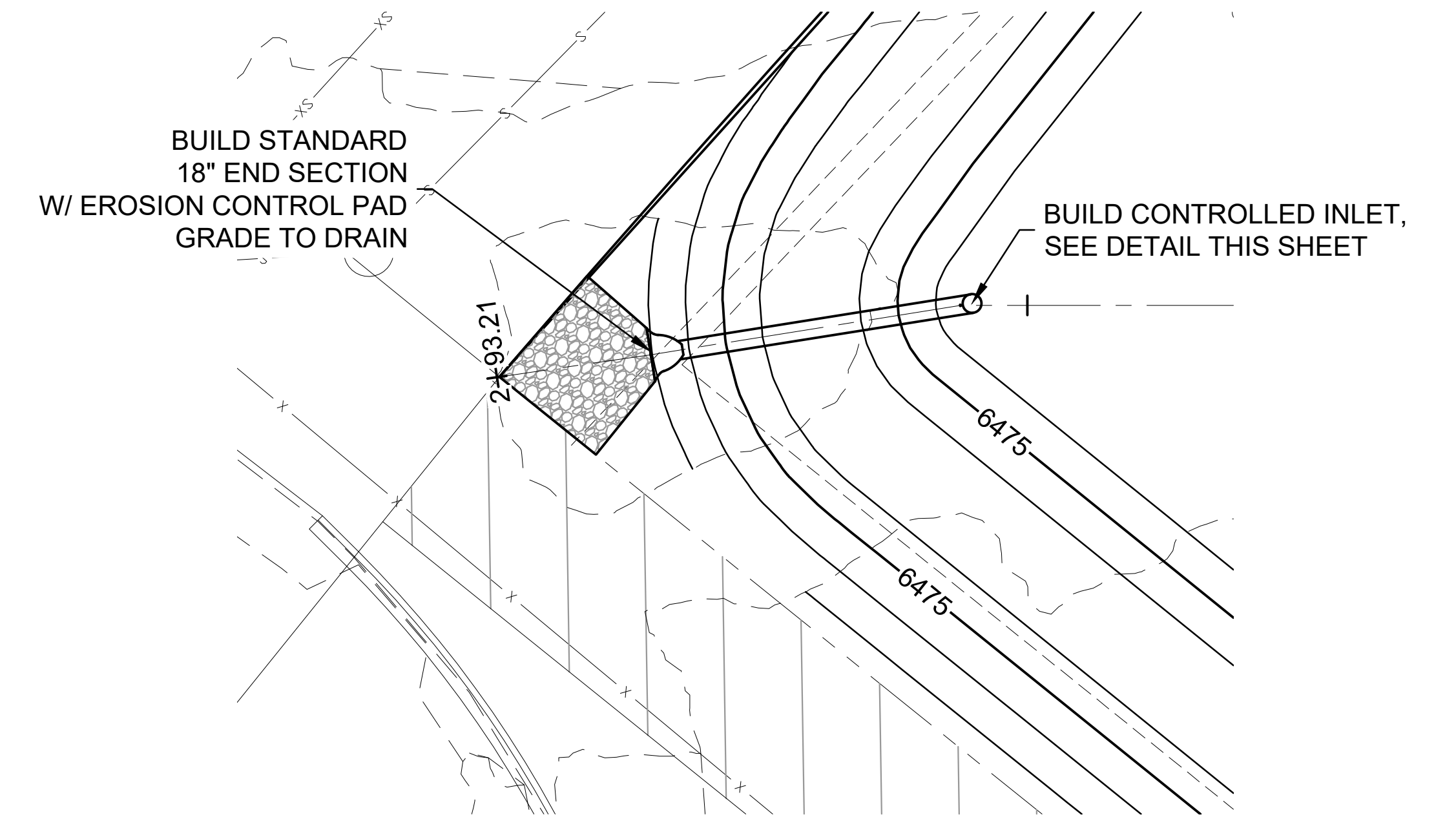
**STRUCTURE SECTIONS - STS 2**

DATE: MARCH 2024      SCALE: 1" = 10'      SHEET: 8-12

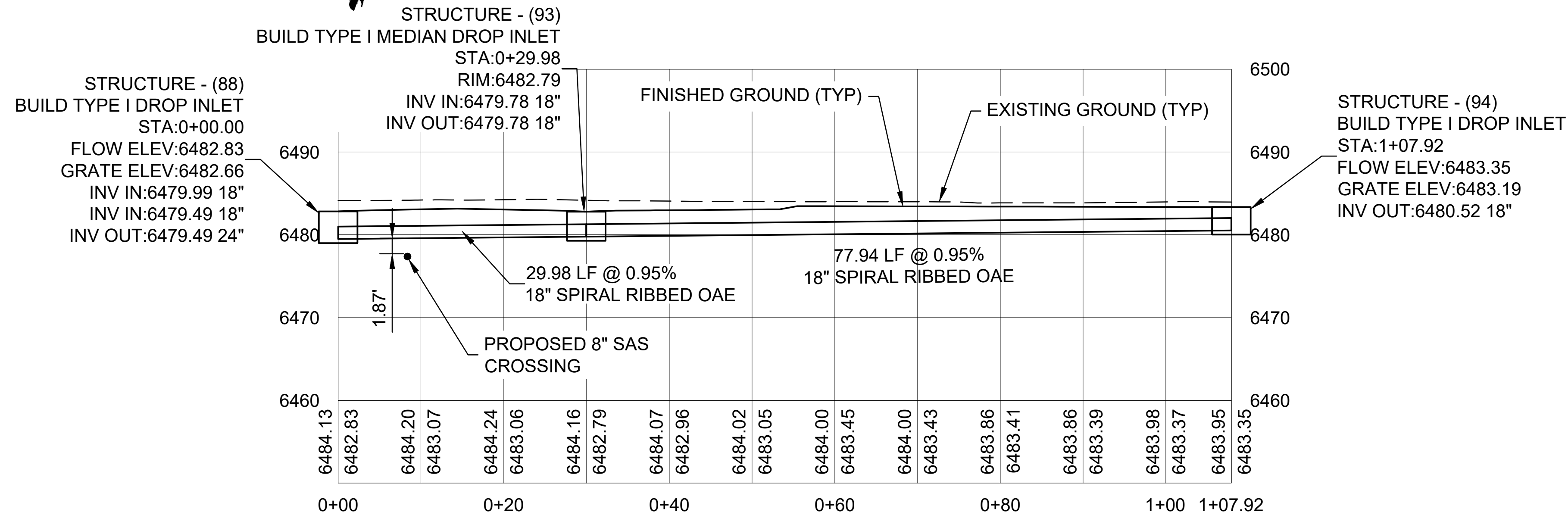
CASE # \_\_\_\_\_



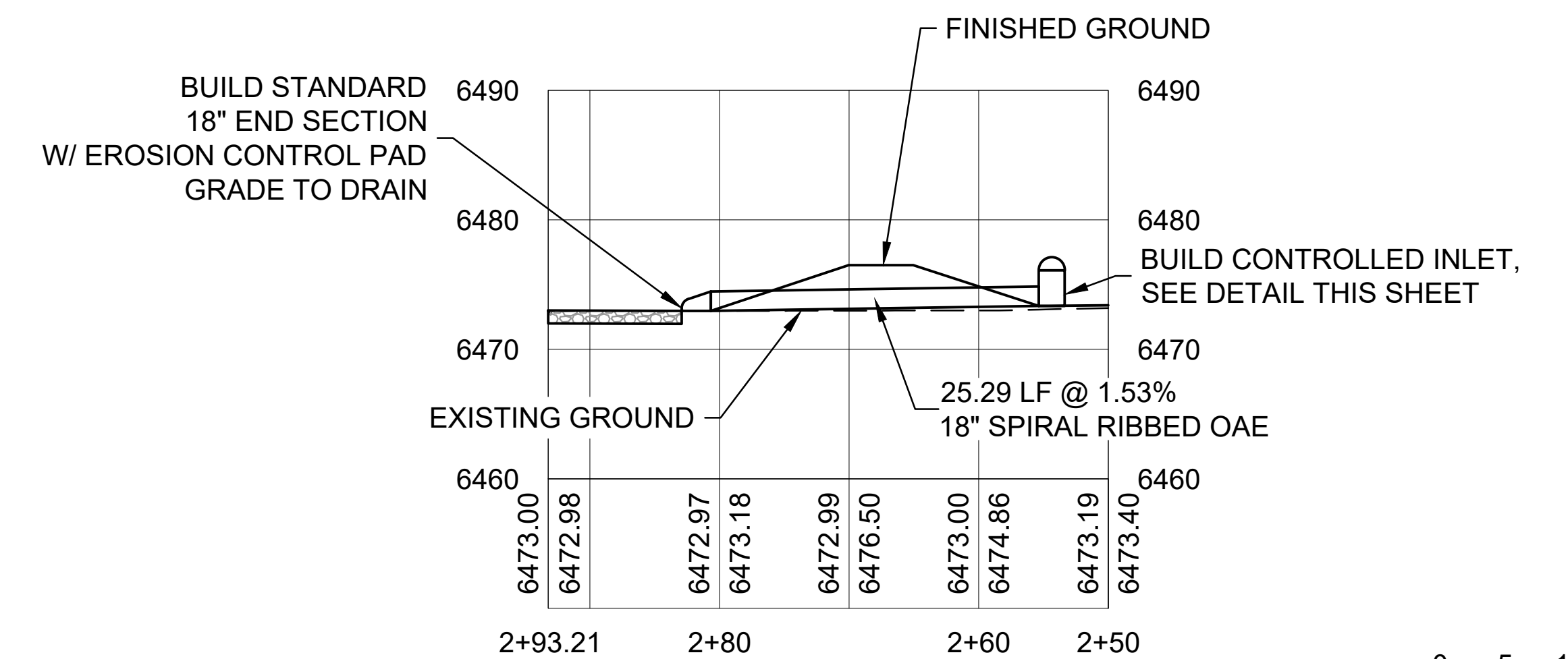
**PROPOSED STORM SEWER STS 2.1 - PLAN VIEW**  
SCALE: 1" = 10'



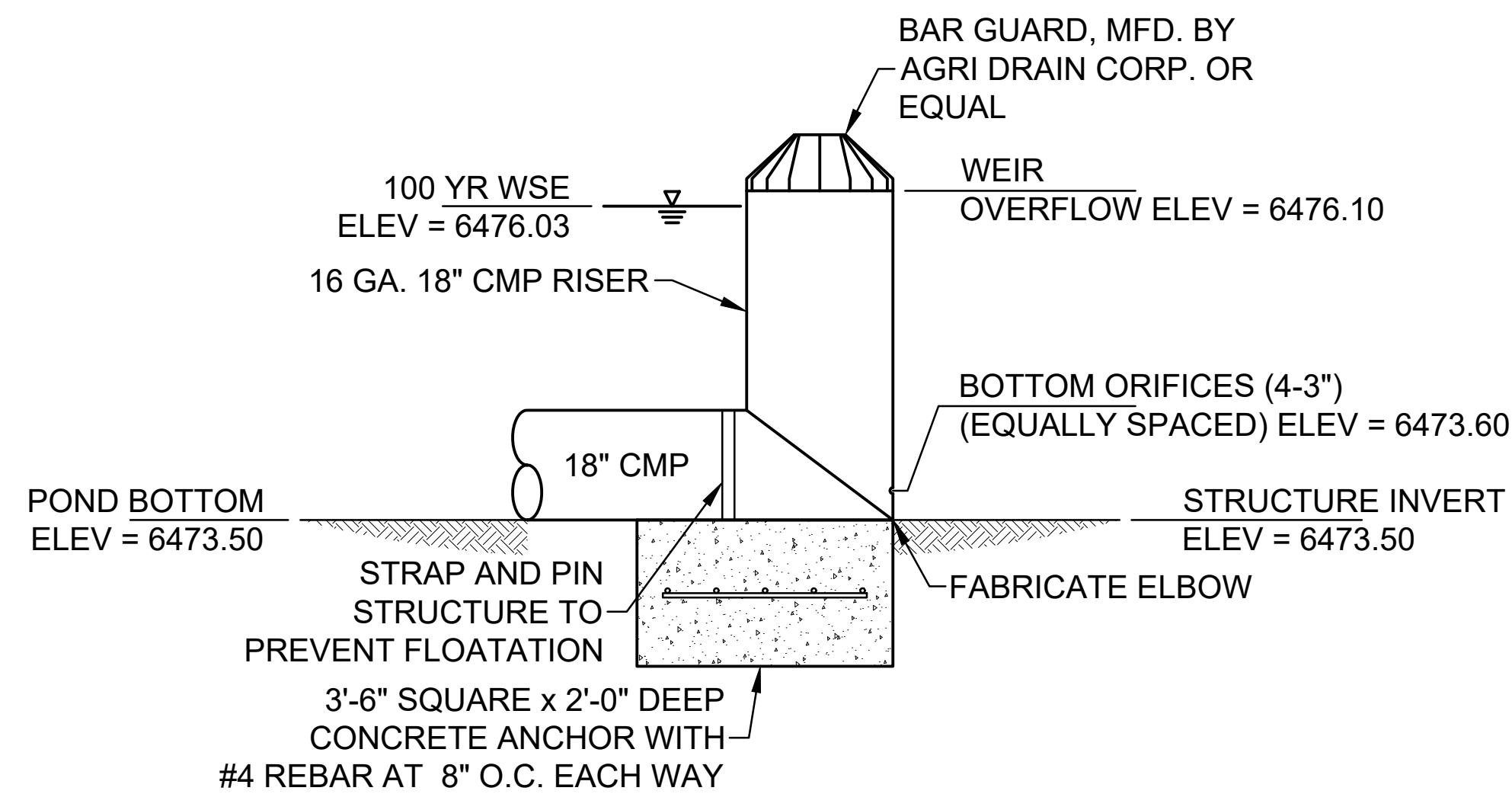
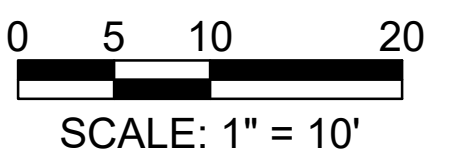
**WATER CATCHMENT OUTFALL - PLAN VIEW**  
SCALE: 1" = 10'



**PROPOSED STORM SEWER STS 2.1 - PROFILE VIEW**  
SCALE: HORIZ: 1" = 10'  
VERT: 1" = 10'



**WATER CATCHMENT OUTFALL - PROFILE VIEW**  
SCALE: HORIZ: 1" = 50'  
VERT: 1" = 10'



**CONTROLLED INLET**  
SCALE: N.T.S.

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

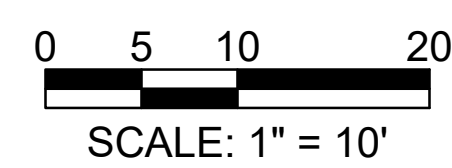
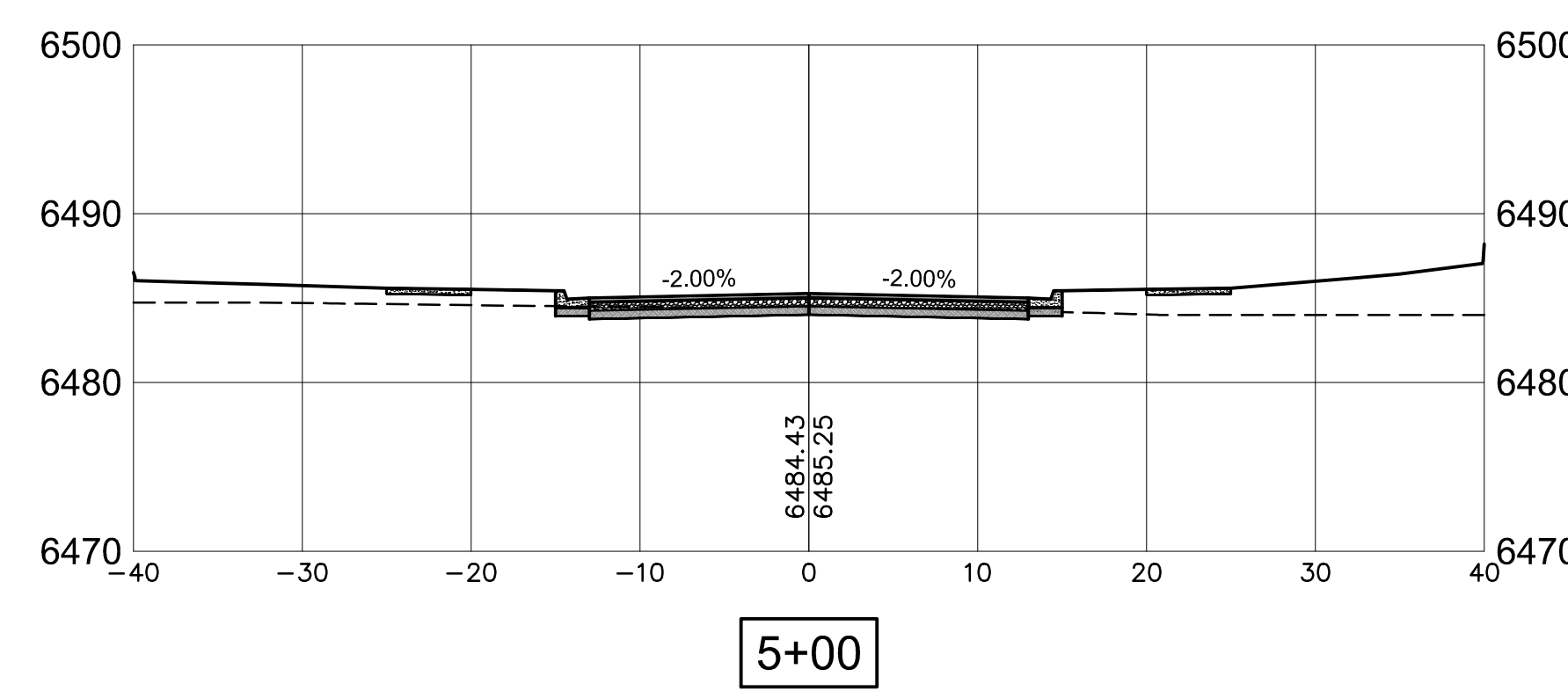
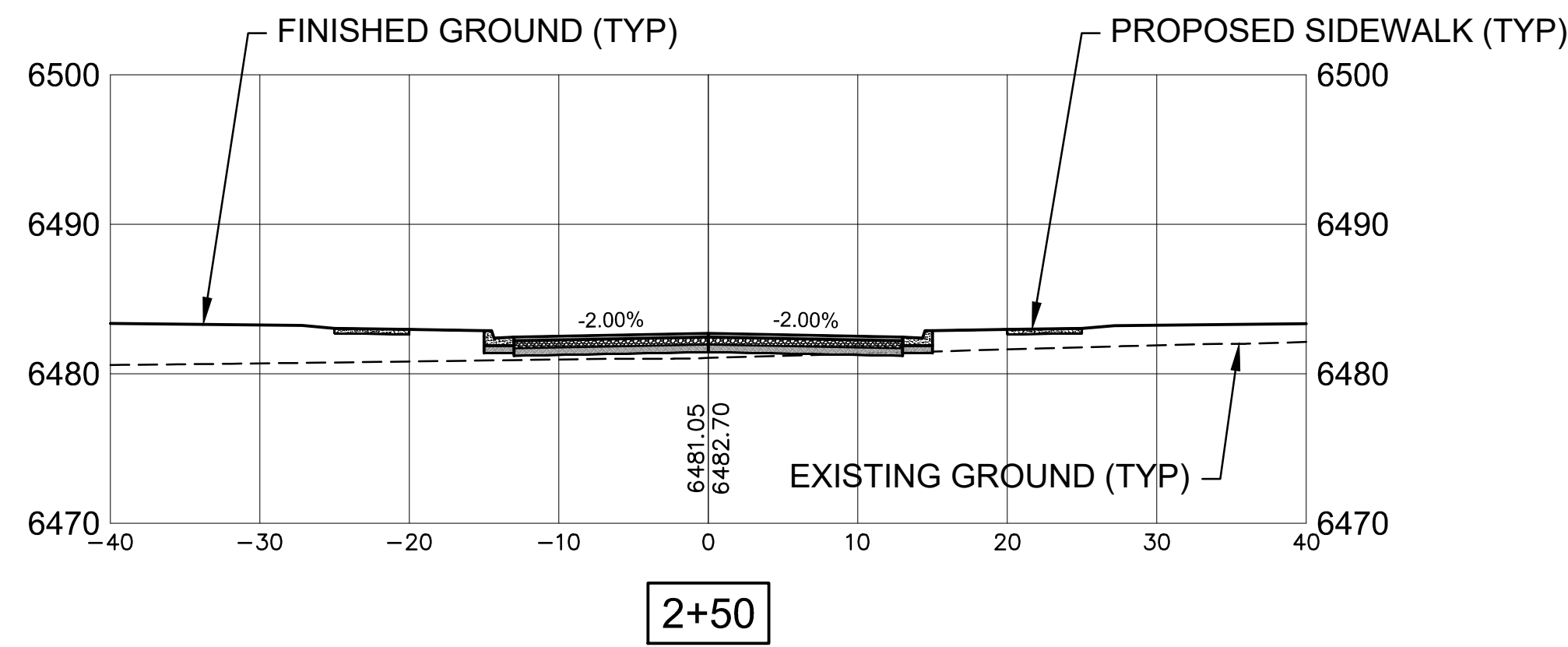
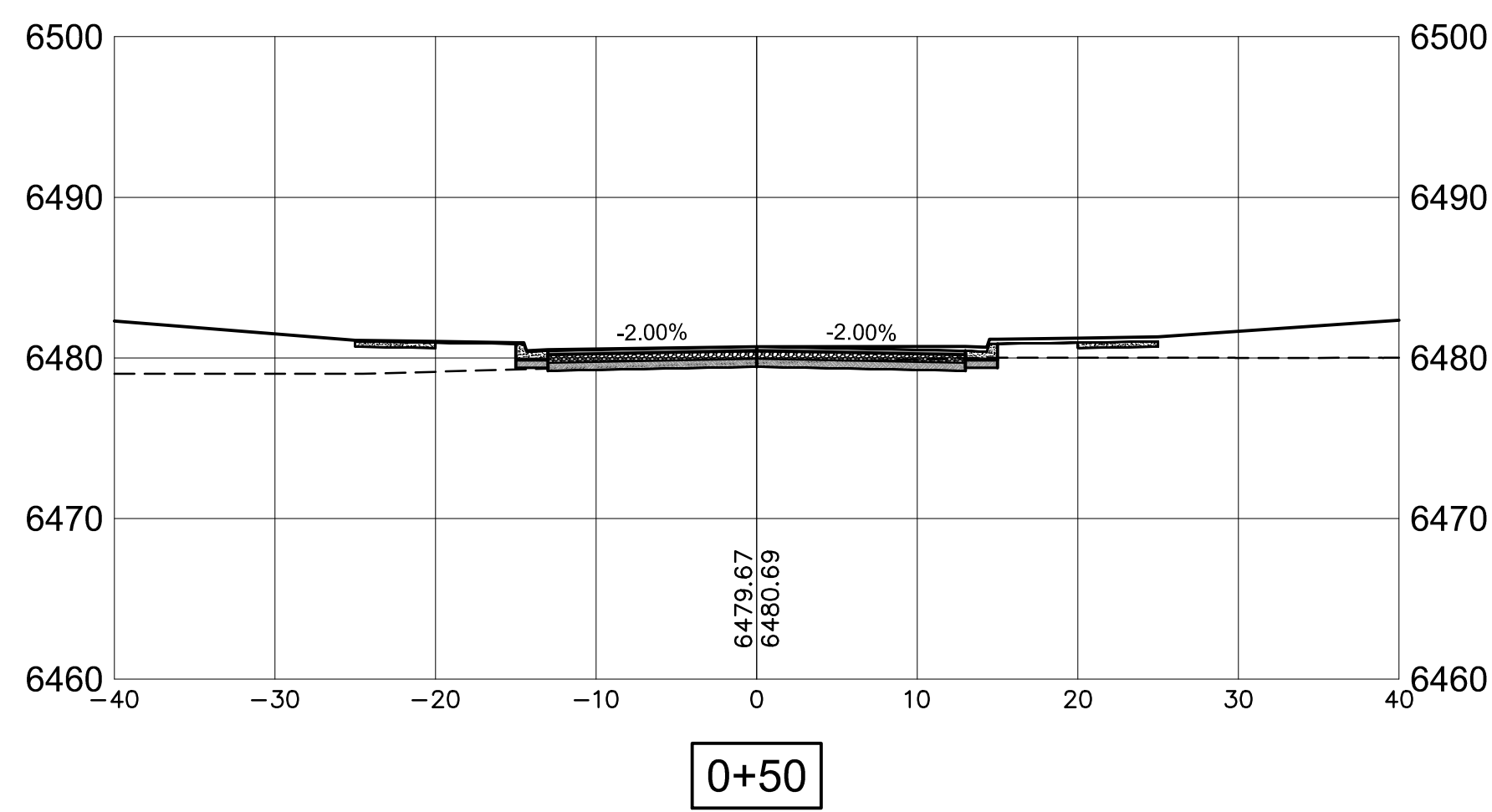
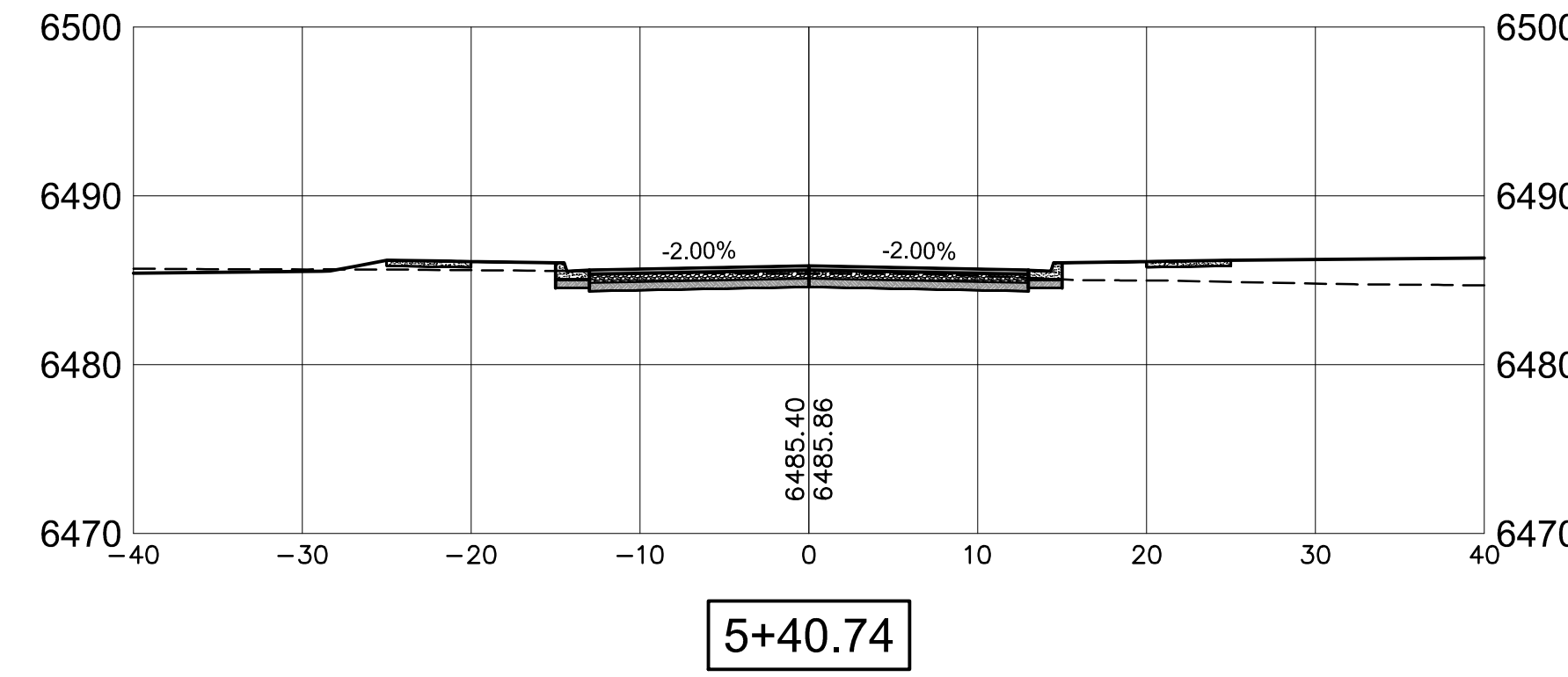
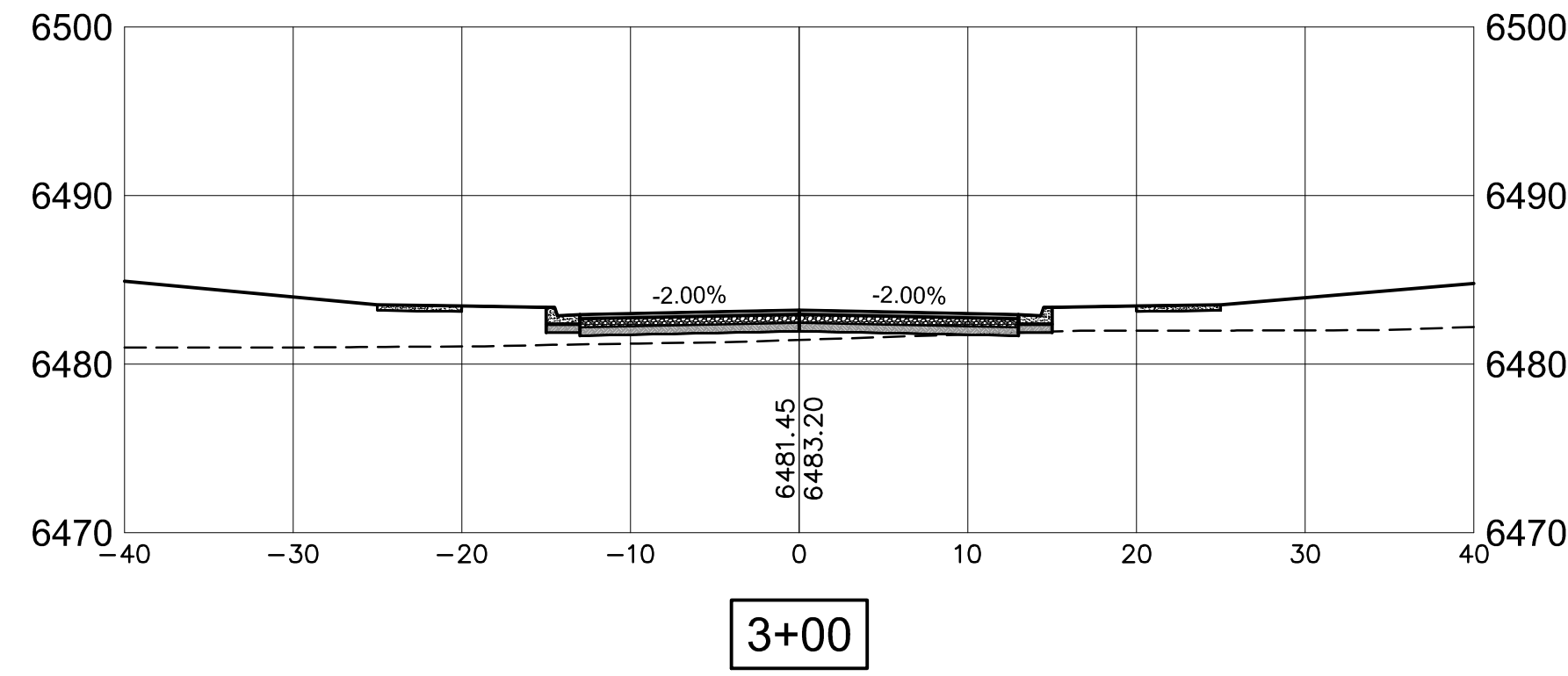
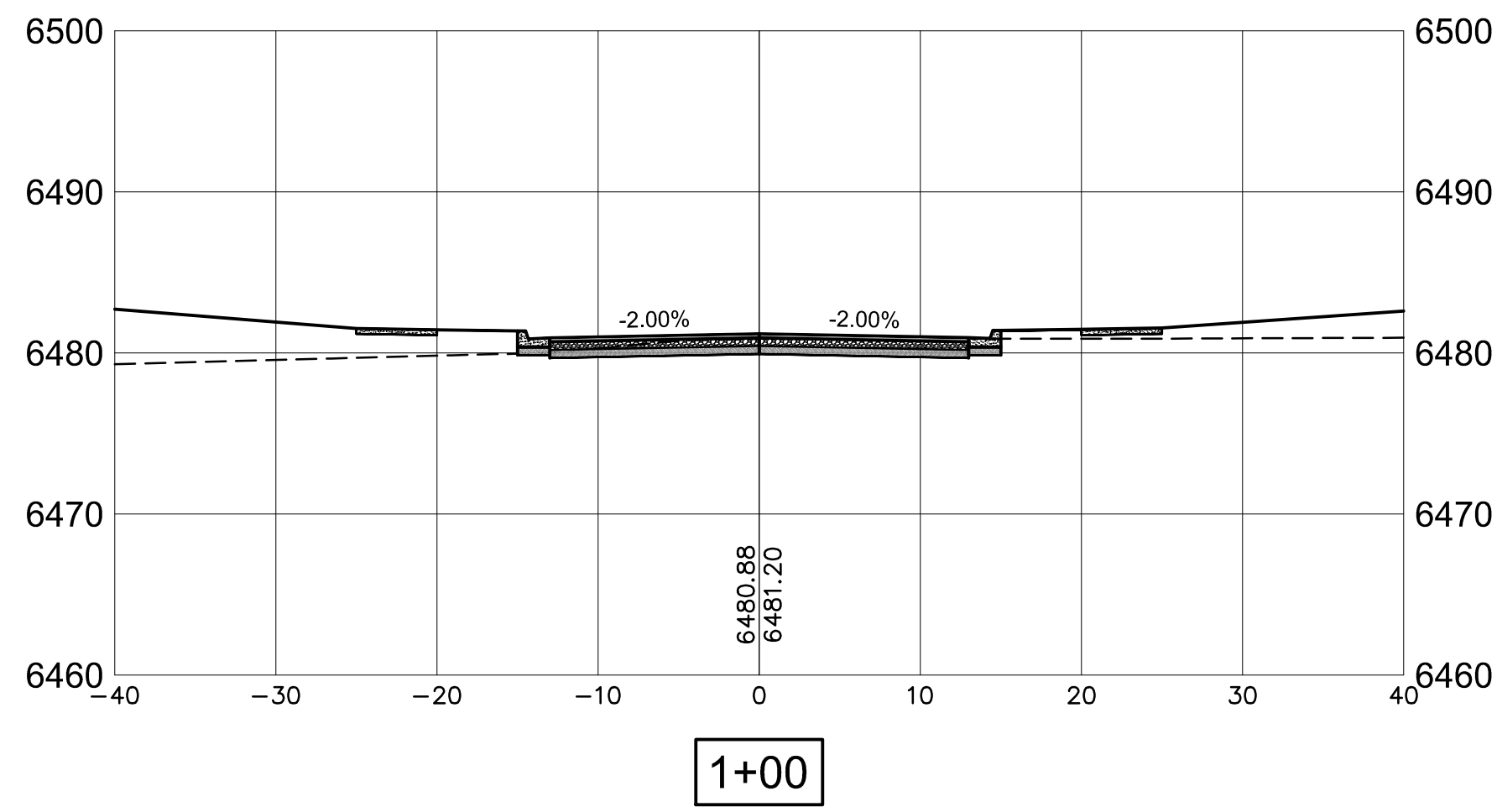
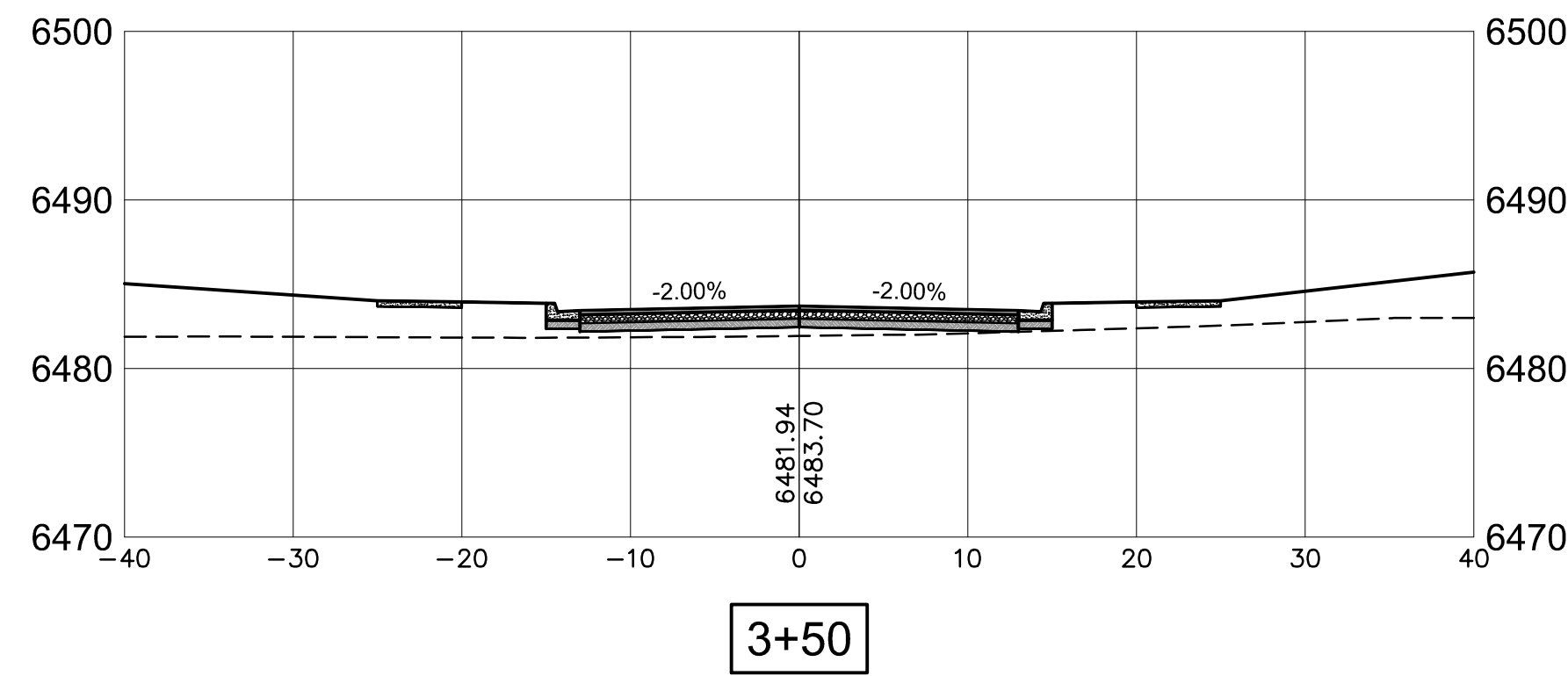
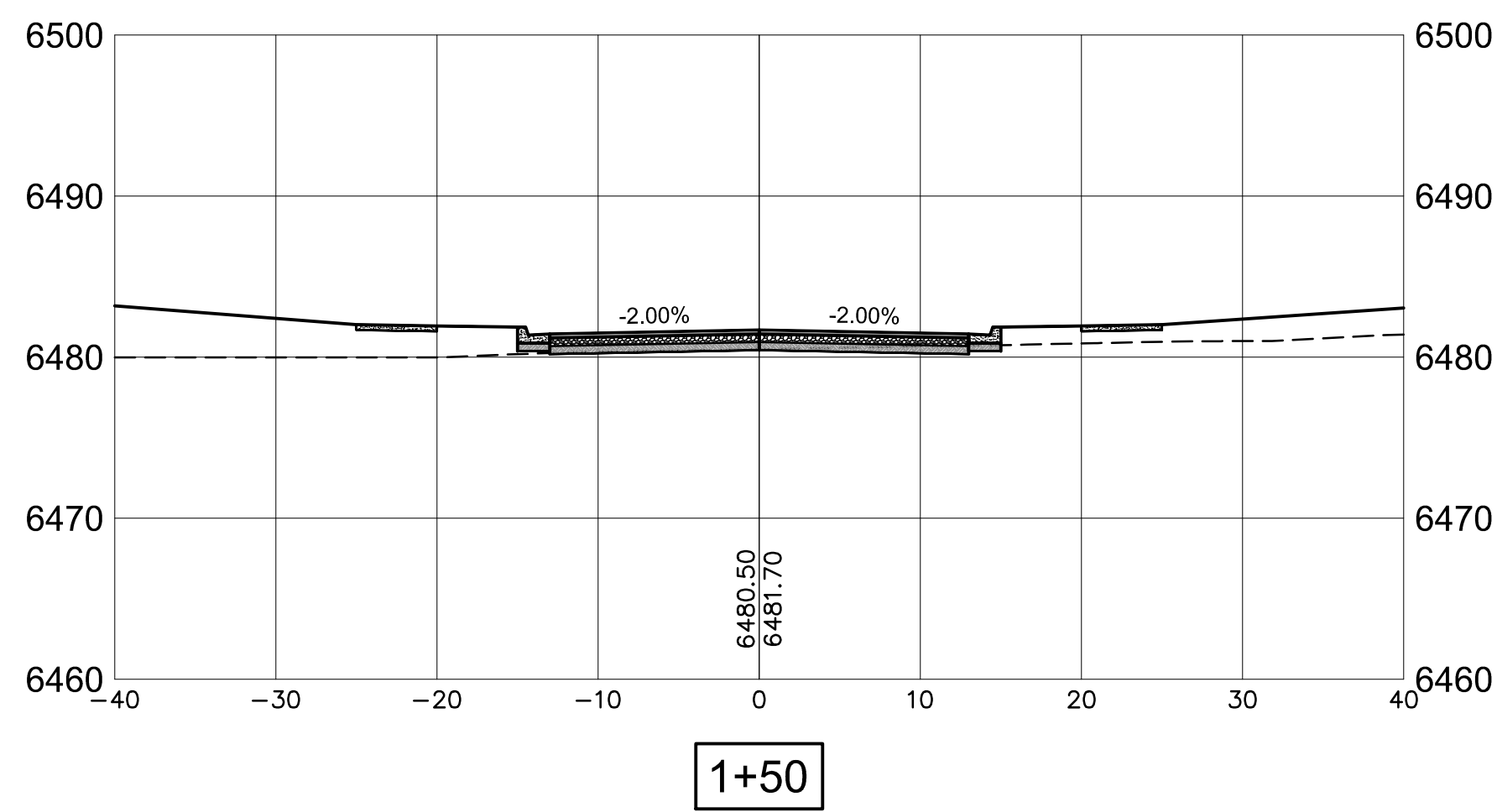
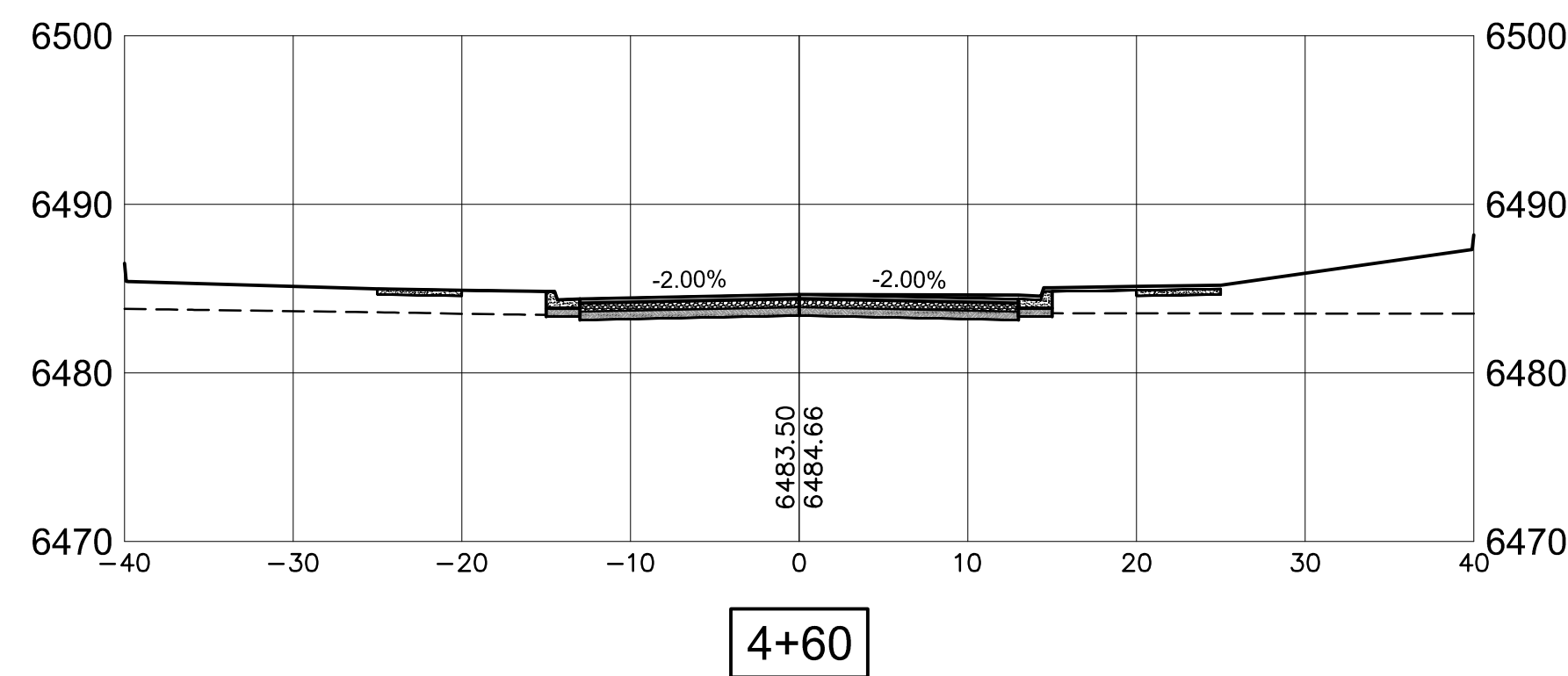
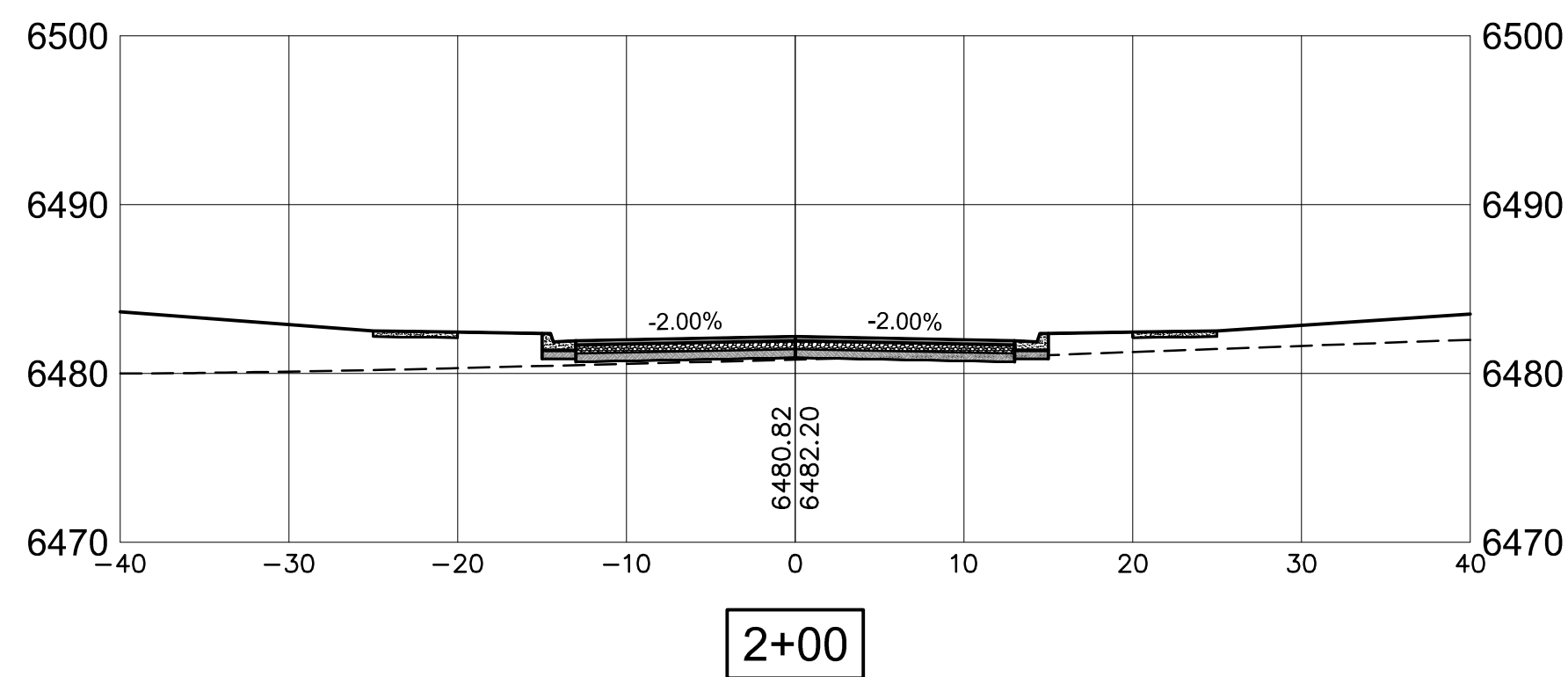
**Santa Fe Engineering Consultants, LLC**  
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 Santa Fe, N. M. 87505  
 (505) 982-2845 Fax (505) 982-2641  
<http://www.SFENGR.com>

PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**STRUCTURE SECTIONS - STS 2.1 & WATER CATCHMENT OUTFALL**

DATE: MARCH 2024	SCALE: 1" = 10'	SHEET: 8-13
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ENGINEERS SEAL	
DATE	
REVISIONS	



**ROADWAY CROSS SECTIONS - AVENIDA DE LOS PRADOS**  
 SCALE HORIZ: 1" = 10'  
 VERT: 1" = 10'

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

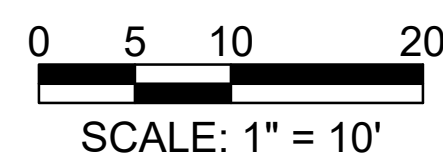
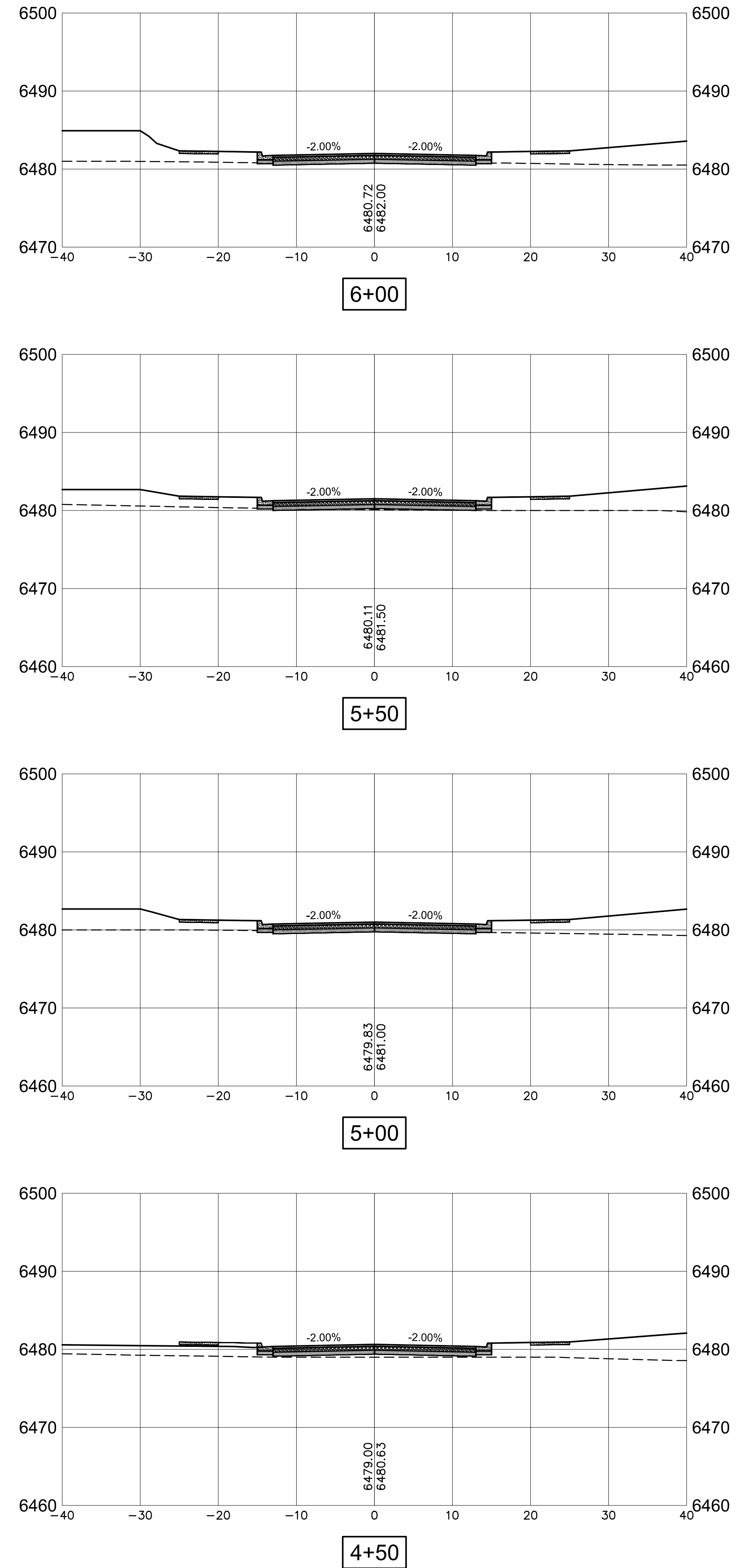
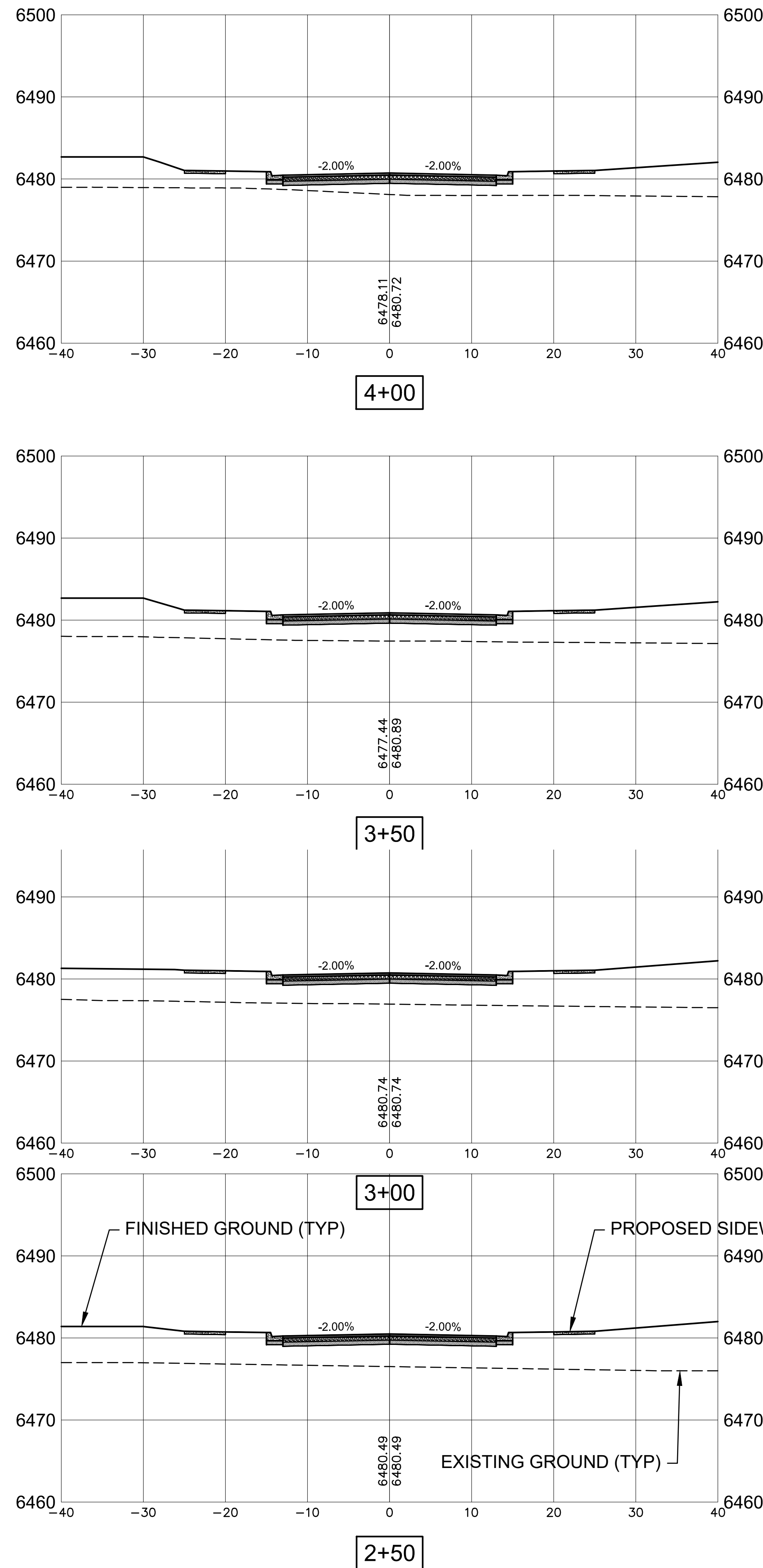
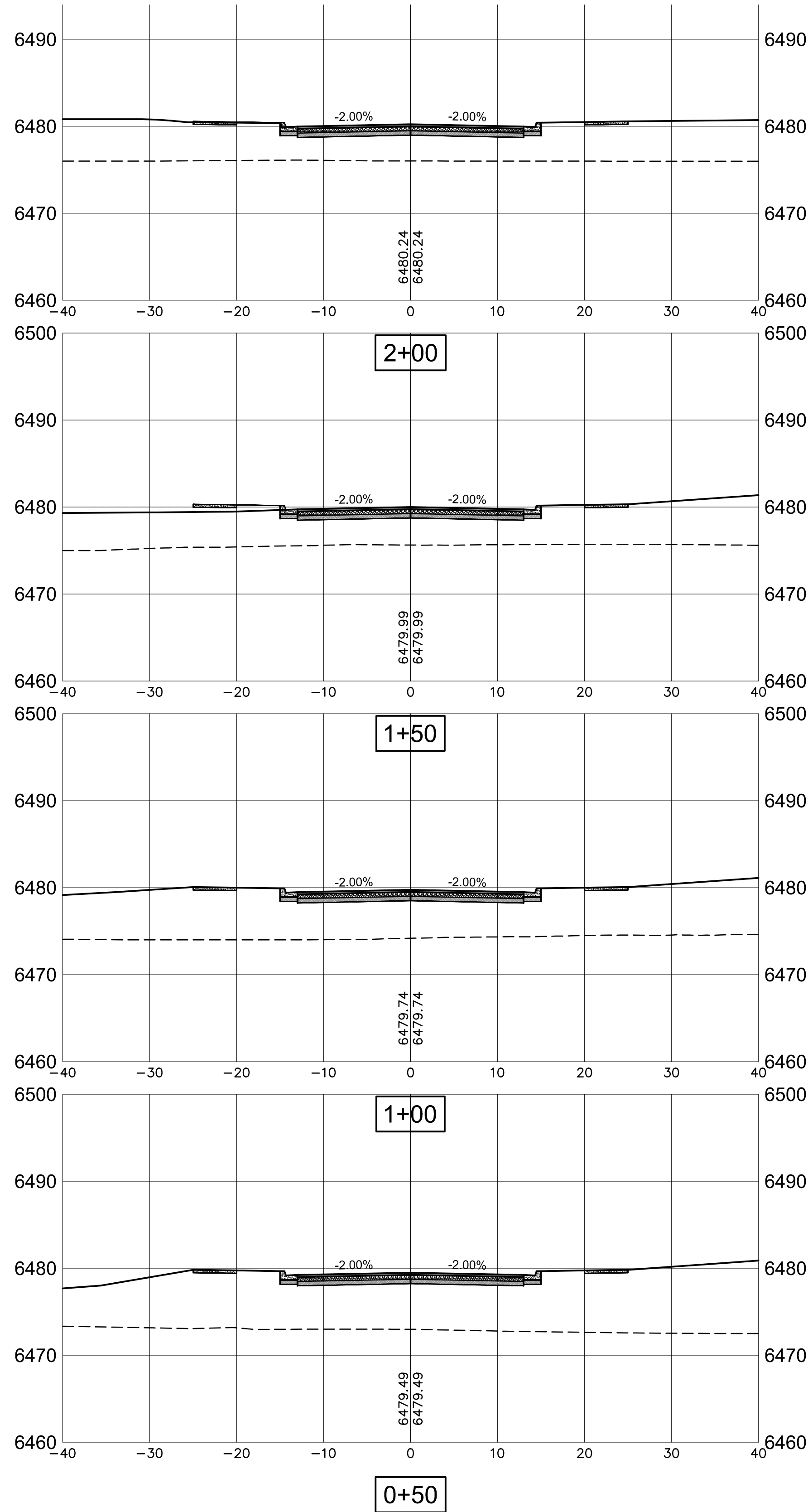
**Santa Fe Engineering Consultants, LLC**  
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - AVENIDA DE LOS PRADOS**

DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-1

REVISIONS	DATE	ENGINEERS SEAL



**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO**  
 SCALE HORIZ: 1" = 10'  
 SCALE VERT: 1" = 10'

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

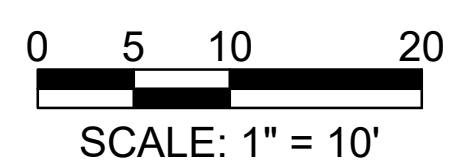
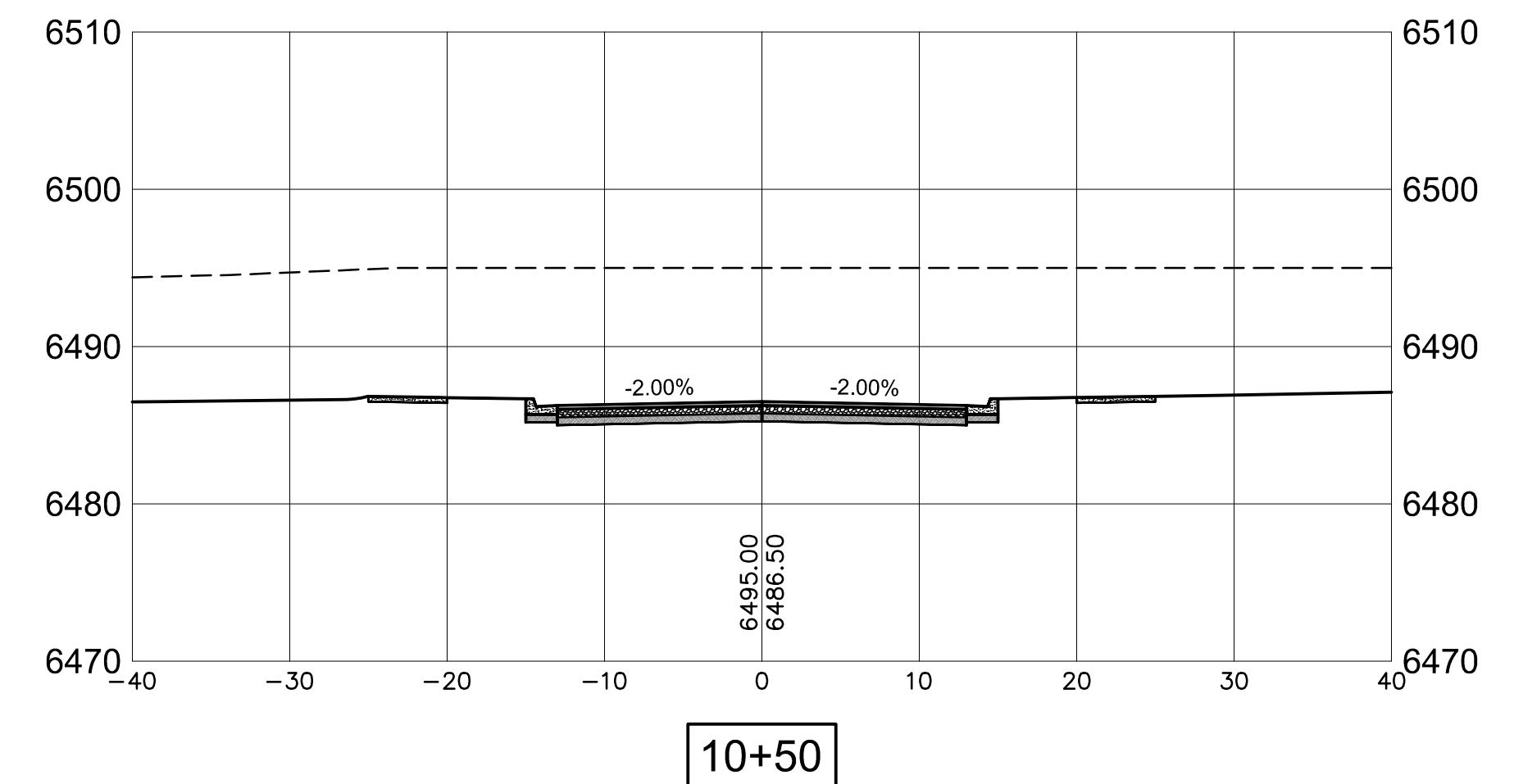
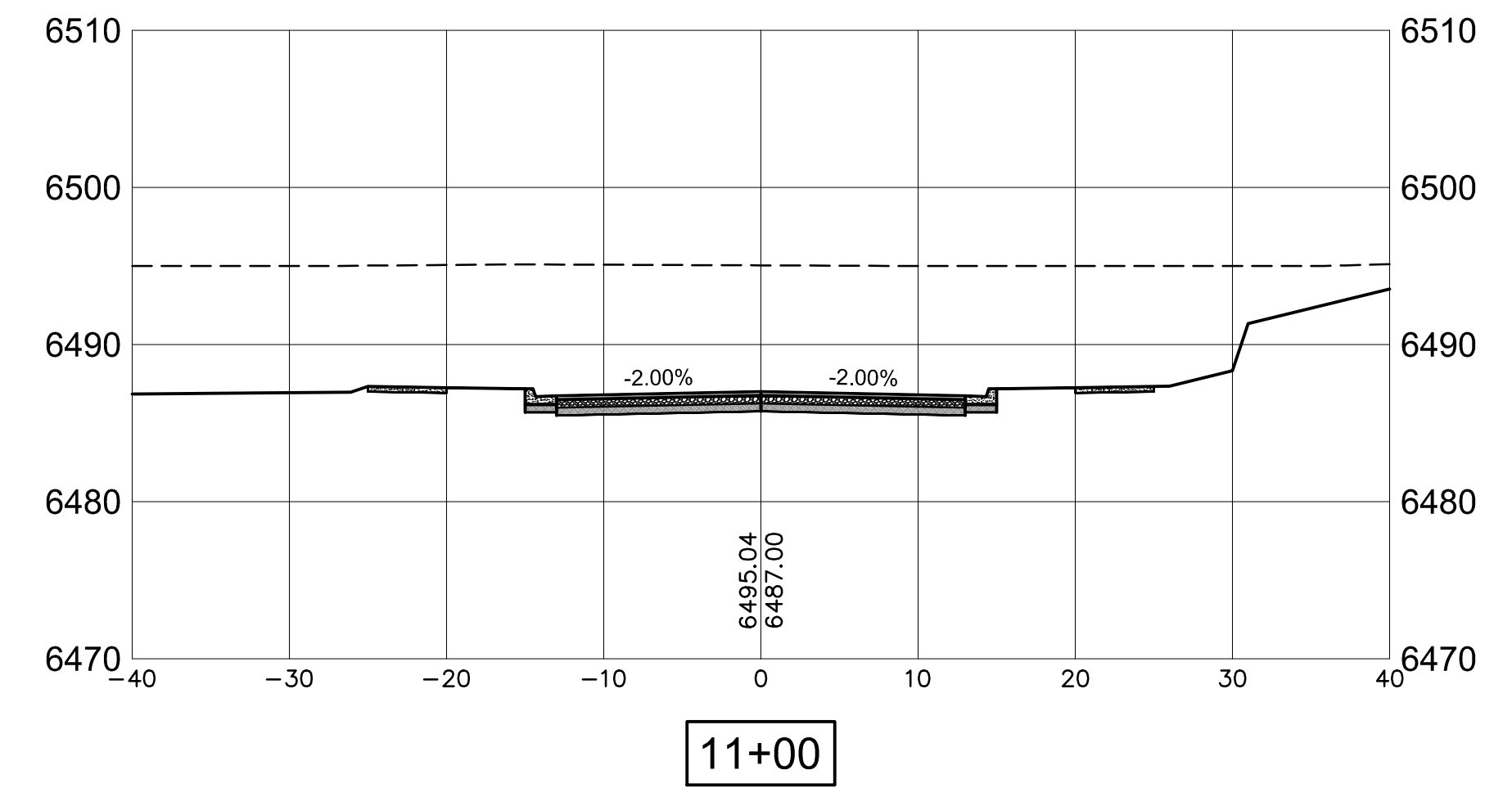
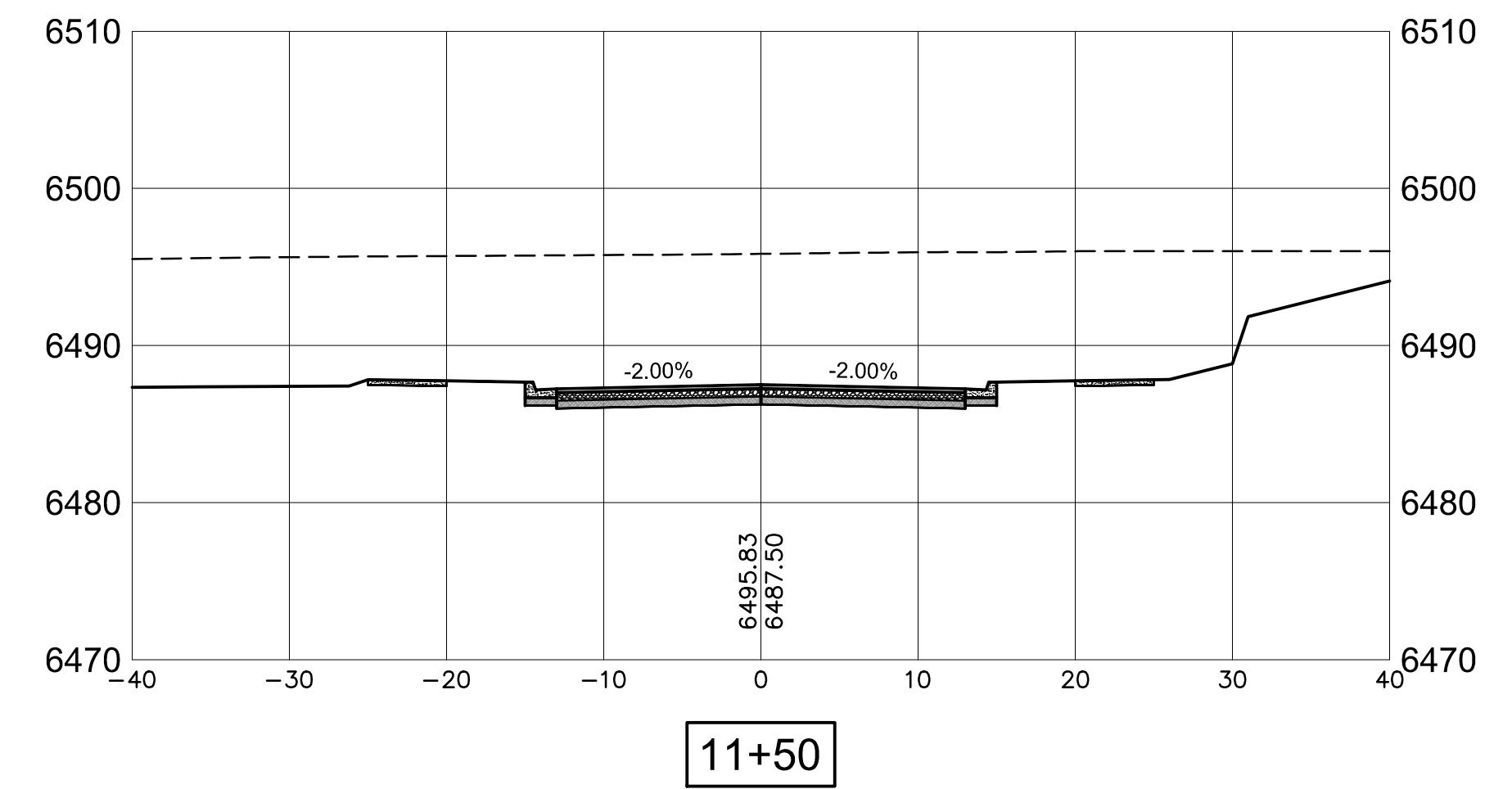
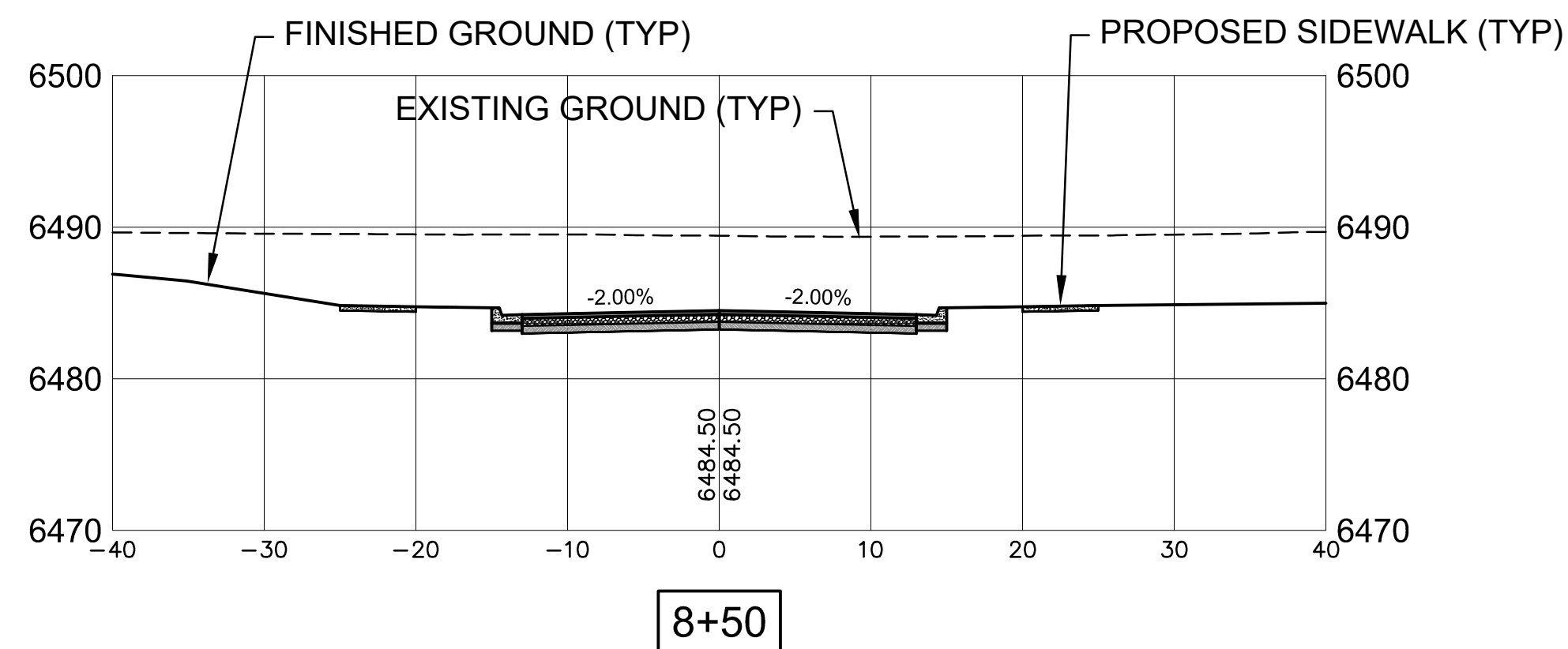
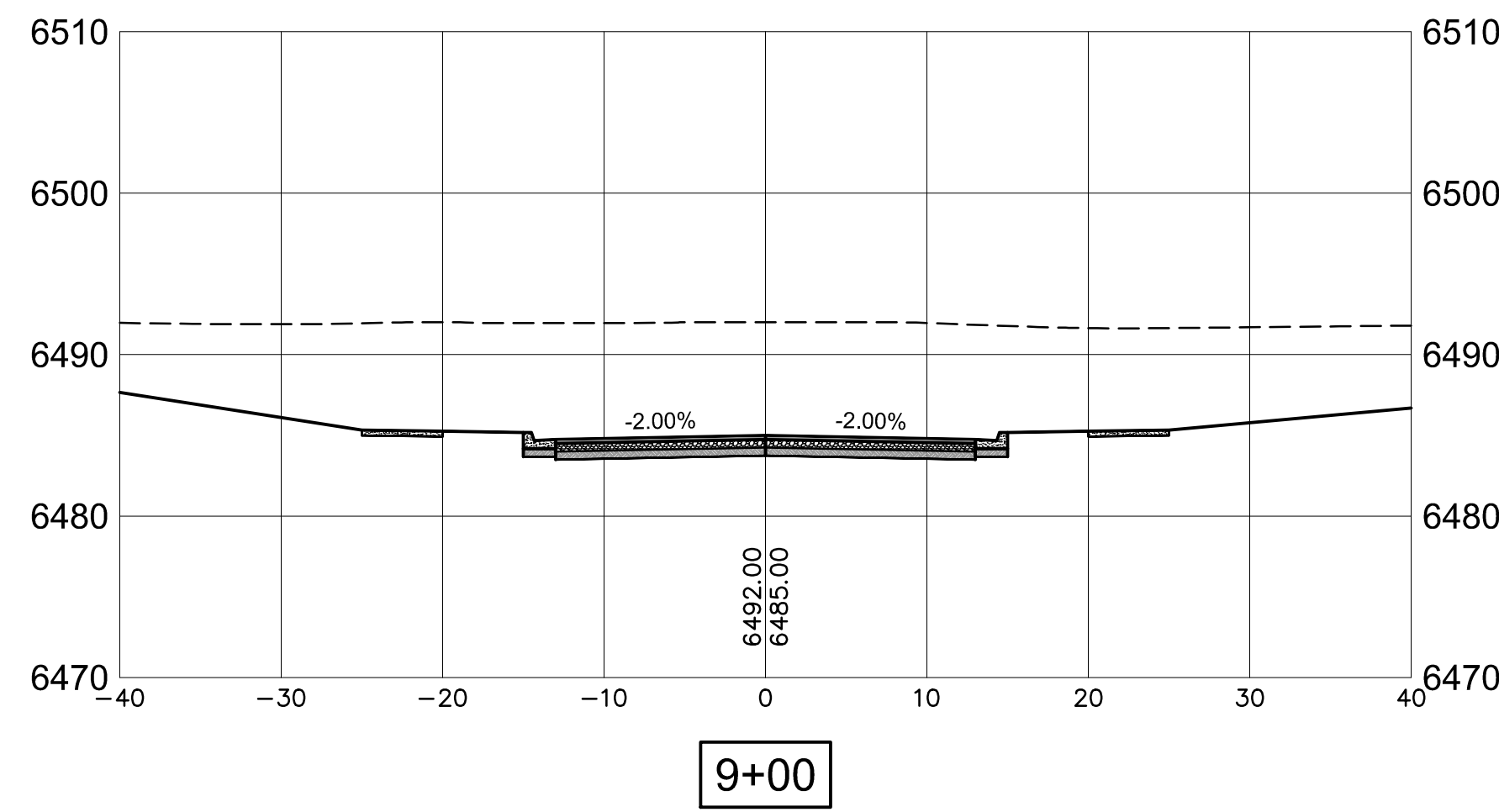
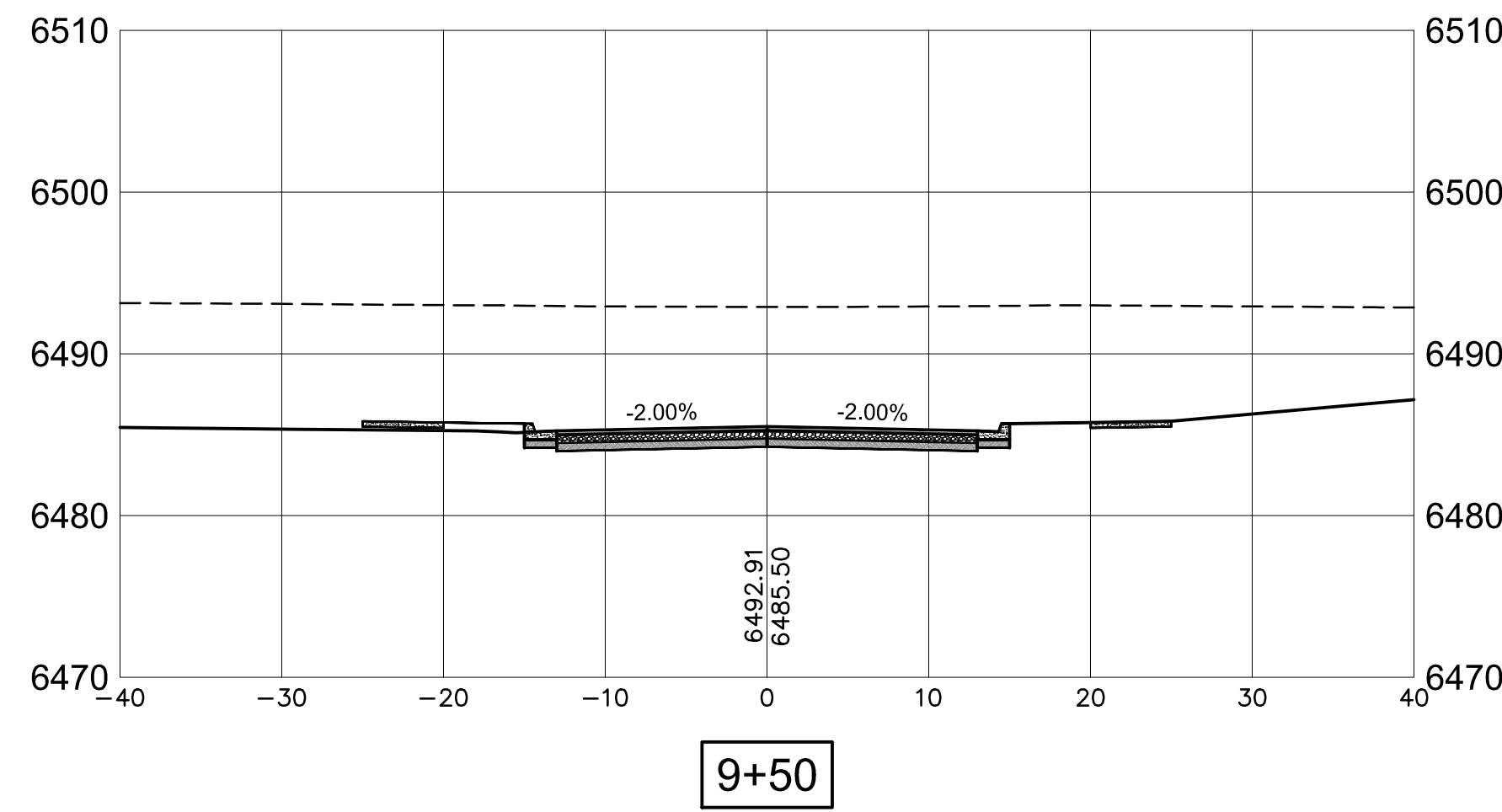
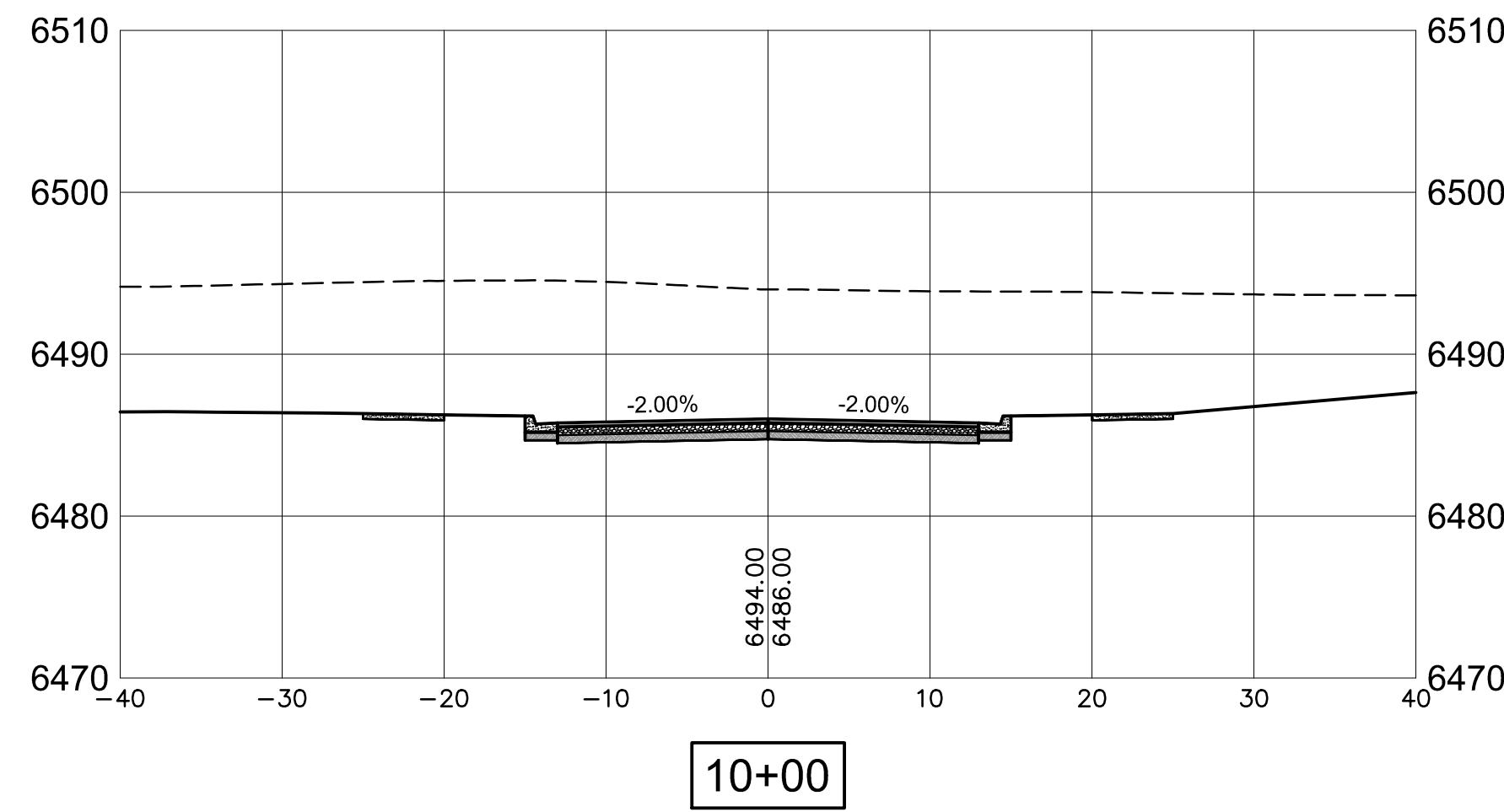
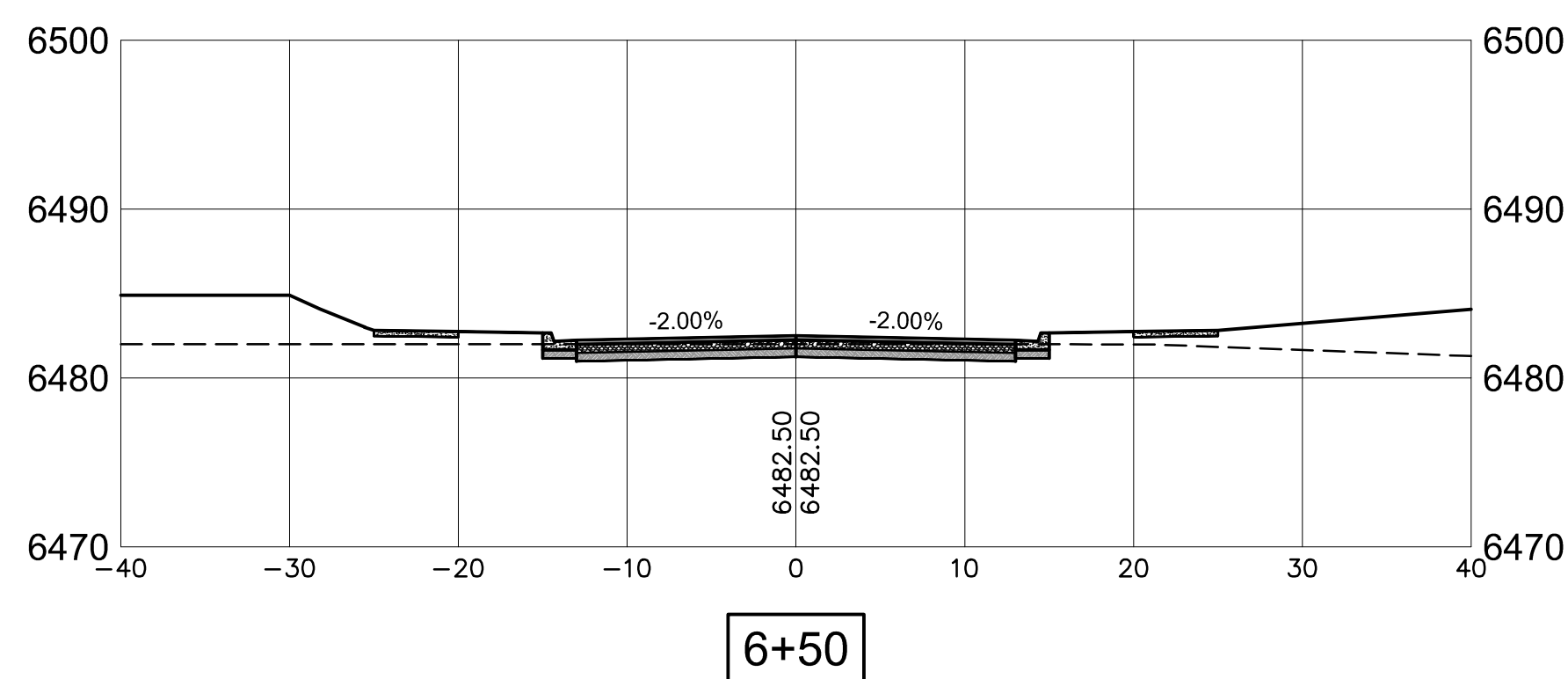
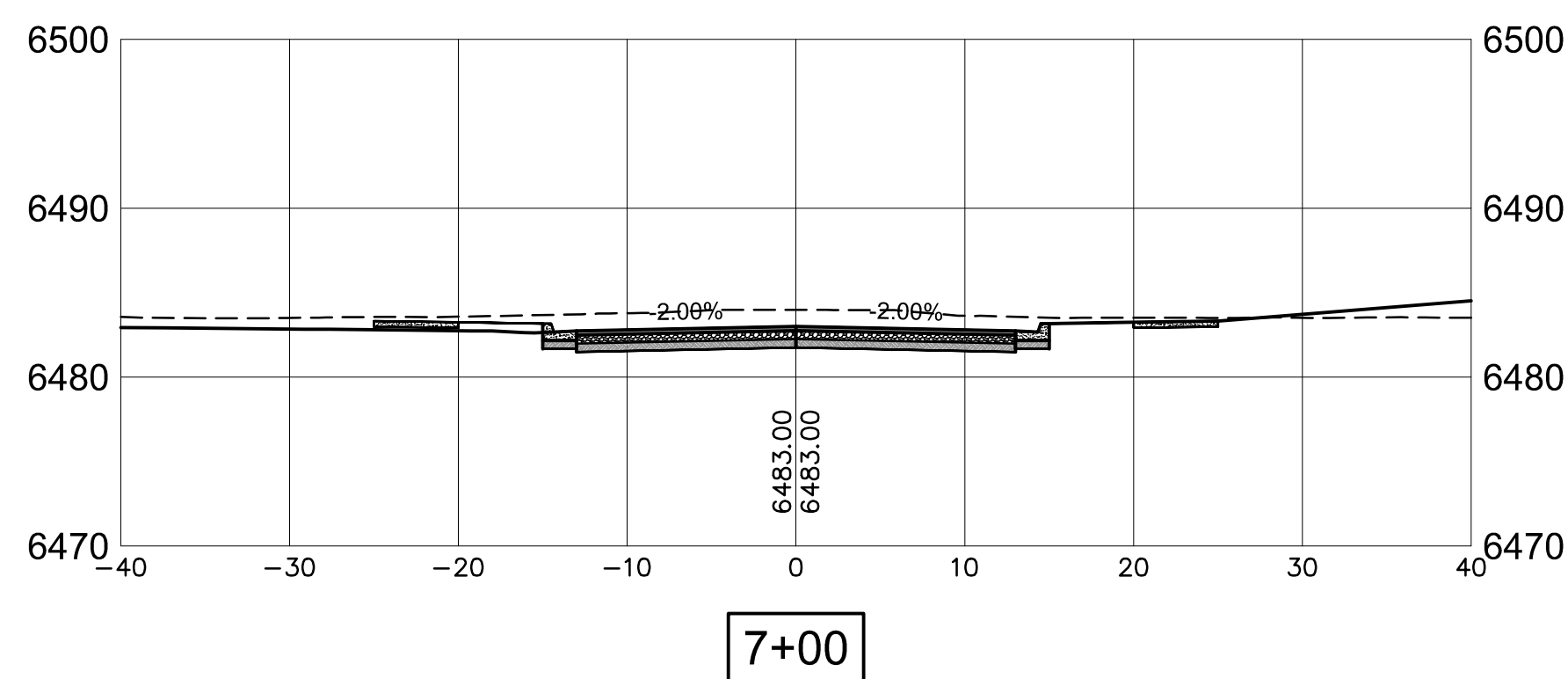
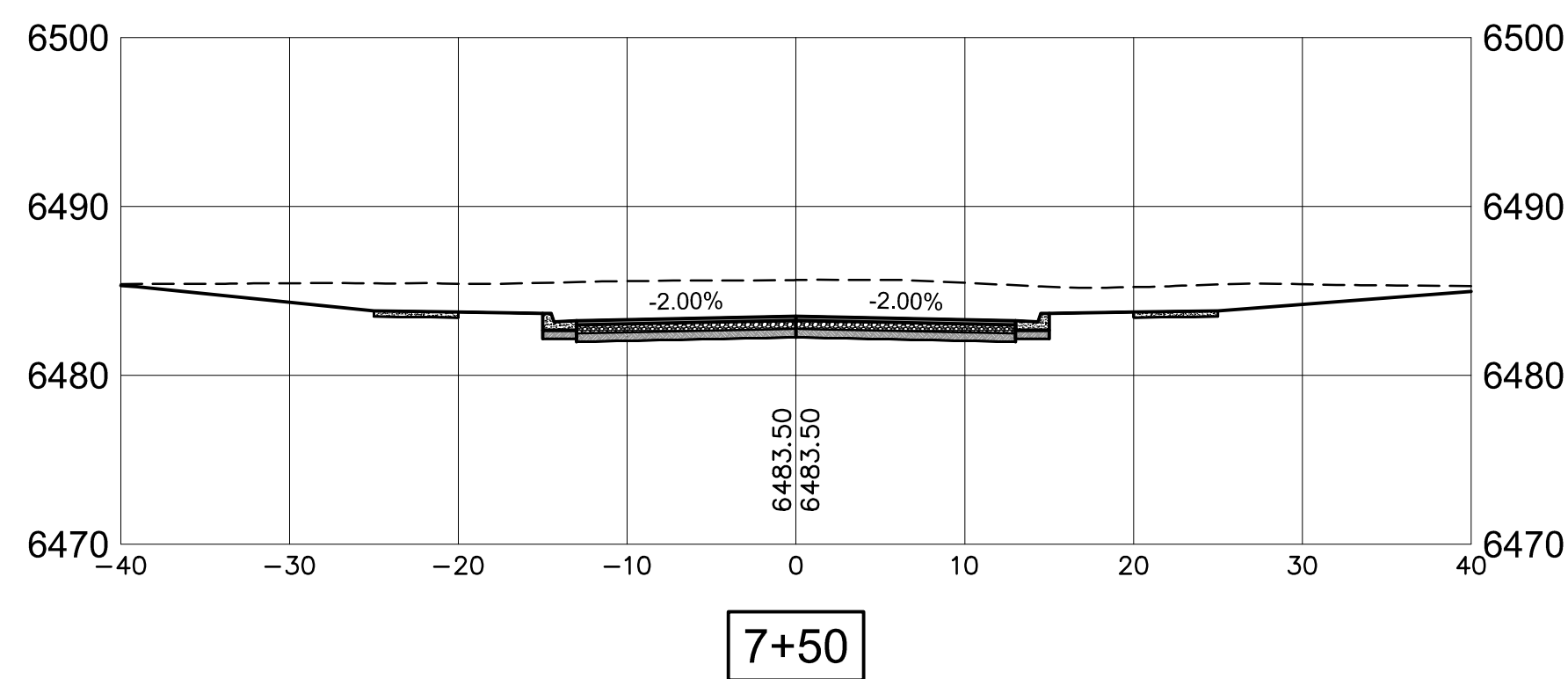
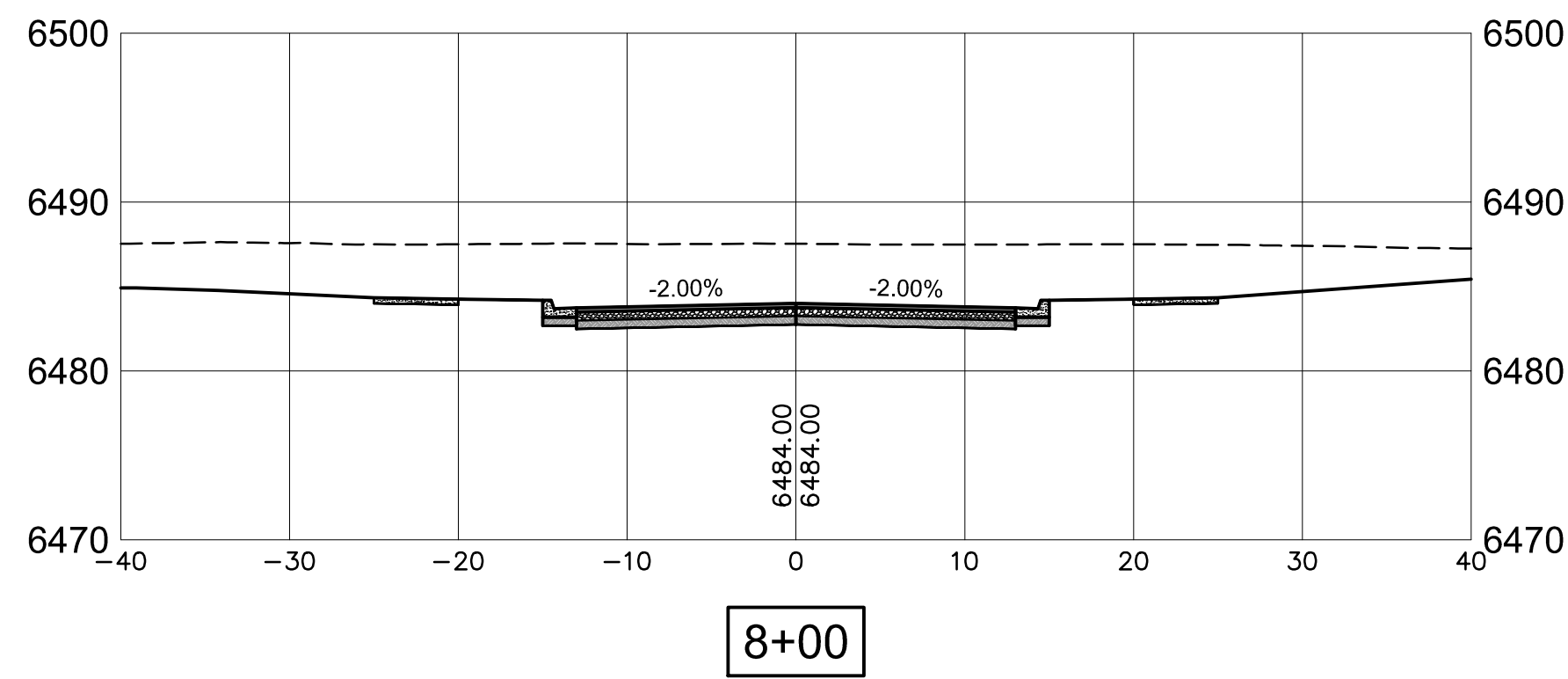
**SFE C** Santa Fe Engineering Consultants, LLC  
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 Santa Fe, N. M. 87505  
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO**

DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-2

REVISIONS	DATE	ENGINEERS SEAL



**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO (CONT'D)**

HORIZ: 1" = 10'  
VERT: 1" = 10'

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

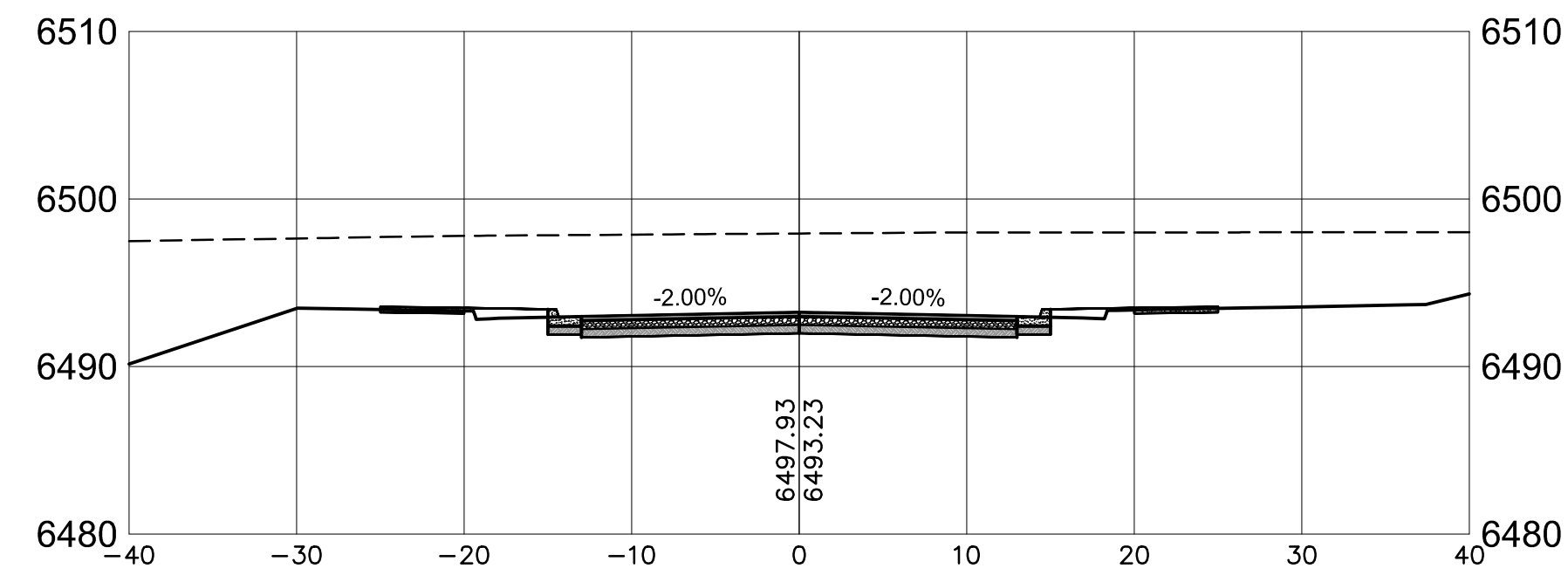
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Santa Fe, N. M. 87505  
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

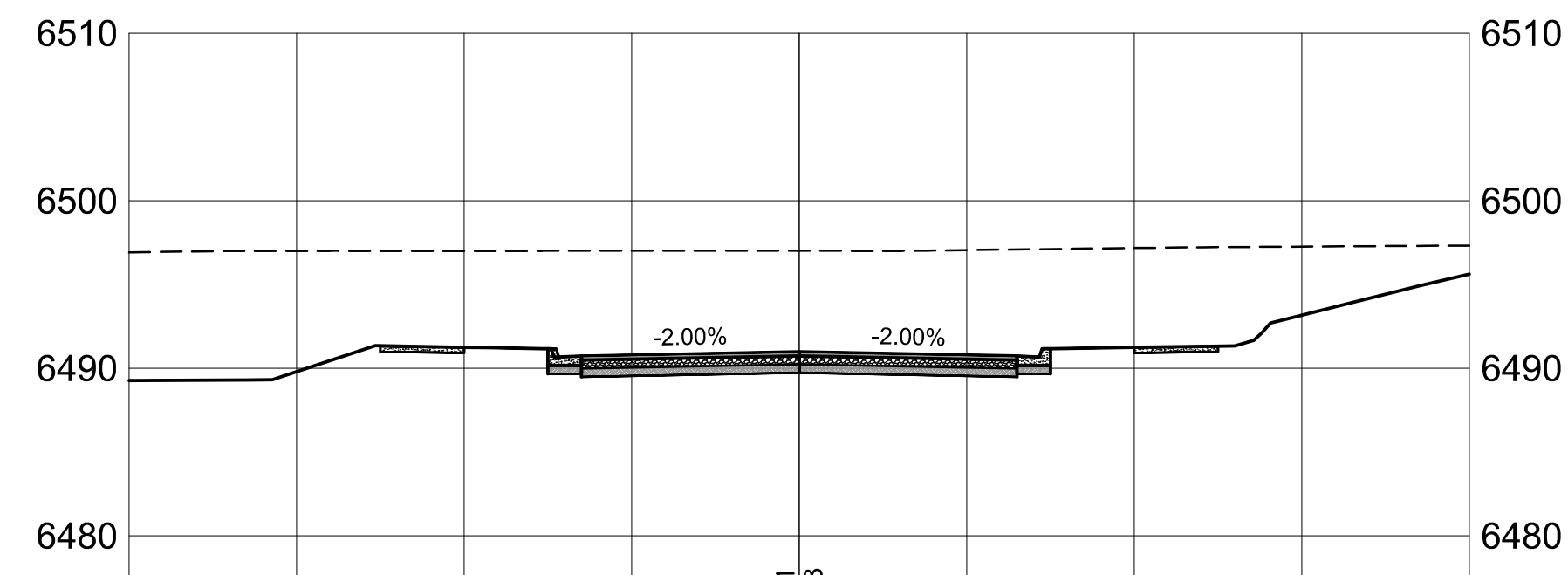
**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO (CONT'D)**

DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-3

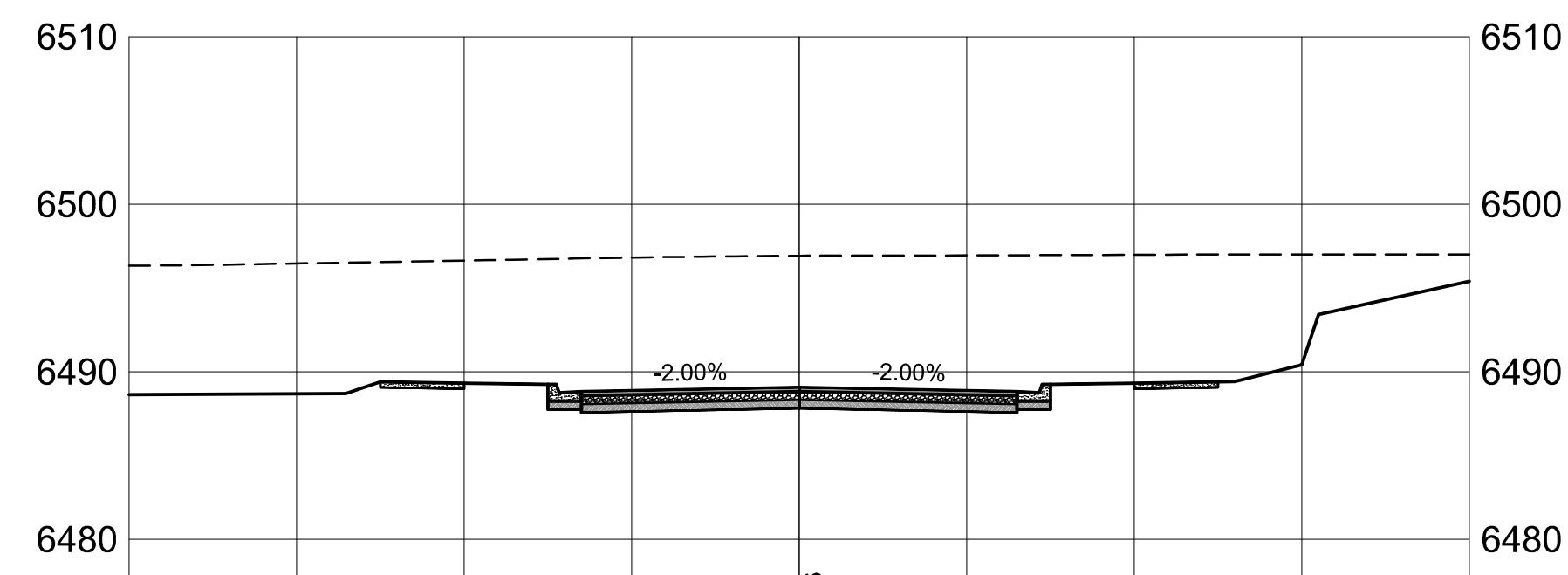
REVISIONS	ENGINEERS SEAL	
	DATE	



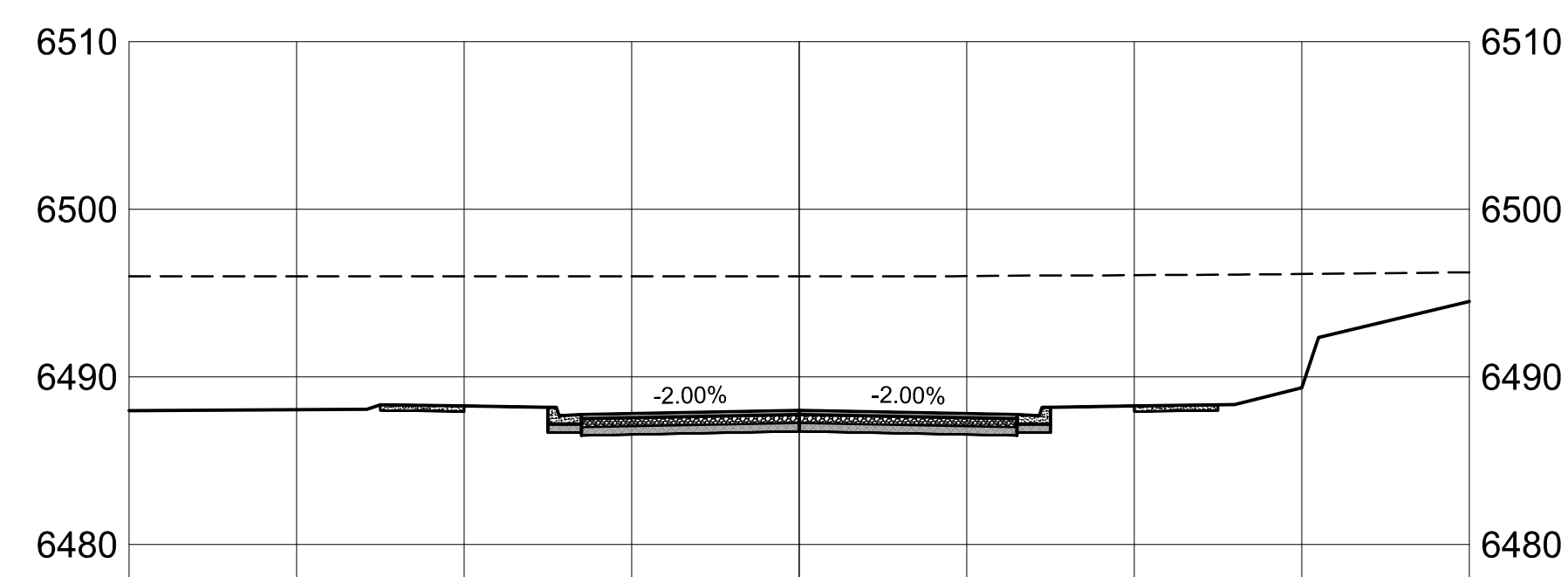
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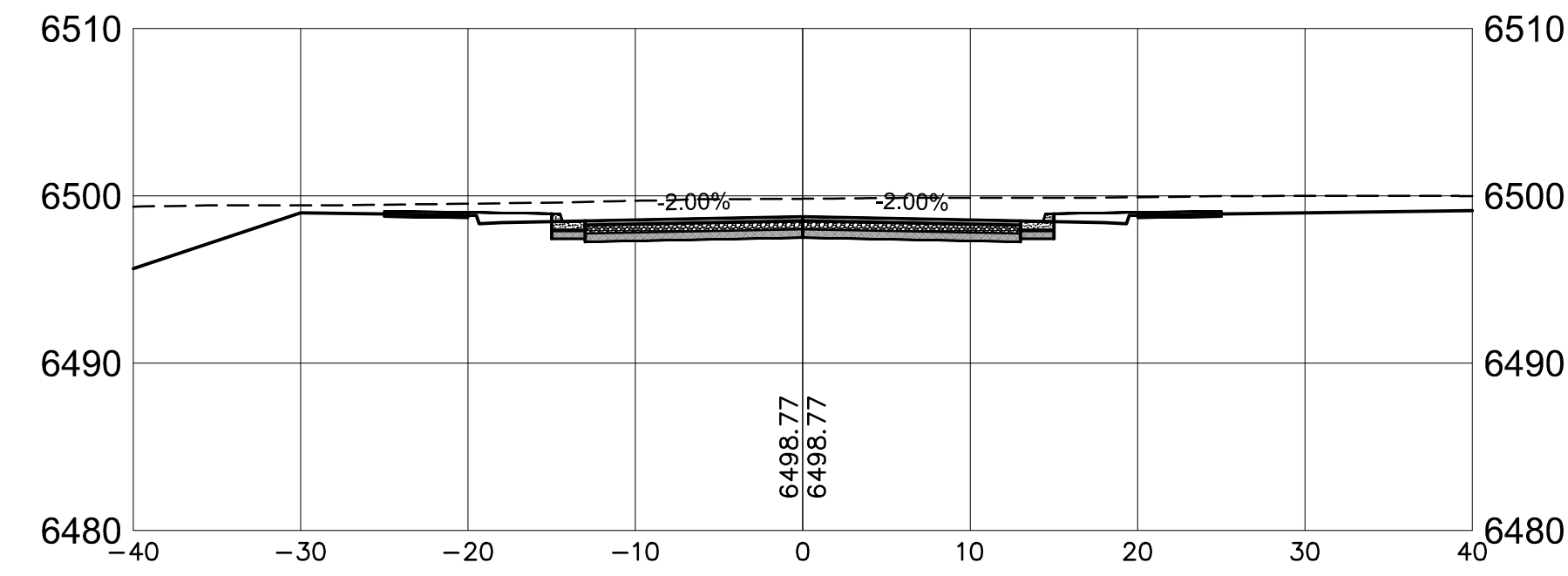
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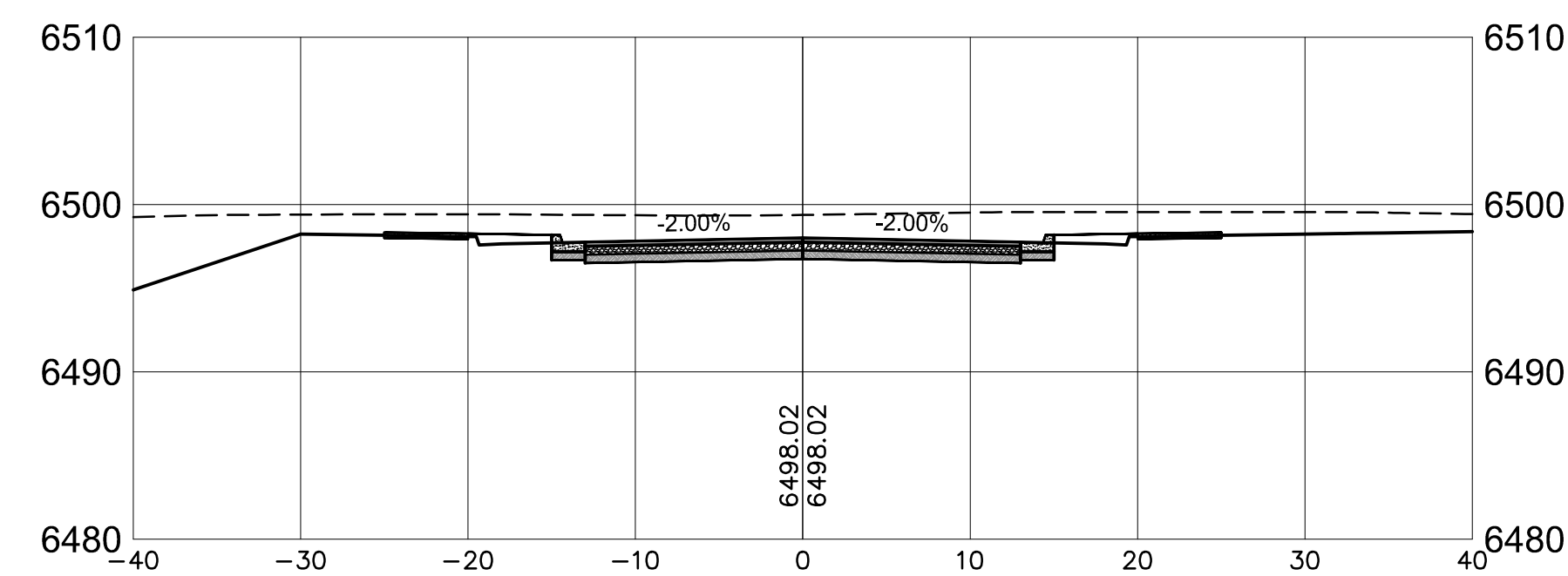
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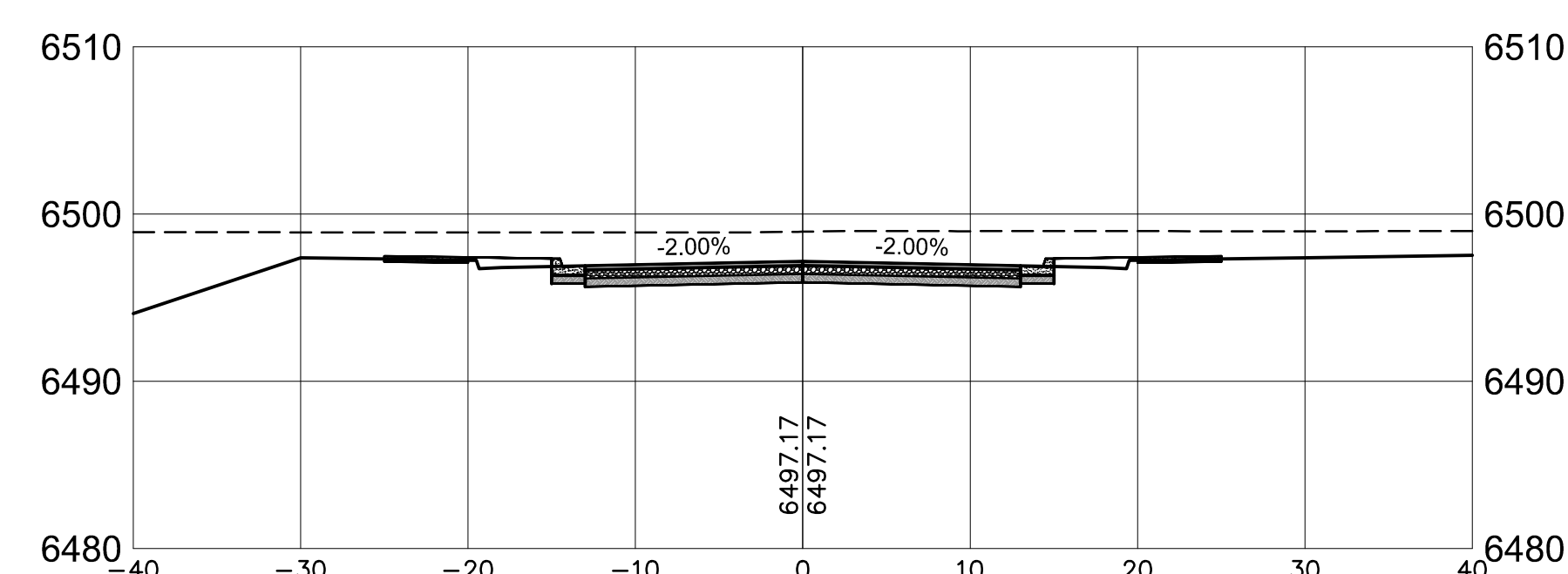
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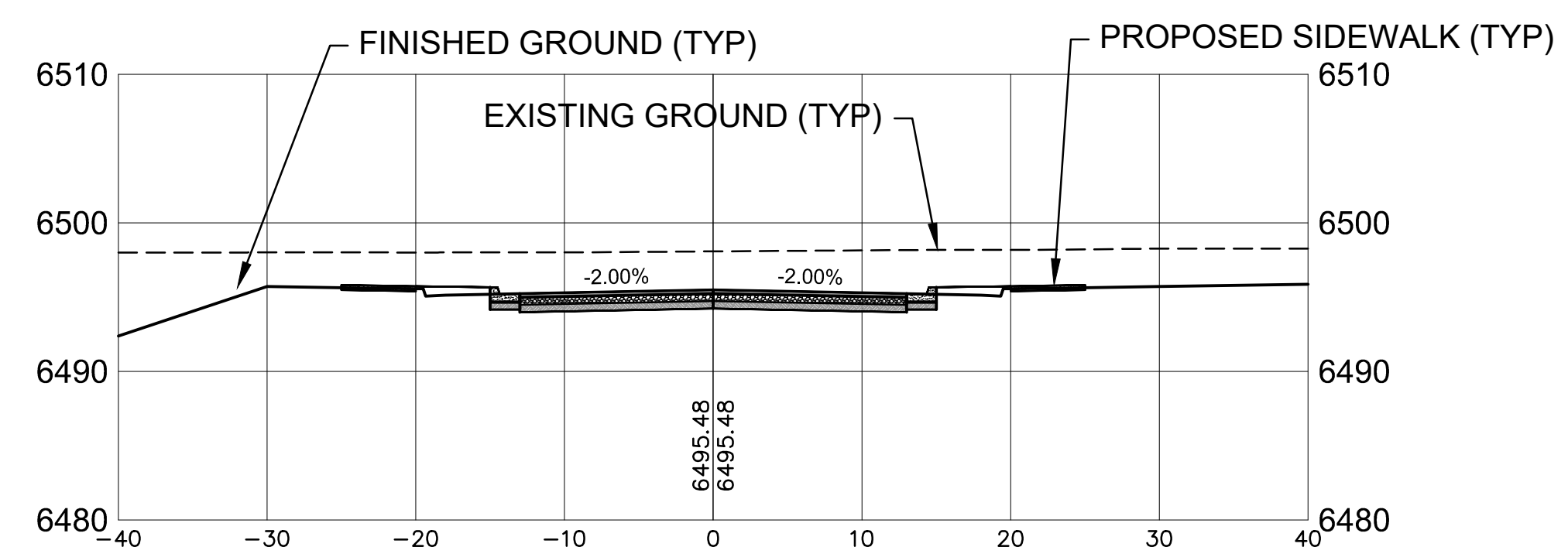
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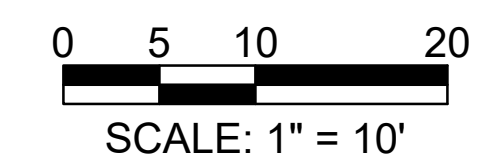
15+00



14+50



14+00



**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO (CONT'D)**

SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

**SFE C**

**Santa Fe Engineering Consultants, LLC**

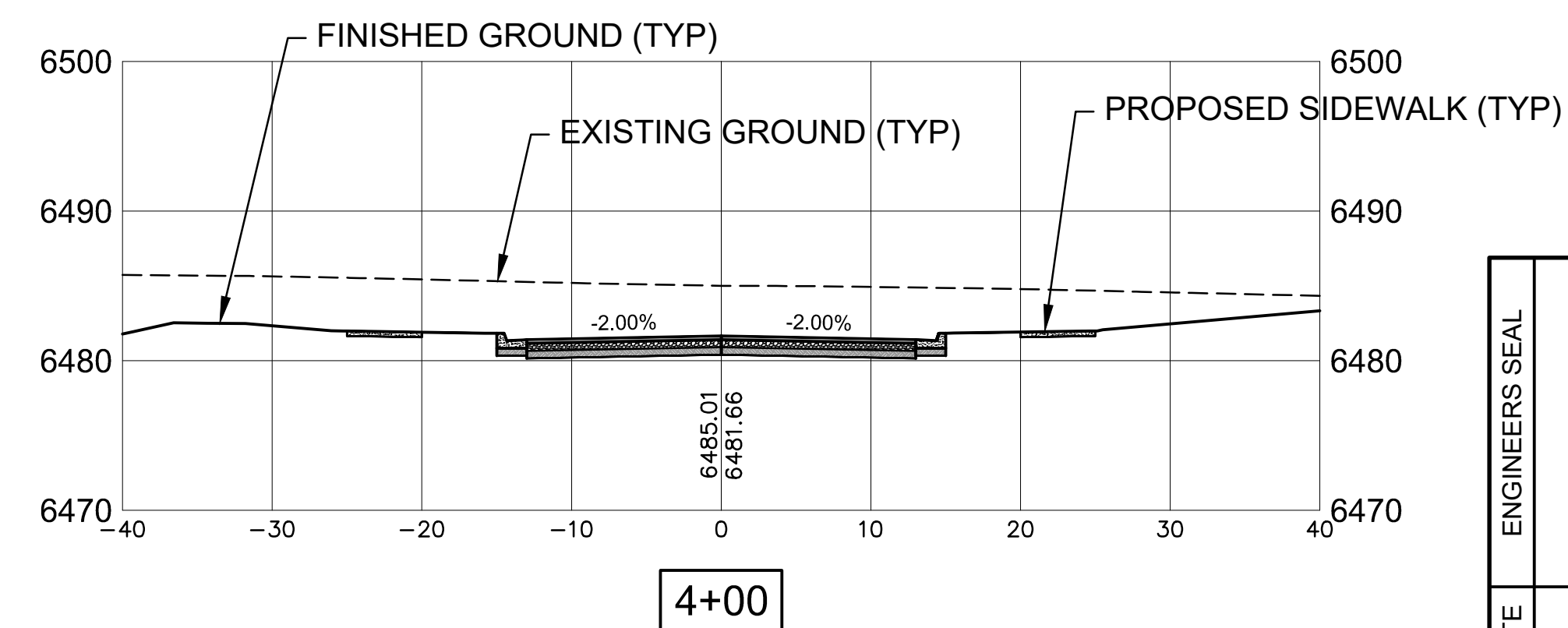
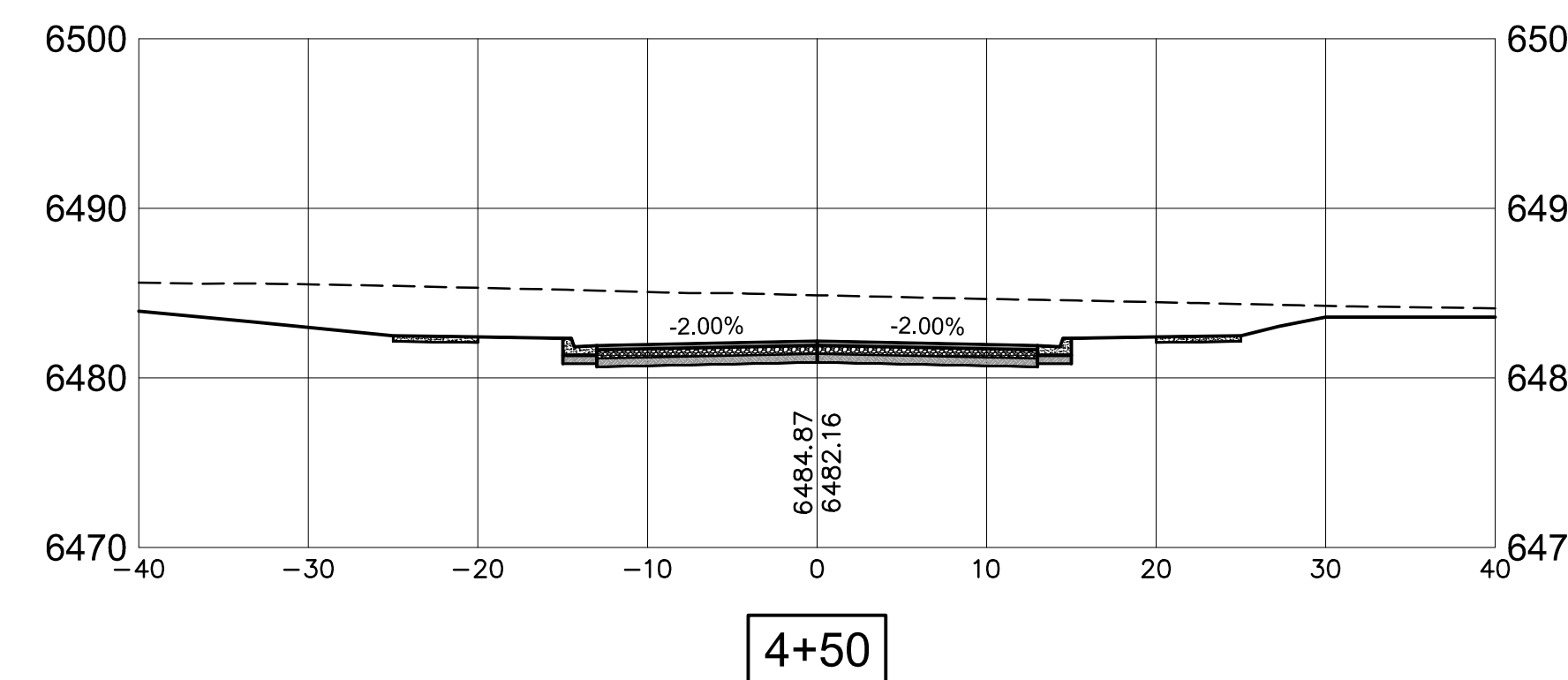
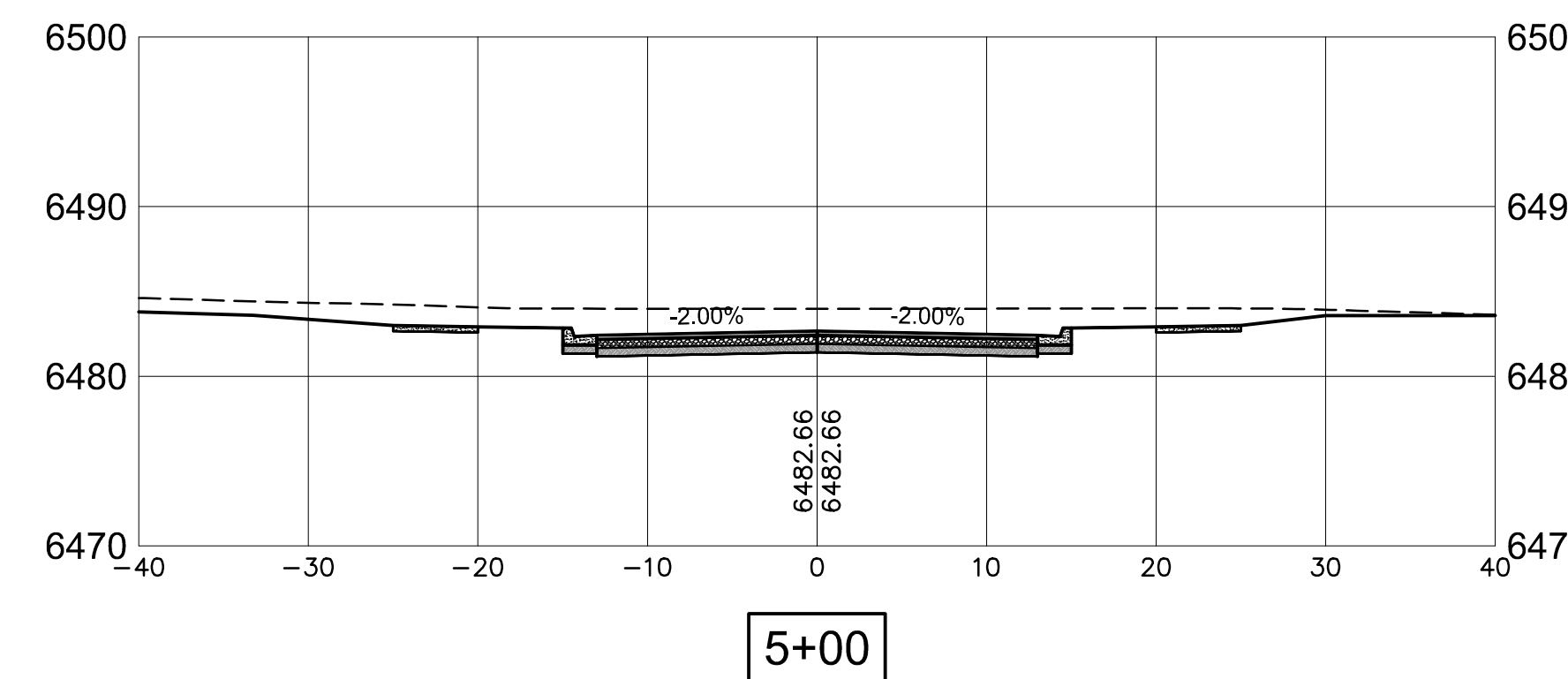
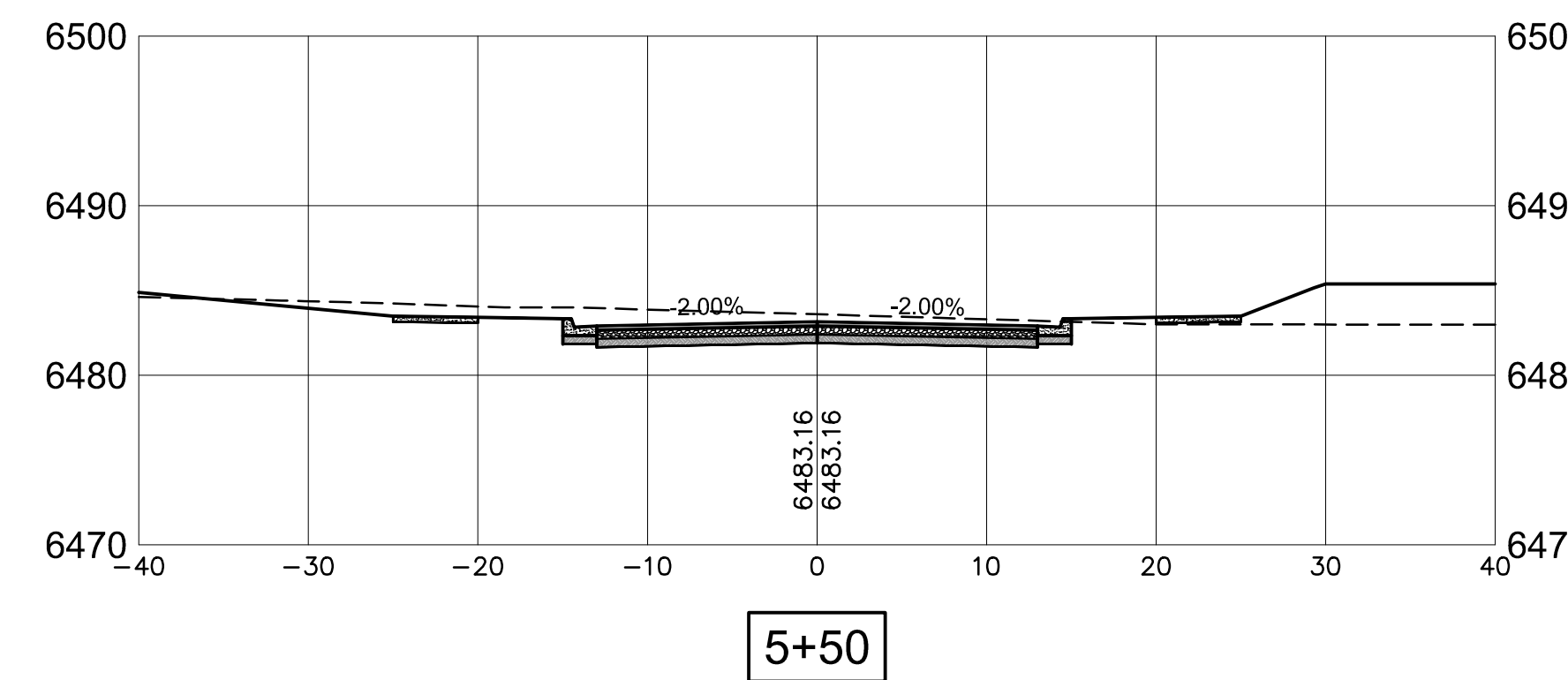
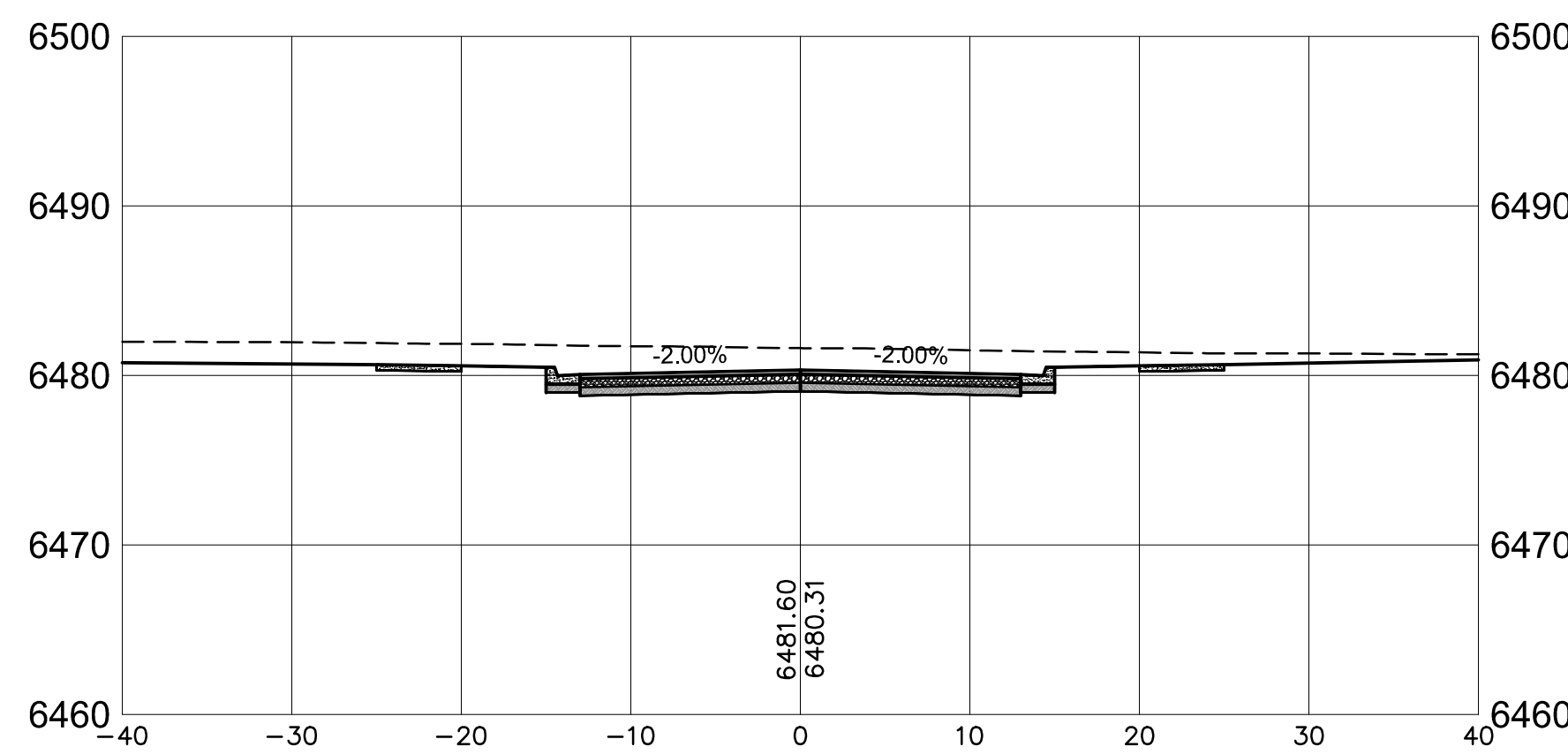
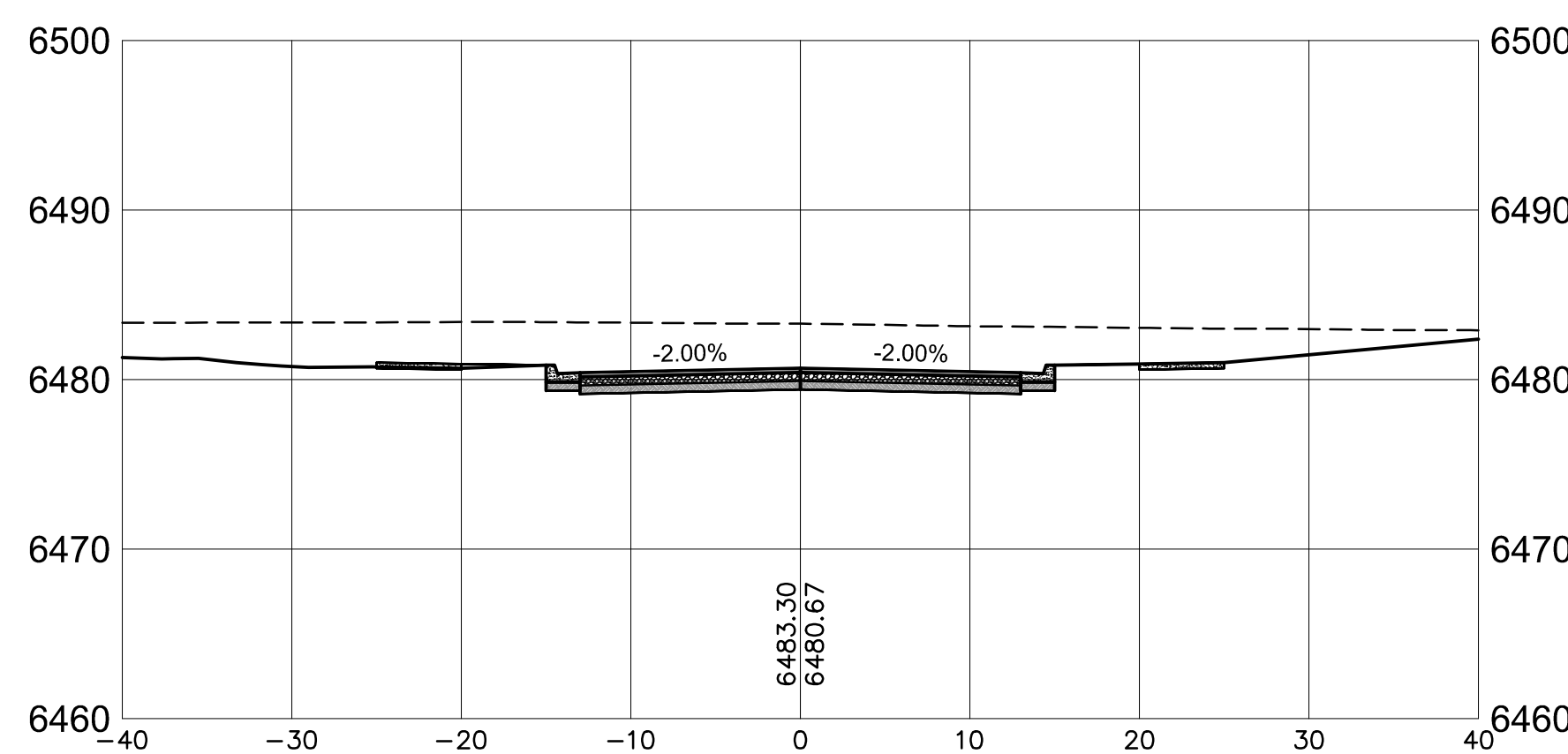
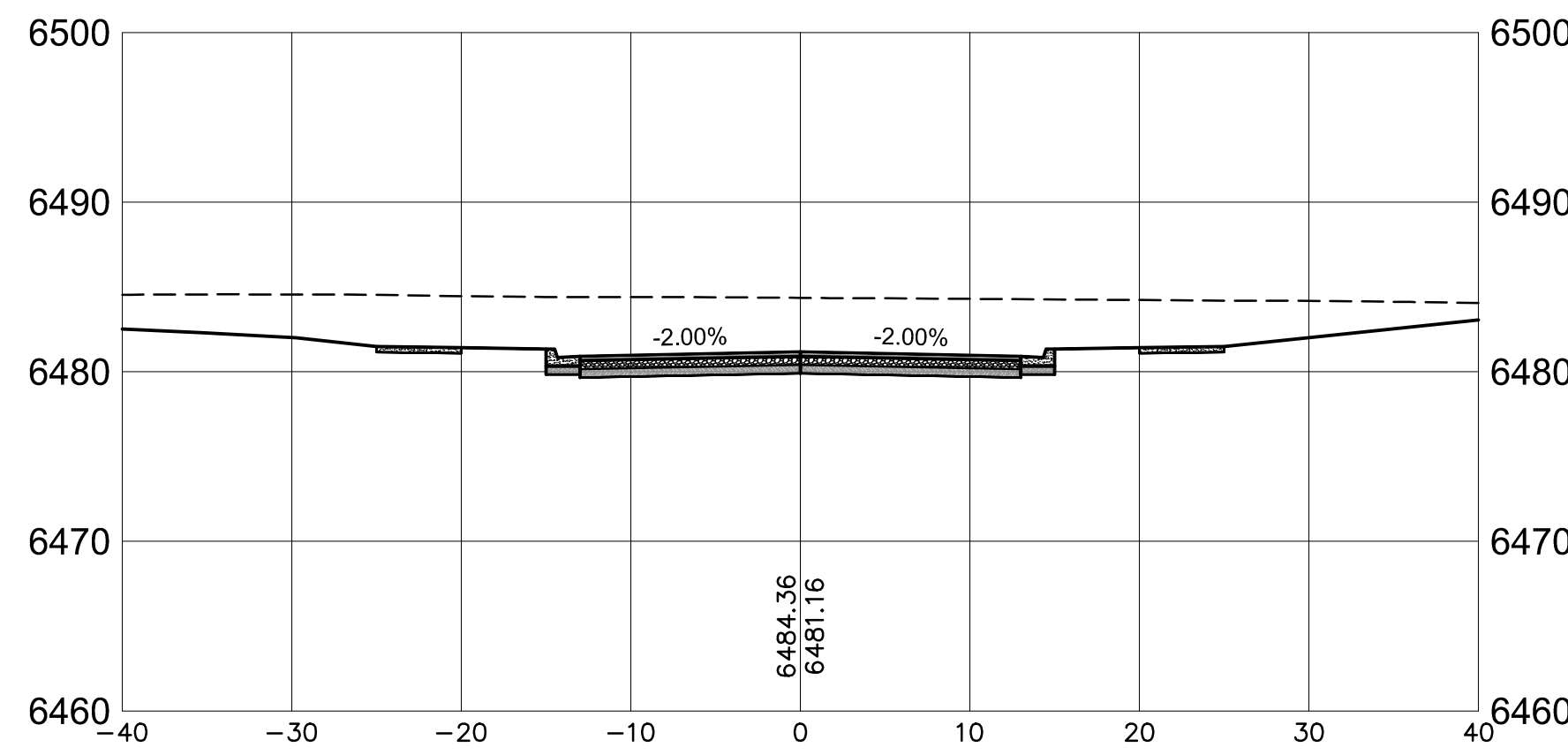
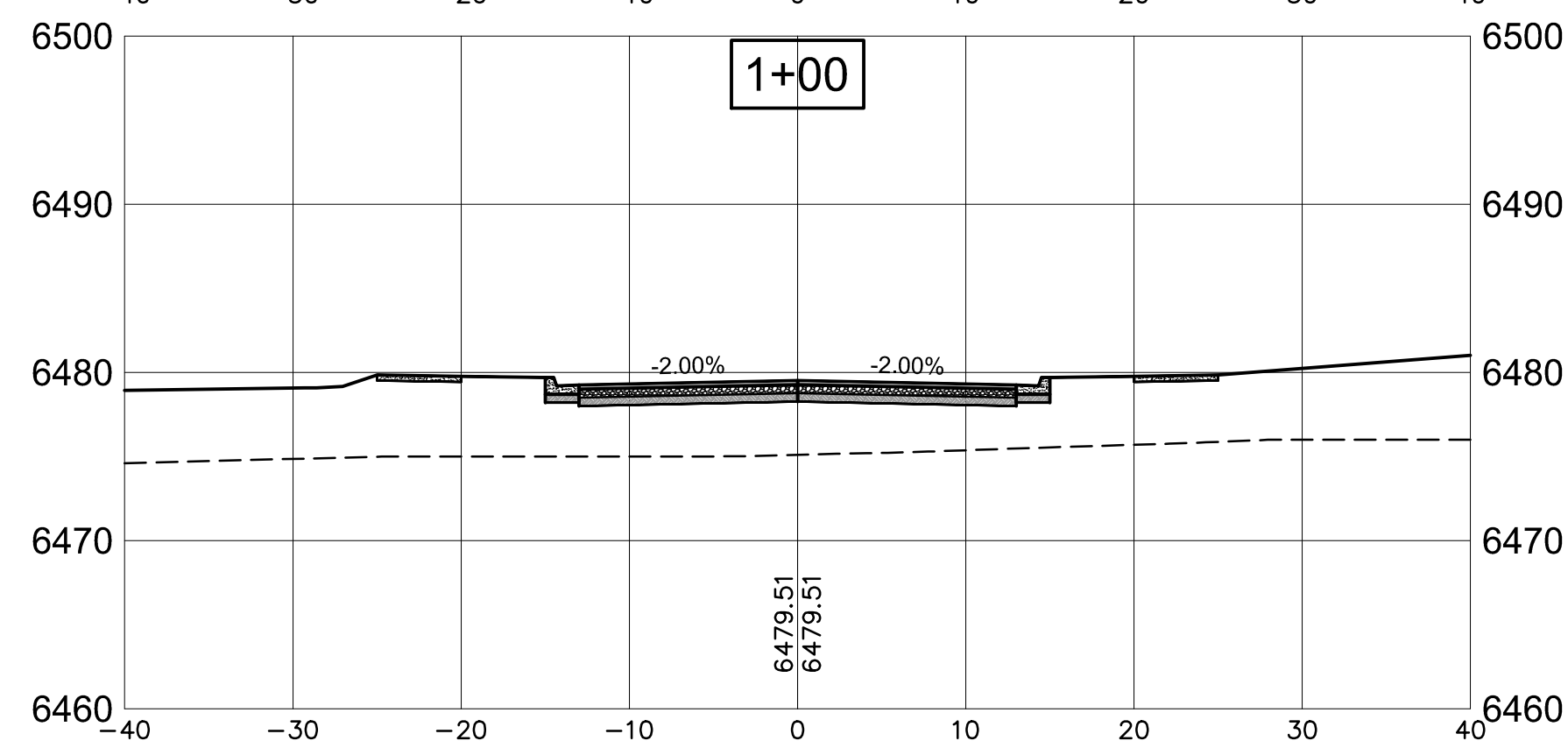
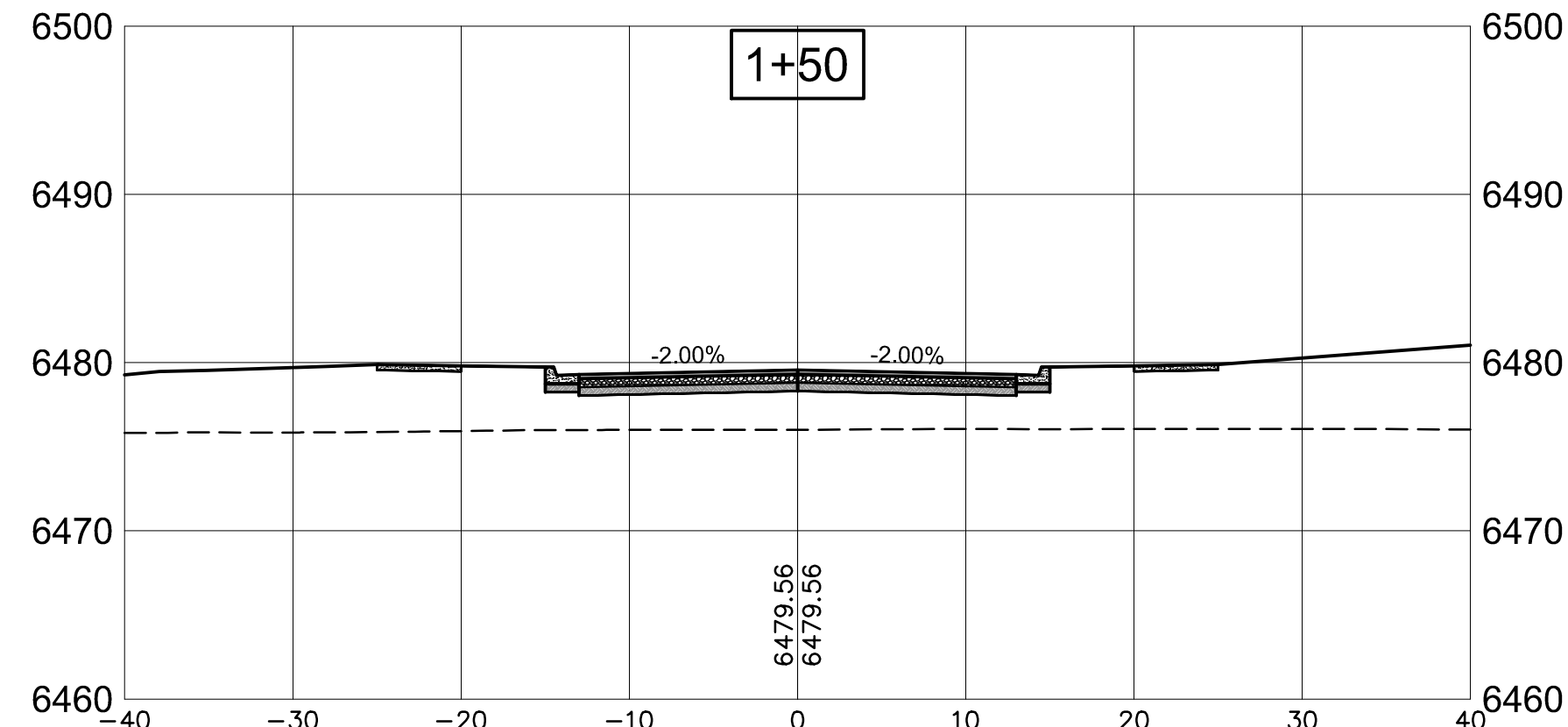
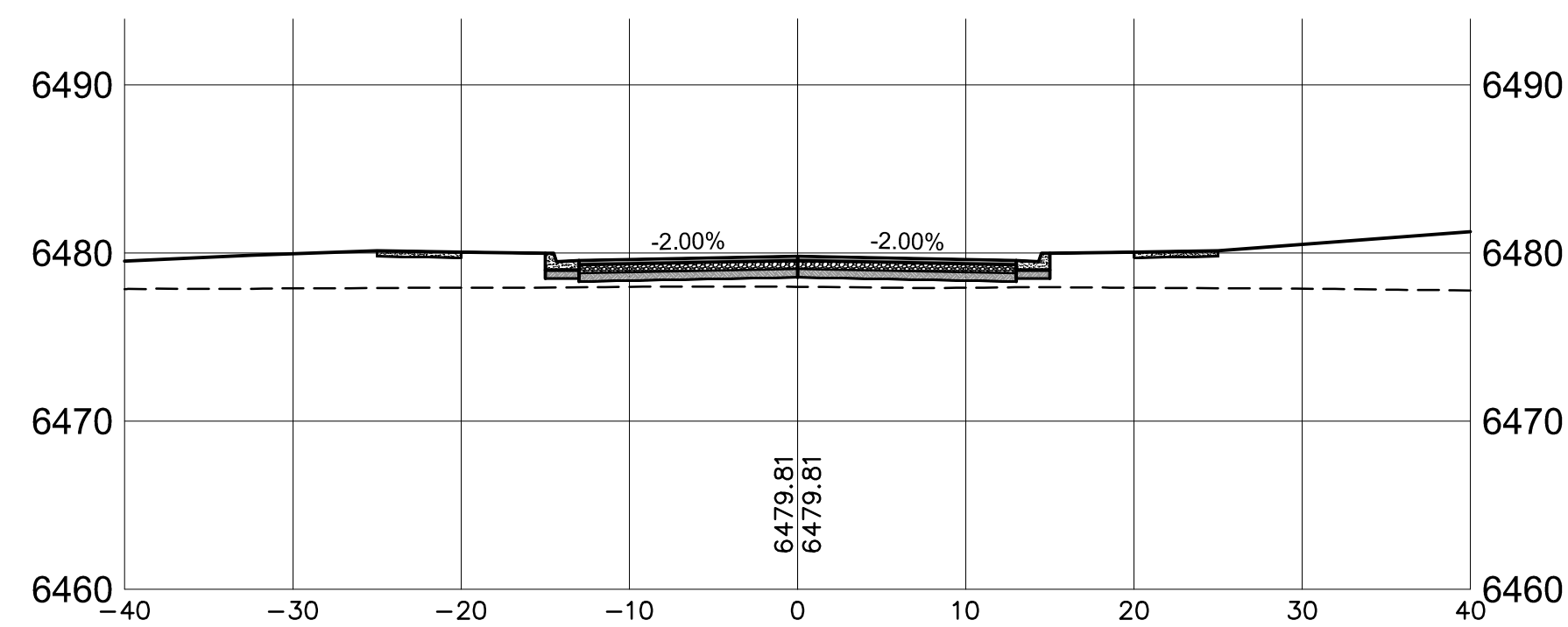
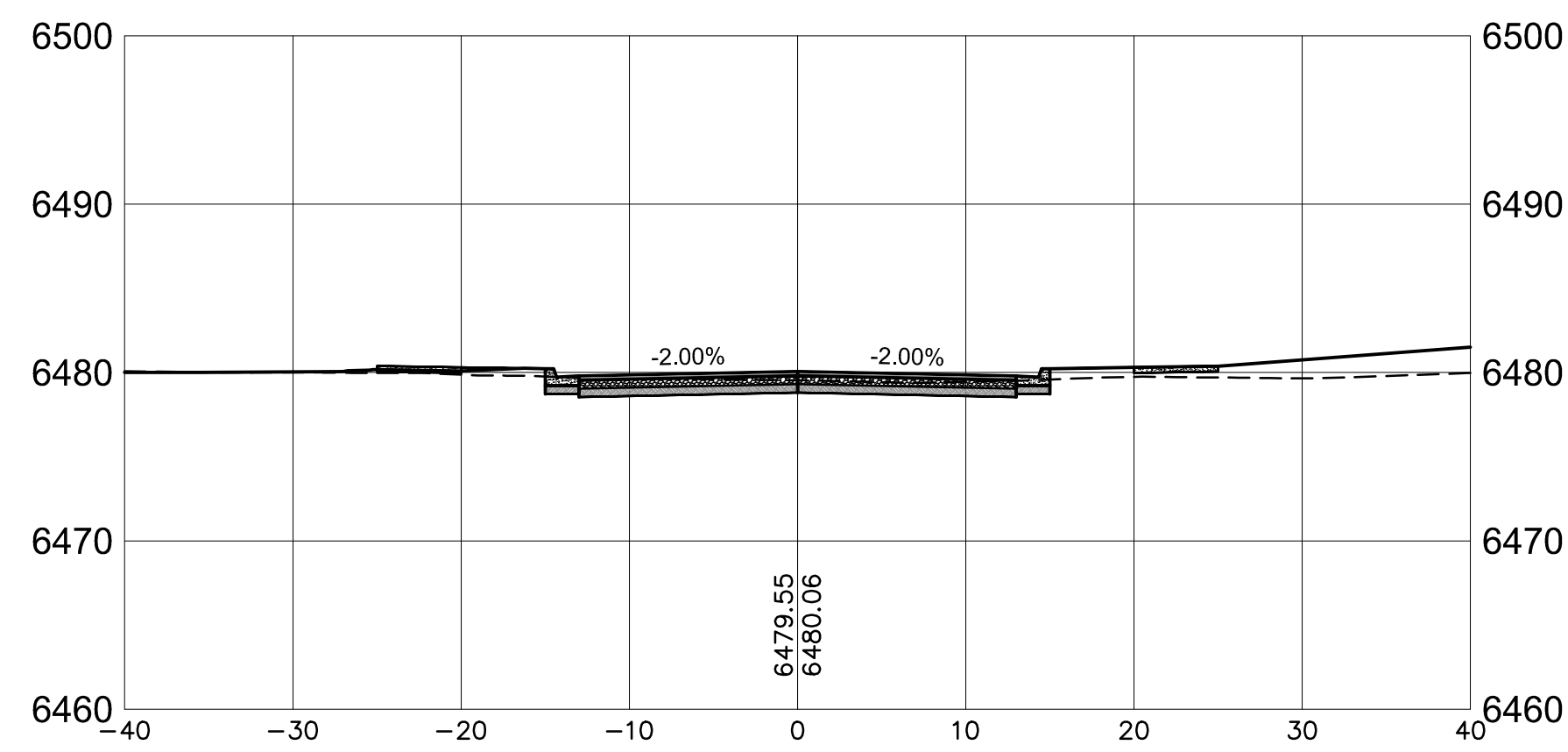
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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - CAMINO DEL LLANO (CONT'D)**

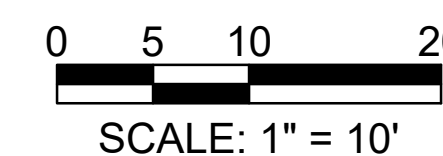
DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-4

REVISIONS	DATE	ENGINEERS SEAL



**ROADWAY CROSS SECTIONS - CALLE CAMPO**

SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

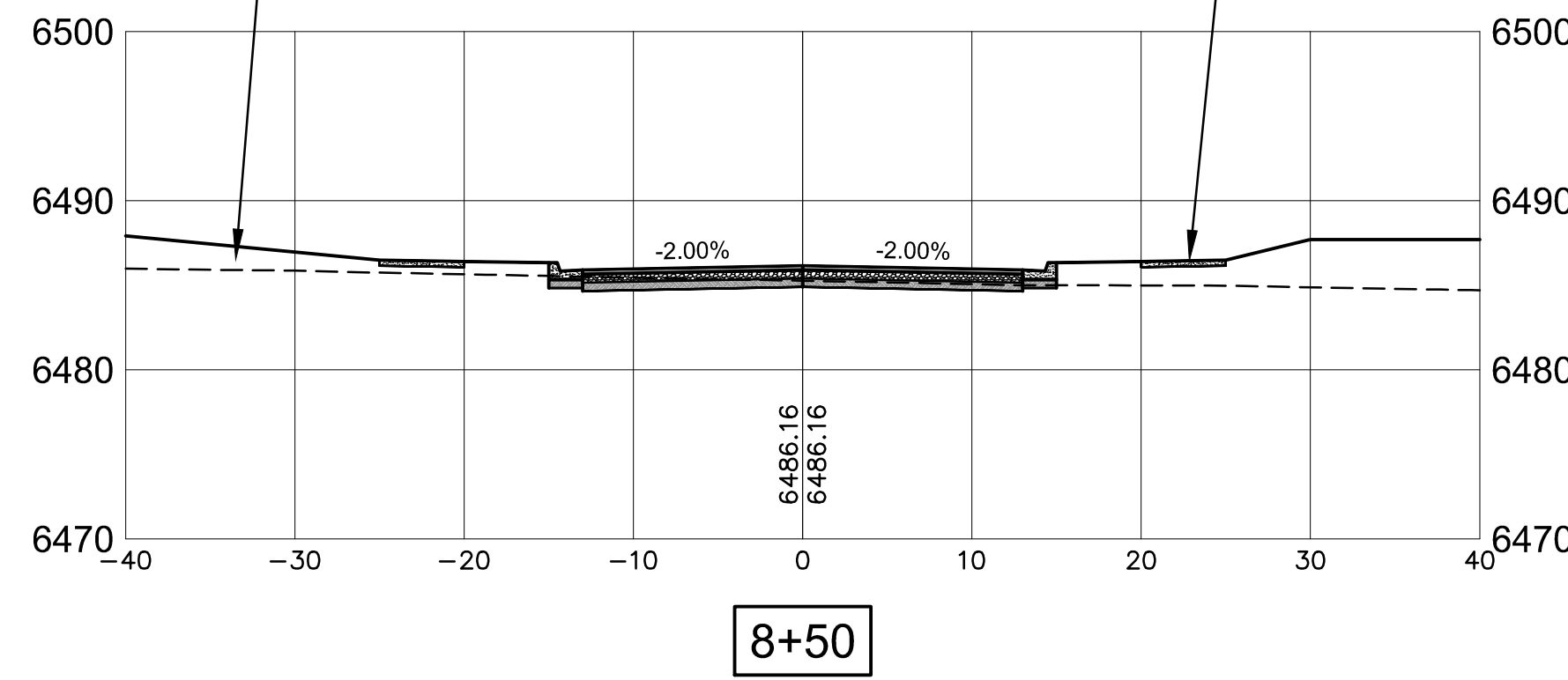
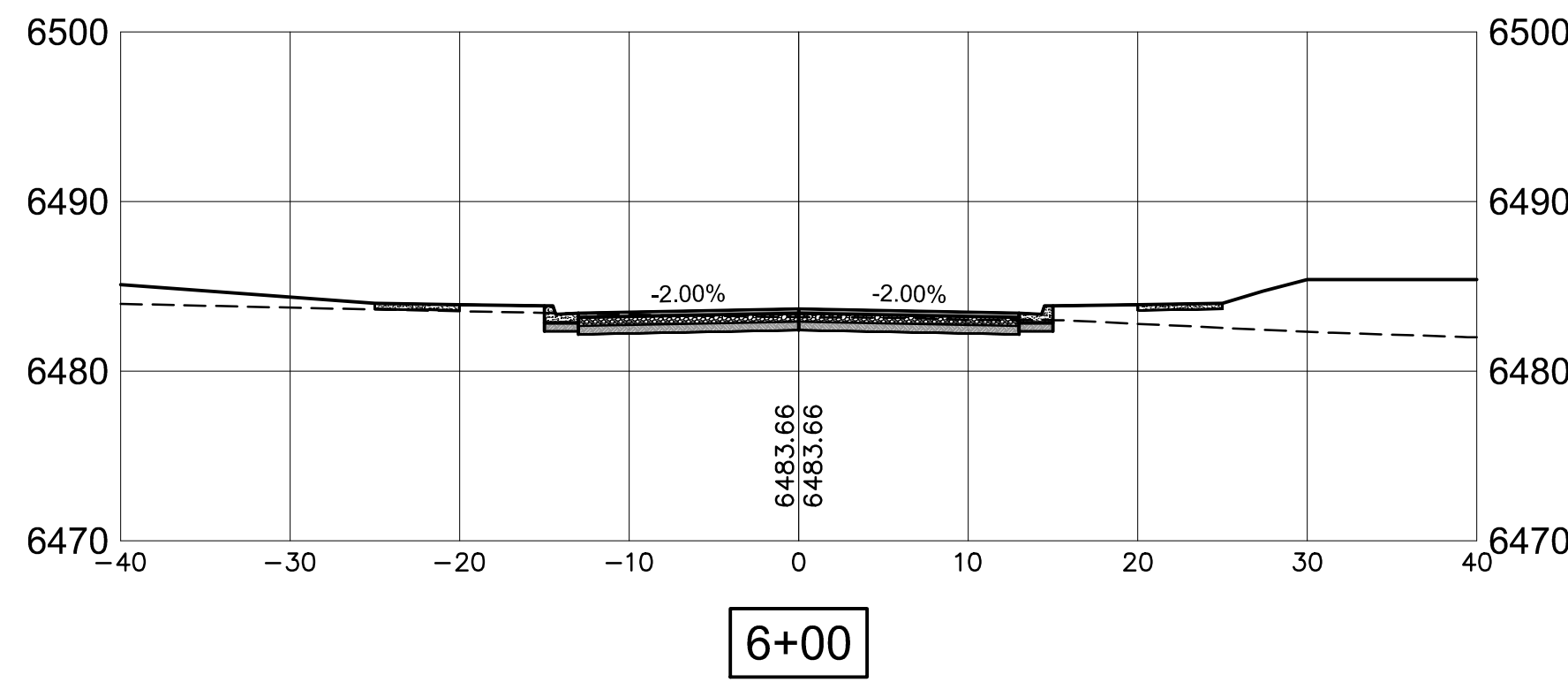
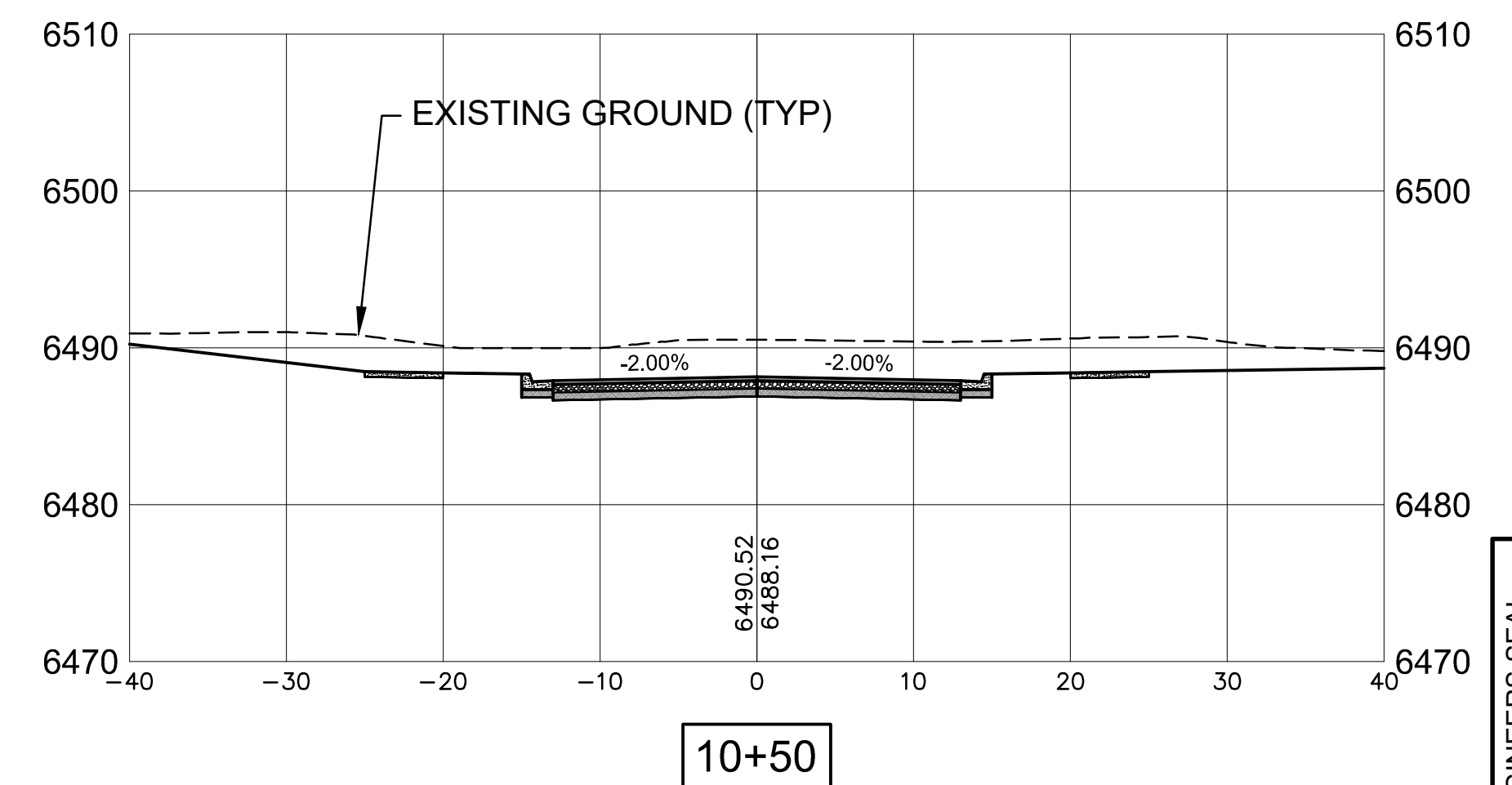
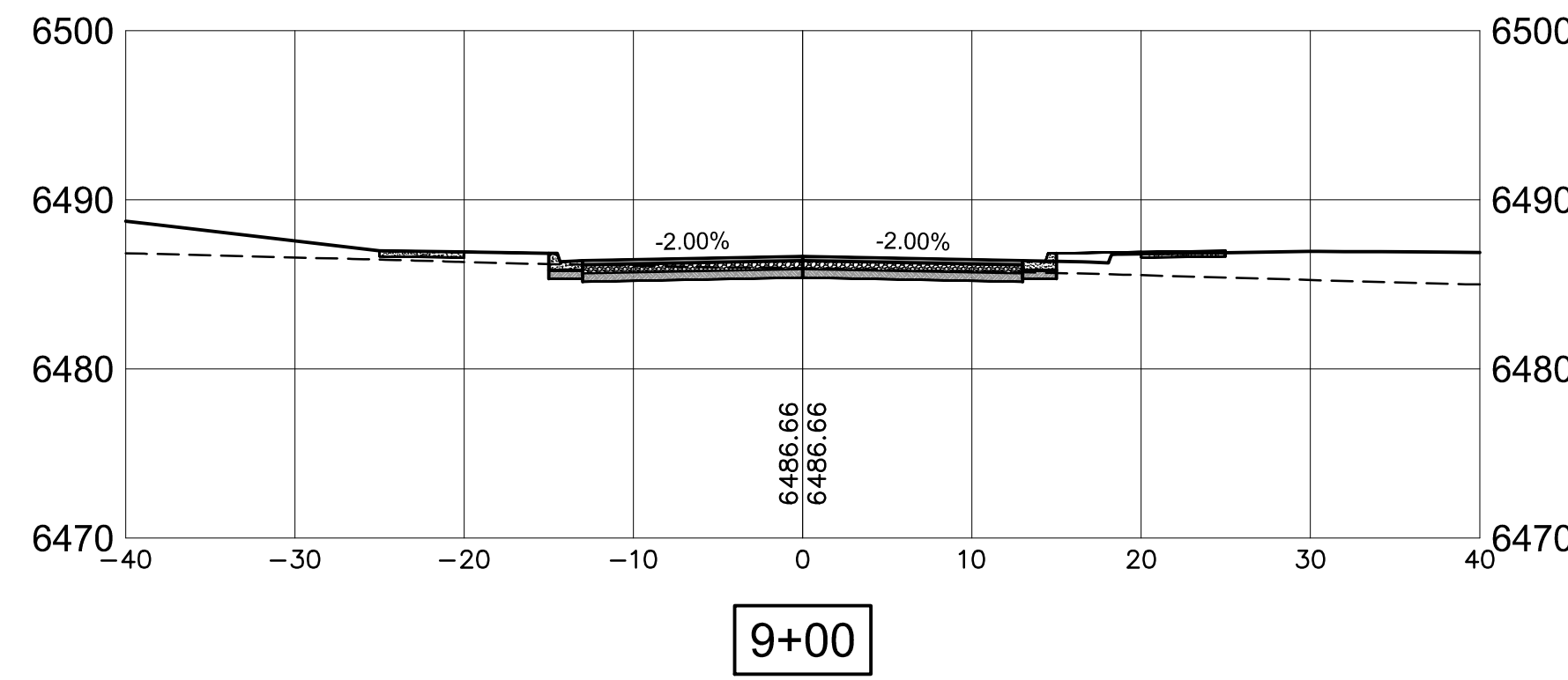
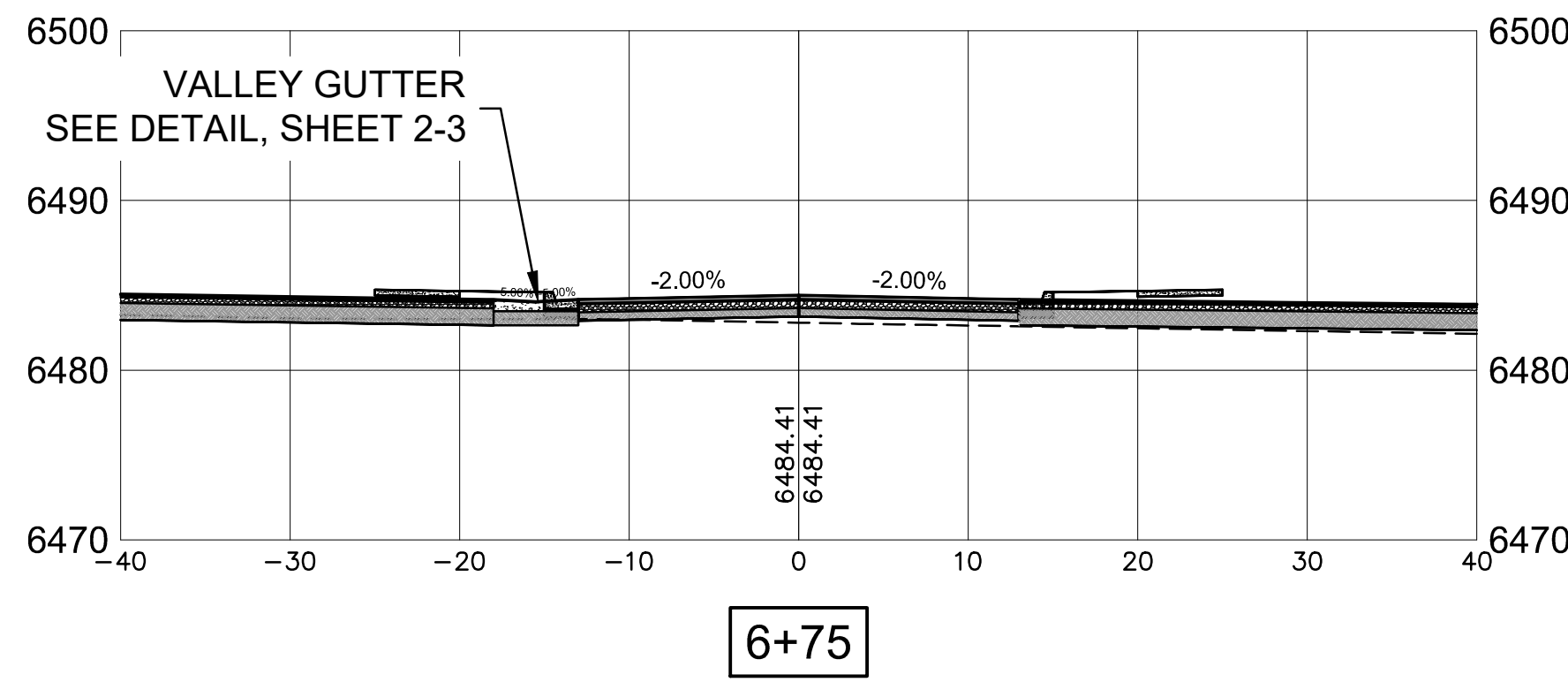
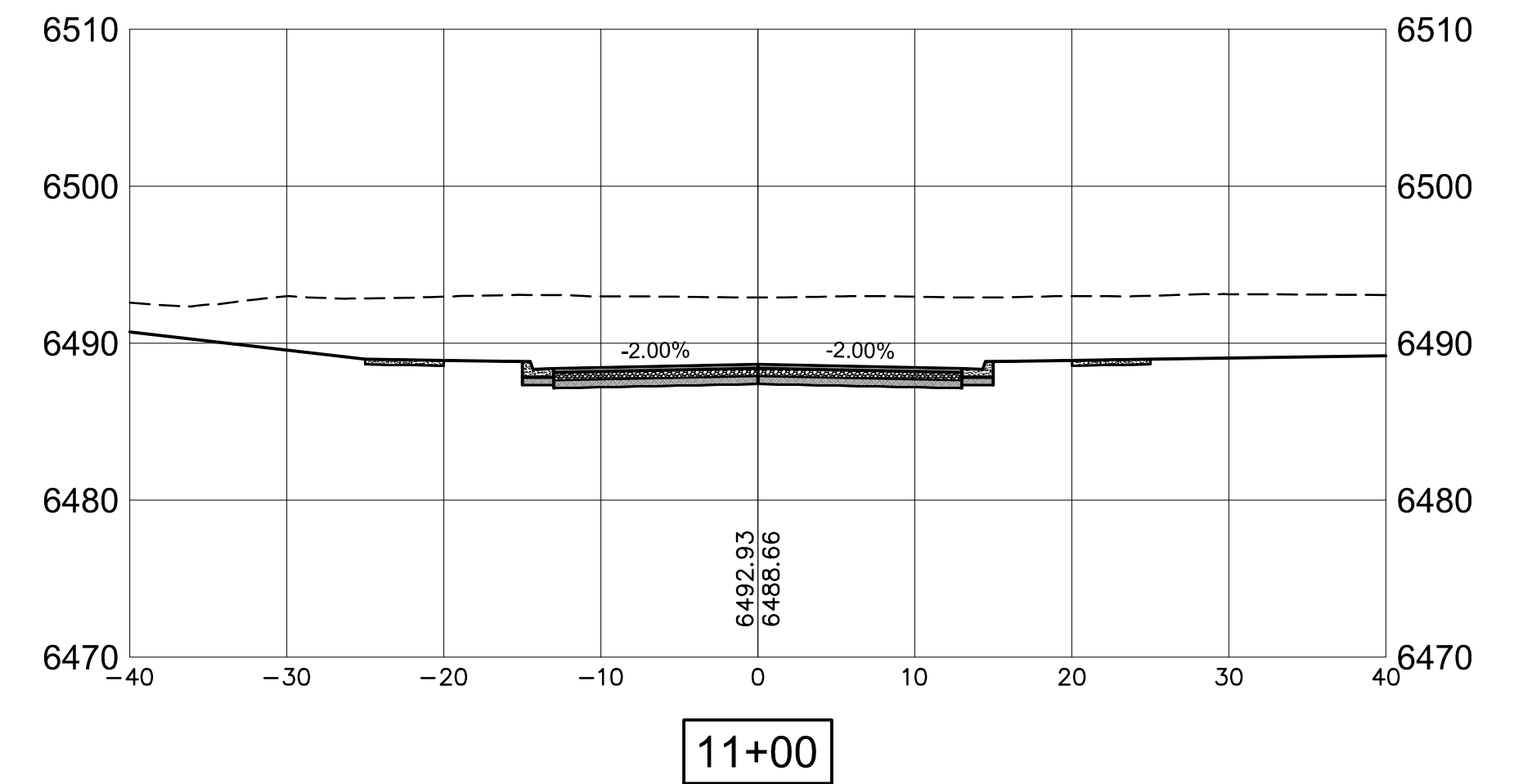
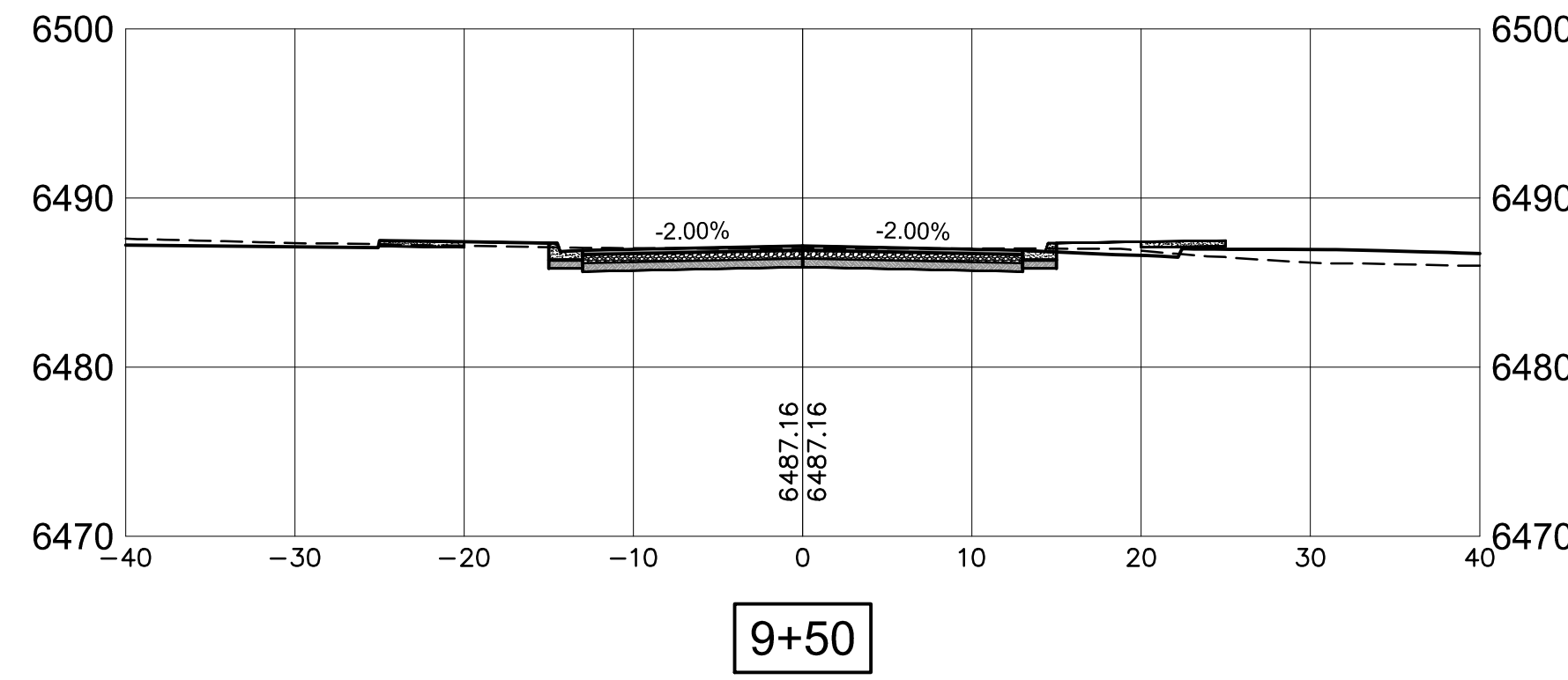
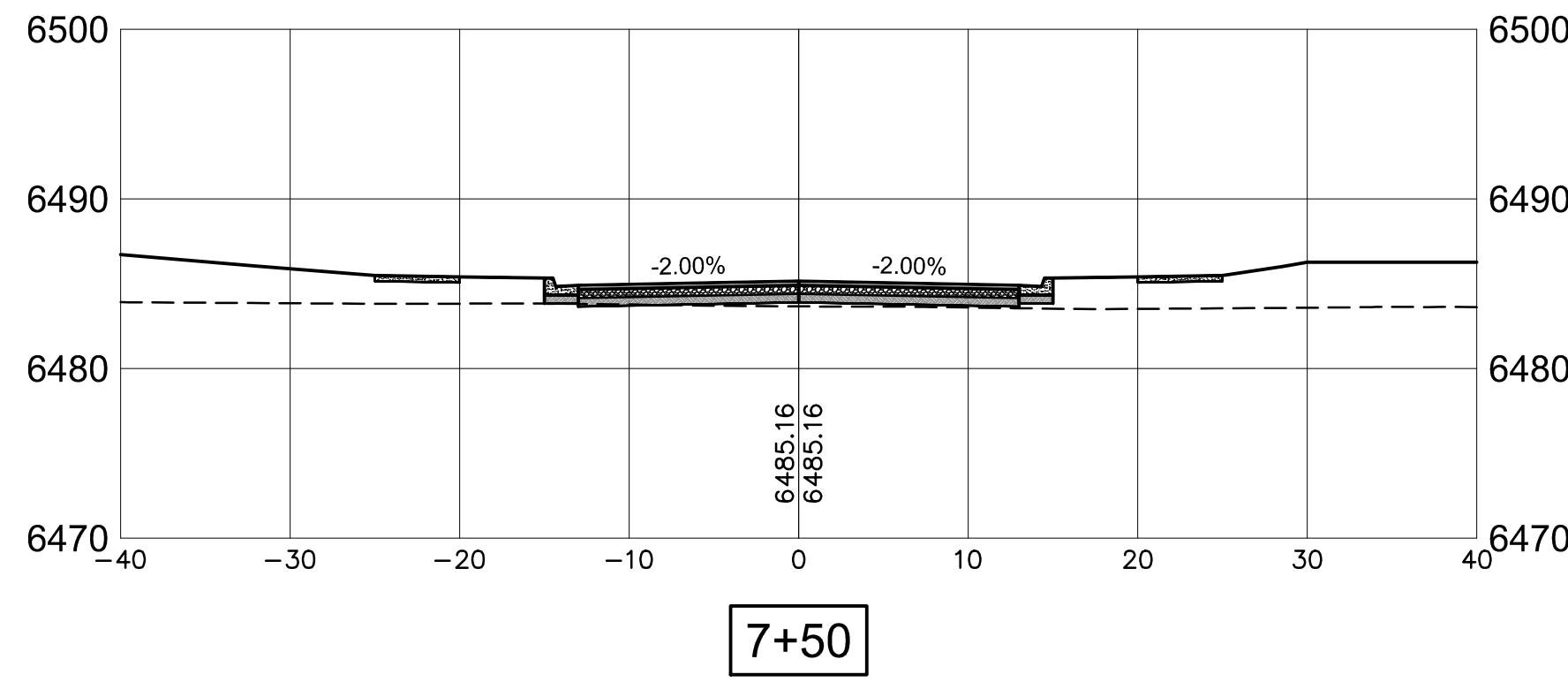
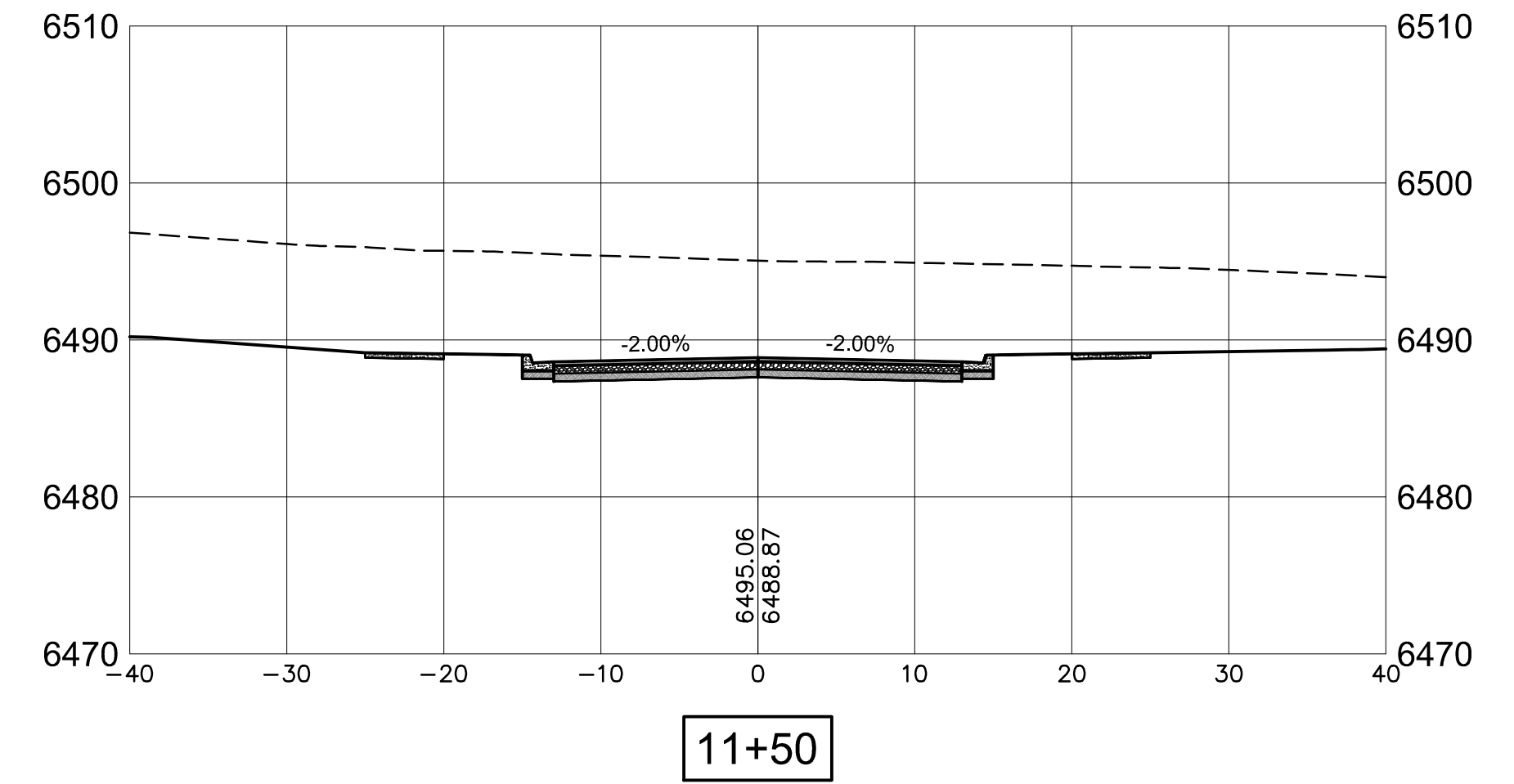
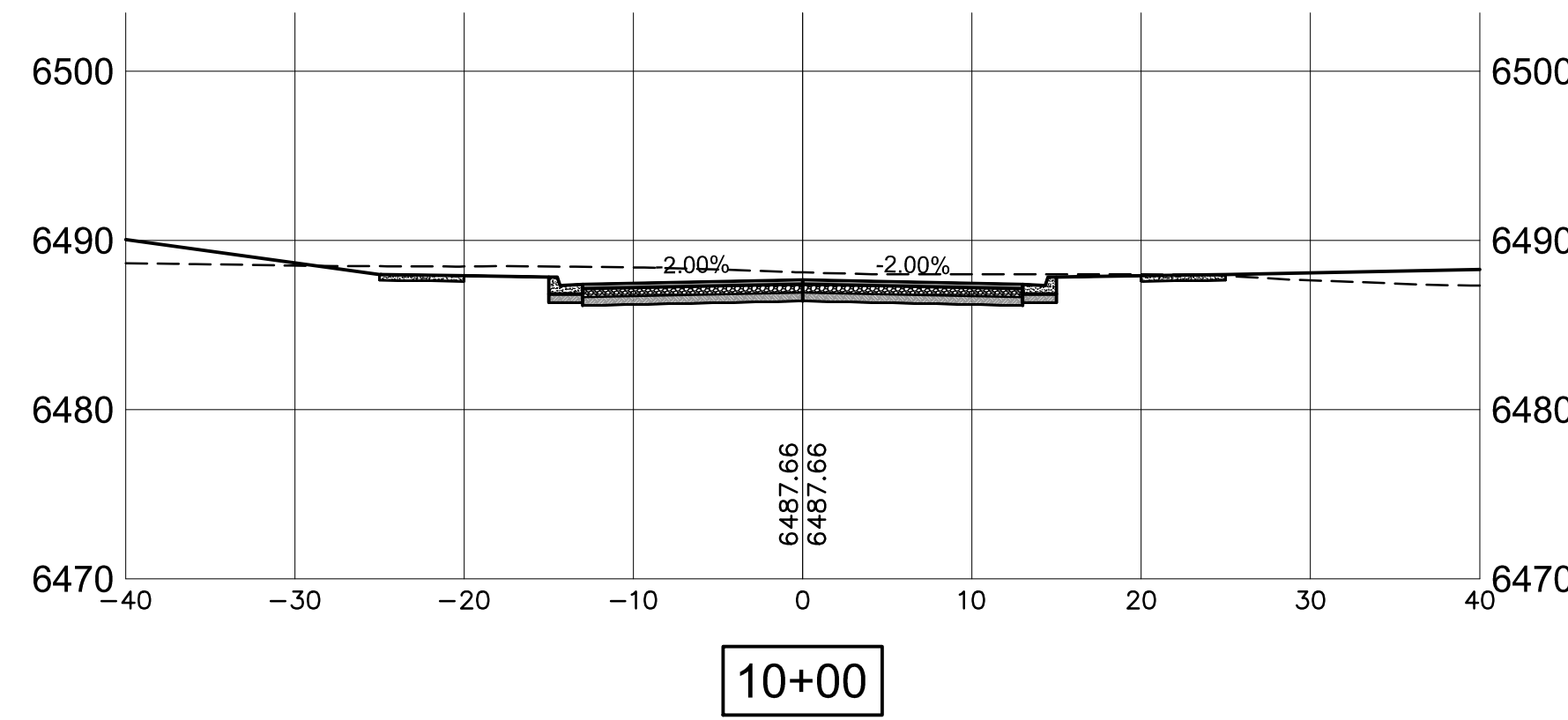
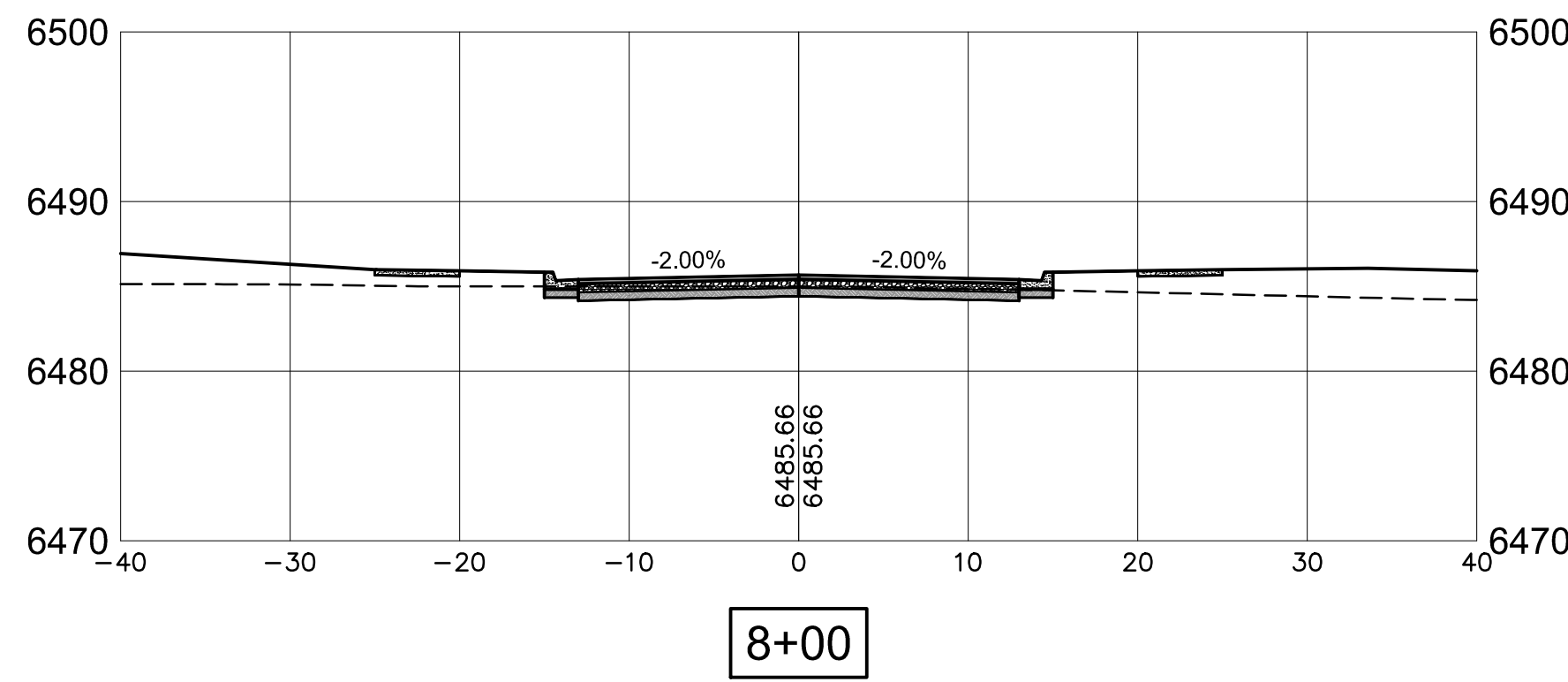
CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE	ON FILE
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

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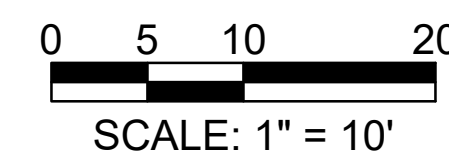
PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - CALLE CAMPO**

DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-5



ROADWAY CROSS SECTIONS - CALLE CAMPO (CONT'D)  
 SCALE HORIZ: 1" = 10'  
 VERT: 1" = 10'



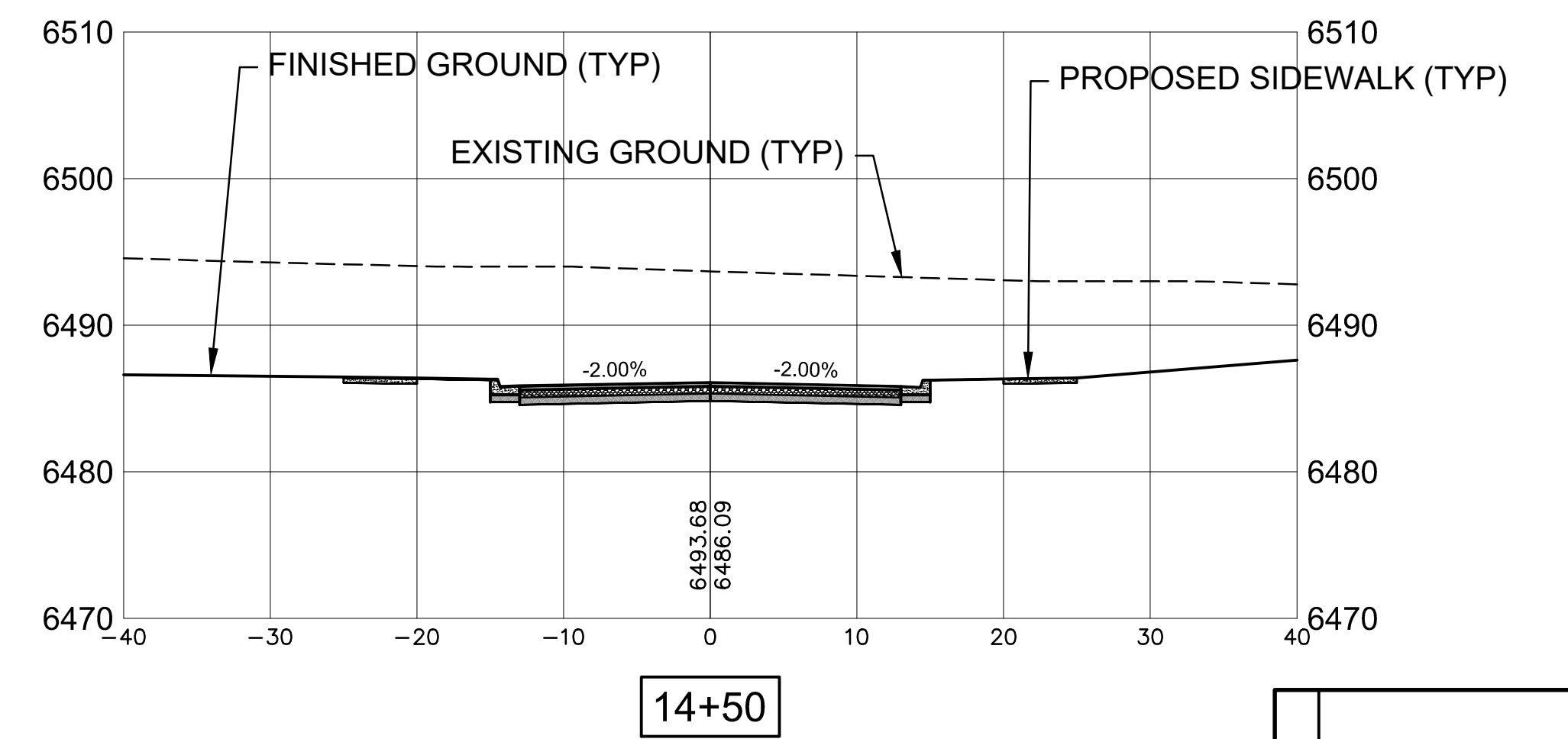
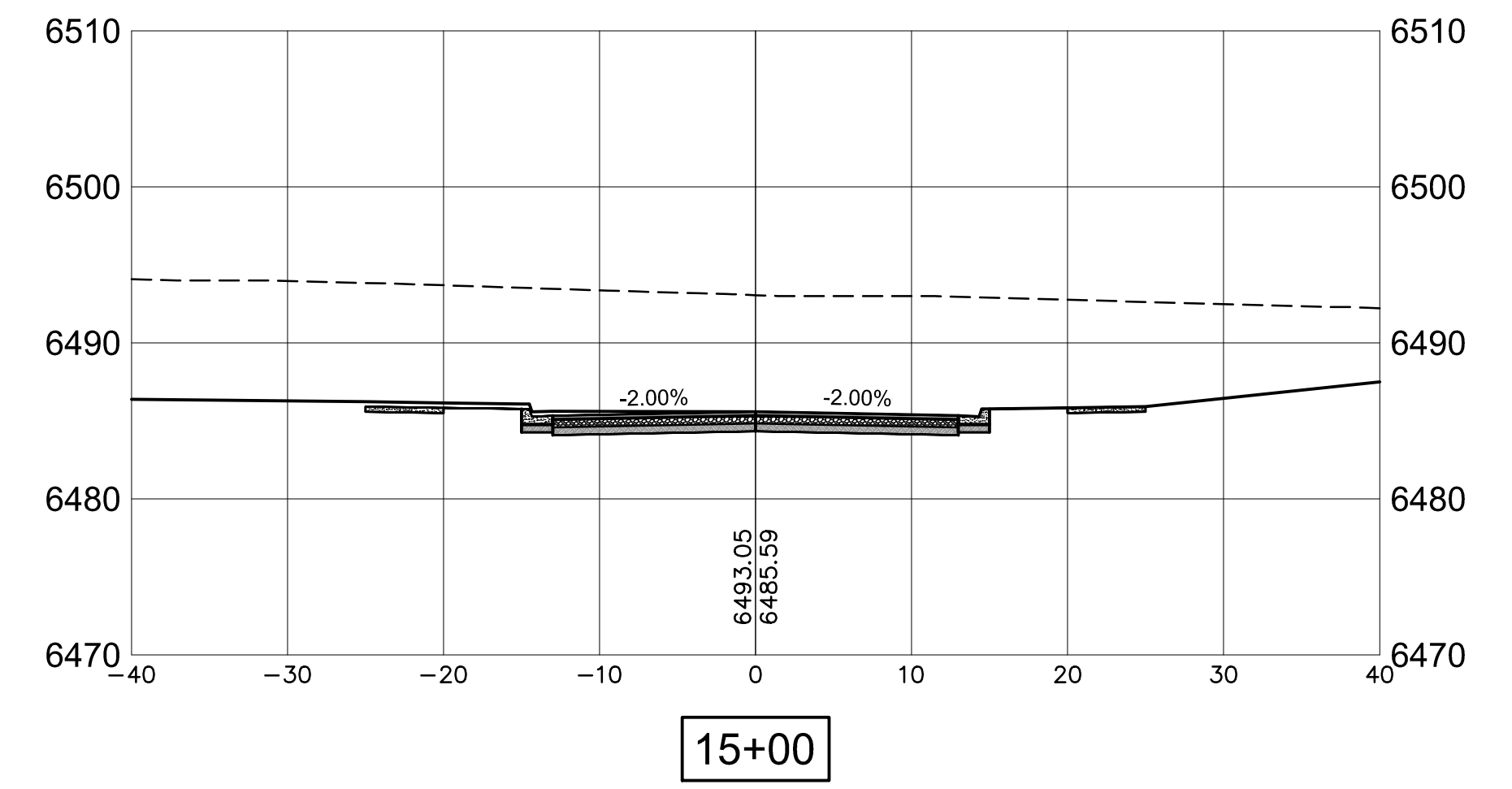
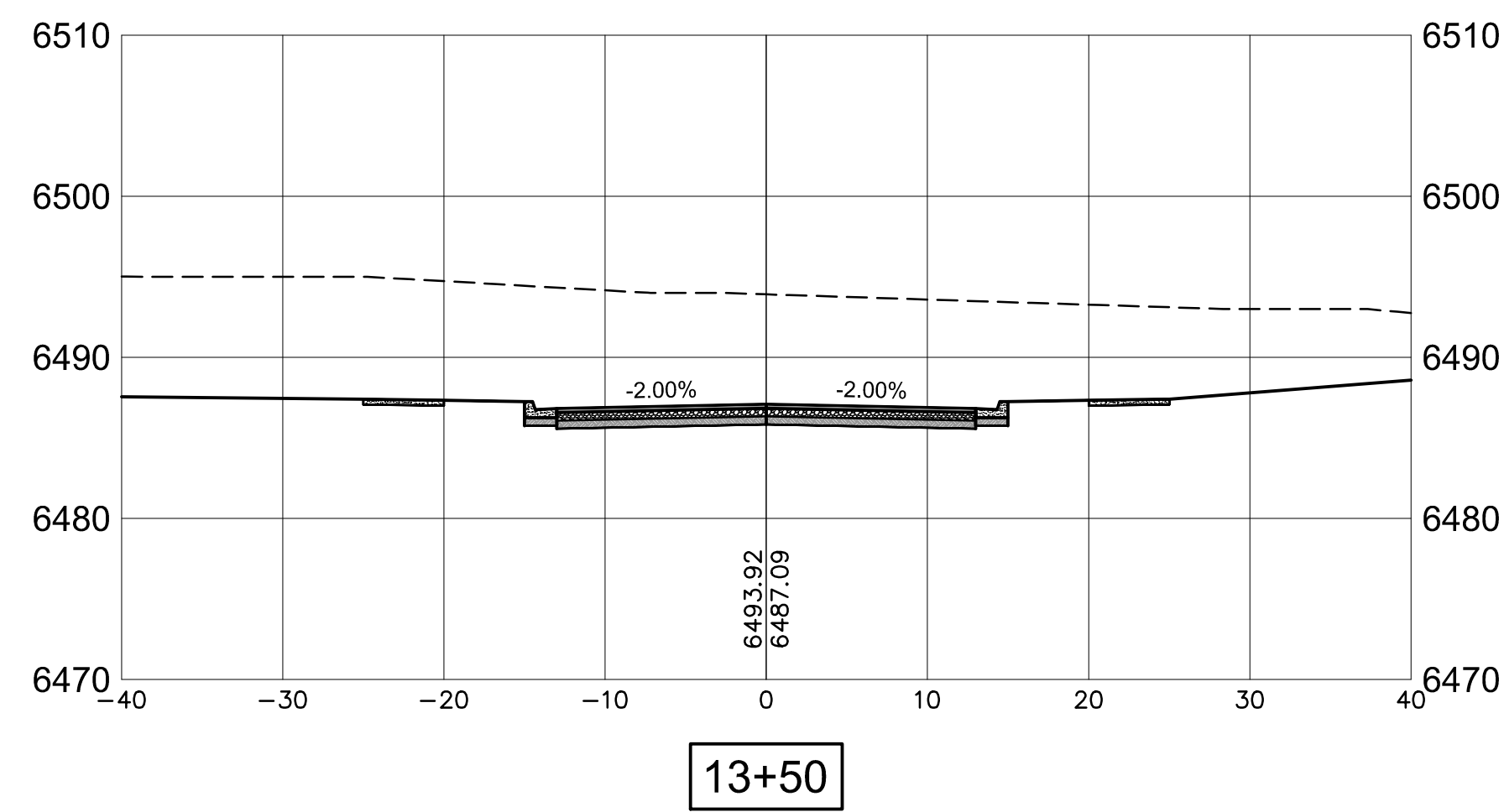
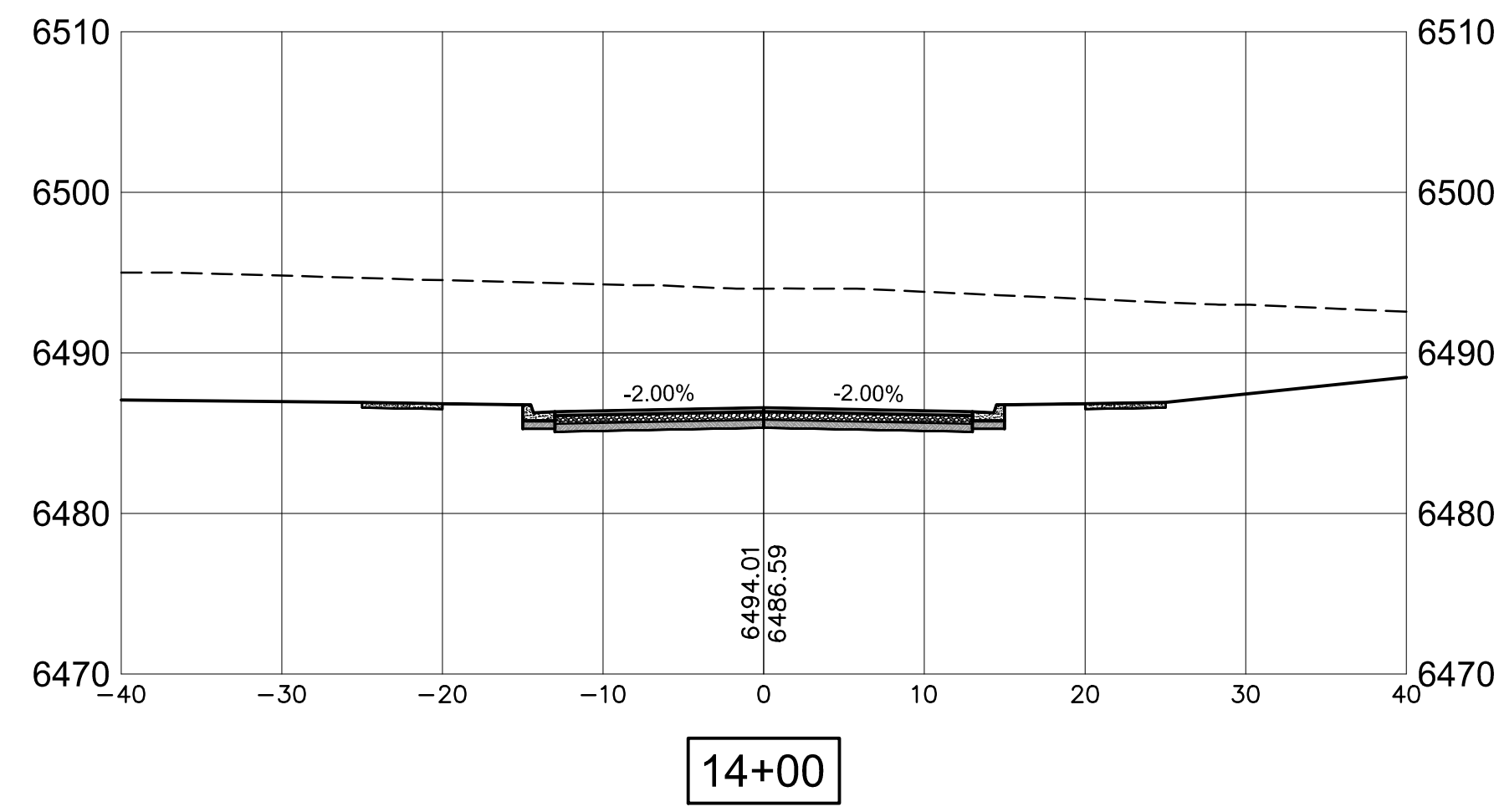
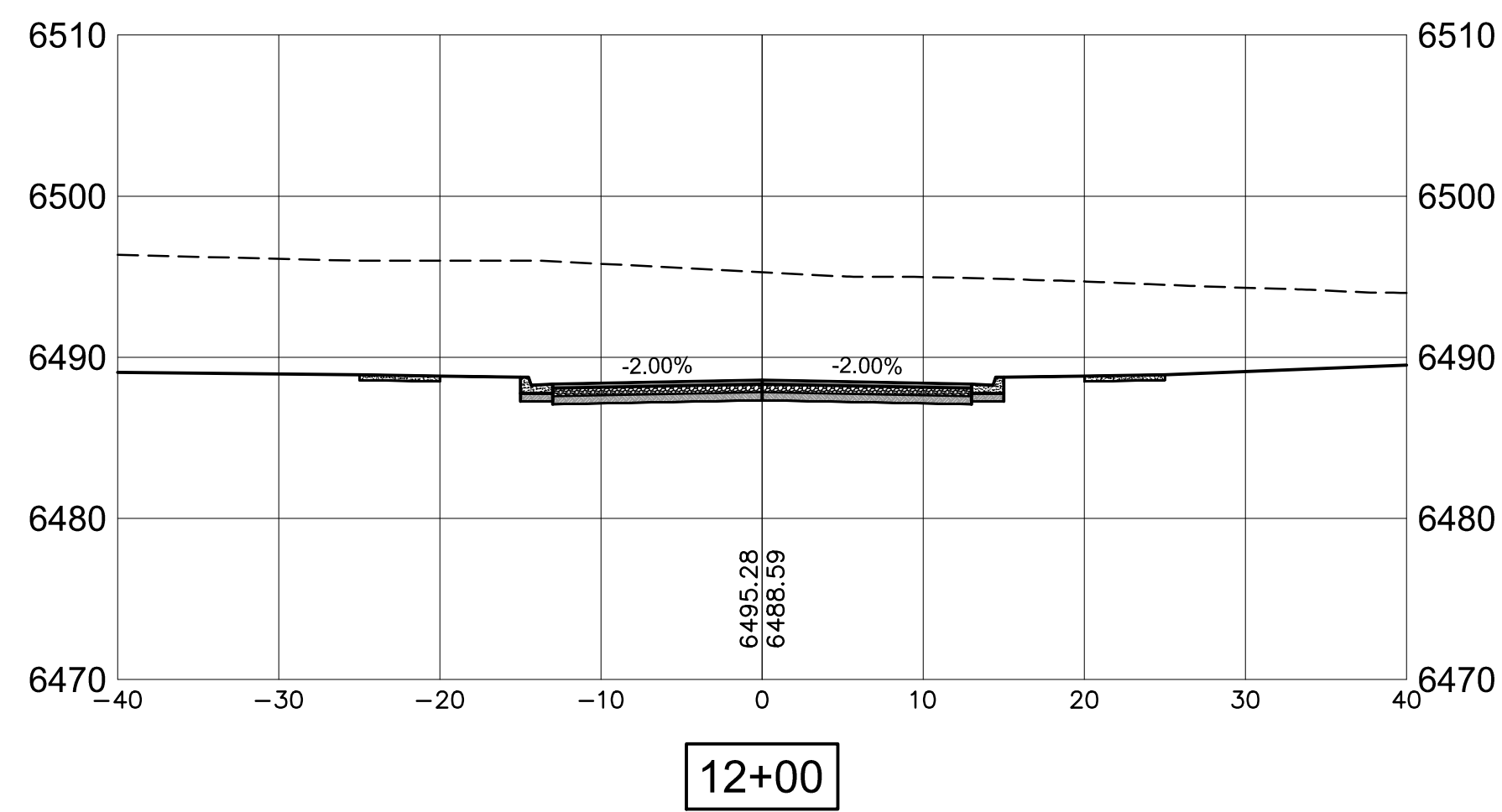
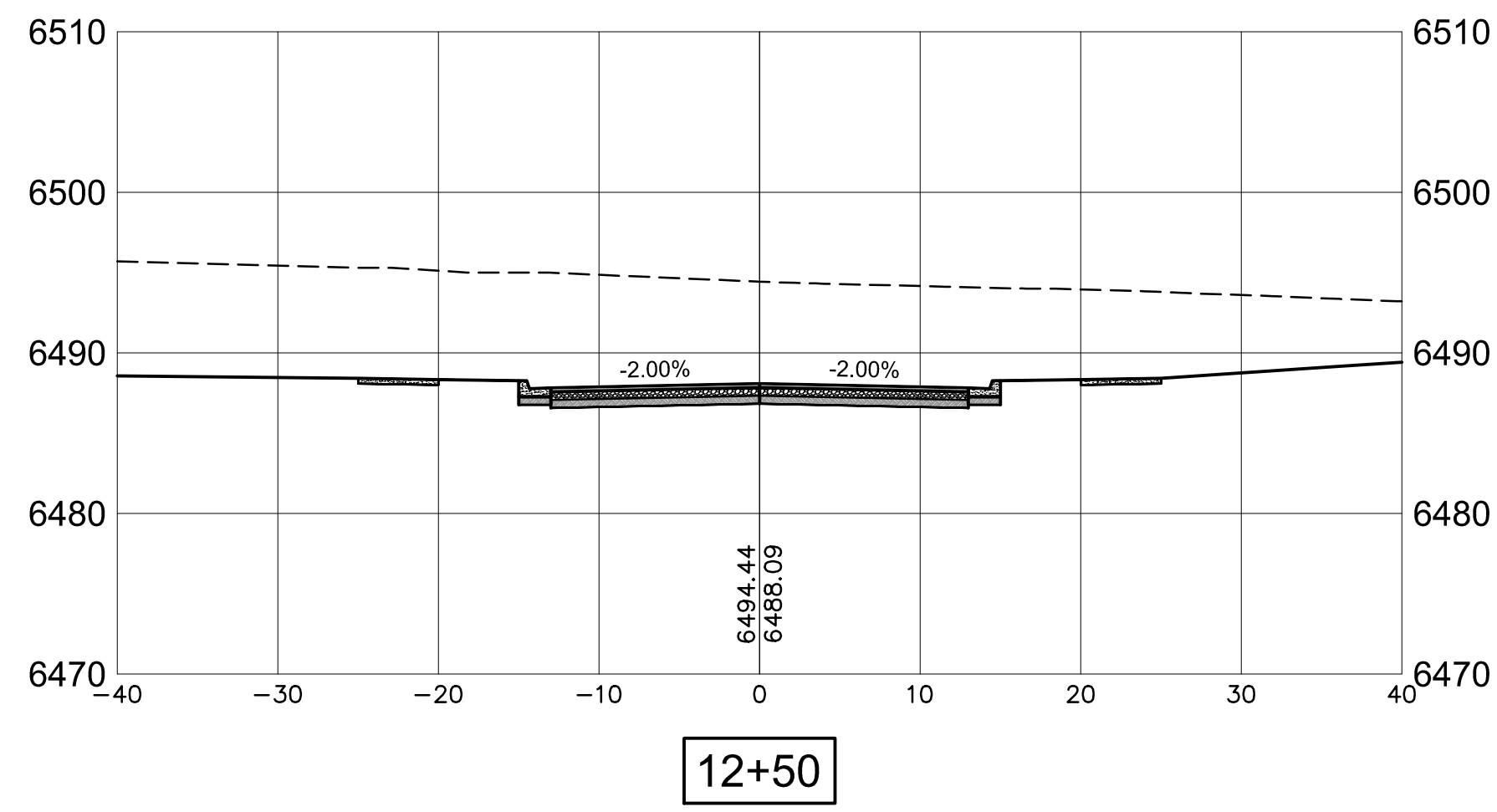
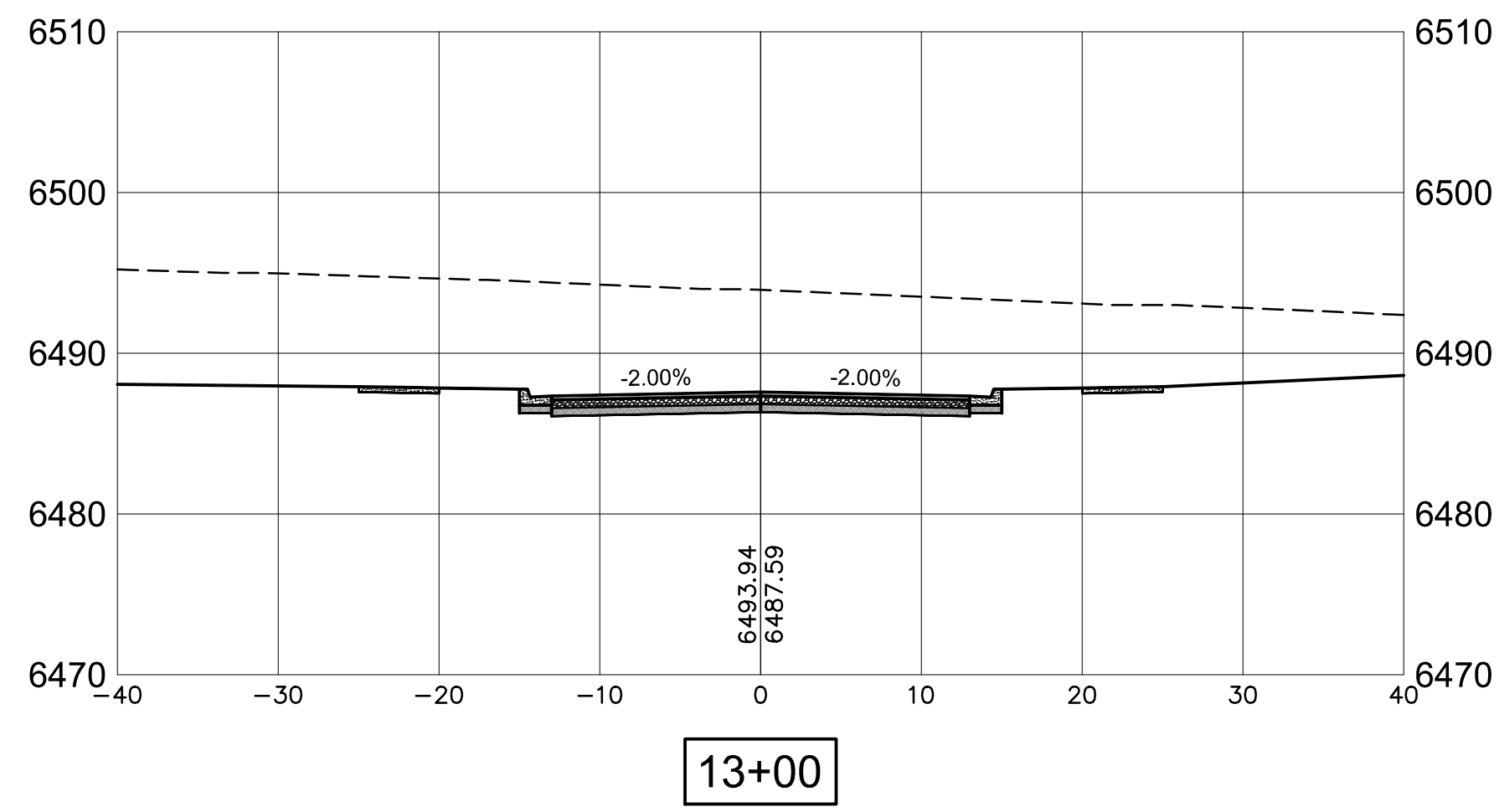
ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

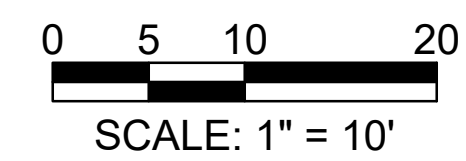
**SFE C** Santa Fe Engineering Consultants, LLC  
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 http://www.SFENGR.com

PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
ROADWAY CROSS SECTIONS - CALLE CAMPO (CONT'D)		
DATE: MARCH 2024	SCALE: 1" = 10'	SHEET: 9-6



**ROADWAY CROSS SECTIONS - CALLE CAMPO (CONT'D)**

SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

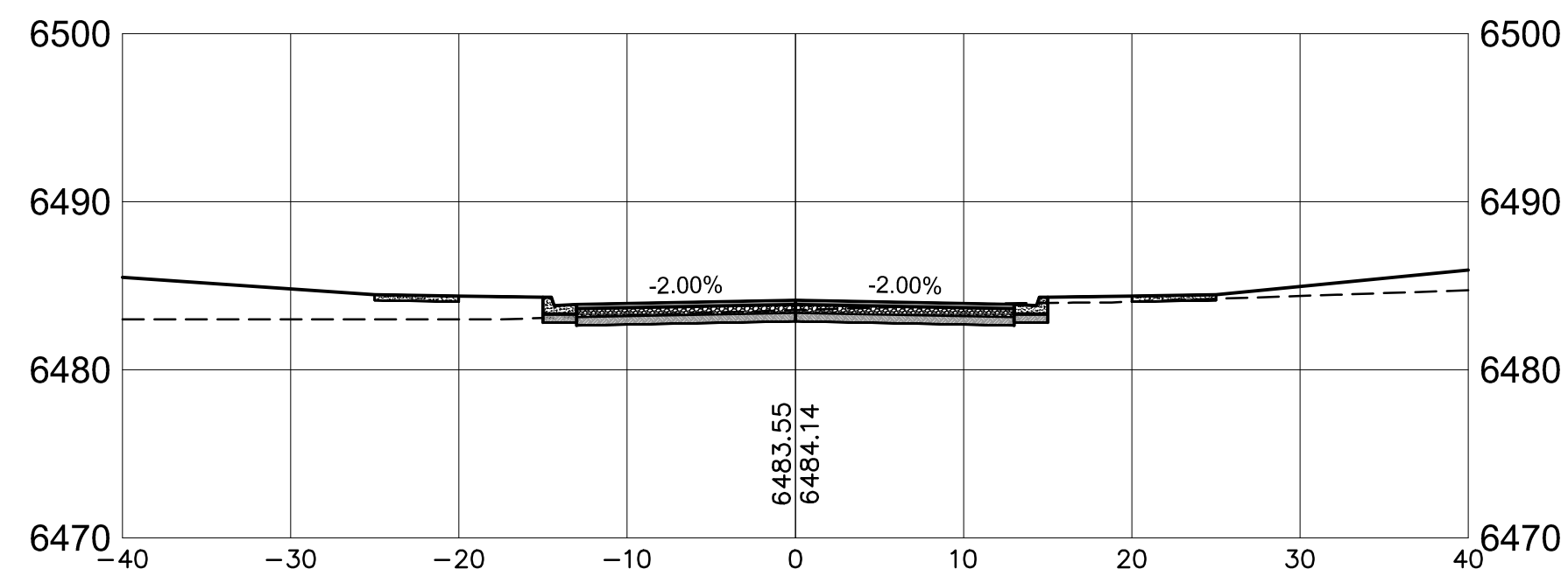
CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
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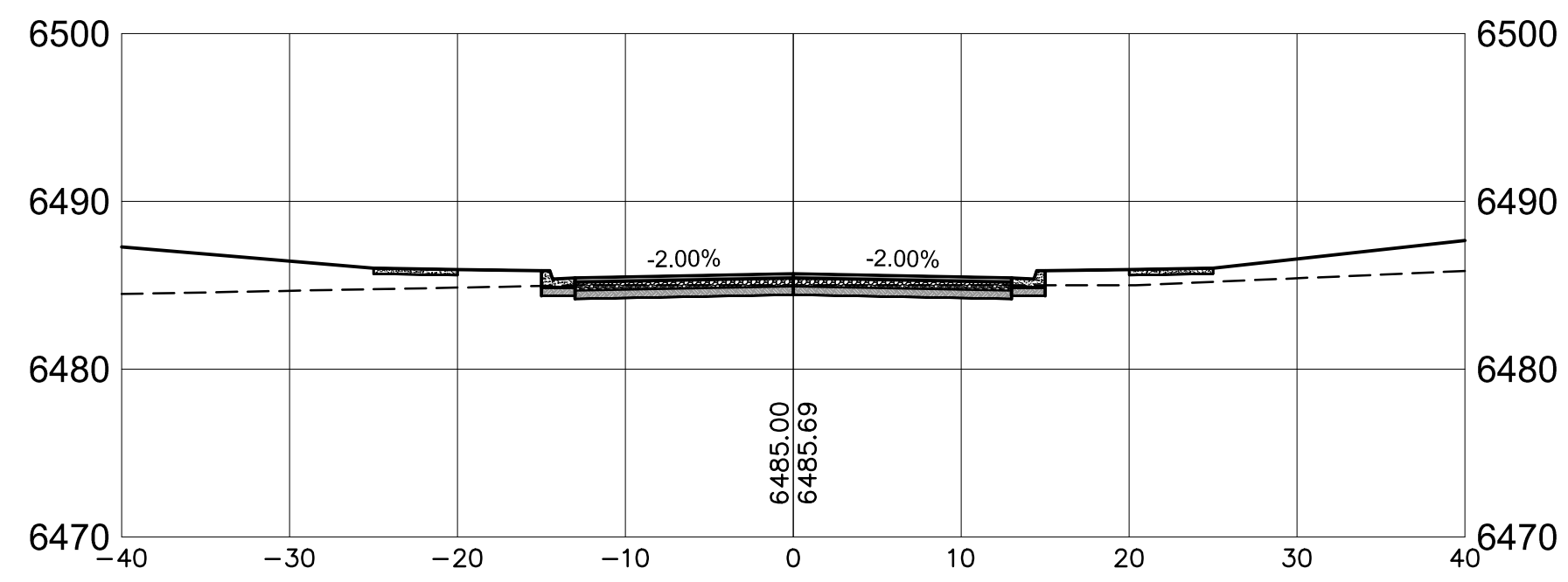
PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - CALLE CAMPO (CONT'D)**

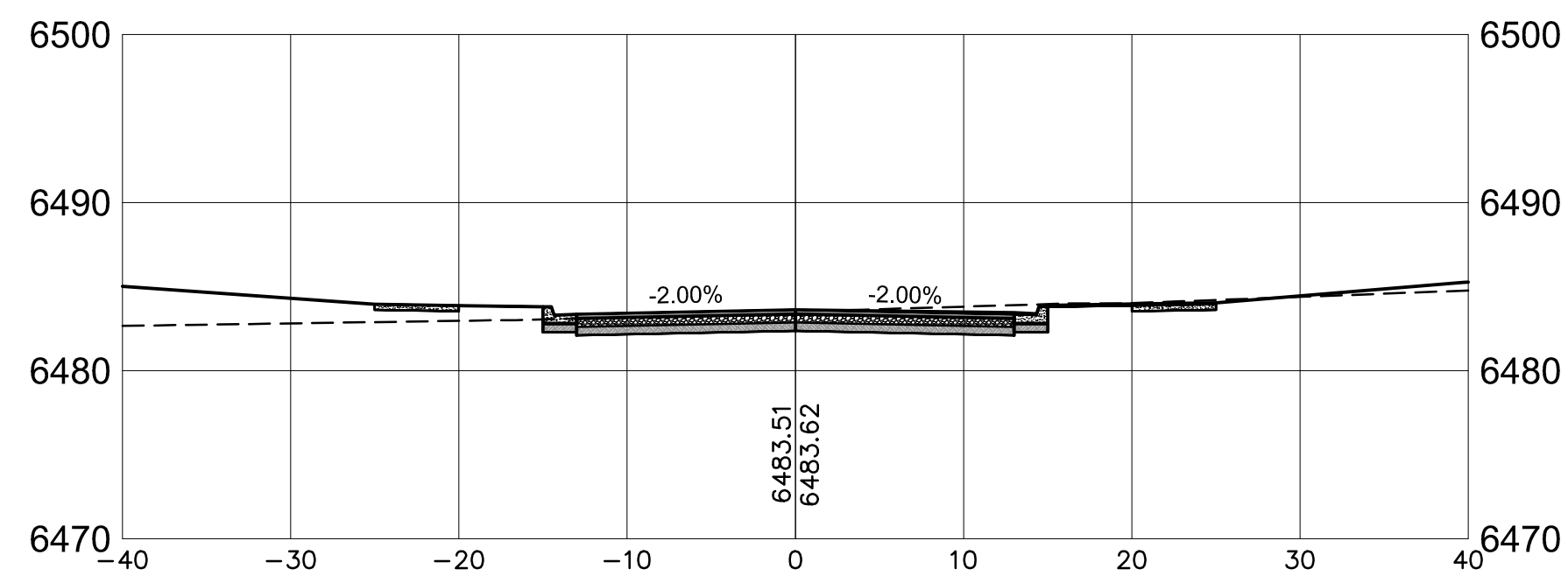
DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-7



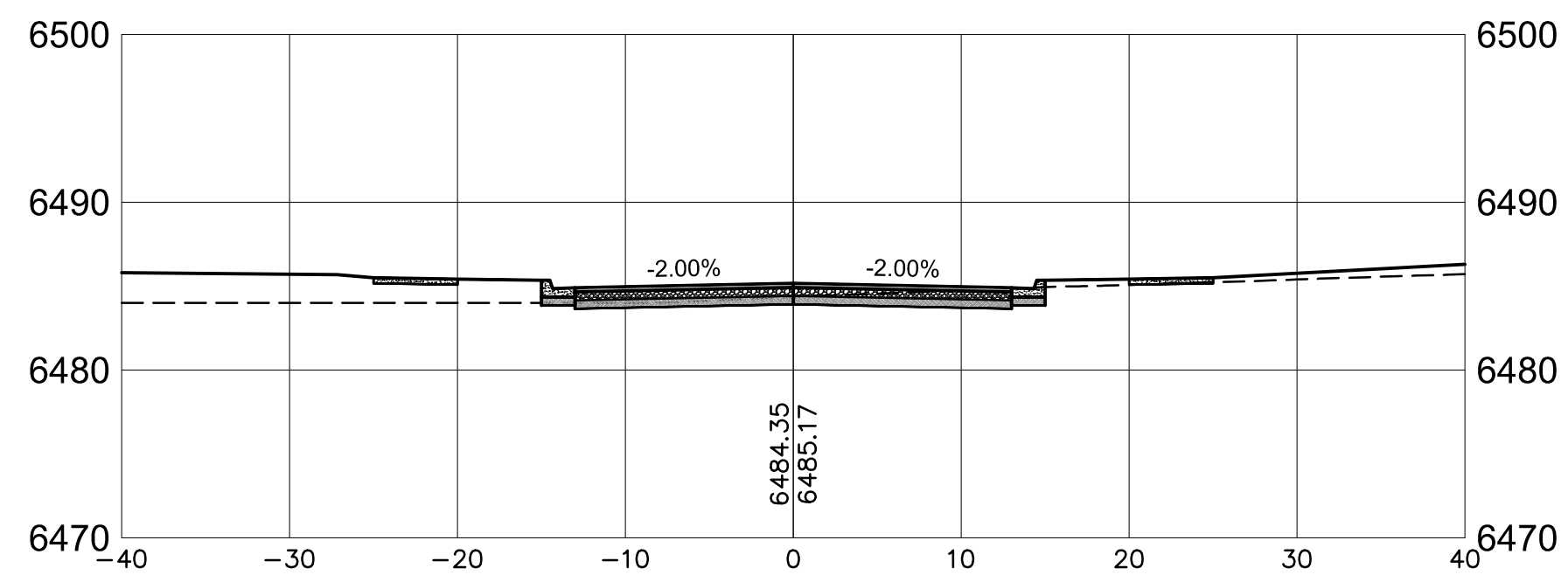
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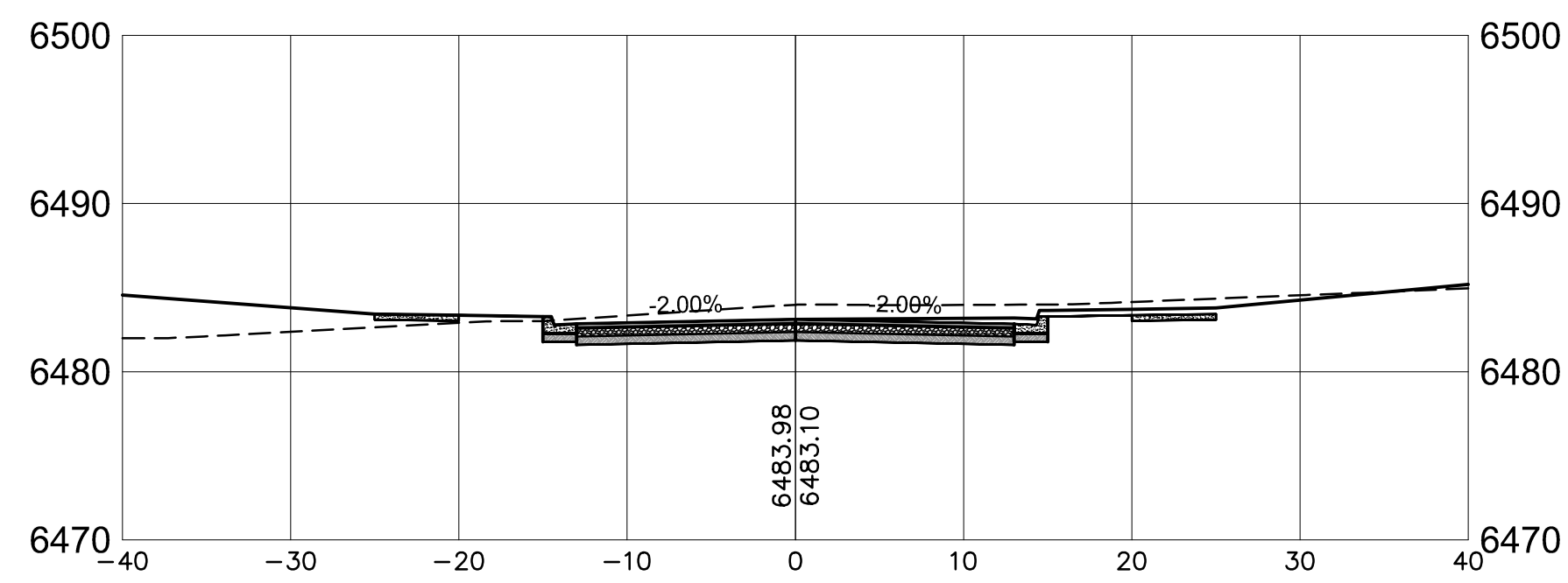
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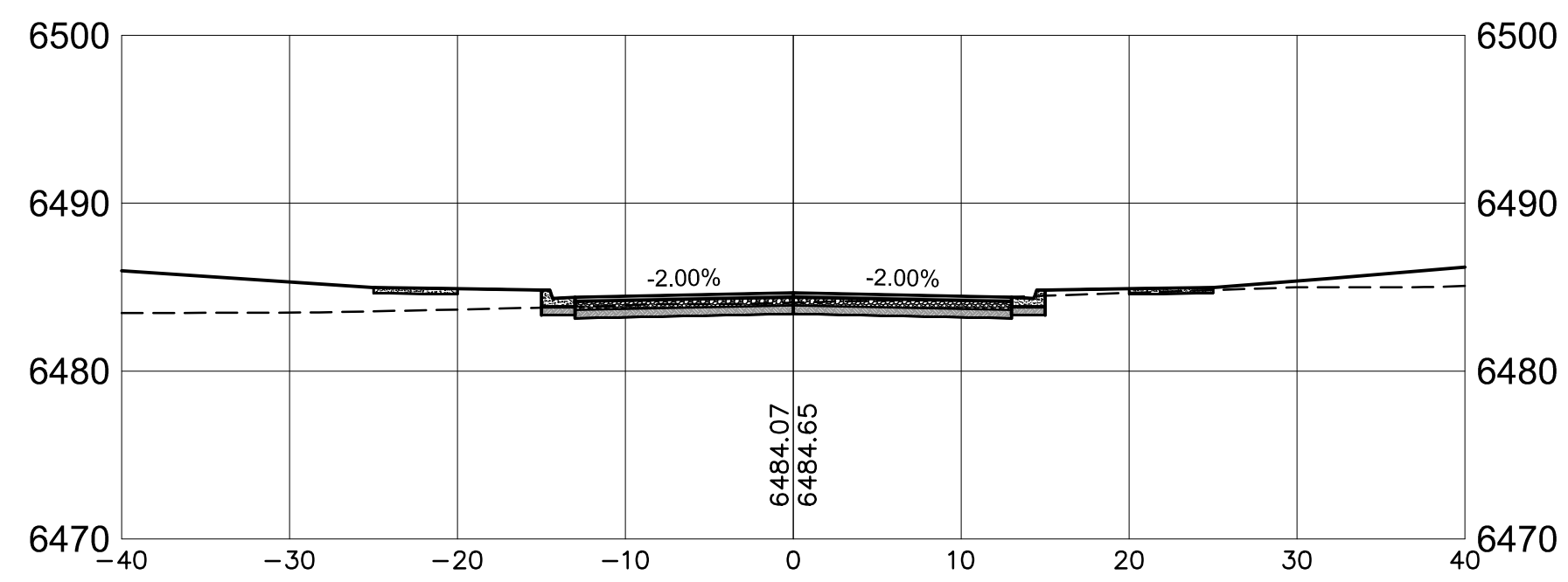
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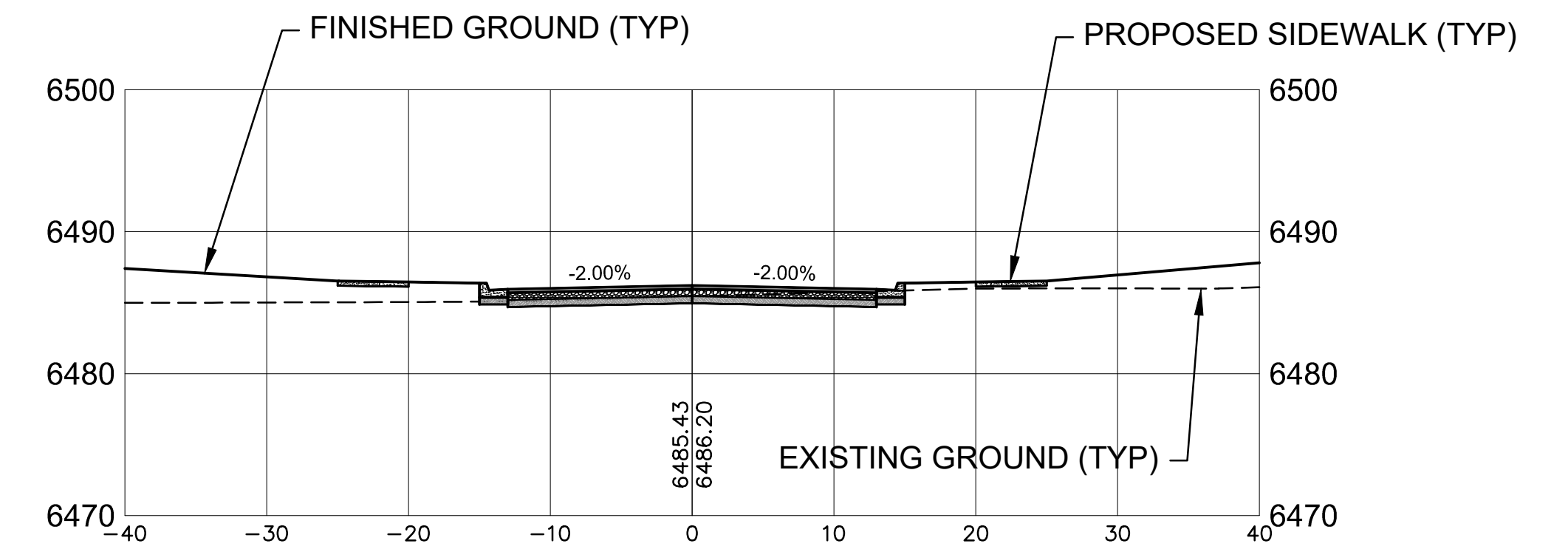
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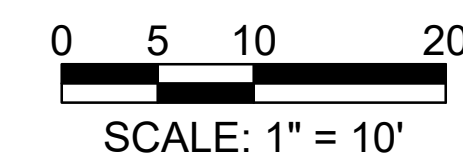
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3+50

**ROADWAY CROSS SECTIONS - CALLE DEL GIRASOL**

SCALE HORIZ: 1" = 10'  
VERT: 1" = 10'



ENGINEERS SEAL	
DATE	
REVISIONS	

CASE # \_\_\_\_\_

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PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**ROADWAY CROSS SECTIONS - CALLE DEL GIRASOL**

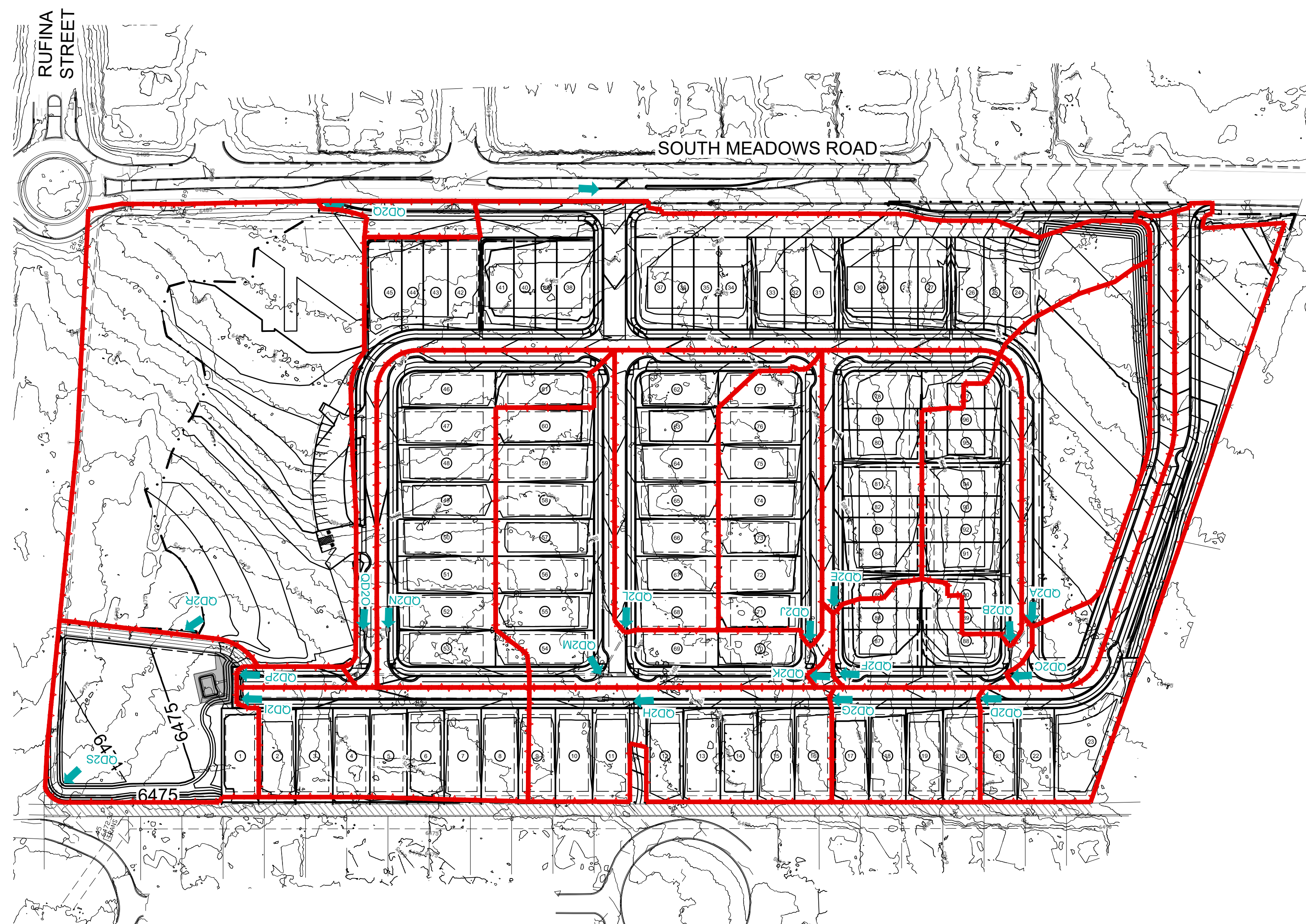
DATE: MARCH 2024 SCALE: 1" = 10' SHEET: 9-8

SWPP Plan Inspection Report

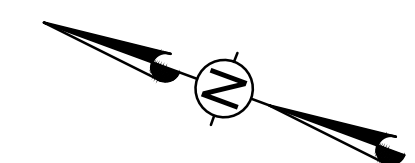
Project Name: \_\_\_\_\_  
 Purpose of Inspection: \_\_\_\_\_ Date: \_\_\_\_\_  
 Inspector: \_\_\_\_\_  
 Weather Information: Type, Time, Amount, and Duration of Each Storm Event since Last Inspection. List Dates and Location for Storm Events:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Location of NPDES Notice of Permit Coverage Posting: \_\_\_\_\_  
 \_\_\_\_\_  
 Has Land Disturbance Log been maintained:  Yes  No  N/A  
 Does the site map reflect current BMPs and Site Characteristics?  Yes  No  
 Does the site map reflect current BMPs and Site Characteristics?  Yes  No  
 Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 Evidence of Discharges of Sediment or other Pollutants from the Site (Describe Below):  Yes  No  
 Evidence of Spills or Leaks (Describe Below):  Yes  No  
 Evidence of Offsite Sediment Tracking (Describe Below)  Yes  No  
 Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 Is Facility in Compliance with SWPP Plan and Permit?  Yes  No  
 Incidents of Non-Compliance with SWPP Plan: \_\_\_\_\_  
 \_\_\_\_\_  
 Land Disturbance Log, including Location and Date of Soil Disturbance, Activities and Stabilization Initiated:  
 \_\_\_\_\_  
 \_\_\_\_\_

SWPP Plan Inspection Report (Continued)

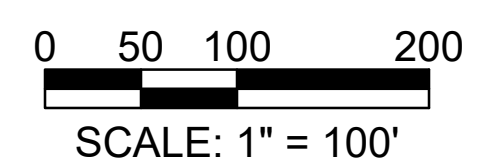
Certification Statement:  
 "I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."  
 \_\_\_\_\_  
 (Signature)  
 \_\_\_\_\_  
 (Please Print Name, Title)



SEE REPORT ENTITLED "TERRAIN MANAGEMENT REPORT SOILS, GRADING, AND DRAINAGE PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD SANTA FE, NEW MEXICO", PREPARED BY SANTA FE ENGINEERING CONSULTANTS, LLC, DATED MARCH 2004



**DRAINAGE MAP**  
 SCALE: 1" = 100'



**STORM WATER POLLUTION PREVENTION PLAN**  
 LOS PRADOS MULTI-FAMILY C/O HOMEWISE, INC.  
 SANTA FE, NEW MEXICO

**1. SITE AND PROJECT DESCRIPTION**

The project site for Los Prados is currently undeveloped. The property is bordered by South Meadows Road to the east, vacant land to the south, existing Jimenez Subdivision to the east and vacant land to the north.

1.1 Owner Operator:  
 HOMEWISE, INC.  
 1301 SILER RD, BLDG D  
 SANTA FE, NM 87507

Construction Operator (Separate NPDES Permit needed).  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Telephone: \_\_\_\_\_  
 Fax: \_\_\_\_\_

1.2 Location of the site:  
 The site is located in Township 16 North, Range 8 East, Section 1 in Santa Fe, New Mexico.

The latitude and longitude are as follows:  
 Latitude: 35° 38' 26" N  
 Longitude: 106° 2' 19" W

1.3 The total area of the site:  
 22.182 ± acres

1.4 The area of the site that is expected to be disturbed:  
 18.448 ± acres

1.5 Endangered Species:  
 Based on the instruction provided by the EPA Compliance Assurance and Enforcement Division Water Enforcement Branch, Region 6 "Storm Water Region 6 NPDES General Permit for Storm Water Discharge from Construction Activity," there are no endangered or threaten species, or designated critical habitat, which are likely to be adversely affected by the construction activity's storm water discharge or storm water discharge related activities.

1.6 Intended sequence of major construction activities:  
 1. Install Best Management Practices (BMP's). The contractor shall minimize soil disturbance and insure the proper stockpiling of materials.  
 2. Site Grading. The contractors shall use site-specific controls as shown on the Temporary Erosion Control Plans and Grading and Drainage Plans. Soil disturbance shall be minimized.

3. Stabilization. The contractors shall use site-specific controls as shown on the Permanent Erosion Control Plans.

1.7 The following maps have been prepared:  
 1.7.1 Vicinity Map  
 See Sheet 1-1.  
 1.7.2 Drainage patterns:  
 See Grading and Drainage Plan, See 5 Series.  
 1.7.3 Approximate slopes after major grading.  
 See Permanent Erosion Control, Sheet 10-3.  
 1.7.4 Outline area of disturbance:  
 See Permanent Erosion Control, Sheet 10-3.  
 1.7.5 Outline of areas which won't be disturbed:  
 See Permanent Erosion Control, Sheet 10-3.  
 1.7.6 Location of major structural and non-structural concepts:  
 See Temporary Erosion Control Plan, Sheet 10-2.  
 1.7.7 Areas where stabilization practices are expected to occur.  
 See Permanent Erosion Control Plan, Sheet 10-3.

**2. DESCRIPTION OF CONTROLS**

2.1 Posting Requirements:  
 The Contractor will post conspicuously near the entrance to the site the following items:  
 Copies of NOIs  
 Name and telephone number of contact persons.  
 2.2 "Good Housekeeping":  
 The contractors shall practice "Good Housekeeping." This includes the proper disposal of construction and demolition debris on a daily basis, proper wash down methods of construction vehicles, the proper stockpiling of materials. The construction site shall be kept in a neat and orderly manner and exposure of material to storm water will be minimized to the extent practicable.  
 2.3 Concrete Washout  
 Concrete washout is a process wastewater and must be controlled in a designated area (e.g. bermed pit) and disposed of properly and noted on the Temporary Erosion Control Plans.  
 2.4 Minimize Disturbance and Preserve Natural Vegetation:  
 The Contractor shall minimize disturbance. The limits of construction shall be clearly delineated and enforced. Special attention will be given to protecting established vegetation. The contractor will be responsible for replacing vegetation that is unnecessarily disturbed.  
 2.5 Inspections:

Disturbed areas, stabilization and structural control measures shall be inspected as required and at least once every two weeks, and within 24 hours or the next working day of the end of a storm event. If a portion of the site has been finally or temporarily stabilized, and runoff is unlikely due to winter conditions, or during seasonal arid periods, inspections shall be conducted on a monthly basis.

Inspections shall be documented on the inspection and maintenance form. Inspections shall be continued by the Owner and final stabilization of an area is achieved and/or the Notice of Termination is submitted.

2.6 Record Keeping:  
 A copy of the SWPP Plan will be maintained onsite for the use of all Operators and those identified in the SWPP Plan as having on site responsibilities. Items that will be maintained and attached to the SWPP include:  
 Inspection Reports: The inspection reports shall be signed by a qualified inspector assigned by the Contractor. The SWPP package and reports shall be available to EPA representatives at all times during construction.  
 Land Disturbance Log containing: dates when major soil disturbing activities occur, dates when construction activities temporarily or permanently cease on a portion of the site, and dates when stabilization measures are initiated.  
 Spill Tracking  
 Copies of SWPP Plans, inspection records, spill reports, all reports required by NPDES Permit coverage, and data used to complete the NOI shall be retained by the permittees.  
 2.7 Plan Amendment:  
 This SWPP Plan will be amended when:  
 There is a change in design, construction, operation, or maintenance.  
 If the inspection report identifies problems or inadequacies with the current BMPs, the SWPP Plan shall be modified as necessary to include additional or modified BMP's designed to correct the problems.

CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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FIRE		
LANDSCAPE SUBDIVISION ENGINEER		
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PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
STORM WATER POLLUTION PREVENTION PLAN		
DATE: MARCH 2024	SCALE: 1" = 100'	SHEET: 10-1

ENGINEERS SEAL	
REVISIONS	

**MAINTENANCE RESPONSIBILITIES AND INSPECTIONS**

1. DISTURBED AREAS, STABILIZATION AND STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED AS REQUIRED AND AT LEAST ONCE EVERY TWO WEEKS, AND WITHIN 24 HOURS OR THE NEXT WORKING DAY OF THE END OF A STORM EVENT. IF A PORTION OF THE SITE HAS BEEN FINALLY OR TEMPORARILY STABILIZED AND RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS, OR DURING SEASONAL ARID PERIODS, INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
3. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME. THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE CONTRACTOR SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

**DUST CONTROL**

ALL ON-SITE SOIL DISTURBING CONSTRUCTION ACTIVITIES SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTHMOVING AND/OR DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF-PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND/OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SURFACE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION. SOME BMPS SHALL INCLUDE:

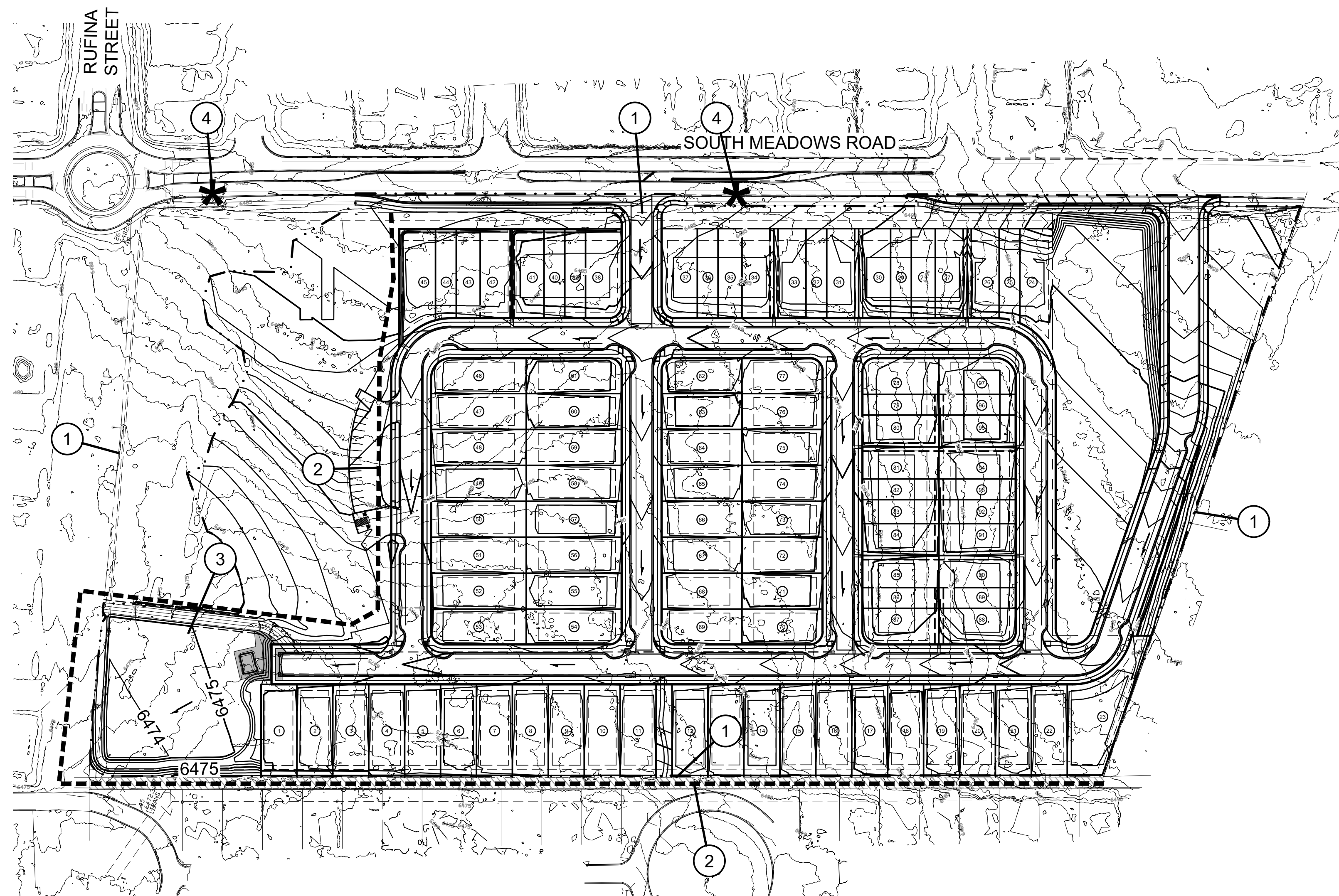
1. THE REDUCTION OF VEHICLE SPEEDS: ESTABLISH A MAXIMUM SPEED LIMIT OR INSTALL TRAFFIC CALMING DEVICES TO REDUCE SPEEDS TO A RATE TO MITIGATE OFF-PROPERTY TRANSPORT OF DUST ENTRAINMENT BY VEHICLES.
2. THE MINIMIZATION OF DROP HEIGHT: DRIVERS AND OPERATORS SHALL UNLOAD TRUCK BEDS AND LOADER OR EXCAVATOR BUCKETS SLOWLY, AND MINIMIZE DROP HEIGHT OF MATERIALS TO THE LOWEST HEIGHT POSSIBLE, INCLUDING SCREENING OPERATIONS.
3. HIGH WINDS RESTRICTION: TEMPORARILY HALT WORK ACTIVITIES DURING HIGH WIND EVENTS GREATER THAN 30 MPH IF OPERATIONS WOULD RESULT IN OFF-PROPERTY TRANSPORT.
4. RESTRICT ACCESS: RESTRICT ACCESS TO THE WORK AREA TO ONLY AUTHORIZED VEHICLES AND PERSONNEL.

IN THE EVENT THE ABOVE PRACTICES ARE INEFFECTIVE TO PREVENT OFF PROPERTY TRANSPORT, THE OWNER OR OPERATOR SHALL USE AT ONE OR MORE OF THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS):

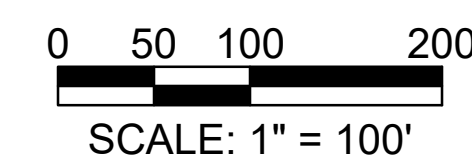
1. WET SUPPRESSION: APPLY WATER TO DISTURBED SOIL SURFACES, BACKFILL MATERIALS, SCREENINGS, AND OTHER DUST GENERATING OPERATIONS AS NECESSARY AND APPROPRIATE CONSIDERING CURRENT WEATHER CONDITIONS, AND PREVENT WATER USED FOR DUST CONTROL FROM ENTERING ANY PUBLIC RIGHT-OF-WAY, STORM WATER DRAINAGE FACILITY, OR WATERCOURSE.
2. WIND BARRIER: CONSTRUCT A FENCE OR OTHER TYPE OF WIND BARRIER TO PREVENT WIND EROSION OF THE GRADED OR DISTURBED SURFACE.
3. VEGETATION: PLANT VEGETATION APPROPRIATE FOR RETAINING SOILS OR CREATING A WIND BREAK.
4. SURFACE ROUGHENING: STABILIZE AN ACTIVE CONSTRUCTION AREA DURING PERIODS OF INACTIVITY OR WHEN VEGETATION CANNOT BE IMMEDIATELY ESTABLISHED.
5. COVER: INSTALL COVER MATERIALS SUCH AS TACKIFIERS, EROSION CONTROL BLANKETS, GRAVEL, VEGETATION (WHEN APPROPRIATE), COLD-MILLINGS, ETC. DURING PERIODS OF INACTIVITY AND PROPERLY ANCHOR THE COVER.
6. SOIL RETENTION: STABILIZE DISTURBED OR EXPOSED SOIL SURFACE AREAS THAT WILL BE INACTIVE FOR MORE THAN 30 DAYS OR WHILE VEGETATION IS BEING ESTABLISHED.

**BEST MANAGEMENT PRACTICES - NOTES**

1. DISTURBED AREAS SHALL BE PROTECTED FROM EROSION DURING CONSTRUCTION BY MEANS ADEQUATE TO RETAIN SOIL ON SITE.
2. EXCEPT AS NECESSARY TO INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES, LAND SHALL NOT BE GRADED OR CLEARED UNTIL ALL SUCH TEMPORARY DEVICES HAVE BEEN PROPERLY INSTALLED AND INSPECTED. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. SIGNIFICANT TREES, AREAS WITH SUBSTANTIAL GRASS COVERAGE, AND DRAINAGE WAYS THAT ARE TO REMAIN UNDISTURBED SHALL BE FENCED OFF PRIOR TO THE USE OF ANY HEAVY MACHINERY ON-SITE AND DURING THE ENTIRE CONSTRUCTION PROCESS. FENCING SHALL BE PLACED FIVE FEET TO THE OUTSIDE OF THE DRIP LINE OF SIGNIFICANT TREES. THERE ARE NO SIGNIFICANT TREES.
4. SOIL STOCKPILES SHALL BE PROTECTED FROM EROSION THROUGHOUT CONSTRUCTION BY USING APPROPRIATE EROSION CONTROL TECHNIQUES. STAGING AND SOIL STOCKPILE AREAS SHALL BE CLEARLY DESIGNATED ON THE SITE. ALL TOPSOIL SHALL BE KEPT ON SITE, WITHIN THE DISTURBANCE ZONE OF CONSTRUCTION, AND REINTRODUCED IN TO PLANTING AREAS TO THE EXTENT POSSIBLE. THERE ARE NO SOIL STOCKPILES ASSOCIATED WITH THIS PROJECT.
5. WATERING DOWN EXPOSED AREAS IS REQUIRED TO PREVENT THE BLOWING OF DUST OR SEDIMENT.
6. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT WHILE STILL ALLOWING THE ENTRY OF STORM WATER.
7. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY WATERING AND/OR FIBER MULCH WITH TACKIFIER.
8. ALL CONSTRUCTION TRAFFIC SHALL USE TIRE WASHES.



**TEMPORARY EROSION AND SEDIMENT CONTROL PLAN**  
SCALE: 1" = 100'



**SHEET KEYNOTES**

- ① PROPERTY LINE
- ② EPA APPROVED BMP
- ③ GRADING LIMITS
- ④ INLET PROTECTION
- ⑤ DRY TIRE WASH, SEE SHEET 10-4 FOR DETAILS

**LEGEND**

- EPA APPROVED BMP SEE SHEETS 10-5 & 10-6 FOR DETAILS
- - - - - GRADING LIMITS
- DRAINAGE FLOW ARROW
- \* INLET PROTECTION SEE SHEETS 10-5 & 10-6 FOR DETAILS

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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**TEMPORARY EROSION AND SEDIMENT CONTROL PLAN**

DATE: MARCH 2024 SCALE: 1" = 100' SHEET: 10-2

ENGINEERS SEAL	
DATE	
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CASE # \_\_\_\_\_

**LONG TERM MAINTENANCE RESPONSIBILITIES AND INSPECTIONS**

1. ALL STORM WATER FACILITIES SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
2. THE STORM WATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN GOOD CONDITION AND PROMPTLY REPAIRED.
3. THE CITY OR ITS AUTHORIZED AGENT MAY ENTER UPON THE PROPERTY, AT REASONABLE TIMES TO ENSURE THAT THE SYSTEM IS MAINTAINED IN PROPER WORKING CONDITION.
4. IF AFTER NOTICE BY THE CITY TO CORRECT A VIOLATION REQUIRING MAINTENANCE WORK, SATISFACTORY CORRECTIONS ARE NOT MADE WITHIN A REASONABLE PERIOD OF TIME, THE CITY MAY PERFORM ALL NECESSARY WORK TO PLACE THE FACILITY IN PROPER WORKING CONDITION. THE OWNER(S) OR RESPONSIBLE PARTY OF THE FACILITY SHALL BE ASSESSED THE ASSOCIATED COSTS OF THE WORK.

**INSPECTIONS AND VIOLATIONS DURING CONSTRUCTION PROCESS**

1. INSPECTIONS BY CITY ARE DUE WHEN STORM WATER MANAGEMENT MEASURES ARE COMPLETED AND WHEN THE FINAL SITE RESTORATION MEASURES ARE COMPLETED. HOWEVER, IF FINAL SITE RESTORATION MEASURES ARE BEING DELAYED DUE TO THE SEASON, THE CITY SHALL BE NOTIFIED WHEN TEMPORARY EROSION CONTROL MEASURES FOR USE UNTIL RESTORATION IS COMPLETE, IN PLACE AND READY FOR INSPECTION.
2. FURTHER CONSTRUCTION OR ISSUANCE OF ANY PERMITS SHALL NOT OCCUR UNTIL WRITTEN APPROVAL HAS BEEN GRANTED BY THE CITY.

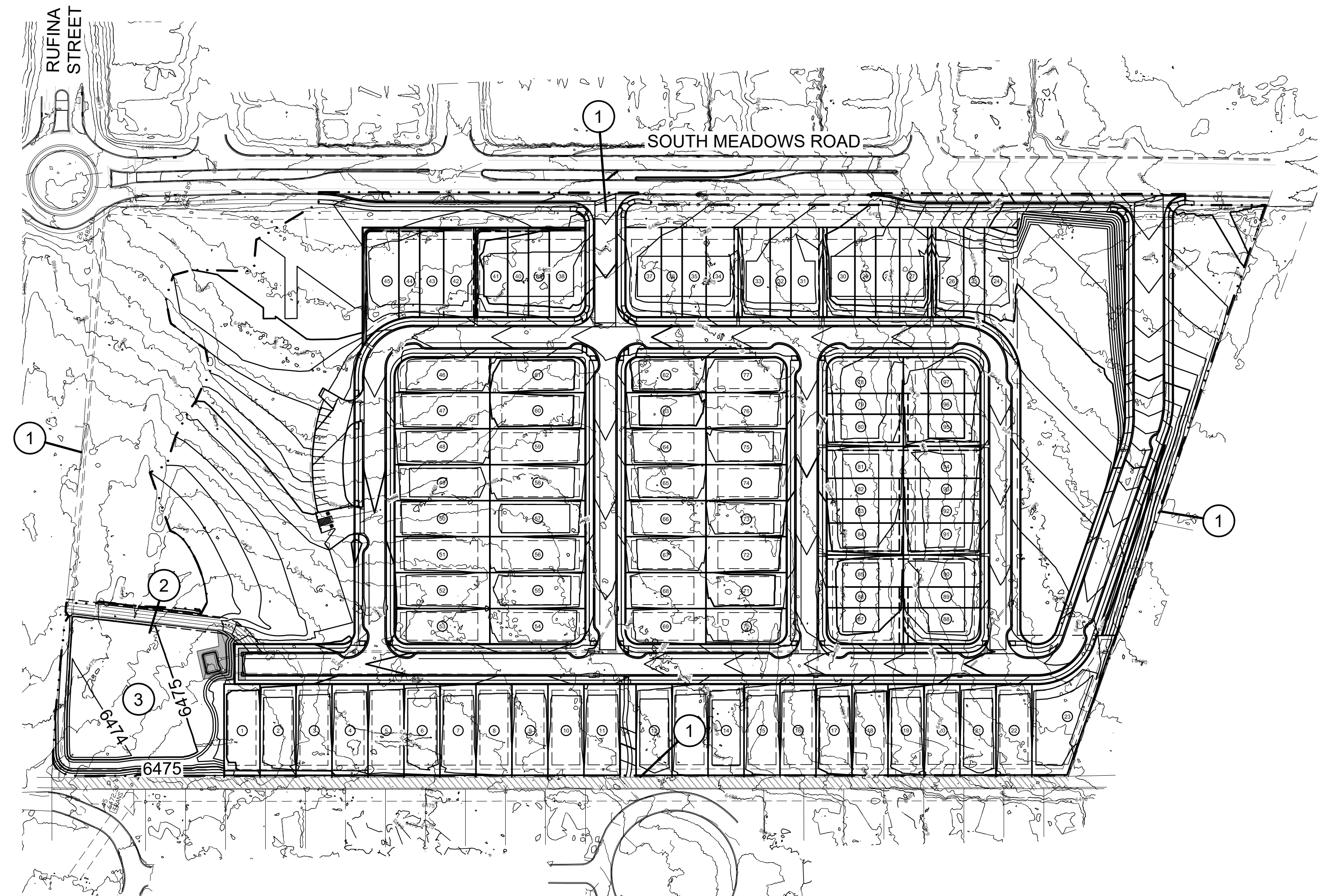
**DRAINAGE FACILITIES MAINTENANCE**

1. THE DRAINAGE FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
2. INSPECTIONS OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:  
  
ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. PROPERTY OWNERS SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.
3. THE REMEDIAL ACTION SHALL CONSIST OF (1) REMOVAL AND DISPOSAL OF SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH; (2) FLUSHING ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND POLLUTANTS THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURES; AND (3) INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS AND INSPECT FOR THE STRUCTURAL INTEGRITY OF ALL APPURTENANT DRAINAGE STRUCTURES AND REPAIR OR STABILIZE ACCORDINGLY.

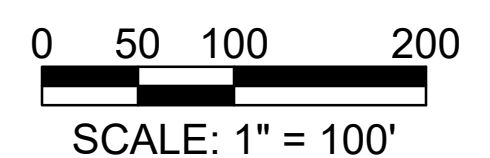
**DRAINAGE FACILITIES MAINTENANCE SCHEDULE**

SPRING MAINTENANCE:	MARCH 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE. REMOVE SEDIMENT BUILD UP IN ALL PONDS AND RESEED.
FALL MAINTENANCE:	SEPTEMBER 15th	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF DATE.
PERIODIC MAINTENANCE:	AFTER SIGNIFICANT STORMS (1" OR GREATER)	CLEARING AND MAINTENANCE FOR ALL STORMWATER MANAGEMENT FACILITIES SHALL OCCUR WITHIN 30 DAYS OF STORM.

SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, VEGETATION, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. TO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS, AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED. CULVERT AND DRAIN FLUSHING SHALL BE CAREFULLY DONE. POLLUTANTS AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OF AT THE LANDFILL.



**PERMANENT EROSION AND SEDIMENT CONTROL PLAN**  
SCALE: 1" = 100'



**SHEET KEYNOTES**

- 1 PROPERTY LINE
- 2 GRADING LIMITS
- 3 WATER CATCHMENT AREA INFORMATION:  
TOP ELEVATION = 6376.50 FT  
BOTTOM ELEVATION = 6373.50 FT  
VOLUME = 59,185 CF  
AREA = 33,080 SF

**LEGEND**

--- GRADING LIMITS

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REVISIONS	
DATE	

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DEPARTMENT	SIGN-OFF	DATE
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3600 AND 3740 SOUTH MEADOWS ROAD

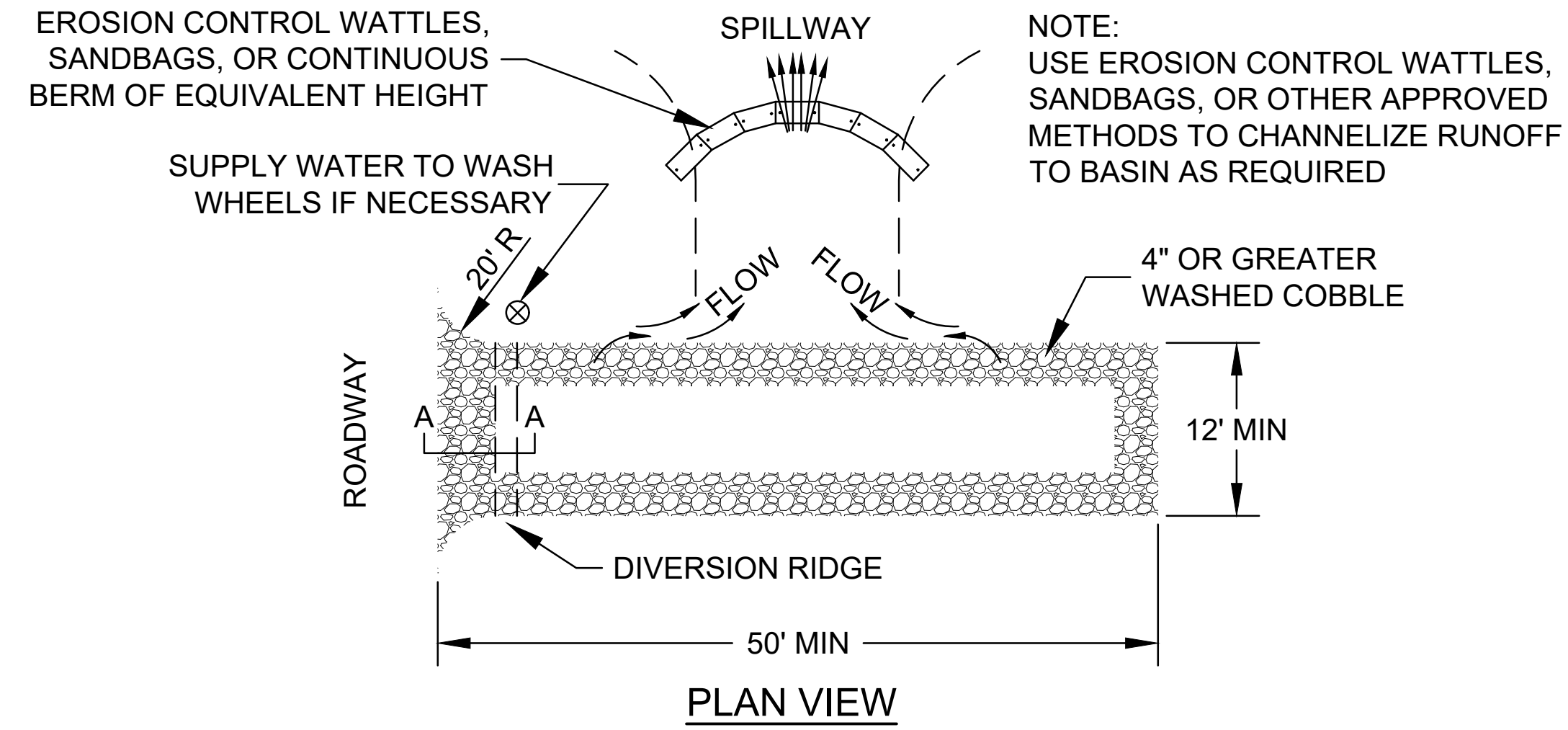
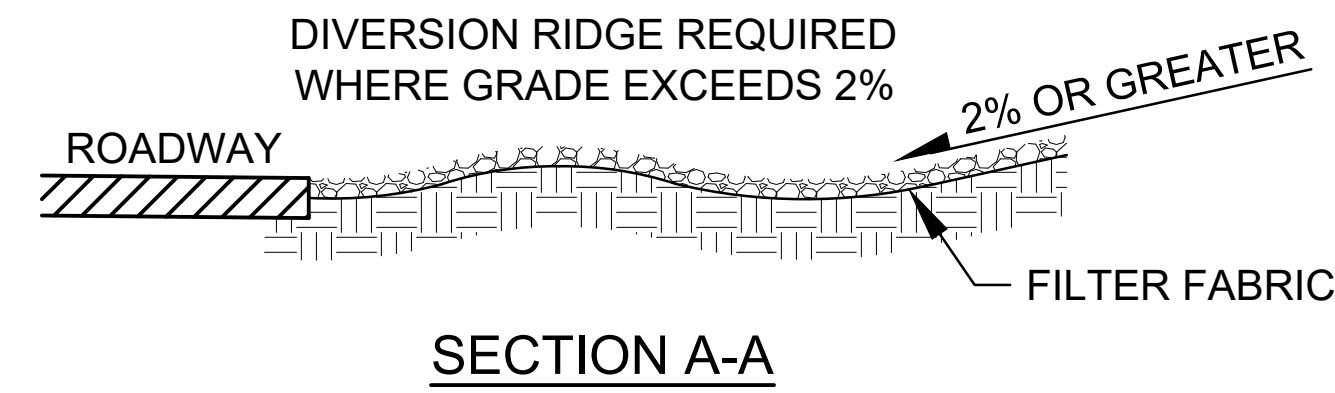
**PERMANENT EROSION AND SEDIMENT CONTROL PLAN**

DATE: MARCH 2024      SCALE: 1" = 100'      SHEET: 10-3

CASE # \_\_\_\_\_

**NOTES:**

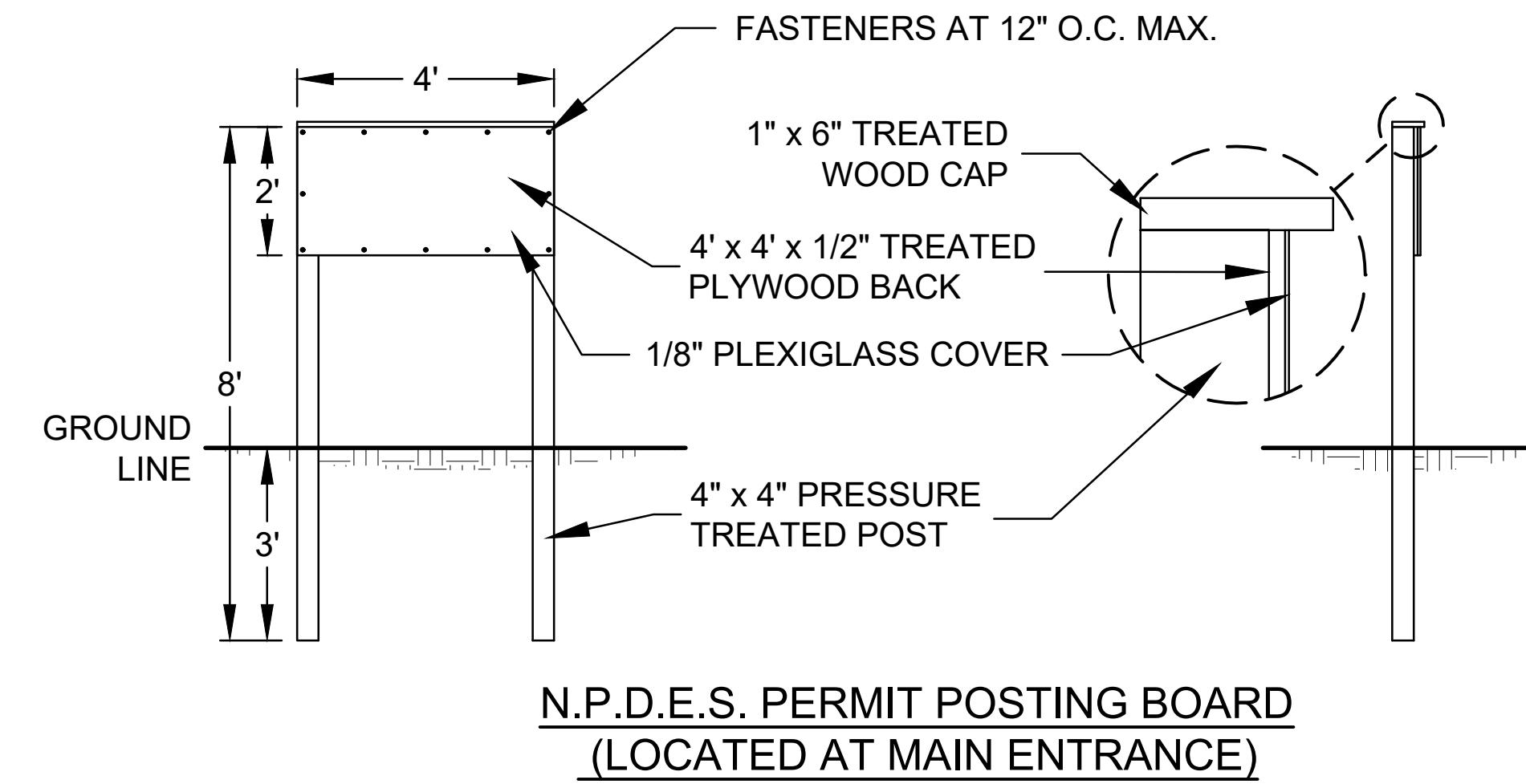
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL MINIMIZE SEDIMENT TRACKING OR TRANSPORT ONTO PUBLIC ROADWAYS. THIS MAY REQUIRE ADDING ADDITIONAL LAYERS OF GRAVEL, REPAIR AND/OR CLEANOUT OF MEASURE USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC ROADWAYS.
3. VEHICLE WASHING SHALL BE CONDUCTED IN A STABILIZED AREA WITH APPROPRIATE STORM WATER CONTROLS IN PLACE.



**TEMPORARY GRAVEL CONSTRUCTION  
ENTRANCE / EXIT**

**CITY OF SANTA FE NPDES STORMWATER MANAGEMENT NOTES**

1. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF THE SFCC CHAPTER XIII STORMWATER UTILITY INCLUDING THE STORMWATER UTILITY SERVICE CHARGE AND STORMWATER ILLICIT DISCHARGE CONTROL REQUIREMENTS.
2. DEVELOPMENT IS SUBJECT TO THE REQUIREMENTS OF NPDES GENERAL MS4 DISCHARGE PERMIT NO. NMR 040000 AND NPDES CONSTRUCTION GENERAL PERMIT NO. NMR 100000.
3. CONSTRUCTION GENERAL DISCHARGE PERMIT NO. NMR 100000  
A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED BY A QUALIFIED PROFESSIONAL AND A NOTICE OF INTENT (NOI) FOR COVERAGE MUST BE FILED WITH THE EPA. CONSTRUCTION STORMWATER DISCHARGES **ARE NOT PERMITTED** UNTIL A MINIMUM OF SEVEN (7) CALENDAR DAYS AFTER EPA ACKNOWLEDGEMENT OF A COMPLETE NOI.
4. CITY OF SANTA FE STORMWATER ILLICIT DISCHARGE CONTROL  
SFCC 13-2 PROHIBITS THE DISCHARGE OF POLLUTANTS INCLUDING SEDIMENT, SLURRIES, MUD, PLASTERS, CONCRETE RINSATES AND ANY CONSTRUCTION MATERIALS, WASTES AND GARBAGE, ETC. INTO THE STORM DRAIN SYSTEM. THE STORM DRAIN SYSTEM INCLUDES ROADS, STREETS, CURBS, GUTTERS, DROP INLETS, PIPED STORM DRAINS, CULVERTS, RETENTION AND DETENTION BASINS, NATURAL AND MAN-MADE DRAINAGE CHANNELS, ARROYOS, RIVERS AND ANY FACILITY AND APPURTENANCE BY WHICH STORMWATER IS COLLECTED AND/OR CONVEYED.
5. CITY OF SANTA FE TERRAIN AND STORMWATER REGULATIONS  
SFCC 14-8.2 REQUIRES THAT CONSTRUCTION DISTURBED AREA SHALL BE PROTECTED AGAINST EROSION. SEDIMENT MUST BE CONTAINED ON THE DISTURBED AREA BY THE USE OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SUCH AS SILT FENCING, SWALES, BERMS, GEOTEXTILES, SEDIMENT BASINS AND TRAPS. PROTECTION FOR STORM DRAIN INLETS SHALL BE PROVIDED TO PREVENT THE ENTRY OF SEDIMENT FROM THE SITE WHILE STILL ALLOWING THE ENTRY OF STORMWATER. CONTROL DEVICES SHALL BE KEPT IN PLACE AND USED UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. THE CONTRACTOR SHALL NOT REMOVE SILT FENCE AND MULCH SOCKS OR OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES UNTIL DISTURBED AREAS ARE STABILIZED. SOIL STABILIZATION AND EROSION CONTROL MEASURES SHALL BE COMPLETED WITHIN 21 CALENDAR DAYS AFTER COMPLETION OF CONSTRUCTION OR OTHER SOIL DISTURBANCE ACTIVITIES ON THE SITE. IF THE TIME OF YEAR IS NOT CONDUCIVE TO PLANTING, THEN PLANTING MAY BE DELAYED UNTIL THE NEXT APPROPRIATE PLANTING SEASON PROVIDED THAT ALL TEMPORARY EROSION CONTROL MEASURES ARE MAINTAINED UNTIL PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED WITH AN APPROPRIATE SEED BASE TO PROVIDE EROSION CONTROL FOR AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. TEMPORARY EROSION CONTROL MEASURES SHALL BE SELECTED, DESIGNED AND INSTALLED TO ACHIEVE 70 PERCENT VEGETATIVE COVER WITHIN THREE YEARS.



CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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STREETS DIV.		
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LANDSCAPE		
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CITY	USE	ONLY

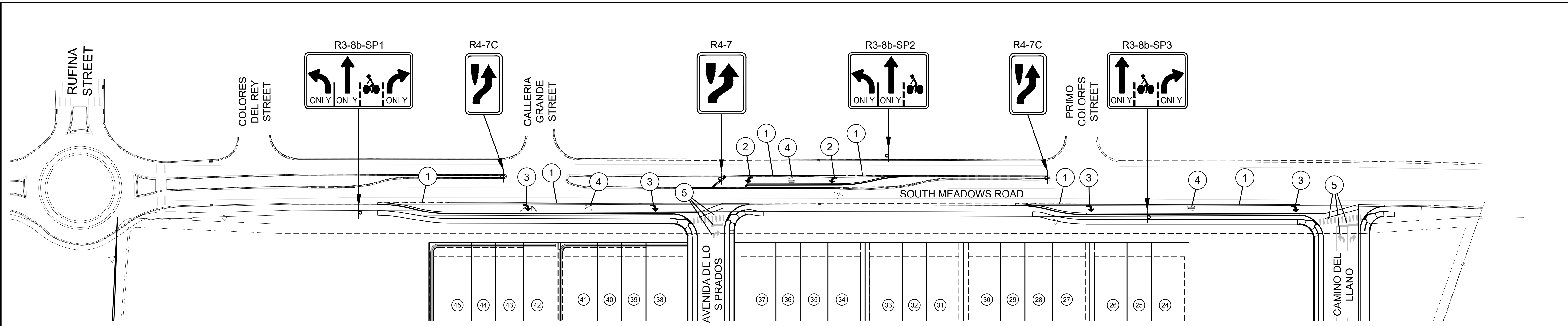
**Santa Fe Engineering  
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

**STORM WATER CONTROL  
DETAILS**

DATE: MARCH 2024 SCALE: N.T.S. SHEET: 10-4

ENGINEERS SEAL					
	DATE				
REVISIONS					



**OFFSITE SIGNING AND STRIPING PLAN**  
SCALE: 1" = 50'

CITY OF SANTA FE SIGNING AND STRIPING NOTES:

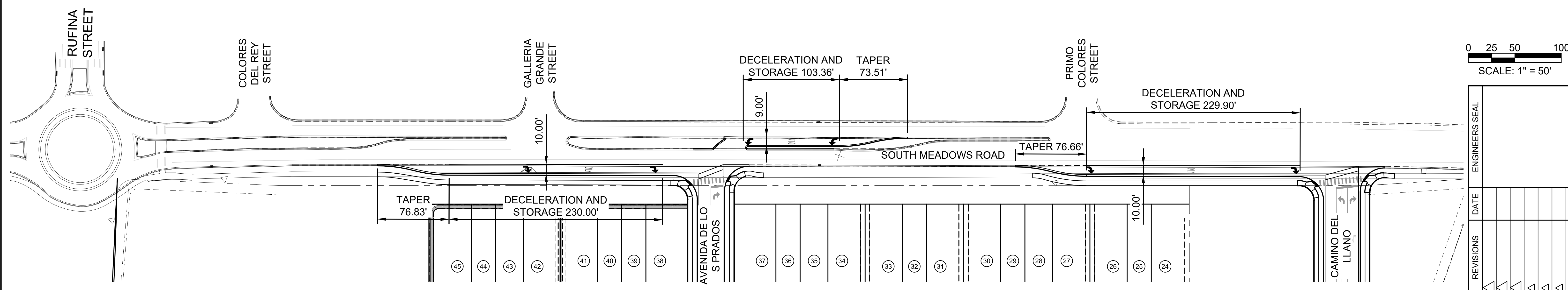
**SIGN AND POST REQUIREMENTS**

1. ALL ALUMINUM PANEL SIGNING AND STEEL POSTS SHALL COMPLY WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT); *CURRENT* EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SSHBC).
2. ALL SIGNING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - *CURRENT* EDITION.
3. SIGNPOSTS WITH APPROVED BREAKAWAY DEVICE SHALL BE "MARION" BRAND 4 LB. / FT. U CHANNEL - BLACK; NO SUBSTITUTES ALLOWED.
4. SIGN SHEETING SHALL BE "3M" BRAND HIGH INTENSITY; NO SUBSTITUTIONS ALLOWED.
5. SIGN HEIGHT SHALL BE A MINIMUM OF 7' HIGH FROM THE BOTTOM OF THE LOWEST SIGN ABOVE THE TOP OF CURB, UNLESS OTHERWISE NOTED; AND SHALL BE PLACED IN ACCORDANCE WITH NMDOT STANDARD DRAWINGS AND SPECIFICATIONS.
6. STREET NAME LETTERING SHALL COMPLY WITH THE STANDARDS IN THE CURRENT EDITION OF THE MUTCD; THAT IS THE LETTERING SHALL BE LOWER CASE LETTERS WITH UPPERCASE INITIAL LETTERS.

**STRIPING AND PAINT NOTES**

1. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
2. STOP BARS SHALL BE A MINIMUM 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE; AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
3. CROSSWALK STRIPES SHALL BE 12" WIDE; WHITE RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE, ARRANGED IN A CONTINENTAL PATTERN, THAT IS, LONGITUDINAL LINES PARALLEL TO THE FLOW OF TRAFFIC AND ARRANGED TO AVOID WHEEL PATHS, (MUTCD P. 384, SECTION 3B.18); AND SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
4. ALL RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKINGS (WORD OR SYMBOL) SHALL BE 380 IES BY "3M", NO SUBSTITUTIONS.
5. *RETRO-REFLECTORIZED PAINTED PAVEMENT MARKING STRIPES* - FOR HIGH-BUILT PAINT, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS. (DOUBLE APPLICATION TO BE APPLIED WITHIN 14 DAYS.)
6. ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) - *CURRENT* EDITION, AND THE NMDOT SSHBC.

STRIPING KEY (X)	
1	4" WHITE STRIPE [PAINT] DOUBLE APPLICATION AFTER 14 DAYS
2	LEFT ARROW SYMBOL
3	RIGHT ARROW SYMBOL
4	WORD "ONLY" SYMBOL
5	ONSITE STRIPING, SEE SHEET 6-2



**OFFSITE IMPROVEMENTS PLAN**  
SCALE: 1" = 50'

CITY REVIEW		
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PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
OFFSITE IMPROVEMENTS		
DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 12-1

CASE # \_\_\_\_\_

0 25 50 100  
SCALE: 1" = 50'

ENGINEERS SEAL	
DATE	
REVISIONS	

**Table 6H-2. Meaning of Symbols on Typical Application Diagrams**

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		

**Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams**

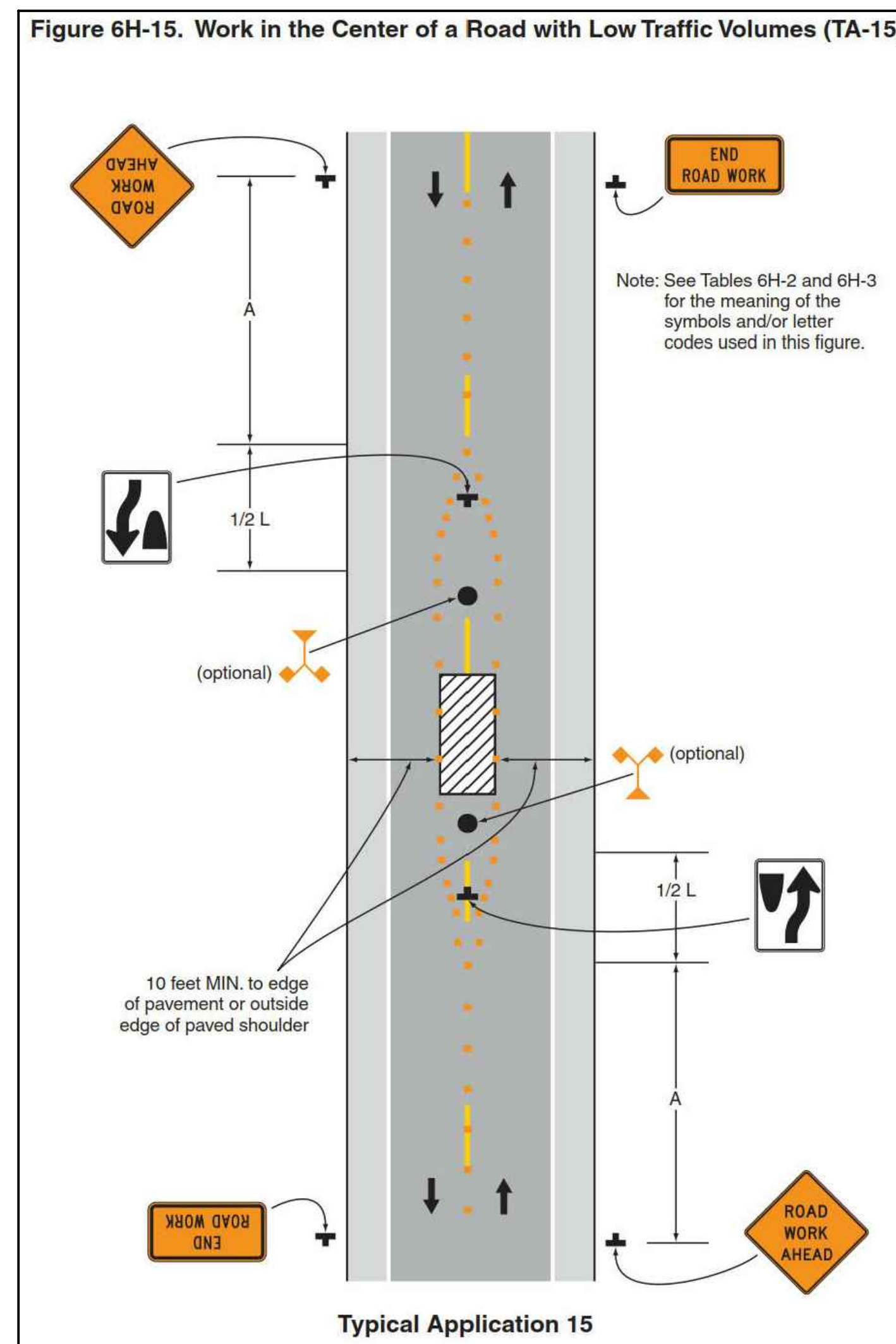
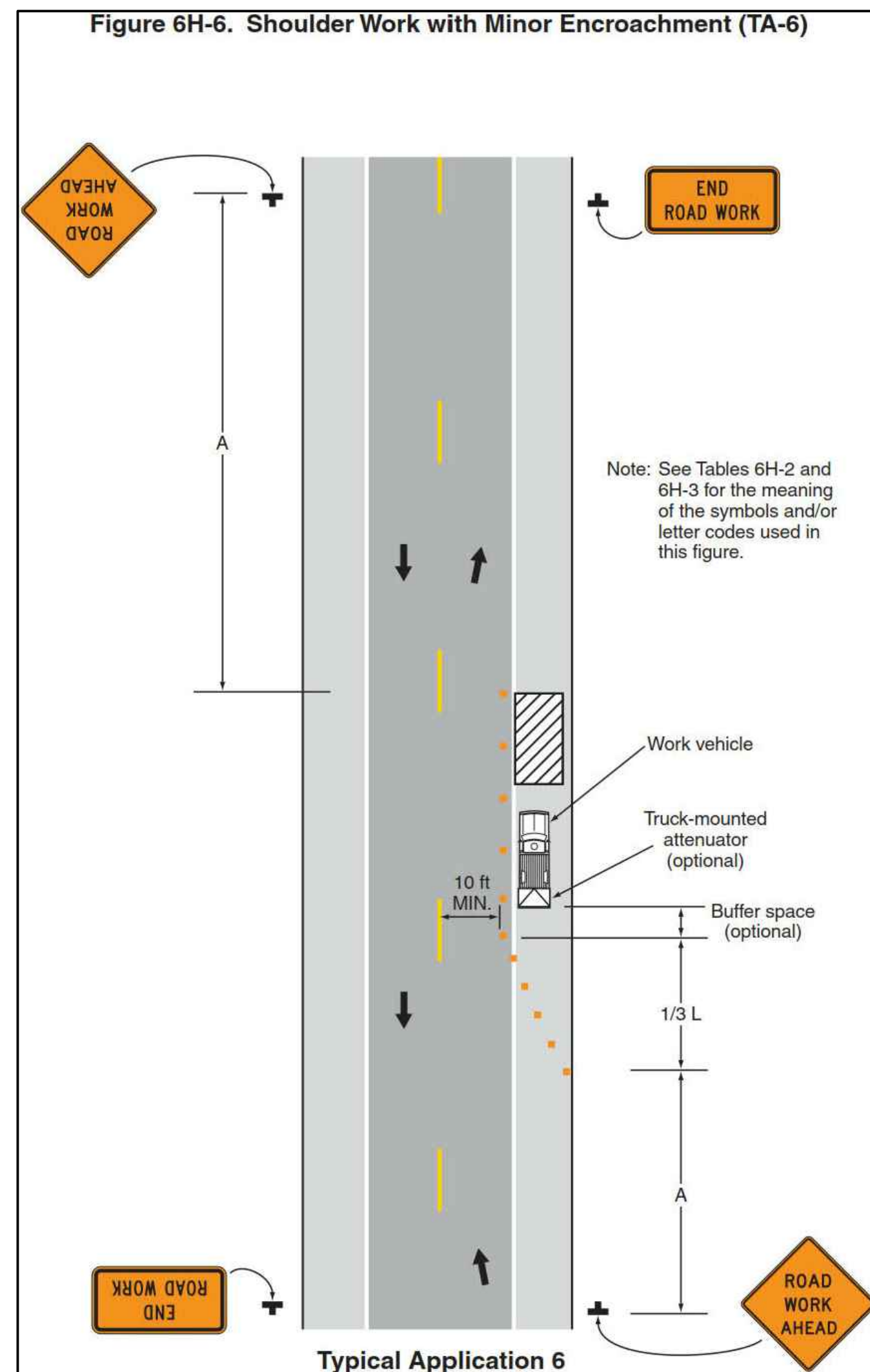
Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

\* Speed category to be determined by highway agency  
 \*\* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

**Table 6H-4. Formulas for Determining Taper Length**

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet  
 W = width of offset in feet  
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph



**TRAFFIC CONTROL NOTES:**

- ALL TRAFFIC CONTROL DEVICES AND THEIR PLACEMENT SHALL CONFORM TO CURRENT M.U.T.C.D. SPECIFICATIONS.
- THIS PLAN IS PROVIDED FOR GUIDANCE ONLY. THE CONTRACTOR SHALL SUBMIT HIS OWN CONSTRUCTION TRAFFIC CONTROL PLAN TO BE APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEER. ADDITIONAL PHASES AND SUB PHASES MAY BE NEEDED BASED ON THE CONTRACTOR'S DAY TO DAY VARIED OPERATIONS.
- THIS IS AN URBAN LOW SPEED AREA. POSTED SPEED LIMIT IS 35 MPH. SIGN SPACING PER MUTCD IS 100 FEET.
- SPACING OF PANELS SHALL BE NO GREATER (IN FEET) THAN THE POSTED SPEED.
- 10' MINIMUM WIDTH DRIVING LANES TO BE MAINTAINED AT ALL TIMES.
- HOURS OF OPERATIONS SHALL BE LIMITED TO MONDAY THROUGH FRIDAY, 8:00 AM TO 5:00 PM.
- THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING PERMANENT SIGNING AS DIRECTED BY THE PROJECT MANAGER.
- THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS CLOSURES, AT LEAST 24 HOURS IN ADVANCE, WITH PROPERTY OWNERS AND THE PROJECT MANAGER.
- THE CONTRACTOR SHALL DESIGNATE PERSONNEL WHO WILL BE AVAILABLE DURING NON-WORKING HOURS AND DAYS TO MAINTAIN TEMPORARY CONSTRUCTION TRAFFIC CONTROL.
- CONSTRUCTION EQUIPMENT & MATERIAL STORAGE: THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN CLEAR ZONE UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THE SAFETY DESIGN FOR SHIELDING SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE APPROVED BY THE PROJECT MANAGER BEFORE IMPLEMENTING THE WORK, INCLUDING DESIGN, INSTALLATION AND REMOVAL OF THE SHIELDING, SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETING OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
- ADVANCE SIGNING SHALL BE SET UP AT THE BEGINNING OF ACTUAL WORK AND SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED. SIGNS SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.

ENGINEERS SEAL	
DATE	
REVISIONS	

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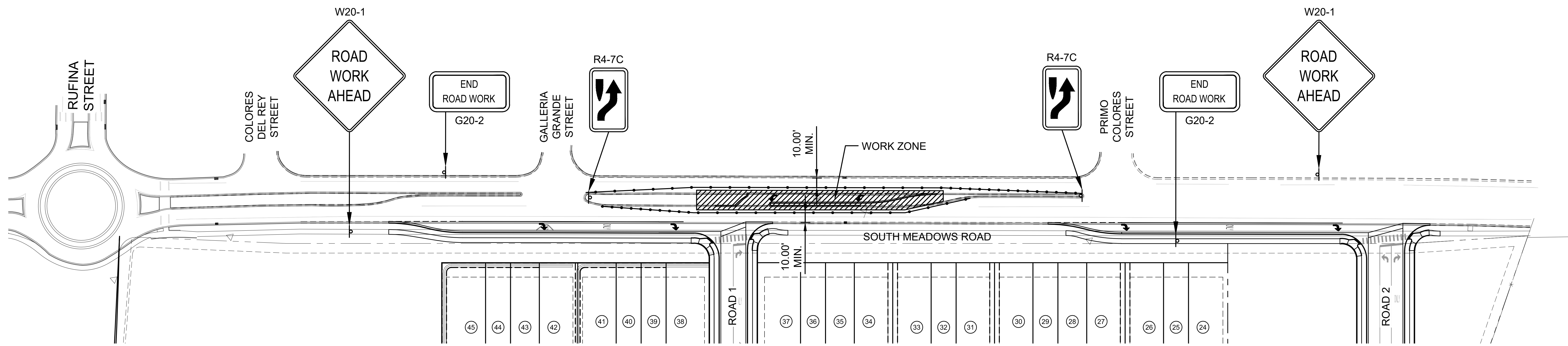
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PRELIMINARY SUBDIVISION PLAT  
 SUBMITTAL FOR LOS PRADOS  
 3600 AND 3740 SOUTH MEADOWS ROAD

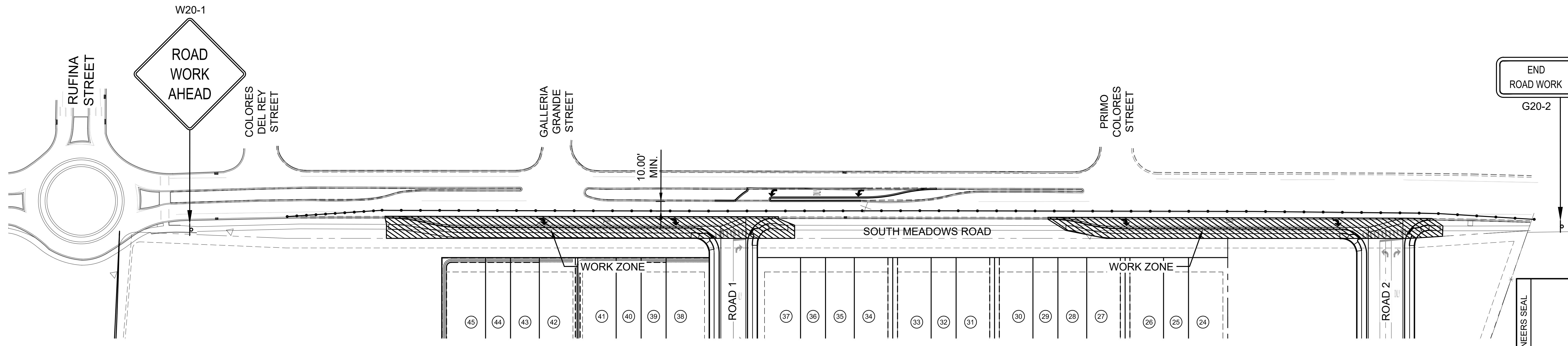
**TRAFFIC CONTROL NOTES**

DATE:	SCALE:	SHEET:
MARCH 2024	N.T.S.	12-2

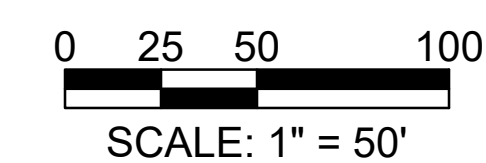
CASE # \_\_\_\_\_



CONSTRUCTION TRAFFIC CONTROL PLAN - PHASE 1  
SCALE: 1" = 50'



CONSTRUCTION TRAFFIC CONTROL PLAN - PHASE 2  
SCALE: 1" = 50'



CASE # \_\_\_\_\_

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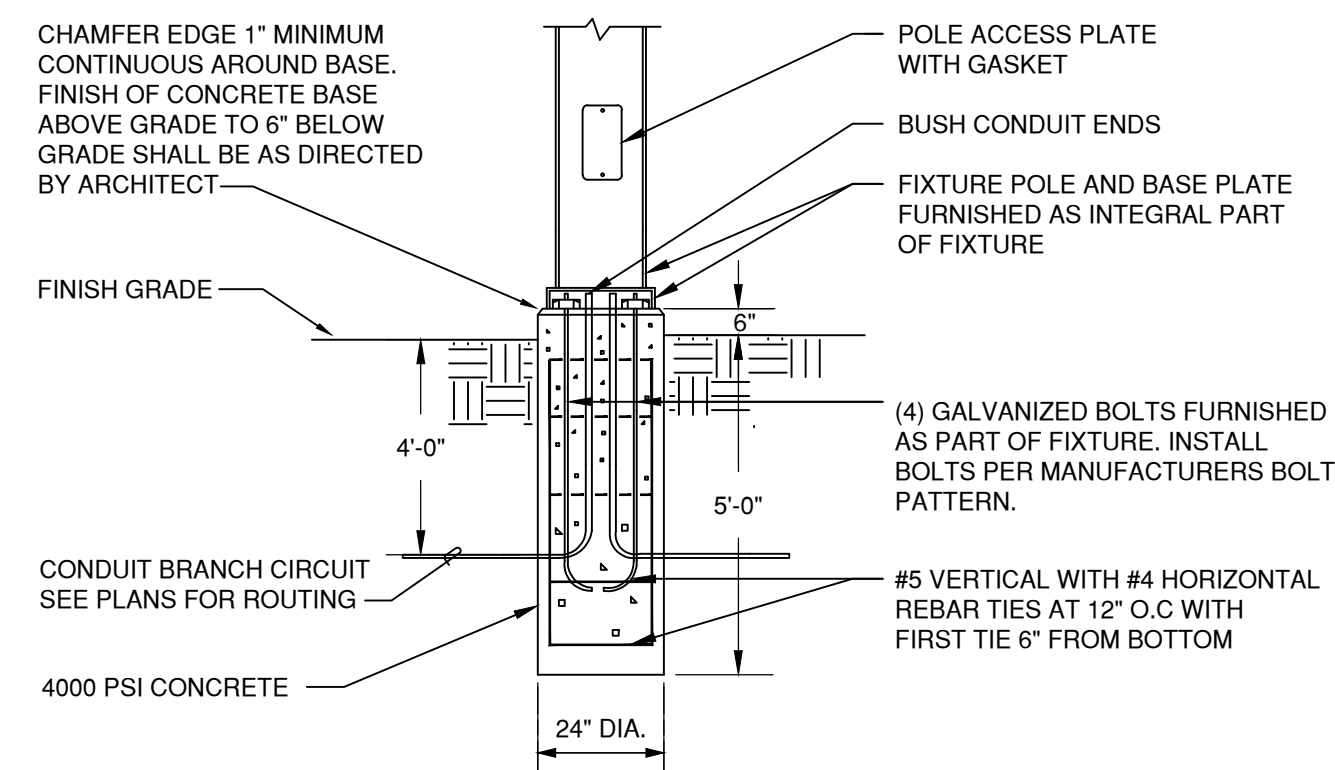
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PRELIMINARY SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
SUGGESTED SEQUENCE OF CONSTRUCTION		
DATE: MARCH 2024	SCALE: 1" = 50'	SHEET: 12-3

ENGINEERS SEAL	
DATE	
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FIXTURE SCHEDULE							
TYPE	MANUFACTURER	CATALOG NUMBER	DESCRIPTION/LOCATION	LUMENS		MOUNTING INSTRUCTIONS	REMARKS
				TYPE	WATTS		
A	PRESCOLITE	#LBEB6A-7L-40K-9-WH	ADJUSTABLE LED RECESSED DOWN LIGHT	LED	10.0	700	RECESSED

TO REVISE



**POLE MOUNT DETAIL**  
SCALE: N.T.S.

SYMBOL LEGEND	
	CEILING OR WALL BRACKET FIXTURE. SEE FIXTURE SCHEDULE.
	FLUORESCENT OUTLET AND FIXTURE. SEE FIXTURE SCHEDULE.
	2X4 FLUORESCENT OUTLET AND FIXTURE. SEE FIXTURE SCHEDULE.
	2X2 SURFACE MOUNTED FLUORESCENT
	1X4 WALL MOUNT FLOURESCENT FIXTURE
	EXIT LIGHT. ARROWS INDICATE DIRECTIONAL ARROW ON FIXTURE.
	EMERGENCY EGRESS LIGHTING FIXTURE WITH BATTERY PACK, SEE LIGHTING FIXTURE SCHEDULE, MH= 7'- 6" TO BOTTOM
	SINGLE POLE WALL SWITCH, UP +48".
	THERMAL O.L. SWITCH
	OCCUPANCY SENSOR SWITCH UP AT STANDARD HEIGHT.
	DIMMER SWITCH, SEE PLANS AND SPECS FOR CHARACTERISTICS
	THREE WAY SWITCH, UP +48" TO CENTER.
	DUPLEX CONVENIENCE OUTLET, GROUNDING TYPE, UP +18" UNLESS OTHERWISE INDICATED
	FOURPLEX CONVENIENCE OUTLET, GROUNDING TYPE, UP +18" UNLESS OTHERWISE INDICATED
	JUNCTION BOX FLUSH IN WALL WITH CONNECTION TO EQUIPMENT.
	J-BOX ABOVE LAY-IN CEILING W/ FLEX CONDUIT TO LAY-IN FIXTURES
	DATA/COM OUTLET, UP +18" UNLESS OTHERWISE INDICATED. REFER TO THE PLANS FOR DETAILS.
	THERMOSTAT, UP 48" UNLESS OTHERWISE INDICATED.
	DISCONNECT SWITCH. SIZE AND POLES FOR LOAD CONNECTED. NEMA 3R
	SPECIAL SYSTEMS CABINET W/ HINGED DOOR AND KEYED LOCK
	SURFACE MOUNTED PANEL. SEE PANEL SCHEDULE FOR CHARACTERISTICS.
	GROUND
	MOTOR CONNECTION, FRACTIONAL H.P (LESS THAN 1/3 HP)
	MOTOR CONNECTION WITH HP INDICATED.
	BRANCH CIRCUIT IN WALLS OR CEILING WITH CONDUCTORS INDICATED. (NEUTRAL, HOT, SWITCHED, AND GROUNDING CONDUCTOR-LEFT TO RIGHT RESPECTIVELY)
	BRANCH CIRCUIT IN WALLS OR UNDER FLOOR, CONDUCTORS INDICATED.
	HOME RUN TO PANEL, WITH BRANCH CIRCUIT NUMBERS INDICATED.
	KEYED NOTE SYMBOL
	MECHANICAL EQUIPMENT SYMBOL

ELECTRICAL GENERAL NOTES	
A.	PERFORM ALL ELECTRICAL WORK IN NEAT WORKMANLIKE MANNER IN FULL COMPLIANCE WITH ALL APPLICABLE, ADOPTED, CODES; INCLUDING BUT NOT LIMITED TO THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE (NEC), UBC, NFPA, AND ADA. ALL LOCAL AND STATE REQUIREMENTS WILL BE OBSERVED DURING THE PERFORMANCE OF THIS WORK.
B.	SHOULD THE CONTRACTOR DETECT DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND ANY ASSOCIATED LEGAL OR SAFETY REQUIREMENTS HE SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING.
C.	FIELD VERIFY EXISTING CONDITIONS PRIOR TO COMMENCING WORK. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE PROCEEDING.
D.	AFTER COMPLETION OF THE INSTALLATION, THE ENTIRE SYSTEM SHALL BE THOROUGHLY CLEANED. REMOVE ALL FOREIGN MATTER, PAINT, OR DIRT, GREASE, UNNEEDED LABELS OR STICKERS FROM FIXTURES AND EQUIPMENT. REMOVE ALL RUBBISH AND DEBRIS ACCUMULATED DURING INSTALLATION FOR THE PREMISES.
E.	ALL PHASES OF THE ELECTRICAL WORK SHALL BE COORDINATED WITH THE ARCHITECT AND GENERAL CONTRACTOR. WORK SHALL BE PERFORMED TO CAUSE AS LITTLE INCONVENIENCE AS POSSIBLE TO THE OWNER.
F.	ALL CONDUCTORS SHALL BE COPPER, RATED FOR 600 VOLTS TYPE THHN/THWN, INSULATION, UNLESS OTHERWISE INDICATED ON THE DRAWINGS. MINIMUM WIRE SIZE SHALL BE #12 AWG AND STRANDED FOR #10 AWG OR LARGER. ALL WIRING SHALL BE RUN IN CONDUIT.
G.	GENERALLY, CONDUIT SHALL BE EMT, 1/2" INCH MINIMUM. WHERE REQUIRED TO PROTECT FROM PHYSICAL DAMAGE, CONDUIT SHALL BE RIGID GALVANIZED STEEL OR IMC TYPE. RUN CONDUIT CONCEALED UNLESS OTHERWISE SHOWN ON THE DRAWINGS. USE FLEXIBLE METALLIC CONDUIT OR SURFACE MOUNTED RACEWAY ONLY WHERE INDICATED. PROVIDE EXPANSION FITTINGS FOR CONDUIT CROSSING EXPANSION JOINTS.
H.	USE ONLY ACCEPTABLE METHODS OF SUPPORT.
I.	TERMINATING AND SPLICING: ALL #10 GA AND SMALLER JOINTS AND SPLICES IN BRANCH CIRCUIT WIRING SHALL BE MADE WITH AN APPROVED, SOLDERLESS TOOL. APPLICATION OR TWIST ON CONNECTORS: #8 GA AND LARGER WITH HIGH COMPRESSION BARREL SPLICES WITH SHRINK WRAP AND MANUFACTURER'S COMPATIBLE CONNECTORS IN GUTTERS, AND SIMILAR LOCATIONS; AND NOTE ALLOWED IN RACEWAYS.
J.	DAMP/WET LOCATIONS USE STEEL COMPRESSION GLAND TYPE COUPLER AND CONNECTIONS.
K.	TYPE AC AND/OR MC CABLE IS ALLOWED ON THIS PROJECT.
L.	IN ADDITION TO RACEWAY BONDING REQUIRED BY CODE AND OUTLET BOX BONDING JUMPERS, CONTRACTOR SHALL INSTALL A GREEN EQUIPMENT GROUND CONDUCTOR FOR EACH BRANCH CIRCUIT.
M.	PROVIDE WIRING DEVICES RATED FOR THE GIVEN APPLICATION AS REQUIRED BY CODE. SPECIAL DEVICES SHALL BE PROVIDED AS INDICATED.
N.	ALL EXTERIOR WIRING SHALL BE INSTALLED IN CONDUIT APPROVED FOR THE APPLICATION. UTILIZE WEATHERPROOF FITTINGS AND WEATHERPROOF BOXES/COVERS PER NEC.
O.	SIZE ALL BOXES AND ENCLOSURES PER THE NATIONAL ELECTRICAL CODE. WORKING SPACE FOR ELECTRICAL INSTALLATION SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE.
P.	PROVIDE MINIMUM #10 THHN/THWN CONDUCTORS ON ALL BRANCH CIRCUIT CONDUIT RUNS EXCEEDING 100'-0" IN LENGTH.

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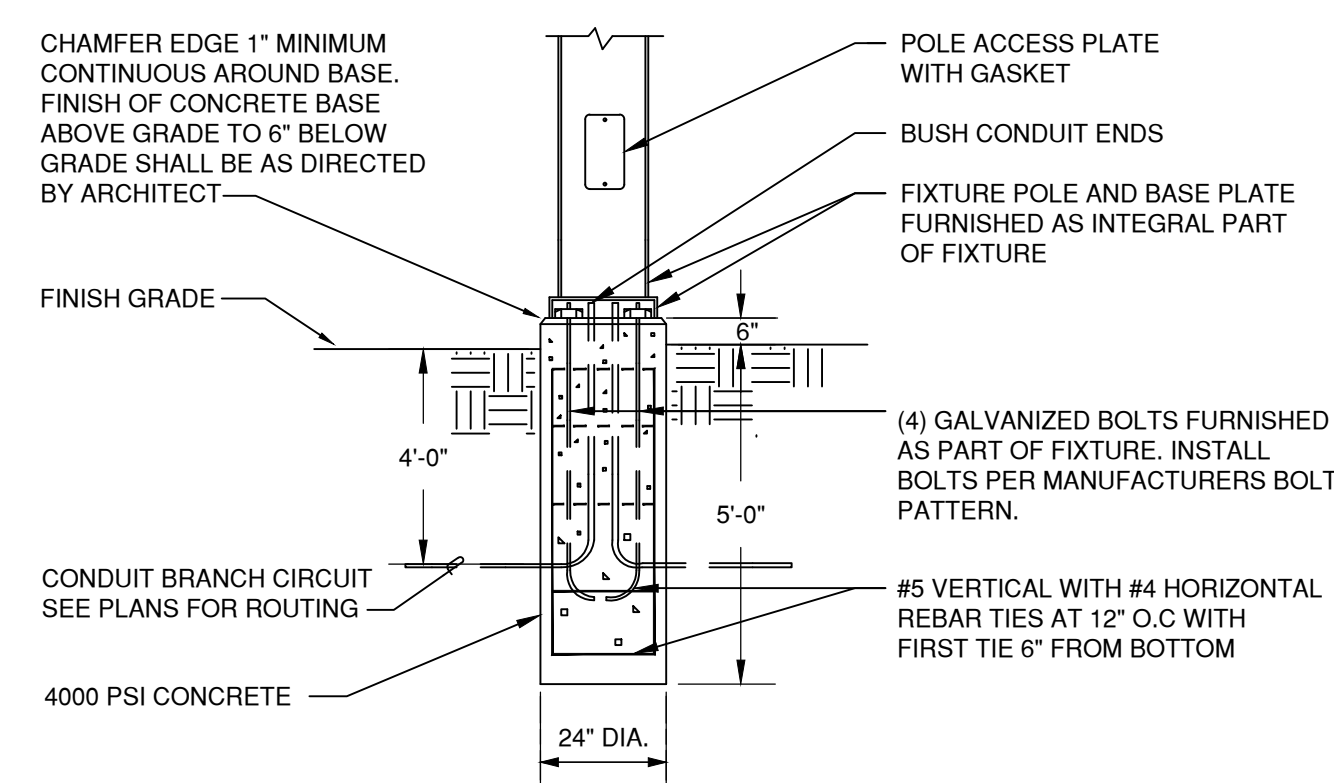
**A C ENGINEERING ENTERPRISES, LLC**  
 141 E. Palacios Ave Garden Level  
 Santa Fe, New Mexico 87501  
 Phone - 505.842.5787

SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
FIXTURE SCHEDULE GENERAL NOTES		
DATE: MARCH 2024	SCALE: NONE	SHEET: E-001

CASE # \_\_\_\_\_

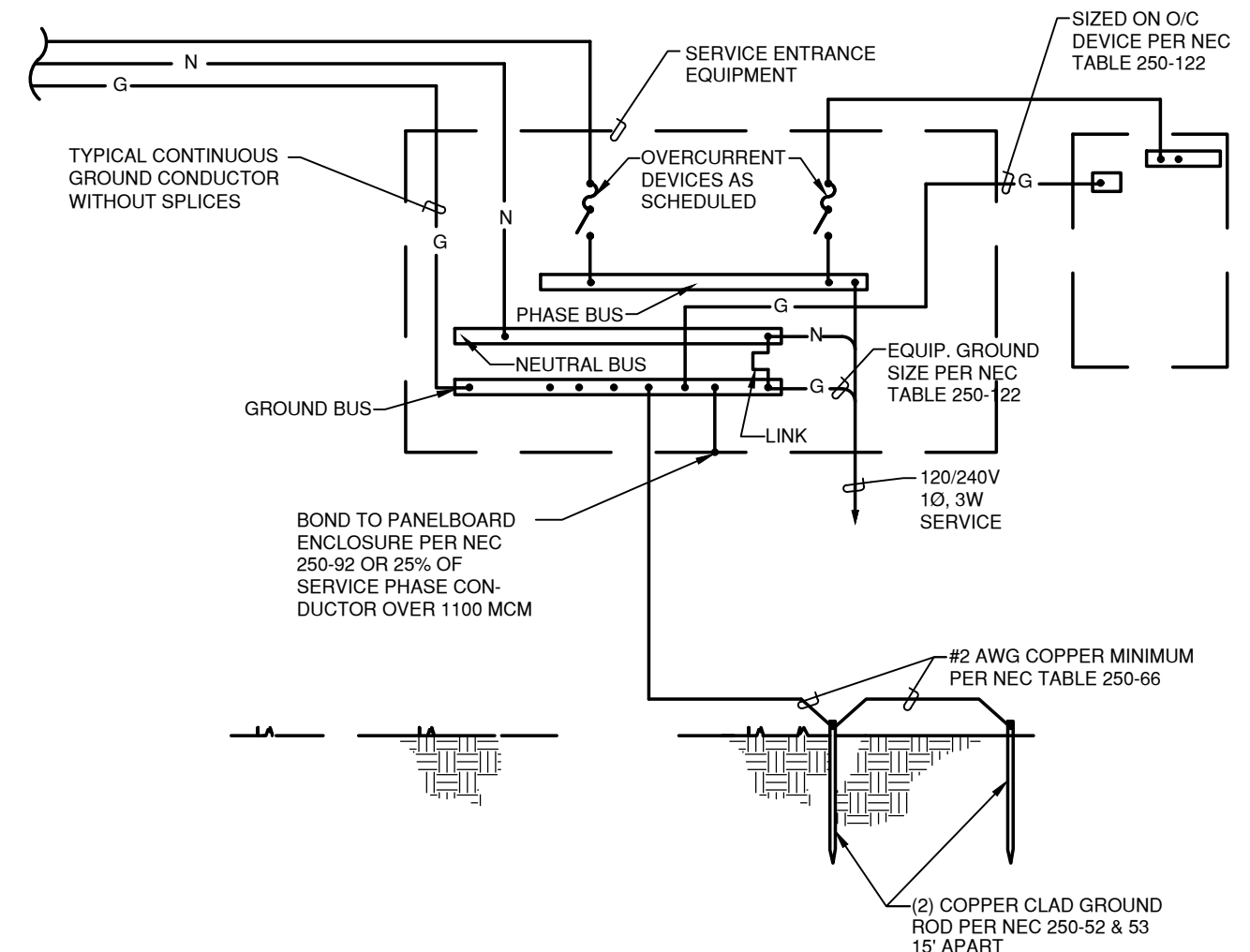
◇ SHEET KEYNOTES

**POWER RISER DIAGRAM**  
SCALE: N.T.S.

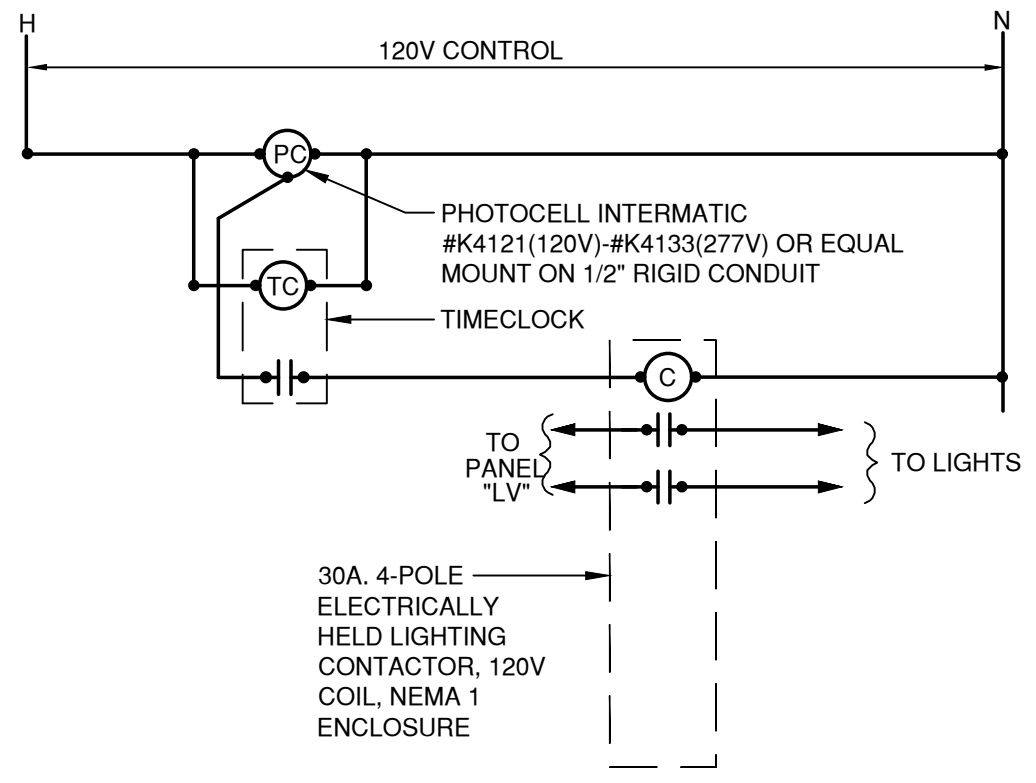


**POLE MOUNT DETAIL**  
SCALE: N.T.S.

LOAD SUMMARY -- 120/240V - 1PH - 3W		
LOAD	CONNECTED LOAD	DEMAND LOAD
LIGHTS	3 KW	4 KW
TOTAL	3 KW	4 KW = 17 AMPERES
PROVIDE NEW 100A SERVICE ADEQUATELY RATED FOR THE PROPOSED DEMAND LOAD		
SHORT CIRCUIT CALCULATIONS		
ASSUME 25KVA POLE MOUNT TRANSFORMER WITH 1.4%Z. MAXIMUM LET THROUGH CURRENT AT THE SECONDARY TERMINALS OF THE POLE MOUNT TRANSFORMER = 4,286A. MAXIMUM CALCULATED FAULT AT NEW PANEL "LV" = 3,335A. NEW PANEL "LV" SHALL BE PROVIDED WITH MINIMUM 10KAIR CIRCUIT BREAKERS.		



**TYPICAL BUS GROUNDING DETAIL**  
SCALE: NONE



**EXTERIOR LIGHTING CONTROL DIAGRAM**  
SCALE: NONE

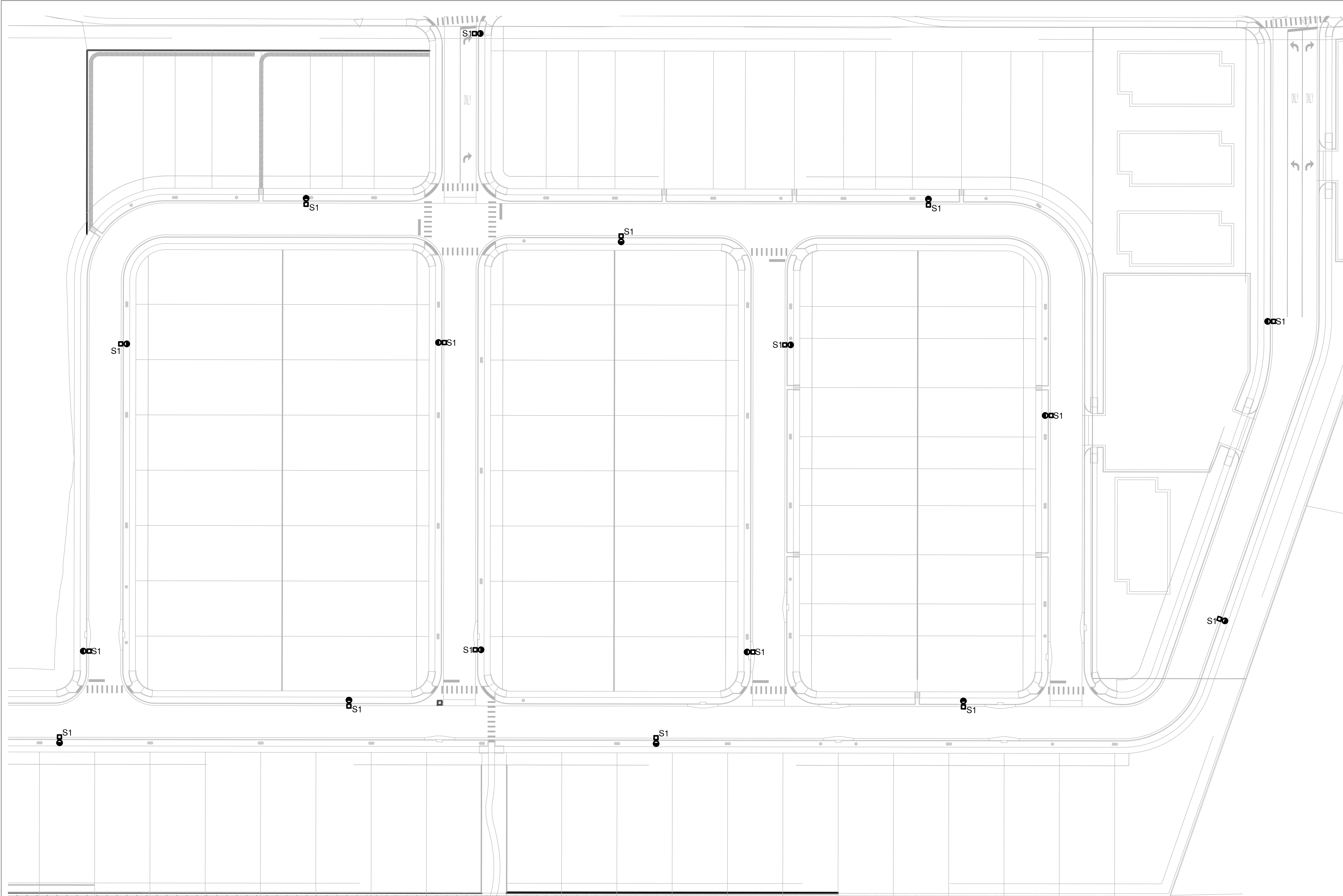
CASE # \_\_\_\_\_

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
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LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY



SUBDIVISION PLAT SUBMITTAL FOR LOS PRADOS 3600 AND 3740 SOUTH MEADOWS ROAD		
POWER RISER DIAGRAM PANEL SCHEDULE		
DATE: MARCH 2024	SCALE: NONE	SHEET: E-501

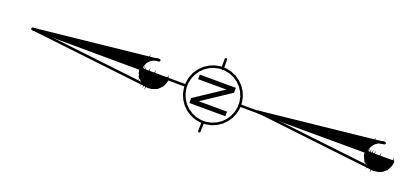
ENGINEERS SEAL	
DATE	
REVISIONS	



GENERAL SHEET NOTES

SHEET KEYNOTES

**SITE LIGHTING PLAN**  
SCALE: 1" = 40'-0"



ENGINEERS SEAL																																					
DATE																																					
REVISIONS	<table border="1"> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>																																				

CITY REVIEW		
DEPARTMENT	SIGN-OFF	DATE
WASTEWATER MANAGEMENT DIV.	SIGNATURE ON FILE	
WATER SERVICES		
STREETS DIV.		
TRAFFIC DIV.		
FIRE		
LANDSCAPE		
SUBDIVISION ENGINEER		
CITY	USE	ONLY

**A C ENGINEERING ENTERPRISES, LLC**  
141 E. Palacios Ave. Garden Level  
Santa Fe, New Mexico 87501  
Phone - 505.842.5787

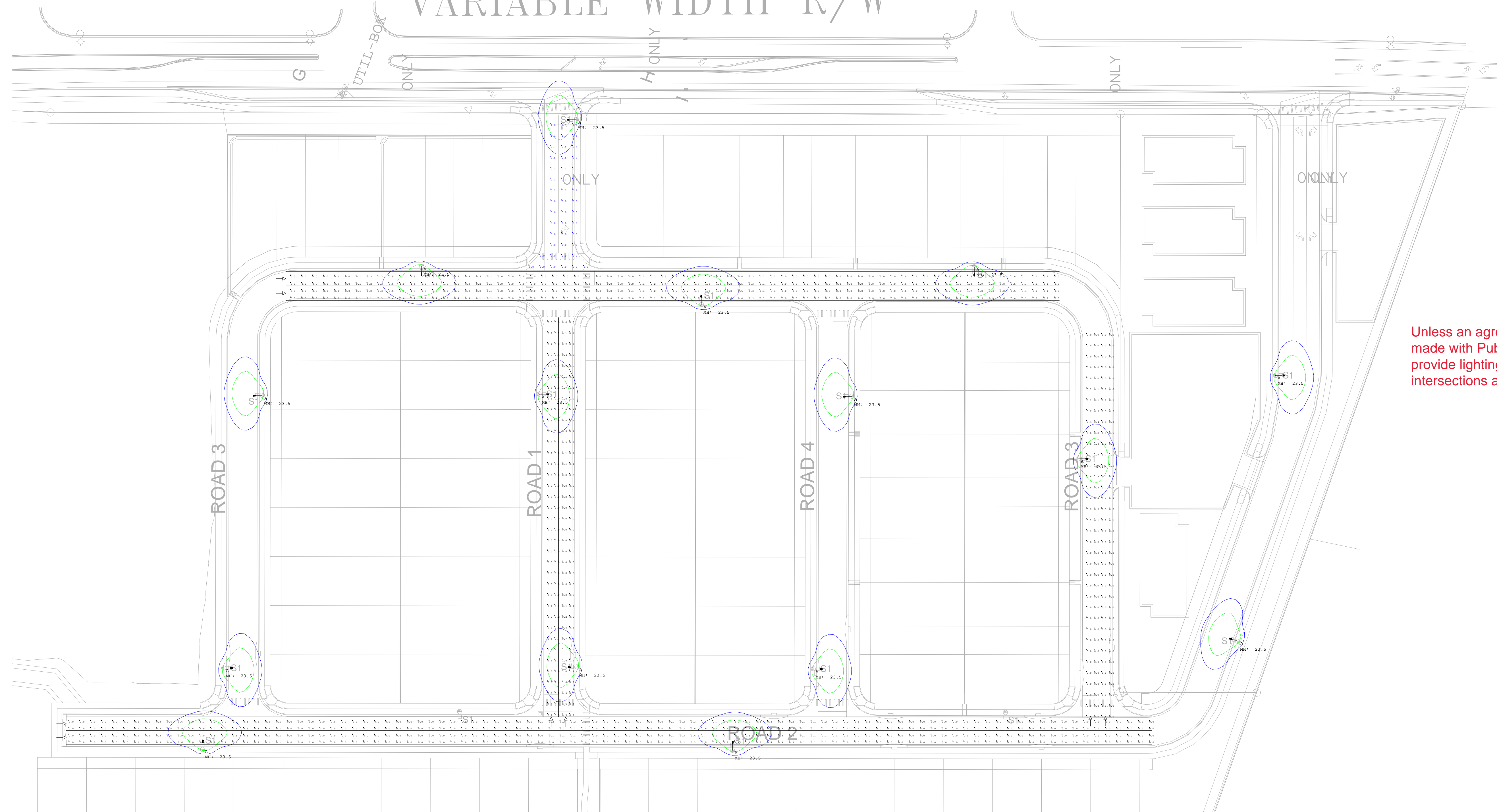
SUBDIVISION PLAT SUBMITTAL  
FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**SITE LIGHTING PLAN**

DATE: MARCH 2024	SCALE: 1" = 40'	SHEET: ES-101
---------------------	--------------------	------------------

CASE # \_\_\_\_\_

# SOUTH MEADOWS VARIABLE WIDTH R/W



Unless an agreement has been made with Public Works, please provide lighting on all curves and intersections and dead ends

Scale: 1 inch= 50 Ft.

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
North Entry	Illuminance	Fc	0.27	1.9	0.0	N.A.	N.A.
Road 1 (typ)_Illum	Illuminance	Fc	0.44	2.0	0.0	N.A.	N.A.
Road 1 (typ)_Luminance	Luminance	Cd/Sq.m	0.25	0.77	0.00	N.A.	N.A.
Road 1 (typ)_Veil_Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.
Road 2_Illum	Illuminance	Fc	0.18	2.0	0.0	N.A.	N.A.
Road 2_Luminance	Luminance	Cd/Sq.m	0.11	0.82	0.00	N.A.	N.A.
Road 2_Veil_Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.
Road 3 (east)_Illum	Illuminance	Fc	0.23	1.9	0.0	N.A.	N.A.
Road 3 (east)_Luminance	Luminance	Cd/Sq.m	0.14	0.78	0.00	N.A.	N.A.
Road 3 (east)_Veil_Lum	Veiling Luminance	Cd/Sq.m	0.00	0.0	0.0	N.A.	N.A.
Road 3 (north)_Illum	Illuminance	Fc	0.34	2.0	0.0	N.A.	N.A.
Road 3 (north)_Luminance	Luminance	Cd/Sq.m	0.21	0.81	0.00	N.A.	N.A.
Road 3 (north)_Veil_Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.

#### Safety Disclaimer Roadway

This design does not conform to current IESNA RP-8-18 levels based for the IES classification of roadway classification & pedestrian activity. Acuity Brands will not be responsible for any potential safety issues that may arise due to noncompliance of these minimal levels.  
\*Reference current IESNA RP-8-18 for appropriate design levels and uniformity.

#### General Notes - Roadway

- 1.) Readings shown are based on a total LLF of as shown at grade. Data references the extrapolated performance projections in a 25c ambient based on 10,000 hrs of LED testing (per IESNA LM-80-08 and projected per IESNA TM-21-11).
- 2.) Design intent for compliance with RP-8-18 based on these parameters:
  - i. Road Class - Residential
  - ii. Pedestrian Activity - Low
- 3.) Please refer to the "luminaire locations" for mounting heights.
- 4.) Product information can be obtained at [www.Holophane.com](http://www.Holophane.com) or through your local agent.
- 5.) Calculations do not account for topography and possible obstructions such as existing old growth trees or foliage.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	15	A	Single	ATBS P10 XXXXX R2 27K VR	Simulation from ATBS P10 XXXXX R2 30K VR	0.780	4451	38.4	576



DISCLAIMER: Acuity Design Services is provided only for informational purposes and to help the customer or end-user (as applicable) understand how various sections of these fixtures connect to each other and how they mount to the ceiling. This lighting summary is based on the information provided to Acuity Brands, and is provided without warranty. Acuity Brands is not responsible for any errors or omissions in this summary. Acuity Brands is not responsible for reflected ceiling plans, electrical plans and specifications) provided to Acuity Brands is incomplete or not current. (Reviewed by the customer or end-user for approval). It is the responsibility of the customer or end-user to consult with a professional engineering advisor to determine whether the proposed design meets the applicable project requirements. Acuity Brands is not responsible for any errors or omissions in this summary. Acuity Brands is not responsible for any information contained in this lighting summary.

Drawn By: Robert Cunningham  
 Checked By:  
 Date: 2/22/2024  
 Scale: As Shown  
 Filename: 258919-1 A1-AGI

Los Prados Subdivision-  
Santa Fe, NM

# Development Review Team (DRT) Comment Form for Planning Commission

Date: March 15, 2024

DRT Member: Fire Marshal Geronimo Griego

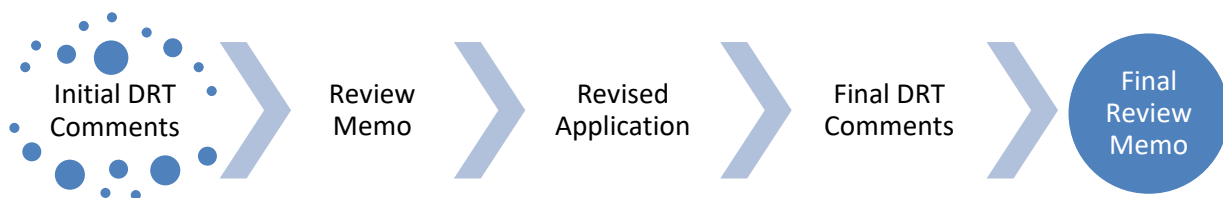
Dept/Div: Fire Prevention Division

Case No.: 2024-7998\_Los Prados Phase 1 Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff

DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

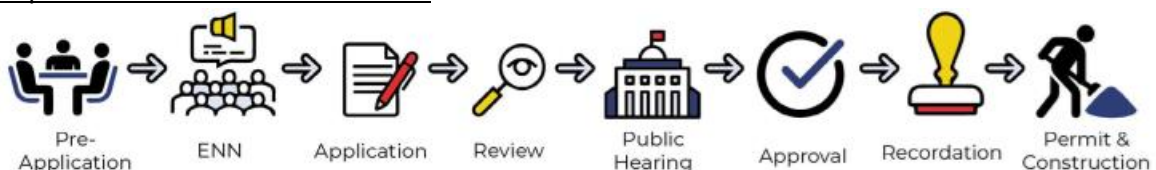


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *At the time of development* -

Development Review Process Flow Chart



\*See the 2024 Development Review Schedule for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response**:
1. 503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches. (this would also include anticipated on street parking, unobstructed parking is crucial to community life safety response.)	Prior to public hearing	
2. 503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Shall provide code analysis of project for proper occupancy classification designation as per IFC 2015.		
2. Shall provide engineered (civil engineered) all weather road as per IFC 2015, 104.7.2 Technical Assistance, 503.2.3 Surface.		
3. 503.1.1 Fire Department shall have 150 feet distance to any portion of the building on any new construction.		
4. 503.2.1 Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.		
5. 503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.		
6. 507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6		
7. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an		

approved route around the exterior of the facility or building.		
8. 912.2 Location (Fire Department Connections). With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be approved by the fire chief.	Prior to recordation	
9. Shall have water supply that meets fire flow requirements as per IFC (Appendix B)		
10. D102.1 Access and Loading (75,000 lbs.)		
11. D103.5 Fire apparatus access road gates.		
12. D103.4 Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided.		
13. Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade		
14. Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building).		
15. Shall comply with Section D106 Multiple-Family Residential Developments.		
16. D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.		
17. D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.		
18. Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: September 2023



# Development Review Team

## Comment Form

Date: 3/29/2024

Staff person: Lawrence Rivera

Dept. /Div.: Land Use/Terrain Management – Landscape/Irrigation Review

Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Manager, Janice Biletnikoff, AICP, [jbiletnikoff@santafenm.gov](mailto:jbiletnikoff@santafenm.gov)



Review by this division/department of the Preliminary Development plan set has determined that this application will meet applicable standards if the following are met:

Conditions of Approval:	Must be completed by:

Technical Corrections*:	Must be completed by:
1. Landscape plan must include the following information: Open space calculations are required by 14-7.5. Tree and shrub calculations for open space and retention pond areas as required by 14-8.4(H) & 14-8.4(F) respectively. Provide plant counts for open space, ponding, and street trees. Provide a detailed list of required and provided plant material.	Prior to recordation
2. 14-8.4(H)(4) At least twenty-five percent of required trees and shrubs shall be evergreen. Existing trees and shrubs shall be accepted for required <i>landscaping</i> if they otherwise meet the requirements of this Section 14-8.4. Provide 25% evergreen calculations for trees and shrubs with open space calculations.	Prior to recordation
3. 14-8.4(F)(5)(c) Provide significant tree information: species and quantities of Pinon, Juniper, Siberian Elm, and any other species. All significant trees to be removed shall include the removal of the root systems. Provide information on Sheet 4-2.	Prior to recordation
4. Provide plant material water needs on the Plant Schedule as shown on the city approved plant list.	Prior to recordation
5. 14-8.4(E)(4)(h) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together, i.e. native low water using trees and non-native trees shall have separate zones, native low water using shrubs and non-native shrubs shall have separate zones. Separate zones are required for permanent and temporary irrigation lines. Separate zones are required for trees and shrubs.	Prior to recordation
6. Provide information on the Purple Leaf Plum trees located at the northeast corner of the park area near the roundabout. Remove the tree closest to the existing fire hydrant. Adjust trees leaning into South	Prior to recordation

Meadows Road, remove and replace any tree that is not healthy due to disease, fungus, virus, or vandalism.	
<p>7. Screening and Buffering: 14-8.4(J)(1) Walls and Fences: For any project to which this Subsection 14-8.4(J) applies, publicly visible walls and fences shall be wrought iron or simulated wrought iron, wood or simulated wood, cedar pole, adobe, split-faced concrete block, stone, stuccoed or rectangular mesh wire on wooden posts in combination with vines or other climbing plant material.</p> <p>14-8.4(J)(2)(b)(i) Any wall or fence that is more than three (3) feet in height above finished grade on the side facing the street, shall be set back from the street right of way line a distance equal to or greater than the height.</p> <p>14-8.4(J)(2)(b)(ii) The setback area required by Subsection (b)(i) shall be landscaped with plant material that consists of predominantly thorny or other barrier plantings that will cover a minimum of seventy-five percent of the ground area of the planter and that will screen a minimum of seventy-five percent of the face of the fence or wall at maturity.</p> <p>14-8.4(J)(3) Buffer for Nonresidential Development Abutting Residential:</p> <p>(a) Nonresidential development that abuts a residential development on a residentially zoned property or an undeveloped parcel in a residential zoning district shall provide a continuous landscape buffer strip not less than fifteen (15) wide.</p> <p>(b) Plant material in the landscaped buffer shell, at a minimum, conform to the requirements for open space provided in Subsection 14-8.4(H).</p> <p>(c) the landscaped buffer may be considered part of any required open space so long as all other conditions of the open space requirement are satisfied</p> <p>Provide landscape plantings to all perimeter fencing and commercial buffering areas.</p>	Prior to recordation
<p>8. 14-8.4(G)(3)(d) <i>street trees</i> shall be located at least fifteen (15) feet from light standards, so as not to impede outdoor illumination;</p> <p>(e) <i>street trees</i> shall be located at least fifteen (15) feet from fire hydrants so as not to interfere with hydrant operation.</p>	Prior to recordation
9. Provide information on the Street tree and shrub irrigation not included within the HOA water budget calculations. An irrigation design is required for these planter strips.	Prior to recordation
10. Provide landscape plantings at walkway, between lots 11 & 12 for buffering and backyard privacy.	Prior to recordation
11. Provide an outdoor lighting plan with photometric data per 14-8.9(C) COSF code.	Prior to recordation
STAFF RESERVES THE RIGHT TO REQUIRE ADDITIONAL SUBMITTALS UPON RECEIVING REVISIONS	

\*Must be made prior to recording and/or permit issuance

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]

Explanation of Conditions or Corrections (if needed):

# Development Review Team (DRT) Comment Form

Date: 4/4/24

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #2024-7998. Los Prados Phase I Preliminary Subdivision Plat**

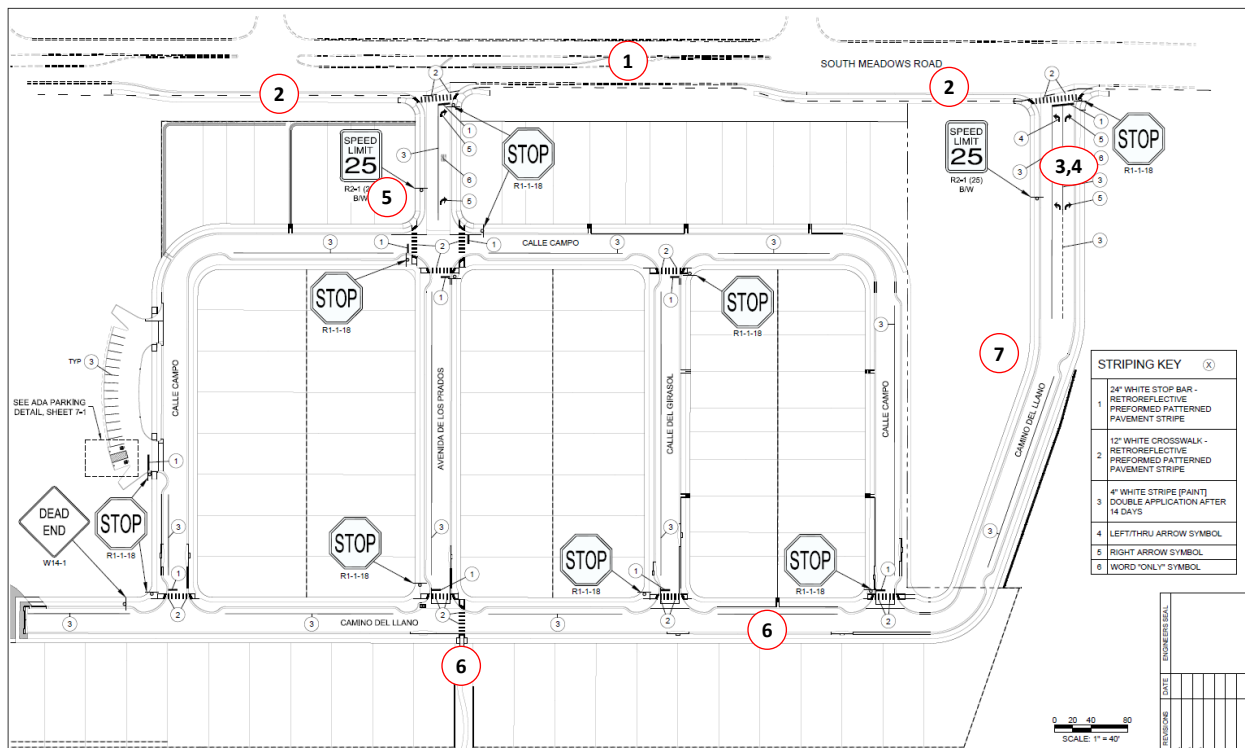
Case Planner: Janice Biletnikoff

## Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

<b>Conditions of Approval:</b>	<b>Must be completed by:</b>	<b>Applicant response:</b>
1. Add a midblock pedestrian crossing of South Meadows between Primo Colores and Galleria Grande or another similar location.	Prior to public hearing	
2. Reduce the right turn lane lengths from South Meadows to Avenida de los Prados and Camino del Llano to a maximum of 70 feet.	Prior to public hearing	
3. Combine the exiting right and left lanes on Camino del Llano into one singular exiting lane if the intersection can still perform with a Level of Service of E or higher.	Prior to public hearing	
4. Reduce the lane widths of the 60' ROW section to 10'.	Prior to public hearing	
5. Reduce curb radii at intersections without bulb-outs to the minimum size that still allows vehicles to turn without crossing the centerline.	Prior to public hearing	
6. Add speed humps to the north/south stretch of Camino del Llano, including a raised crosswalk at Avenida de los Prados	Prior to public hearing	
7. Add a crosswalk across Camino del Llano for future residents of the condos to safely cross.	Prior to public hearing	
8. Reduce the internal development street speed limit to 20 mph	Prior to public hearing	
9. Meet with City traffic engineer to discuss reasoning for a three-way stop at Avenida de los Prados and Calle Campo, or make it a two-way stop.	Prior to public hearing	

<b>Technical Corrections:</b>	<b>Must be completed by:</b>	<b>Applicant Response:</b>
1.		
2.		
3.		
4.		



**Explanation of Conditions or Corrections:**

1. Add a midblock pedestrian crossing of South Meadows between Primo Colores and Galleria Grande or another similar location.

The addition of the public park will provide a significant destination for neighborhood residents. Many may not be willing to walk to the roundabout to cross the street, so a midblock crossing will be desirable and will increase pedestrian connectivity, one of the major goals of the Santa Fe Pedestrian Master Plan.

“connectivity: Provide a citywide network of accessible, efficient, and convenient pedestrian infrastructure that connects homes, jobs, shopping, schools, services, and recreation areas using sidewalks, crosswalks, shared-use paths, bridges, tunnels, and signage.” P13

2. Reduce the right turn lane lengths from South Meadows to Avenida de los Prados and Camino del Llano to a maximum of 70 feet.

During the Master Plan approval process, it was agreed that the right turn lanes could be reduced to 70 ft and still meet SAMM requirements. The MPO strongly supports this change as a long right turn lane does not fit the neighborhood context of South Meadows and allows vehicles to maintain unsafe speeds throughout the corridor. Speeding is a top concern of neighborhood residents throughout the City and is a contributing factor to increased crashes and crash severity.

3. Combine the exiting right and left lanes on Camino del Llano into one singular exiting lane if the intersection can still perform with a Level of Service of E or higher.

The TIA shows the South Meadows and Camino del Llano performs at a level C level of service (LOS) for the left turn at AM peak and a level A at PM peak. The City is in the process of adopting guidelines for TIAs that would establish an alternative to SAMM guidance. These new guidelines will allow a LOS E to be acceptable. Reducing the number of lanes from three to two will improve pedestrian safety by reducing the crossing distance.

Approximately 900 households and 3,400 people live within one quarter mile of South Meadows between Airport and Agua Fria. One third of these residents (~1,133) are 17 or younger and therefore mostly unable to drive. With transit, goods, services, and schools accessed via Airport Road, creating a safe pedestrian experience is critical.

4. Reduce the lane widths of the 60' ROW section to 10'.

10' lanes are standard across the City of Santa Fe including for a subcollector or collector street. Providing 12' lanes instead of 10' unnecessarily increases the pedestrian crossing distance by 2' to 4'.

**Table 14-9.2-1: Design Criteria for Street Types**

(Ord. No. 2013-16 § 59)

**TABLE 14-9.2-1: Design Criteria for Street Types**  
 See also Chapter 12 Fire Prevention and Protection — International Fire Code Appendix D Fire Apparatus Access Roads (as amended) for mandatory standards for roadway width, steepness, dead end/turnarounds, number of access points and fire lane signage

Criteria	Major Arterial (6-Lane)	Major Arterial (4-Lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Lot Access Driveway Note 1
						No Parking	With Parking		
Average Daily Traffic	Up to 60,000	Up to 40,000	5,000-15,000	1,000—5,000	1,000—5,000	300—1,000	300—1,000	0—300	Minimum
Dwelling Unit Access						30—100	30—100	0—30	(0—8)
Minimum Right-of-way Width	120	98	70	52	50	42	50 or 56	38 or 42	NA
Slope/Grading Easement (conditional upon staff review)	0—30	0—30	0—30	0—30	0—30	0—30	0—30	0—30	NR
Number of Auto Lanes	6—7 Note 2	4—5 Note 2	2—3 Note 2	2	2	2	2	2	1
Width of Driving Lanes	11	11	11	10	10	9	10	9	10
Median/Turn Lane Width	18	18	14	NR	NR	NR	NR	NR	NR
Minimum Bikeway Width	5	5	5	4	NR	NR	NR	NR	NR
On-Street Parking Width	NA	NA	NA	NA	6 Note 3	NA	6 Note 4	NA	NA
Curb & Gutter	2	2	2	2	2	2	2	2	NR
Minimum Sidewalk Setback	5	5	5	5	NR	5	5	0 or 5 Note 1	NR
Minimum Sidewalk Width	6	6	5	5	7	5	5	5	NR

**Notes:**  
 NA - Not Applicable  
 NR - Not Required  
 1. Refer to Subsection [14-9.2\(C\)\(8\)](#) for additional standards for lanes and [lot](#) access driveways. [Lot](#) access driveway standard applicable to access from [street](#) to not more than eight single family [lots](#).  
 2. Includes Median/Turn Lane  
 3. Parking required on both sides of [street](#), except no parking on that side of a [street](#) adjoining the plaza.  
 4. Parking may be on one side or both sides of the [street](#); parking lane should not be continuous.( )  
 All measurements in feet, unless otherwise noted.

5. Reduce curb radii at intersections without bulb-outs to the minimum size that still allows vehicles to turn without crossing the centerline.

The Santa Fe Pedestrian Master Plan states (p85): To help slow down vehicular traffic and reduce the crossing distance for pedestrians, the use of smaller curb return radii at intersections should be considered. Reduced radii provides an extended sidewalk area and makes pedestrians more visible to motorists. Reduced radii also help to slow vehicles as they navigate through their turning movement, enabling drivers to respond more quickly to signal changes and crossing pedestrians. The smallest practicable curb-return radii should be used at intersections: 5-15 ft. radius where no turn is possible, and 16 ft. radius at the right turn corner.

Given the residential context of the neighborhood, the smallest possible radius should be utilized.

6. Add speed humps to the north/south stretch of Camino del Llano, including a raised crosswalk at Avenida de los Prados

Speeding remains a large source of public concern. Since Camino del Llano will be both a residential street and an access street to the park, it is important that measures are taken to prevent speeding. Speed humps and a raised pedestrian crosswalk can help achieve this goal. Additionally, a raised crosswalk will increase pedestrian visibility and slow traffic.

[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_RaisedCW2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf)

7. Add a crosswalk across Camino del Llano for future residents of the condos to safely cross.

The Master Plan shows a parking lot across Camino del Llano. Pedestrians walking to their car from the west are unlikely to walk to the larger, less safe intersection with South Meadows to cross at that crosswalk. Including a crosswalk where the bulb out is planned to the east of the parallel parking will ensure the pedestrians will have a safer location to cross.

8. Reduce the internal development street speed limit to 20 mph

The Pedestrian Master Plan states that “Posted speeds are on average 5 mph slower than actual speed.” (P10) The MPO Neighborhood Safety Study showed that residents prefer slower streets in their neighborhood and have many concerns about speeding. Speeding vehicles have less time to react to pedestrians and are more likely to cause a serious injury or fatality. A pedestrian hit by a vehicle traveling 40 mph has only a 15% chance of survival, while a pedestrian hit at 20 mph has a 95% chance of survival.

9. Meet with City traffic engineer to discuss reasoning for a three-way stop at Avenida de los Prados and Calle Campo, or make it a two-way stop.

The stop controls at three legs of the intersection of Avenida de los Prados and Calle Campo is not standard and may be confusing for intersection users expecting four-way stop control. The City Traffic Engineer, Jeanne Wolfenbarger, may help the applicant determine if this is the best solution for this intersection.

# Development Review Team (DRT) Comment Form

Date: 03/21/2024

DRT Member: Melissa McDonald, Scott Overlie, Zoë Isaacson

Dept/Div: Parks and Open Space

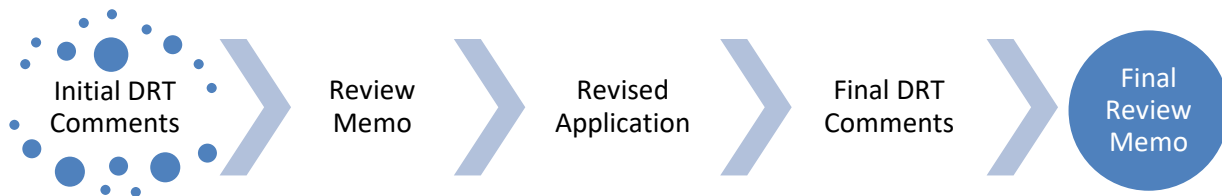
Case No.: #2024-7998

Case Planner: Janice Biletnikoff

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## DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



## Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior to Building Permit* – these conditions/technical corrections can be addressed during the building permit review process.

## Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details  
Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response:
1. Provide Drainage Detail and make noted revisions. Satisfy all required actions below.	Prior to Building Permit	
2. Provide Construction Plan Sets with amenities	Prior to Building Permit	
3.		
4.		
5.		

Technical Corrections:	Must be completed by:	Applicant Response:
1.		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):

- Melissa McDonald, Parks & Open Space Division Director, [mamacdonald@santafenm.gov](mailto:mamacdonald@santafenm.gov) ;
- Zoe Isaacson, River and Watershed Manager, [zrisaacson@santafenm.gov](mailto:zrisaacson@santafenm.gov) ;
- Scott Overlie, Project Administrator, [saoverlie@santafenm.gov](mailto:saoverlie@santafenm.gov)

1. The park shall be built as part of phase 1.
2. Modify drainage/stormwater notes to include the following language:

**Drainage Facilities Maintenance (Page 74).** This drainage note is required language. Include on all sheets pertaining to drainage:

ANY FORMAL DRAINAGE IMPROVEMENTS ACCEPTING STORWATER FLOWS FROM LOS PRADOS WILL BE PLACED IN A DRAINAGE EASEMENT DEDICATED TO THE LOS PRADOS HOMEOWNERS ASSOCIATION. ALL MAINTENANCE OF THESE FACILITIES IS THE RESPONSIBILITY OF THE LOS PRADOS HOMEOWNERS ASSOCIATION. IF THE HOA FAILS TO FULFILL THESE RESPONSIBILITIES A NOTICE OF VIOLATION (NOV) WILL BE ISSUED, AND ENFORCEMENT ACTIONS WILL FOLLOW. THE CITY RESERVES THE RIGHT TO INSPECT STORMWATER FACILITIES AND PERFORM NECESSARY MAINTENANCE. THE CITY SHALL CHARGE THE HOA THE FULL COST OF SAID MAINTENANCE AND RESERVES THE RIGHT TO ASSESS INDIVIDUAL HOMEOWNERS AND ASSIGN PENALTIES AND LIENS. CORRECTIVE ACTION MUST BE MADE WITHIN THIRTY (30) DAYS AFTER THE NOV IS ISSUED BY THE CITY. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON.

INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

ON OR ABOUT MARCH 15<sup>TH</sup>, ON OR ABOUT SEPTEMBER 15<sup>TH</sup>, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. THE MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES.

WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:

- A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORMWATER IN THE DRAINAGE STRUCTURE.
- B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH AND IF NECESSARY RESEED WITH NATIVE GRASSES AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
- C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
- D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS CUT AND FILL SLOPES AND REPAIR OR STABILIZE ACCORDINGLY.
- E. INSPECT STRUCTURAL INTEGRITY OF DRAINAGE PONDS SLOPES RIP-RAP AND OTHER EROSION CONTROL MEASURES AND REPAIR OR STABILIZE ACCORDINGLY.

THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY.

THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

3. Onsite stormwater management is required at the parcel level in the subdivision design. At a minimum the developer shall consider: a super elevated roadway cross-section for stormwater redirection towards trees and vegetated planter strips along adjacent roads. The use of permeable materials, like block pavers in parking lanes and/or sidewalks, swaled landscape and other low-impact development grading and landscape solutions. The developer is required to show all concepts that have been considered to reduce endpoint management.
4. A revision of the design is required to align with the original vision of the rain garden as a core element of the park. The current proposed rain garden design lacks interest and does not speak to the vernacular of the park area. We do not accept the current square or rectangular configuration that detracts from the natural pattern initially envisioned and conveyed. Previous concepts as described as tiered edges, curved landforms have not been integrated into the design. We would like to see a more thoughtful design that incorporates the original intent of the rain garden to be part of the park:

“...Therefore, it is the intent of the future Park design to maximize passive stormwater harvesting opportunities through employing rain gardens, permaculture, and other similar low-impact techniques...” Jennifer Jenkins, Homewise Owner Representative

The applicants engineering team discussed this at the second ENN.

**From: ENN # 2 – September 19, 2023**

Question: Will there be any other drainage structures in the subdivision?

Answer: Engineering is in process for the subdivision, but there will likely be multiple measures to address drainage (piping, guttering, directing stormwater to plantings, etc.) in addition to the rain garden

5. Provide detail of the subsurface drainage of the rain garden with specifications of the composition of the subsoil as it relates to soil sampling and boring.

# Preliminary Park Design



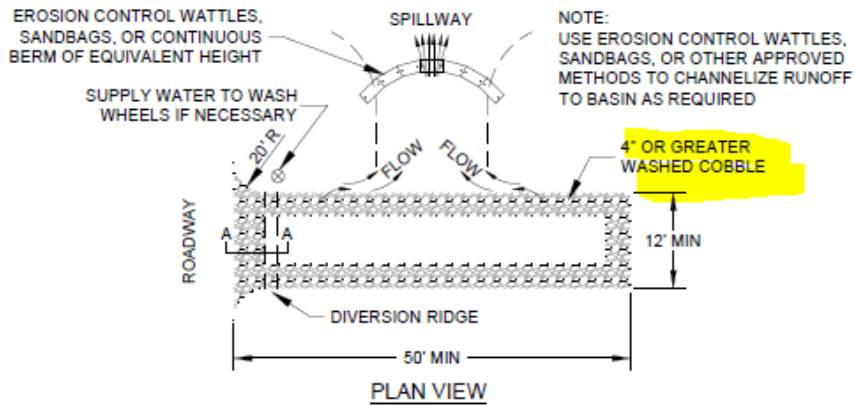
## COMMUNITY PARK SITE PLAN

CITY OF SANTA FE, NEW MEXICO NOVEMBER, 2023

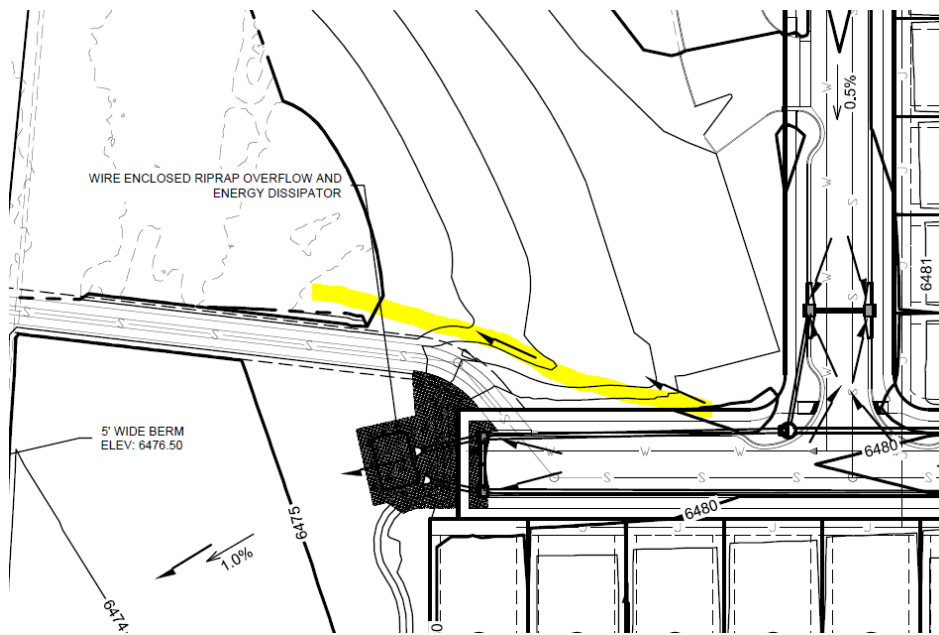




- Specify gravel construction exit should use “4” OR GREATER **ANGULAR** WASHED COBBLE”

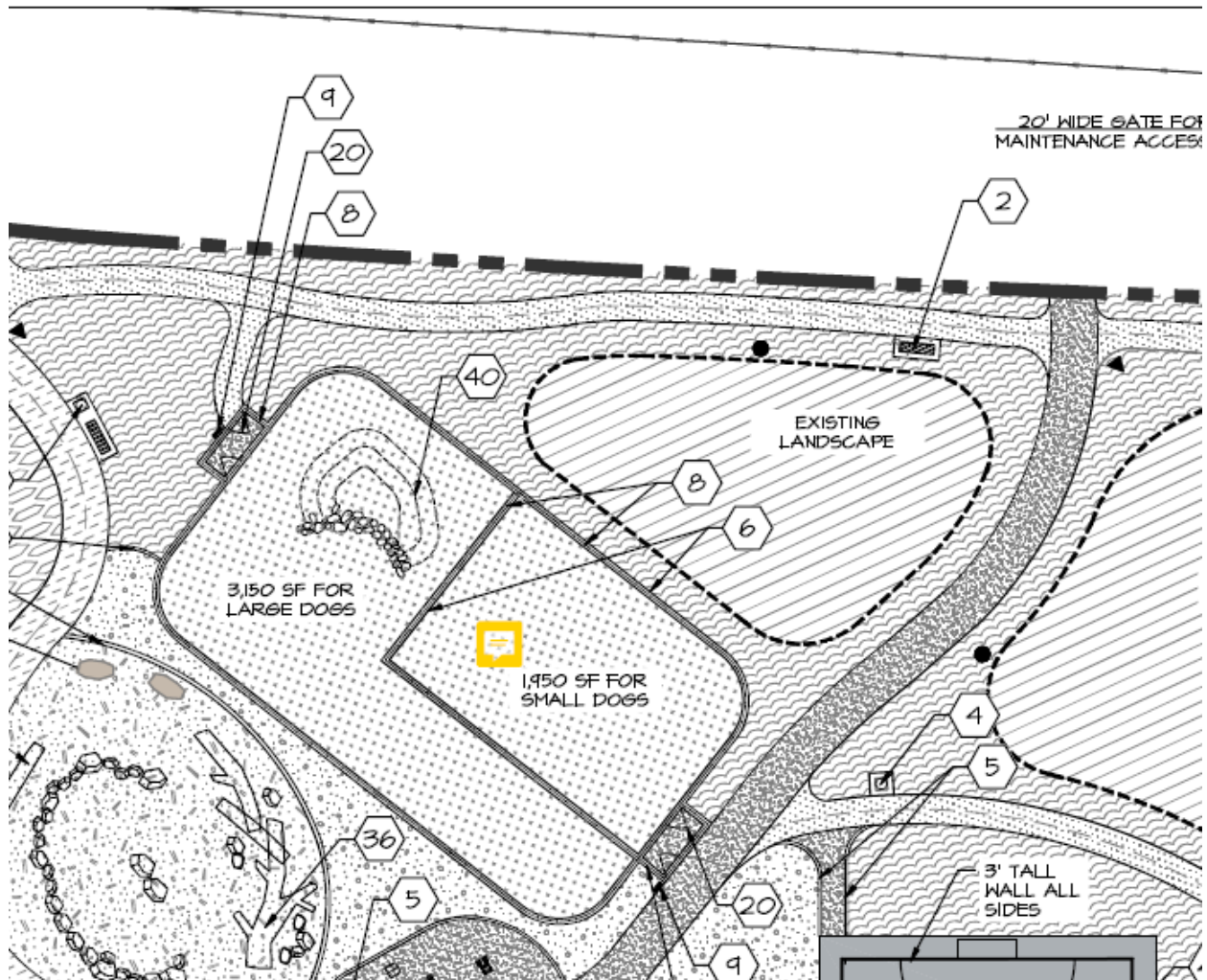
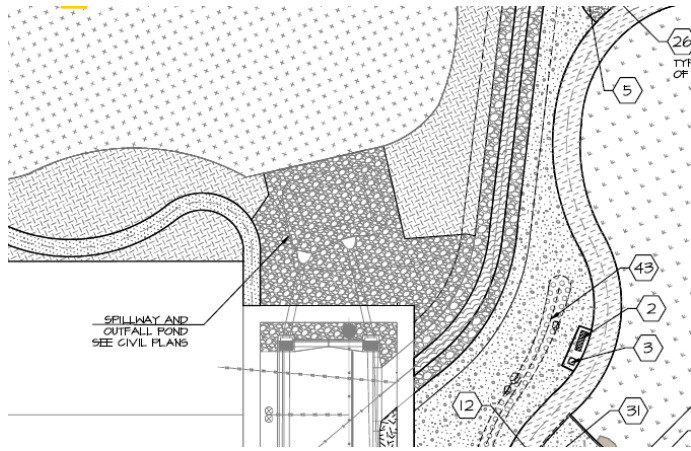


7. Provide more details on what happens to this water during high flows?



8. Amend General Notes #21 (page 13), to include language “with the exception of vegetation within the drainage easement” and add specify details of the maintenance envelope, which should commence after final acceptance and completion.
9. Seeding Notes #2 (page 13), All seeding must meet 70% establishment coverage prior to being accepted.
10. Planting Notes #3 (page 13), Warranty and Maintenance correct entity to City of Santa Fe Public Works/Park and Open Space to “Bernalillo County”
11. Irrigation Notes, #12, (page 13)—rephrase to pressure testing to City of Santa Fe standards or industry standards, whichever is highest.
12. Update Sod & Seeding Schedule for Parks (Page 14) to indicate that 100% bluegrass is not compliant with Code 14-8.4; a park blend of bluegrass and fescue is required, with bluegrass constituting no more than 25%.
13. Sod & Seeding Schedule for Parks (Page 14), provide details on composition of all seed mixes with %. bio retention pond seed mix, reclamation mix missing.
14. Evergreen Trees (page 14), Remove Pinus Ponderosa. These are not acceptable as this tree is beginning to show stress and disease at lower elevations. Required to replace with either Austrian, Bosnian, White Pine or provide other suggestions to be approved by Parks and Open Space Division Director
15. Prunus Cerasifera “Krauter Vesuvius’ Purple Leaf Plum (page 14) are not acceptable, branching structure is problematic. Required substitution is Frontier Elm, Ulmas parvifolia ‘frontier’ or provide other suggestions to be approved by Parks and Open Space Division Director

16. *Teucrium Cossonii*, Creeping Germander (page 14), is not acceptable. Plant has a low success rate and is inappropriate for Zone 6. Substitution required snow-in-summer (*Cerastium*) or provide other suggestions approved by Parks and Open Space Division Director
17. *Mahonia Repens*, creeping mahonia (page 14), is not acceptable problematic maintenance spreads where you don't want it. Required substitution Blue Rug Juniper-*Juniperus horizontalis* 'Wiltonii' or provide other suggestions to be approved by Parks and Open Space Division Director.
18. Reduce plant density adjacent to basketball court and picnic area to address sight lines for safety. Desert Willow is shrubby and in zone 6.
19. Compliance with Standards (page 15), Irrigation systems... backflow prevention hot box is required to be insulated and vandal-proof.
20. Reduced Flow Backflow Preventer (page 35), detail "F", require galvanized risers and fittings. No copper due to theft. Per note "F" on detail "F", Brass Ball Valve, this isolation valve it needs to be located on supply line before the riser in its own valve box and will need to be a Champion Brass Manual Straight inline valve, RS series, size to line.
21. Isolation Valve detail (page 35), detail "H", will need to be a Champion Brass Manual Straight inline valve, RS series, size to line.
22. Please add a General Note that any and all tree substitutions must be approved by Parks Arborist.
23. Two-track gravel path is not acceptable. There is no adequate turn-around and really nothing is accessible or critical from the road. Additionally, we don't want gravel next to native grass due to trimming and weed eating problems. If this area is needed to remain "open" as an easement for sewer, then a simple walking path is preferred.
24. What is a "straw pile" indicated here (page 16)?
25. Remove exercise equipment from the design. The Parks and Open Space Division is not requiring exercise equipment. We believe it could lead to incongruent activities, contributing to a sense of overcrowding in the park.
26. Note #15 (page 17) what is the aluminum edger for? Provide more details.
27. Provide more information about the spillway, including a section drawing. The current design is boxy, it resembles a road extension, potentially leading to vehicles to mistakenly drive into it. Originally conveyed at the second ENN as a rain element or art piece with green infrastructure and educational signage. Additionally, we'd like to gain a better understanding of its operation and maintenance requirements.



28. Dog Area (page 18), the dog enclosure is too small to divide. Remove inside fence to create a single, unified space.

29. Page 18, mini pitch and bocce court needs a minimum of a 3' separation similar to the basketball court side.
30. Plant Schedule (page 24), *Forestiera Neomexicana*, Desert Olive or NM Privet, must be installed at min of 6' tall.
31. Play area planting (page 25), No plant material in play area. Transfer plant quantities to the rain garden or wildflower meadow area (at the acequia trail entrance) instead.
32. Field verify that there is no opening less than 3' along the boundary. The goal is to not allow any ATV and vehicular traffic entry.
33. Bubbler irrigation required for all trees and shrub (page 36)
34. Crusher Fines Trail Specification (page 39), stabilizer needs Park and Open Space approval. Reference Notes Schedule (page 17 & page 31) The surface should be hard to touch and very stable. This needs Parks and Open Space Director approval.
35. All park signage shall be provided by the developer including bike and pedestrian wayfinding to nearby trails. Size and height requirement must meet city code and language approval will be required by Parks and Open Space Division Director
36. Shade structures—We like these! Please provide photos of similar structures.
37. Pollinator shrubs are required in the wildflower meadow area (acequia trail entrance) and in all existing areas.



38. Maintenance schedules and requirements must be included in the final documents.

Applicant shall install the required models for park acceptance:

1. Irrigation Controller and Meter models, IRRInet M AC. 24 Station Outputs, "x" Inputs, UHF Hi Power Radio w/Transformer, Antenna, Surge Protection, Interspec Stainless Steel Locking Single Door Enclosure, Powder Coated with Arad Meter 1.5 AC 10 (reference all pages- specifically on Page 29, 30 Irrigation schedule)

2. Note 2 (page 18), Steel Bench, metal Use Dumor 140
3. Dog bag station: Model Depot-355-GRN by Dog Waste Depot—minimum 3
4. Trash & recycle bins, Dumor, Model # 84-40RC with a 40-gallon liner insert. Flat lid with 10" min holes. Colors: Blue (recycle) and Argento (trash) –Min 5 garbage and 3 recycling. We will not accept split bins.
5. Water fountain (page 17), requires a bottle fill options, basin, dog bowl. Fountain must be protected by required and approved back flow.
6. Note 21 (page 18), picnic table metal model #294-299 black

# Development Review Team (DRT) Comment Form

Date: 08/27/2024

DRT Member: Melissa McDonald, Scott Overlie, Zoë Isaacson

Dept/Div: Parks and Open Space

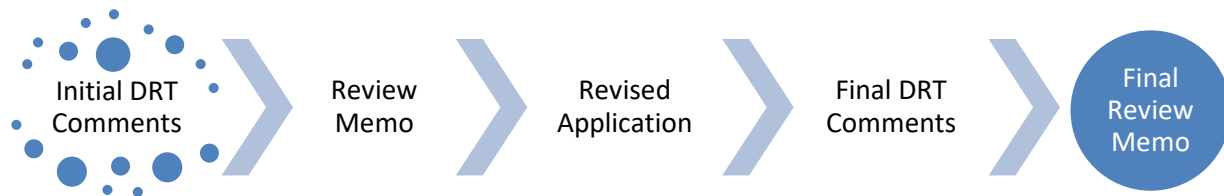
Case No.: #2024-7998

Case Planner: Janice Biletnikoff

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## DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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## Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details  
Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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Conditions of Approval:	Must be completed by:	Applicant response:
1. Provide Drainage Detail and make noted revisions. Satisfy all required actions below.	Prior to Planning Commission	
2. Provide Construction Plan Sets with amenities	Prior to Planning Commission	
3.		
4.		
5.		

Technical Corrections:	Must be completed by:	Applicant Response:
1.		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. CoSF PLUD Infrastructure Completion Policy

Explanation of Conditions or Corrections (if needed):

- Melissa McDonald, Parks & Open Space Division Director, [mamacdonald@santafenm.gov](mailto:mamacdonald@santafenm.gov) ;
- Zoe Isaacson, River and Watershed Manager, [zisaacson@santafenm.gov](mailto:zisaacson@santafenm.gov) ;
- Scott Overlie, Project Administrator, [saoverlie@santafenm.gov](mailto:saoverlie@santafenm.gov)
- Sean Moody, CIP Manager, [sxmoody@santafenm.gov](mailto:sxmoody@santafenm.gov)

1. Page 9, Sheet 1-9: The park shall be built as part of phase 1
2. Page 9, Sheet 1-9: Park Permit, as per 23-2 SFCC specifies requirements for Streets Division issuance of a street cut permit for construction within the park parcel. Any new development must adhere to specified requirements to provide insurance and bonding with defined start and finish dates, conducting city inspections and compaction testing, and acknowledging the City’s right to complete the work and impose penalties as specified in the code. The Public Works Director must approve the permit.
3. Page 9, Sheet 1-9: A separate domestic & irrigation metered water service connections will be required; metered electric service; vehicle parking required by code; and underground infrastructure necessary to the adjacent development, will be completable with or without crossing the adjacent parcel and without the developer’s presence, approval, coordination, progress or completion of the adjacent development.
4. Page 9, Sheet 1-9: The design and layout of any project must be independent of the adjacent development. It should be constructible, accessible, commissionable, maintainable, and available for public use without relying on the adjacent development.
5. Page 9, Sheet 1-9: Add note “The City of Santa Fe has the right of access via an un-delineated easement from South Meadows Road to the parking area across Tract 4-A.”
6. Page 3, sheet 1-3, add Proposed HOA drainage maintenance area with line work delineation

7. Page 4 Dedication and Affidavit: Drainage Facility Maintenance Notes D, drainage is misspelled, missing e
8. Page 4: Drainage Facility Management note- under first sentence need to add some language “all drainage facilities, including drainage facilities with the city owned park as delineated on page 25- Landscape Park Plan, shall be maintained by all property owners or the HOA.”
9. Page 16, Sheet 2-6: Why 12” curb cut opening? We spec a 12”-18” curb cut depending on the roadway slopes. 18” might be more suitable here.
10. Page 16, Sheet 2-6: Landscape swales lack simple sediment traps at curb cuts where water enters the system, without the traps, the swales will fill with sediment and stop working overtime.
11. Page 21: General Notes, #23, add a note that “drainage facility maintenance is the responsibility of the HOA”, as delineated on page 25, Landscape Park Plan.
12. Page 22, Sheet 4-00: Note 3: Bio-Soil Mix: Add to note soils should be ripped, excavated and broken up after all the compaction from heaving machinery.
13. Page 29, Sheet 4-7: add HOA drainage maintenance area with line work delineation
14. Page 25: Call out number 5 on right side of playground area is floating in middle of planter, should likely go to edger.
15. Page 57, Sheet 5-1: Add note regarding drainage maintenance --“all drainage facilities, including drainage facilities with the city owned park as delineated on page 25- Landscape Park Plan, shall be maintained by all property owners or the HOA.”
16. Page 58: Overall Grading and Drainage Plan, add delineation of the HOA maintenance area within the rain garden
17. Page 83: Add note regarding drainage maintenance --“all drainage facilities, including drainage facilities with the city owned park as delineated on page 25- Landscape Park Plan, shall be maintained by all property owners or the HOA.”
18. Page 58, Sheet 5-2: Berms in pond need additional armoring until vegetation is established
19. Page 58, Sheet 5-2: Will individual lots/properties have swales incorporated into landscaping for passive water management?

Example of HOA drainage delineation page 25, sheet 4-3 Landscape Plan Park:



All comments from March 21, 2024, remain mandatory and must be adhered to without exception.



# Development Review Team (DRT) Comment Form

Date: 12/19/2024

DRT Member: Melissa McDonald, Scott Overlie, Zoë Isaacson

Dept/Div: Parks and Open Space

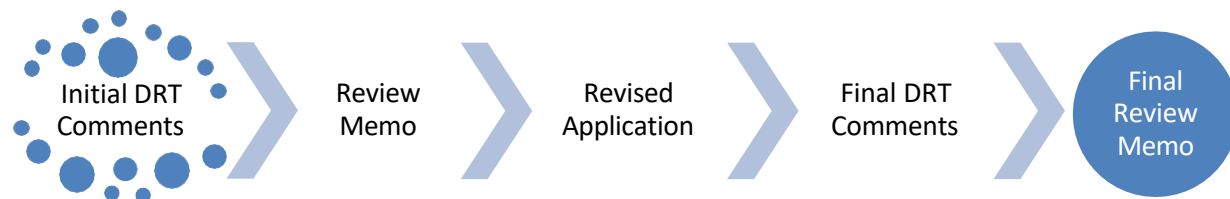
Case No.: #2024-7998

Case Planner: Janice Biletnikoff

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## Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

**Conditions of Approval and Technical Corrections Tables**

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response:
1. Provide additional notes as listed below on final plans (also noted on 8-27-24) Applicant must identify if location of notes has been moved to another sheet.	Prior to submission of final plans	
2. Applicant is responsible to comply with all Parks and Open Space Comments whether they are on lists within the final drawing set.	Prior to Park Acceptance and recordation	
3.		
4.		

Technical Corrections:	Must be completed by:	Applicant Response:
1.		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. CoSF PLUD Infrastructure Completion Policy

**Explanation of Conditions or Corrections (if needed):**

- Melissa McDonald, Parks & Open Space Division Director, [mamacdonald@santafenm.gov](mailto:mamacdonald@santafenm.gov) ;
- Zoe Isaacson, River and Watershed Manager, [zrisaacson@santafenm.gov](mailto:zrisaacson@santafenm.gov) ;
- Scott Overlie, Project Administrator, [saoverlie@santafenm.gov](mailto:saoverlie@santafenm.gov)
- Sean Moody, CIP Manager, [sxmoody@santafenm.gov](mailto:sxmoody@santafenm.gov)

1. Sheet 1-9: The park shall be built as part of phase 1
2. Sheet 1-9: Park Permit, as per 23-2 SFCC specifies requirements for Streets Division issuance of a street cut permit for construction within the park parcel. Any new development must adhere to specified requirements to provide insurance and bonding with defined start and finish dates, conducting city inspections and compaction testing, and acknowledging the City’s right to complete the work and impose penalties as specified in the code. The Public Works Director must approve the permit.
3. Sheet 1-9: A separate domestic & irrigation metered water service connections will be required; metered electric service; vehicle parking required by code; and underground infrastructure necessary to the adjacent development, will be completable with or without crossing the adjacent parcel and without the developer’s presence, approval, coordination, progress or completion of the adjacent development.
4. Sheet 1-9: The design and layout of any project must be independent of the adjacent development. It should be constructible, accessible, commissionable, maintainable, and available for public use without relying on the adjacent development.
5. Sheet 1-9: Add note “The City of Santa Fe has the right of access via an un-delineated easement from South Meadows Road to the parking area across Tract 4-A.”
6. Page 4-0, Stormwater Ponding Note#2, Make correction to “Owner is responsible for providing maintenance logs upon request.”
7. Maintenance area at drainage pond and other potential maintenance areas that fall under

the responsibility of Los Prados HOA is not delineated on 4-3 Landscape Park Plan as required.



# Development Review Team (DRT) Comment Form

Date: December 18, 2024

DRT Member: Leroy Pacheco, PE and Phil Gallegos, PE (Wilson&Company)

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #2024-7998 Los Prados Subdivision

Case Planner: Janice Biletnikoff, AICP Case Manager

## Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant response:
1. None		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant Response:
1. None		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is mandatory for the owner to obtain approval from the Public Works Department for any driveway curb cut or sidewalk crossing. This approval must be issued before a building permit for such new construction is approved.
2. Note as the public infrastructure plans move forward to building permit, these may be subject to additional reviews and possible corrections to meet Public Works Standards for roadways, ADA, signing, striping, lighting, etc. prior to building permit approval.
3. See attached deceleration lane correspondence and City Traffic Engineer decision.

**From:** Michael Gomez MGomez@SantaFeEngineering.com

**Subject:** RE: Los Prados Subdivision / Right Turn Lane Criteria

**Date:** November 13, 2024 at 1:34 PM

**To:** WOLFENBARGER, JEANNE A. jawolfenbarger@santafenm.gov, jennifer@jenkinsgavin.com

**Cc:** jennifer@jenkinsgavin.com, Lisa Huval lhuval@homewise.org, jjaramillo@homewise.org, Leroy Pacheco engineer@leroy pacheco.com, YNGVE, LEAH X. lxyngve@santafenm.gov, BILETNIKOFF, JANICE I. jibiletnikoff@santafenm.gov, Eric Cornelius Eric@SantaFeEngineering.com

MG

Ms. Wolfenbarger,  
We will proceed as directed.  
Thank You  
Mike

---

**From:** WOLFENBARGER, JEANNE A. <jawolfenbarger@santafenm.gov>

**Sent:** Wednesday, November 13, 2024 12:27 PM

**To:** Michael Gomez <MGomez@SantaFeEngineering.com>; jennifer@jenkinsgavin.com

**Cc:** jennifer@jenkinsgavin.com; Lisa Huval <lhuval@homewise.org>; jjaramillo@homewise.org; Leroy Pacheco <engineer@leroy pacheco.com>; YNGVE, LEAH X. <lxyngve@santafenm.gov>; BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>

**Subject:** RE: Los Prados Subdivision / Right Turn Lane Criteria

Mr. Gomez:

Thank you for your response received on 10/18/2024 regarding the right turn lengths on South Meadows Road per the new Transportation Impact Analysis Guidelines. As the City Traffic Engineer, I have reviewed this response and had sent it to Leroy Pacheco and Wilson & Company for the peer review. It has been determined that the process was adequately followed per the new guidelines.

Based on the analysis, I have determined that the right turn lanes are unwarranted since the projected number of right-turning vehicles does not meet the minimum vehicular threshold. Furthermore, inclusion of the turn lanes when not warranted creates a less safe situation for the more vulnerable users of the roadway including the bicyclists and pedestrians. Statistically, keeping the roadway narrower by not adding the lanes contributes to traffic calming which provides one safe element for all roadway users.

Please proceed with the revision of the plans to delete the two proposed right turn lanes on South Meadows Road. **It is my decision to eliminate these from the project.**

Leroy Pacheco had previously determined that this change from the plans would not hold up Planning Commission but this would be handled as part of the Building Permit process.

Jeanne Wolfenbarger  
City Traffic Engineer  
City of Santa Fe

---

**From:** Michael Gomez <MGomez@SantaFeEngineering.com>

**Sent:** Tuesdav. November 12. 2024 11:06 AM

**To:** WOLFENBARGER, JEANNE A. <[jawolfenbarger@santafenm.gov](mailto:jawolfenbarger@santafenm.gov)>; [jennifer@jenkinsgavin.com](mailto:jennifer@jenkinsgavin.com)  
**Cc:** [jennifer@jenkinsgavin.com](mailto:jennifer@jenkinsgavin.com); Lisa Huval <[lhuval@homewise.org](mailto:lhuval@homewise.org)>; [jjaramillo@homewise.org](mailto:jjaramillo@homewise.org); Leroy Pacheco <[engineer@leroypacheco.com](mailto:engineer@leroypacheco.com)>  
**Subject:** RE: Los Prados Subdivision / Right Turn Lane Criteria

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeanne,

I have reviewed the additional material that you sent to me, however we did our analysis based upon the "AASHTO Green Book," as per the City Traffic Impact Guidelines. We have done our best at trying to obtain a solution which is in the best interests of the health, safety and welfare of all the travelling public. As the City of Santa Fe Public Works representative, you have to make a decision keeping in mind the health, safety, and welfare of the travelling public.

If you make it a condition of approval that no right turn lanes will be allowed. Then they will be taken off the plans. The City will then be responsible for that decision.

If you have any questions or need additional information, do not hesitate to contact me.

Mike

**Michael D Gomez, PE, PTOE, NMFPA**  
**Santa Fe Engineering Consultants, LLC**  
Professional Engineer, Professional Traffic Operations Engineer  
1599 S St Francis Dr Suite B  
Santa Fe NM 87505

[mgomez@santafeengineering.com](mailto:mgomez@santafeengineering.com)

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**From:** WOLFENBARGER, JEANNE A. <[jawolfenbarger@santafenm.gov](mailto:jawolfenbarger@santafenm.gov)>  
**Sent:** Tuesday, November 12, 2024 9:33 AM  
**To:** [jennifer@jenkinsgavin.com](mailto:jennifer@jenkinsgavin.com); Michael Gomez <[MGomez@SantaFeEngineering.com](mailto:MGomez@SantaFeEngineering.com)>  
**Subject:** FW: Los Prados Subdivision / Right Turn Lane Criteria

# Memorandum

To: Mr. Leroy Pacheco, PE City of Santa Fe

From: Philip A. Gallegos, PE Wilson and Co., Inc.

CC: Robert Luna, PE, PTOE Wilson and Co., Inc.

Date: 11/5/2024

Re: Los Prados Right Turn Lane Report Peer Review

---

As requested by the City of Santa Fe, Wilson & Company has conducted a peer review of the letter dated October 15, 2024 (Los Prados Subdivision, Right Turn Lane Access Santa Fe, New Mexico, 87507) prepared by Mr. Mike Gomez, PE, PTOE of Santa Fe Engineering Consultants, LLC (engineer of record -EOR) and addressed to Ms. Jeanne Wolfenbarger, PE, City Traffic Engineer.

As part of this effort, we have also reviewed the following:

- the (Right-Turn Lane Analysis) response from the EOR to the City's letter dated July 23rd, and
- the supplemental letter of August 21<sup>st</sup>, Right-Turn Lane Analysis for Los Prados subdivision, and
- the COSF's new TIA guidelines, the AASHTO Green Book, and the SAMM

Our comments are below.

- The EOR evaluated the criteria for right turns using Figure 2 on page 17 of the City's new TIA Guidelines, which did not meet warrants based on the Horizon Year (2040) volumes. Based upon safety considerations noted in his response, the EOR considers it negligent to not provide right turn deceleration lanes from a minor arterial into the proposed subdivision. Page 15 of the City of Santa Fe's TIA Guidelines states that "*Alternatives to these criteria shall be supported by a traffic analysis*" which the EOR has provided as the "Los Prados Right Turn Lane Report".
- As part of the project record, the EOR has evaluated the right-turn lane lengths using the State Access Management Manual (273-ft); the City of Santa Fe's new TIA Guidelines (from 0-ft up to 130-ft); and per the AASHTO Green Book, Geometric Design of Highways and Streets, 7th Edition (205-ft). The EOR recommends using the ASSHTO criteria for an auxiliary lane's deceleration length of 205 feet (lane change or taper, and deceleration) for this subdivision's access to this roadway with a posted speed of 35 mph.

Wilson & Company licensed professional engineers have thoroughly reviewed all material submitted by the EOR on this matter and we find no objections to the EOR's analysis and recommendations.

Please let me know if you have any questions or need more information.

Sincerely,

Philip A. Gallegos, PE  
Senior Transportation Engineer  
Wilson & Company

# Santa Fe Engineering Consultants, LLC



Civil and Traffic Engineering  
Construction Management  
Land Development

1599 St Francis Drive, Suite B  
Santa Fe, N. M. 87505  
(505) 982-2845 Fax (505) 982-2641

October 15, 2024

Jeanne Wolfenbarger  
Traffic Engineer  
City of Santa Fe  
737 Agua Fria St.  
Santa Fe, New Mexico 87501

**RE: LOS PRADOS SUBDIVISION, RIGHT TURN LANE ACCESS SANTA FE, NEW MEXICO, 87507**

Dear Ms. Wolfenbarger,

You informed us that the City of Santa Fe is enacting new traffic impact analysis (TIA) guidelines. They are contained in the “Transportation Impact Analysis Guidelines” (undated) by the City of Santa Fe. The acronym (TIAG-SF) will be used for this letter report. We have reviewed your letters dated August 21, 2024, and July 23, 2024. Your July 23, 2024, letter (see attached) states.

*“These contain specific guidelines on right turn lane warrants and methodology for right turn lane lengths that are based on AASHTO.... I am not requesting a specific lane length but want to suggest that it be chosen based on engineering judgement and related to the traffic conditions and projections unique to this location and development...”*

Your letter dated August 21, 2024 (see attached), requests an evaluation of the proposed right-turn deceleration lanes at Los Prados Subdivision using the City’s new Transportation Impact Guidelines (TIAG-SF).

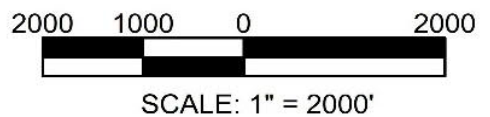
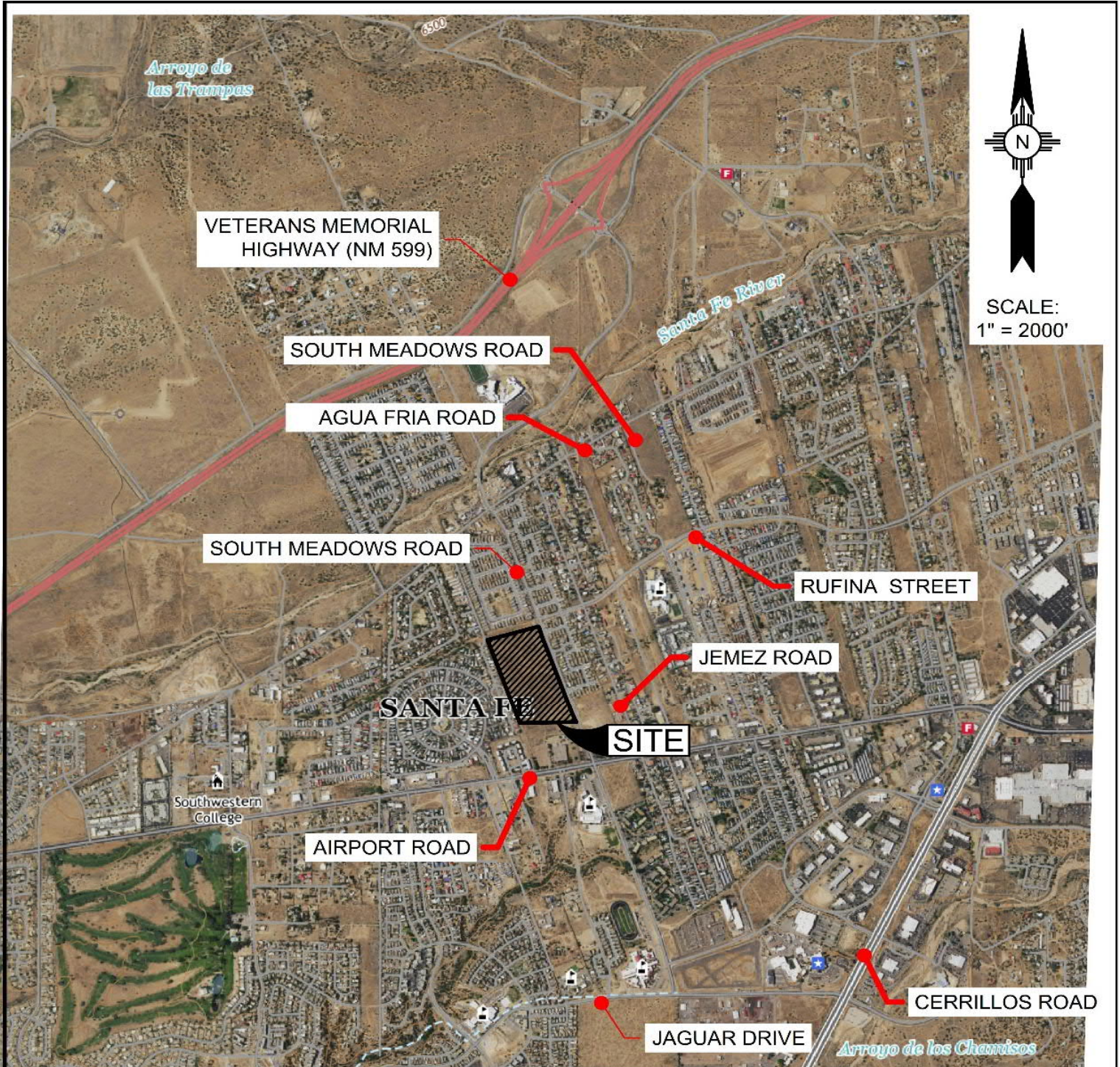
This letter report examines the proposed right-turn deceleration lane requirements using the new TIAG-SF. Data from the report titled “Traffic Impact Analysis for 3600 and 3740 South Meadows Road, Santa Fe, New Mexico”, dated March 2022, by Santa Fe Engineering Consultants LLC was utilized for this evaluation. Copies of this report are available at The City of Santa Fe Land Use Department.

## I. INTRODUCTION

Homewise Inc. proposes constructing a new residential development called “Los Prados” to be located southwest of the intersection of South Meadows Road / Rufina Street in Santa Fe, NM. The 22.2 ±acre site is currently vacant. It is proposed that a mix of single-family lots, townhouses, condominiums, and a public park be developed. The Vicinity Map is presented in Figure 1. The proposed land uses are presented in Table 1.

<b>TABLE 1 PROPOSED DEVELOPMENT</b>	
<b>Description</b>	<b>Dwelling Units</b>
<b>PHASE 1 - TRACT 4</b>	
Single Family Lots	58
Townhouses	77
<b>Total</b>	<b>135 (Rounded)</b>
<b>PHASE 2 - TRACT 3</b>	
Condominiums	64 (Rounded)
<b>TOTAL</b>	<b>199</b>

The project will be constructed in two phases, which will be completed concurrently. It is anticipated that the infrastructure construction for Phase 1 (135 DUs) could begin in 2025 and be completed in 2026. The approval for Phase 2 could be obtained in 2025. The infrastructure construction for Phase 2 (64 condominiums), could begin in 2026 and be completed in 2027. The dwelling units for each phase will take some time to build and sell; it is assumed that the entire development will be completed and occupied by 2030 (Implementation Year). In accordance with the TIAG-SF, the Horizon Year would be 2040.



REFERENCE:  
 U.S.G.S. QUADRANGLE MAPS ENTITLED  
 "AGUA FRIA, NM" DATED 2020

VICINITY MAP  
 FIGURE 1

The Colores del Sol Development constructed South Meadows Road from Agua Fria Street to near Airport Road. The right-of-way and streets were dedicated to the City of Santa Fe. No bus service is provided along South Meadows Road or Rufina Street. However, there is bus service along Airport Road, with stops near the intersection of Airport Road / South Meadows Road. Access to the development is provided by two new roadways off of South Meadows Road. The northern access has been designated as Avenida de los Prados. The southern access is Camino del Llano. The Site Plan is presented in Figure 2.

## **II. OTHER KNOWN DEVELOPMENTS**

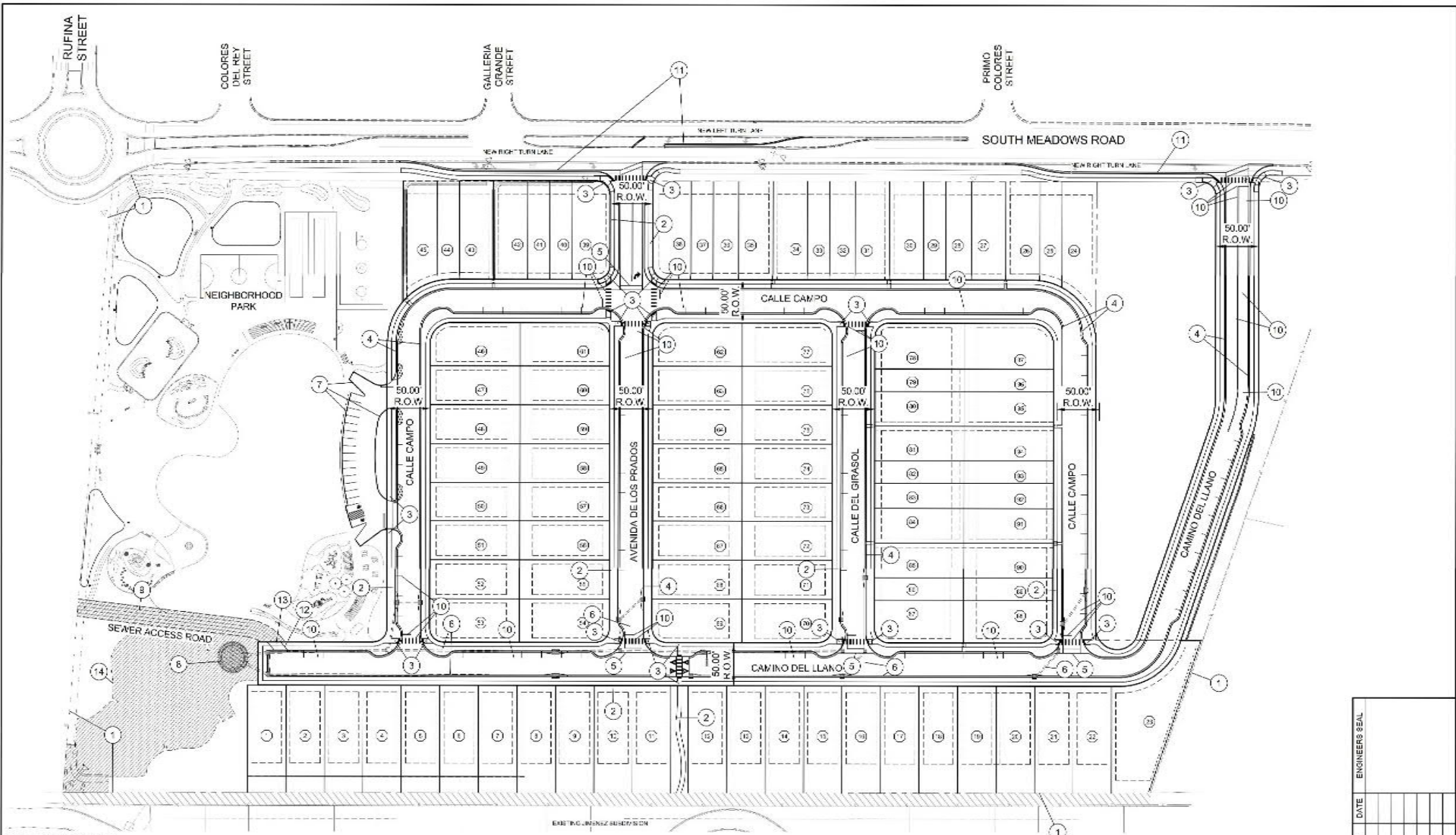
Several apartment projects were under construction or recently approved in the area but were not in operation when the traffic counts were conducted. Therefore, the counts were adjusted to add the traffic from these known developments.

The South Meadows Apartments (also known as Gerhart Apartments) are located at 2250 South Meadows Road, Santa Fe, New Mexico, adjacent to El Camino Real Academy, and is approximately 3,000 feet north of the project. The development consists of 240 units.

The proposed La Madera (also known as the Village at 599 Apartments) is located on South Meadows Road, approximately 5,800 feet northeast of the project. The development consists of 350 units.

The proposed Casa Azul development is located on the southeast quadrant of Airport Road and South Meadows Road. It will include a 233-unit apartment complex, a 7,170-square-foot medical office building/clinic, and 2,109 square feet for a drive-thru coffee shop.

The traffic, from these approved but not constructed projects, at the time of the traffic counts was obtained from the project TIAs. The traffic generated by each project was included in the implementation and horizon year analysis. The trip tables are presented in Appendix A.

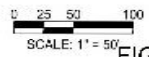


**SHEET KEYNOTES**

- |  |  |  |
|--|--|--|
| ① PROPERTY LINE  | ⑥ PROPOSED STORM SEWER<br>SEE SHEETS 8-13 TO 8-13      | ⑪ PROPOSED OFFSITE IMPROVEMENTS<br>SEE 12 SERIES SHEETS          |
| ② PROPOSED CONCRETE SIDEWALK<br>SEE SHEET 2-6                  | ⑦ PROPOSED 6" STAND-UP CURB<br>SEE SHEET 2-6           | ⑫ MOUNTABLE CURB AND GUTTER<br>SEE SHEET 2-6                     |
| ③ PROPOSED ADA ACCESSIBLE CURB RAMP<br>SEE SHEETS 13-6 TO 13-8 | ⑧ PROPOSED WATER CATCHMENT<br>SEE SHEET 8-13           | ⑬ THICKENED SIDEWALK.<br>SEE SHEET 2-6                           |
| ④ PROPOSED 2" STANDARD CURB AND GUTTER,<br>SEE SHEET 2-6       | ⑨ PROPOSED SEWER ACCESS ROAD<br>SEE LANDSCAPING SHEETS | ⑭ DRAINAGE ACCESS AND MAINTENANCE<br>EASEMENT FOR LOS PRADOS HCA |
| ⑤ PROPOSED 5" TYPE II VALLEY GUTTER<br>SEE SHEET 2-6           | ⑩ PROPOSED STRIPING<br>SEE 7 SERIES SHEETS             |  |



**CIVIL SITE PLAN**  
SCALE: 1" = 50'



**FIGURE 2**

DATE	ENGINEER'S SEAL
REVISIONS	

CITY REVIEW		
DEPARTMENT	REVIEW	DATE
WATER MANAGEMENT DIV.		
WATER SERVICES DIVISION		
STREETS DIV.		
TRAFFIC DIV.		
LANDSCAPE DIVISION		
ENGINEER		
	CITY	USE ONLY

**SFE C** Santa Fe Engineering Consultants, LLC  
1599 St. Francis Drive, Suite B  
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(505) 982-2845 Fax: (505) 982-2341  
http://www.sfeinc.com

PRELIMINARY SUBDIVISION PLAT  
SUBMITTAL FOR LOS PRADOS  
3600 AND 3740 SOUTH MEADOWS ROAD

**CIVIL SITE PLAN**

DATE MARCH 2024	SCALE 1" = 50'	SHEET 1-3
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### III. IMPLEMENTATION YEAR 2030

Traffic counts were conducted in 2021 when schools were in operation. The traffic counts are presented in Appendix A. The traffic counts were used for capacity analysis and to obtain traffic volumes to evaluate right turn lanes. The following conditions are to be analyzed for this project:

#### A. Traffic Projections

##### 1. Assumptions

The City of Santa Fe Traffic Engineering Department has used a growth rate of 1% in the past. The proposed development is assumed to be completed and fully occupied in 2030.

##### 2. Trip Generation

Traffic Generation Rates were determined using the Institute of Transportation Engineers (ITE) TripGen Web-Based App, Version 4.0.0.421. The ITE TripGen Web-Based App is based upon the ITE Trip Generation Handbook, 11<sup>th</sup> Edition. The trip generation calculations are presented in Appendix B.

###### a. Single Family Detached Housing (Land Use Code 210).

The ITE description for Single-Family Detached Housing is as follows:

*“Single-family detached housing includes all single-family detached homes on individual lots...”*

###### b. Multi-Family Housing (Low Rise) (Land Use Code 220)

The ITE provides different categories of multi-family housing. Multi-family Housing (Low Rise) includes condominiums and townhouses and is considered appropriate for this project. The ITE description for Multi-Family Housing (Low Rise) is as follows:

*“Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors)...Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings...”*

**c. Total Site Generation**

The projected traffic is presented in Table 2. The Trip Generation Calculations are presented in Appendix B.

<b>TABLE 2 SUMMARY OF TRIP GENERATION CALCULATIONS</b>				
	<b>AM Peak</b>		<b>PM Peak</b>	
	Entry	Exit	Entry	Exit
<b>TRACT 4</b>				
<b>Land Use 210 – Single Family Detached Housing – 58 Dwelling Units</b>				
	11	34	38	22
<b>Land Use 220 – Multi-Family Housing (Low Rise) – 77 Townhouses</b>				
	11	36	34	20
<b>TRACT 3</b>				
<b>Land Use 220 – Multi-Family Housing (Low Rise) – 65 Condos*</b>				
	7	18	24	16
<b>Total</b>	<b>29</b>	<b>88</b>	<b>96</b>	<b>58</b>

\*Actual number of units is 64, the difference is insignificant

**3. Trip Distribution and Assignment**

The directions from which traffic approaches and departs the site will be determined by their origins and destinations and the efficiency of the various streets serving the site. The Colores del Sol subdivision on the east side of the street opposite the proposed development has similar land uses and is generally analogous to the proposed project. Traffic counts during peak hours were used to obtain traffic data at access points to this portion of Colores del Sol. The traffic counts are presented in Appendix A. The resultant directions of approach and return for Colores del Sol were used to estimate the directions of approach and return at Los Prados. The directions of approach and return and the site-generated traffic is presented in Appendix A.

**4. Background Traffic without Proposed Development**

The background traffic without the proposed development was calculated by increasing the existing traffic counts at 1% per year, compounded yearly, for all legs of the intersections analyzed in this report.

**5. Proposed Development**

The traffic generated by the proposed development was added to the background traffic.

**B. Traffic Analysis**

The two site entrances were analyzed using “Highway Capacity Software 2023, Version 8.3.” Capacity reports are presented in Appendix C and summarized in Table 3.

<b>TABLE 3 SUMMARY OF LEVELS OF SERVICE BUILD 2030</b>						
<b>Movement</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>95% Queue (Ft)</b>	<b>Delay (Veh/sec)</b>	<b>LOS</b>	<b>95% Queue (Ft)</b>	<b>Delay (Veh/sec)</b>	<b>LOS</b>
<b>South Meadows / Avenida de los Prados (North Driveway)</b>						
Eastbound Right	10.1	16.0	C	7.6	15.2	C
Northbound Left / Thru	0.0	9.4	A	2.5	9.5	A
<b>South Meadows / Camino del Llano (South Driveway)</b>						
Eastbound Left / Right	15.1	19.7	C	7.6	18.7	C
Northbound Left / Thru	0.0	9.7	A	2.5	9.6	A

For the implementation year build conditions, both driveway entrances have adequate levels of service.

**1. Criteria for Speed Change Lanes Using The TIAG-SF**

New roadways will be constructed to access the site. The criteria for speed change lanes into the property was checked for the implementation year using the TIAG-SF, Figure 2, “Right Turn Lane Criteria for Two-Lane Roadways”. An examination of TIAG-SF, Figures 2 shows that the right turn criteria are a function of the major lane traffic in one direction versus right turn lane volume, and the speed limit. The implementation year volumes and turning

volumes were plotted onto Figure 2 of the TIAG-SF and are presented on figure 3 and 4. The results are presented in Table 4.

<b>TABLE 4 RIGHT TURN LANE CRITERIA FOR LOS PRADOS IMPLEMENTATION YEAR</b>	
	<b>Does it Meet Criteria For A Right Turn Lane</b>
<b>Avenida de los Prados (North Driveway)</b>	No
<b>Camino del Llano (South Driveway)</b>	No

According to the TIAG-SF, the driveways do not meet the right turn lane criteria for a two lane roadway. The right turn traffic could more than double and still will not meet the criteria for a right turn lane.

The AASHTO “Green Book” does not provide criteria for right turn lanes, but does state:

*“...Warrants for the use of auxiliary lanes cannot be stated definitely. Many factors should be considered, such as speeds, traffic volumes, percentage of trucks, capacity, type of roadway, effects on pedestrian and bicyclists, availability of right-of-way, service provided, and the arrangement and frequency of intersections.”*

A review of the NMDOT “State Access Management Manual” (SAMM) indicates that both intersections easily meet the criteria for right turn deceleration lanes.

## **2. Speed Change Lane Design**

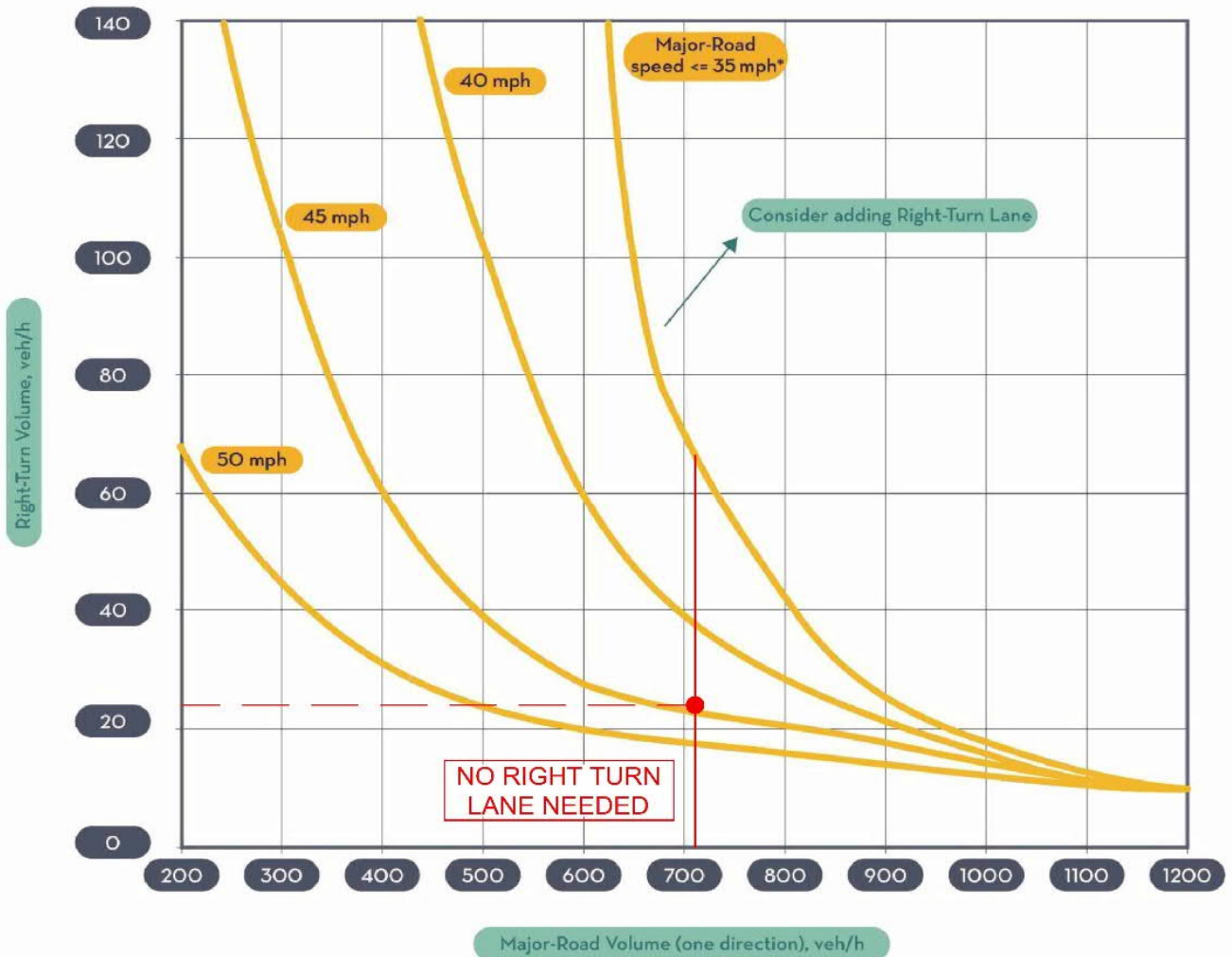
According to the TIAG-SF “Right Turn Lane Criteria for Two Lane Roadways,” right turn lanes are not required. South Meadows Road is a minor arterial and a commuter route. According to the US Department of Transportation Federal Highway administration, dedicated left- and right turn lanes at intersections is a proven safety countermeasure: the addition of right turn lanes total crashes by 14 - 26 %. At these particular locations, a right turn lane would not have a negative effect on any pedestrian crossings. The ROW is available. The construction of a right turn lane is reasonable and prudent.

According to the TIAG-SF:

*“Rear-end crashes can be severe within lanes that accommodate multiple turning movements. Research has found that crash rates increase as the speed differential in the traffic stream increases. Separate turn lanes remove the turning vehicle from through traffic, removing the speed differential in the main travel lanes, thereby reducing the frequency and severity of rear-end collisions.. Rear-end crashes can be severe within lanes that accommodate multiple turning movements..”*

**SOUTH MEADOWS ROAD / AVENIDA DE LOS PRADOS  
(NORTH DRIVEWAY)  
IMPLEMENTATION YEAR**

**FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY**



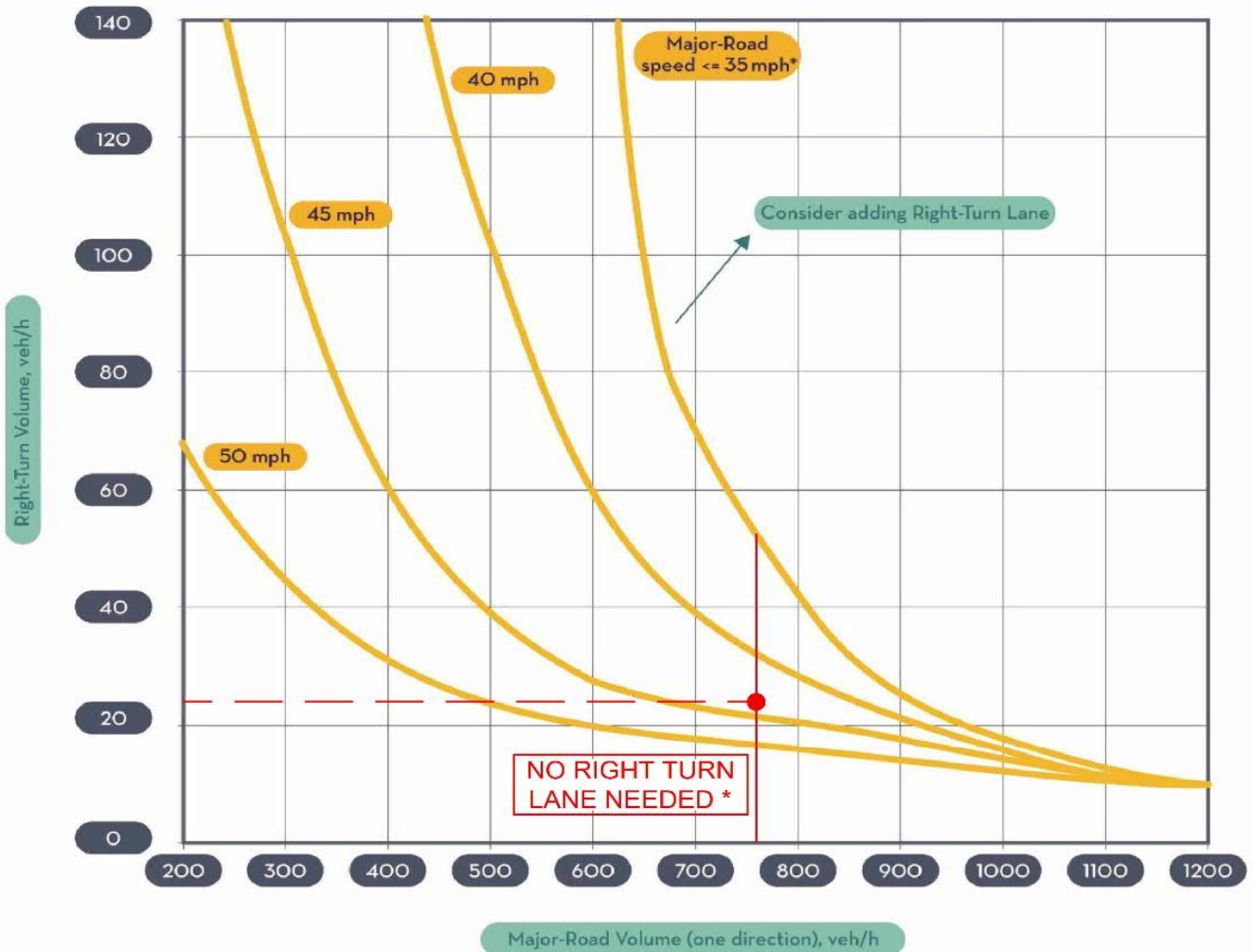
*\*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:*

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion

\* SFEC NOTATION IN RED

**SOUTH MEADOWS ROAD / CAMINO DEL LLANO  
(SOUTH DRIVEWAY)  
IMPLEMENTATION YEAR**

**FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY**



\*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion

\* SFEC NOTATION IN RED

FIGURE 4

According to the (AASHTO Green Book) policy on “Geometric Design of Highways and Streets,” 7<sup>th</sup> Edition, published 2018, Table 9.20, the “desirable lane change and deceleration distances” for a 35 MPH speed is 205 feet.

According to the TIAG-SF the required turn lane length for less than 40 MPH is the taper plus the storage. The TIAG-SF also states:

*“When operational analyses are not applicable (e.g., for turning movements that are uncontrolled), utilize the deceleration distance for the auxiliary lane length. Using guidance from the latest AASHTO Green Book for “Deceleration Lanes”, accept a moderate amount of deceleration within the through lanes and utilize the taper length as part of the deceleration within the through lanes. Deceleration rates greater than 6.5 ft/s<sup>2</sup> may be used where practical. A minimum bay length of 50 feet shall be provided..”*

Based on the TIAG-SF, the minimum storage is 50 feet. The “AASHTO Green Book” suggests using a taper between a rate of 8:1 and 15:1. If a taper rate of 8:1 is used, the length of the taper is 80 feet. According to TIAG-SF, Table 1, “Turn Lane Length Requirements” turn lane length requirements at speeds less than 40 MPH, the right turn deceleration lane should be the taper plus the storage. For this project, at both entrances, the length of the right turn lane is 50 feet plus 80 feet of taper for a total of 130 feet.

However, to comply with AASHTO an additional 70 feet of deceleration lane length is needed. The recommended length is 50 feet queue storage, 75 feet long deceleration lane with an 80 foot taper at 8:1 feet.

The TIAG-SF also guides turn lane dimensions. According to the TIAG-SF:

*“The minimum turn lane width is 10 feet unless approved by City Staff. A separate turn lane consists of a taper plus a full width auxiliary lane. The design of turn lanes is to be based on the speed at which drivers*

*turn into the lane, the speed to which drivers must reduce to turn into the driveway, and the required vehicular storage length. Other special considerations include the volume of trucks that will use the turn lane and the steepness of an ascending or descending grade..”*

According to the TIAG-SF the required turn lane length for less than 40 MPH is the taper plus the storage. The TIAG-SF also states:

*“When operational analyses are not applicable (e.g., for turning movements that are uncontrolled), utilize the deceleration distance for the auxiliary lane length. Using guidance from the latest AASHTO Green Book for “Deceleration Lanes”, accept a moderate amount of deceleration within the through lanes and utilize the taper length as part of the deceleration within the through lanes. Deceleration rates greater than 6.5 ft/s<sup>2</sup> may be used where practical. A minimum bay length of 50 feet shall be provided..”*

#### IV. ANALYSIS OF HORIZON YEAR CONDITIONS – 2040

In accordance with the TIAG-SF the horizon year (2040) conditions were analyzed for this project. It is assumed that the background traffic will increase at a rate of 1% per year compounded yearly.

It is assumed that the project will be built by 2030. The horizon year will be 10 years after completion. The proposed improvements are the same as in the implementation year. It is assumed that the trip distribution and assignment will be the same in 2040, as discussed in the implementation year. The traffic generated by the proposed development was added to the background traffic. Capacity reports are presented in Appendix D and summarized in Table 5.

<b>TABLE 5 SUMMARY OF LEVELS OF SERVICE BUILD 2040</b>						
<b>Movement</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>95% Queue (Ft)</b>	<b>Delay (Veh/sec)</b>	<b>LOS</b>	<b>95% Queue (Ft)</b>	<b>Delay (Veh/sec)</b>	<b>LOS</b>
<b>South Meadows / Avenida de los Prados (North Driveway)</b>						
Eastbound Right	12.6	17.4	C	7.6	16.3	C
Northbound Left / Thru	0.0	9.7	A	2.5	9.8	A
<b>South Meadows / Camino del Llano (South Driveway)</b>						
Eastbound Left / Right	15.1	21.7	C	10.1	20.4	C
Northbound Left / Thru	0.0	10.1	B	2.5	9.9	A

All driveways have adequate capacity for the Horizon Year 2040 – Build condition.

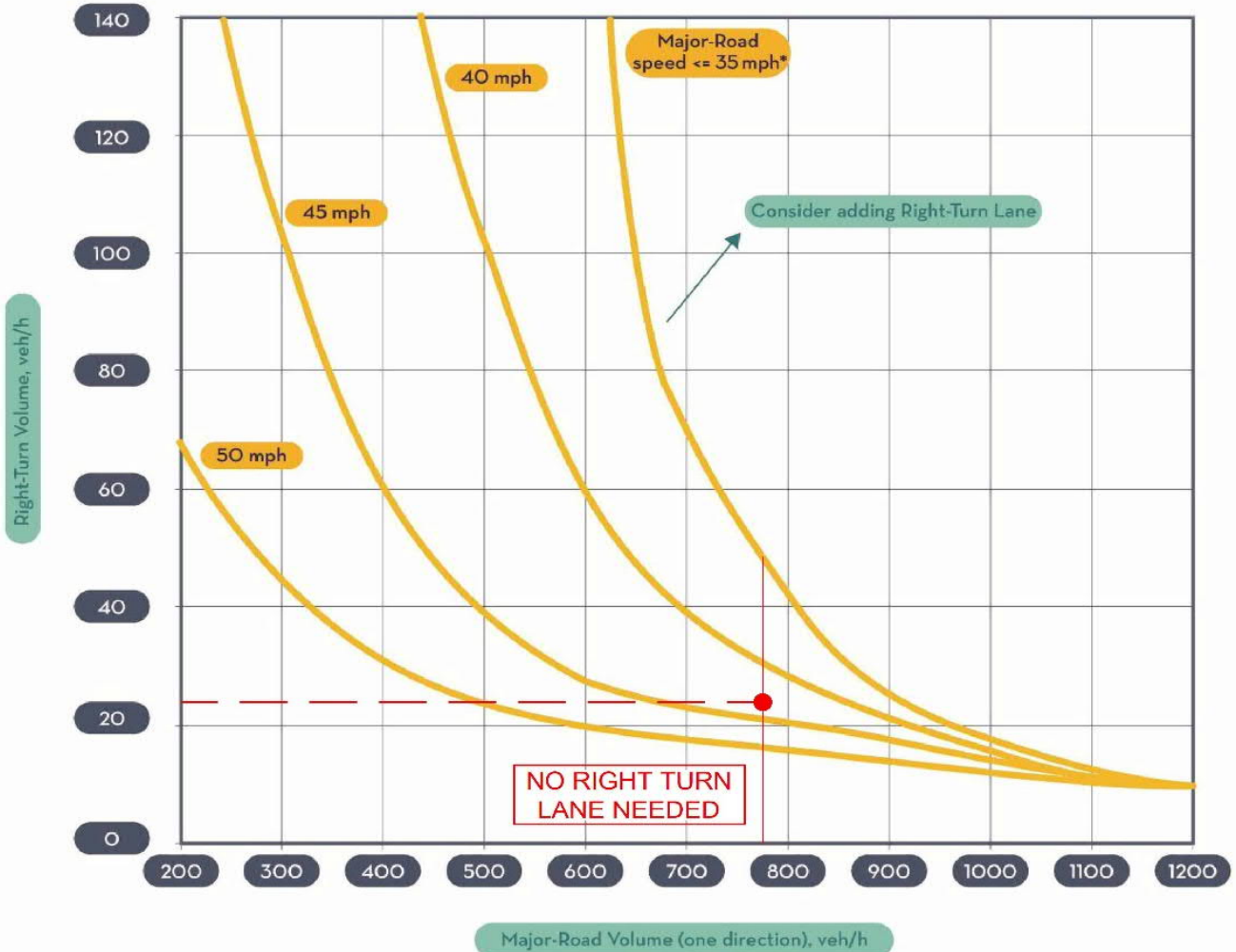
##### 1. Speed Change Lanes

The criteria for speed change for the horizon year were checked. The results are presented in Table 6.

<b>TABLE 6 RIGHT TURN LANE CRITERIA FOR LOS PRADOS HORIZON YEAR</b>	
	<b>Dose it Meet Criteria For A Right Turn Lane</b>
<b>Avenida de Los Prados (North Driveway)</b>	No
<b>Camino del Llano (South Driveway)</b>	No

**SOUTH MEADOWS ROAD / AVENIDA DE LOS PRADOS  
(NORTH DRIVEWAY)  
HORIZON YEAR**

**FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY**

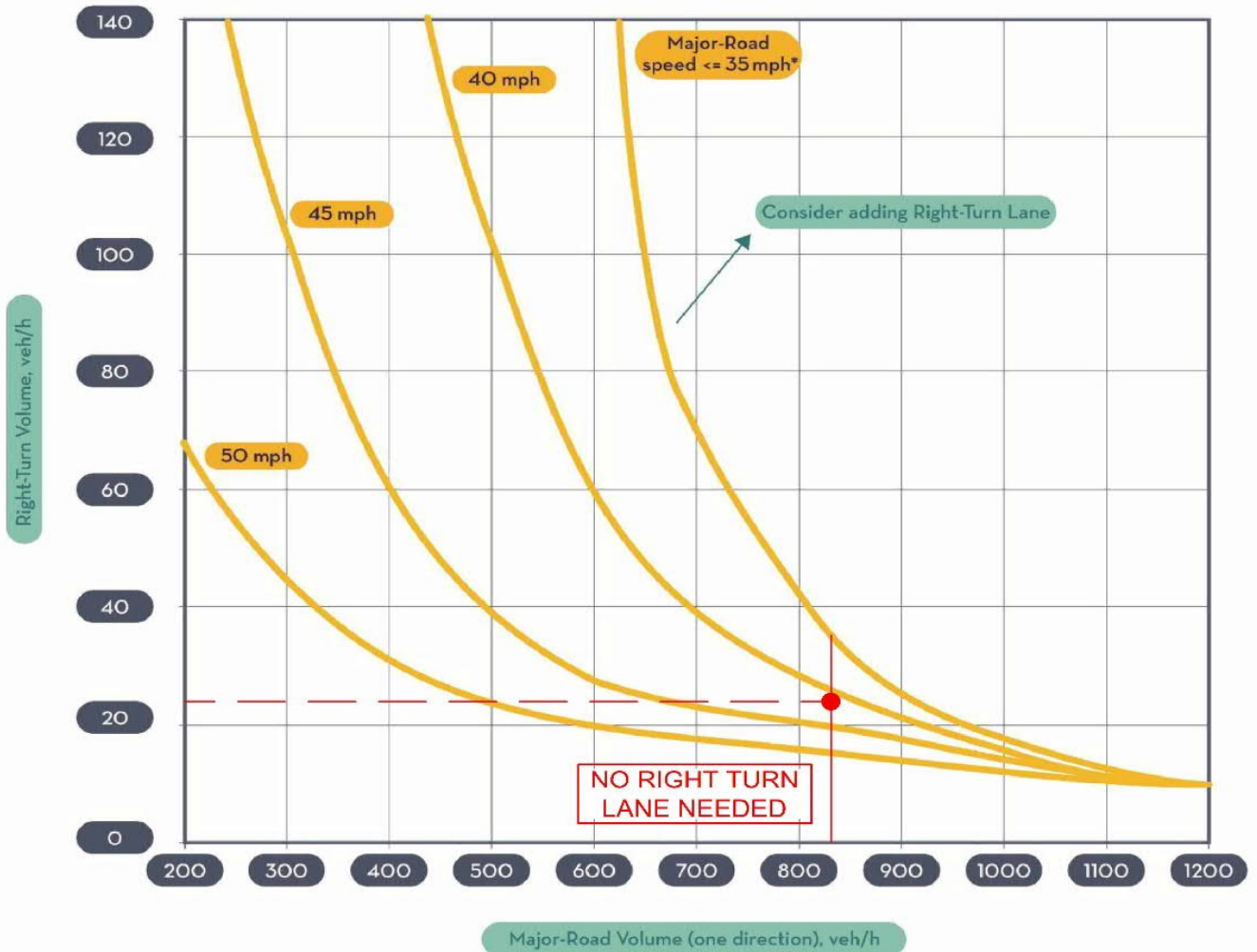


\*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:  
 • Right-turning volume of 50 vph or greater  
 • At the City Traffic Engineer, or designee's discretion

\* SFEC NOTATION IN RED

**SOUTH MEADOWS ROAD / CAMINO DEL LLANO  
(SOUTH DRIVEWAY)  
HORIZON YEAR**

**FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY**



\*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion

\* SFEC NOTATION IN RED

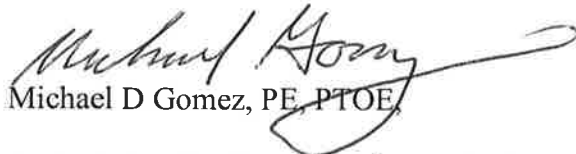
## V. CONCLUSIONS

This project does not require right-turn lanes based on the “Transportation Impact Analysis Guidelines” (undated) by the City of Santa Fe. As the traffic engineer of record for this project, it could be considered negligence to submit a roadway design for South Meadows Road (a minor arterial street) without a right-turn lane to accommodate traffic into the proposed subdivision.

An adequate right-turn lane length, according to the AASHTO “Green Book,” is 205 feet. The recommended length is 50 feet of queue storage, 75 feet long deceleration lane with an 80-foot long taper at 8:1. This proposed 205-foot right-turn lane is a compromise between the standard in the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM), which is 273 feet long and the City of Santa Fe “Transportation Impact Analysis Guidelines,” which would result in no right-turn lane. As the traffic engineer of record, I am recommending a right-turn lane that would comply with the AASHTO “Green Book” guidelines which is 205 feet long.

If you have any questions, comments, or concerns, please do not hesitate to contact me.

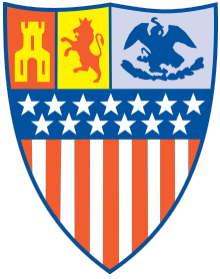
Sincerely,

  
Michael D Gomez, PE, PTOE

Santa Fe Engineering Consultants, LLC

Enclosures:

CC: Jaime Jaramillo



# City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909  
[www.santafenm.gov](http://www.santafenm.gov)

*Alan Webber, Mayor*

Councilors:

Signe I. Lindell, Mayor Pro Tem, District 1  
Alma G. Castro, District 1  
Michael J. Garcia, District 2  
Carol Romero-Wirth, District 2  
Lee Garcia, District 3  
Pilar F.H. Faulkner, District 3  
Jamie Cassutt, District 4  
Amanda Chavez, District 4

July 23, 2024

Michael Gomez, PE, PTOE, NMFPA  
Santa Fe Engineering Consultants, LLC  
1599 S. St. Francis Dr., Suite B  
Santa Fe, NM 87505

RE: Los Prados Phase 1: Preliminary Subdivision Plat Comments

Dear Mr. Gomez:

Thank you for your thoughtful responses to the MPO comments sent on June 14, 2024 and willingness to evaluate each comment thoroughly. After an internal meeting, we wanted to respond to Comment #2 regarding the right turn bay lengths into the proposed development with the intent of achieving turn bay length reduction.

As you are aware, the City is in the process of producing new Transportation Impact Analysis Guidelines (latest draft attached). These have been sent for review to various engineers and planners and are currently planned for presentation to the Planning Commission. These contain specific guidelines on right turn lane warrants and methodology for right turn lane lengths that are based on AASHTO (pages 13 - 19). The goal is to design the road to fit within an urban environment where all modes of traffic are taken into consideration and reduced vehicular lane lengths result in traffic calming which creates a safety aspect for all users. This addresses prevention of rear-end collisions but also promotes a well-balanced solution for various safety objectives.

Where the City of Santa Fe has historically relied on the core assumptions and standards found in the State Access Management Manual based on section 18.31.6.16 A. TRAFFIC STUDIES FOR LAND DEVELOPMENT, the City also recognizes that the manual is oriented toward the regulation and management of the New Mexico state highway system. Due to absence of any codified language in Chapter 13 of the City of Santa Fe Land Use Code, the use of the SAMM is not specifically referenced for the City-owned roadways. Thus, based on purposes for this request, the City of Santa Fe is requesting alternatives to the SAMM where multimodal safety is prioritized.

Because these new draft guidelines are included as part of a pending ordinance, the City of Santa Fe is requesting use of this document for the right turn lanes into the Los Prados Subdivision. I believe reliance on AASHTO as suggested by these new guidelines would apply very well to South Meadows Road.

Please note that suggested implementation of this solution can result in reduced asphalt pavement costs. I am not requesting a specific lane length but want to suggest that it be chosen based on engineering judgement and related to the traffic conditions and projections unique to this location and development. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Wolfenbarger".

Jeanne Wolfenbarger, PE, City of Santa Fe Traffic Engineer

Attachment: Transportation Impact Analysis Guidelines draft

Cc:

Janice I. Biletnikoff, Long-Range Strategic Planner, Land Use Department, COSF

Leah Yngve, SFMPO Transportation Planner

Erick Aune, SFMPO Director

Leroy Pacheco, PE

Jennifer Jenkins, Principal, JenkinsGavin, Inc.



# City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909

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*Alan Webber, Mayor*

Councilors:

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Alma G. Castro, District 1

Michael J. Garcia, District 2

Carol Romero-Wirth, District 2

Lee Garcia, District 3

Pilar F.H. Faulkner, District 3

Jamie Cassutt, District 4

Amanda Chavez, District 4

August 21, 2024

Michael Gomez, PE, PTOE, NMFPA  
Santa Fe Engineering Consultants, LLC  
1599 S. St. Francis Dr., Suite B  
Santa Fe, NM 87505

RE: Los Prados Phase 1: Preliminary Subdivision Plat Comments

Dear Mr. Gomez:

Thank you for your e-mailed response on 8/7/2024 regarding the right turn lengths on South Meadows Road related to the Los Prados Phase I development which is in the City of Santa Fe Land Use Development Review Process for which you are serving as the engineer of record. The City has reviewed this response and will re-state their position on directing use of the City's new Transportation Impact Analysis Guidelines which are pending codification. As mentioned, these guidelines are designed for our urban environment and to achieve safety objectives. As you know, these guidelines have been developed over the past year including extensive review and feedback by professionals. Note that the City code never refers to use of SAMM for the city streets and the new guidelines direct the use of AASHTO guidelines in lieu of the SAMM on our City streets.

The MPO submitted comments on the development submittal requesting to shorten the turn lanes. You will find this comment to be consistent with the new Transportation Impact Analysis Guidelines.

Please proceed with an analysis as requested by the City using these guidelines to determine changes in the design for the right turn lane lengths on South Meadows Road (See applicable attachment from the guidelines.). The City will ultimately be responsible for approving the required length of the deceleration lanes on the roadway.

Sincerely,

*Jeanne Wolfenbarger*

Jeanne Wolfenbarger, PE, City of Santa Fe Traffic Engineer

## Regina Wheeler

Regina A. Wheeler, Public Works Director for the City of Santa Fe

## Heather Lamboy

Heather L. Lamboy, AICP, Director (Interim), Planning & Land Use Development

Attachment: Transportation Impact Analysis Guidelines -Turn Lane Dimensions

Cc:

Janice I. Biletnikoff, Long-Range Strategic Planner, Land Use Department, COSF

Leah Yngve, SFMPO Transportation Planner

Erick Aune, SFMPO Director

Leroy Pacheco, PE

Jennifer Jenkins, Principal, JenkinsGavin, Inc.

## Turn Lane Dimensions

The minimum turn lane width is 10 feet unless approved by City Staff. A separate turn lane consists of a taper plus a full width auxiliary lane. The design of turn lanes is to be based on the speed at which drivers turn into the lane, the speed to which drivers must reduce to turn into the driveway, and the required vehicular storage length. Other special considerations include the volume of trucks that will use the turn lane and the steepness of an ascending or descending grade. The TIA should recommend turn lane location and provide the required turn lane length associated with each, demonstrating that turn lane design objectives can be achieved within known current and future anticipated constraints.

Required turn lane length elements are outlined in **Table 2**.

TABLE 2. TURN LANE LENGTH REQUIREMENTS

Posted speed limit	Left turn deceleration lane	Right turn deceleration lane
<40mph (See Note 1.)	Taper + storage	Taper + storage
≥40mph (See Note 2.)	Decel. Length	Decel. Length

### Notes for Table 2:

**Note 1:** Storage length should be provided from operational analyses. Storage length should be calculated as the 95<sup>th</sup> percentile queue length rounded up to the nearest 25 feet with a 50-foot minimum length.

When operational analyses are not applicable (e.g., for turning movements that are uncontrolled), utilize the deceleration distance for the auxiliary lane length. Using guidance from the latest AASHTO Green Book for "Deceleration Lanes", accept a moderate amount of deceleration within the through lanes and utilize the taper length as part of the deceleration within the through lanes. Deceleration rates greater than 6.5 ft/s<sup>2</sup> may be used where practical. A minimum bay length of 50 feet shall be provided.

**Note 2:** Deceleration length should be calculated based on the distance required to brake from the posted speed of the roadway to a stop and includes the appropriate taper based upon the posted speed. Utilize recommended deceleration distances for "Lane Change and Deceleration Distance" provided by the latest AASHTO Green Book.

If the noted design requirements for full movement access spacing and/or turn lanes cannot be met, driveway turning movement restrictions may be imposed. The restriction may be for left-turn movements in or out of the driveway or right-turns in or out. Turning restrictions may be imposed for driveways that are too close to signalized intersections, or where existing driveways or roadway characteristics may increase accident potential or at locations with a history of high accident rates.

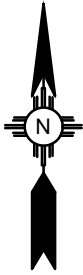
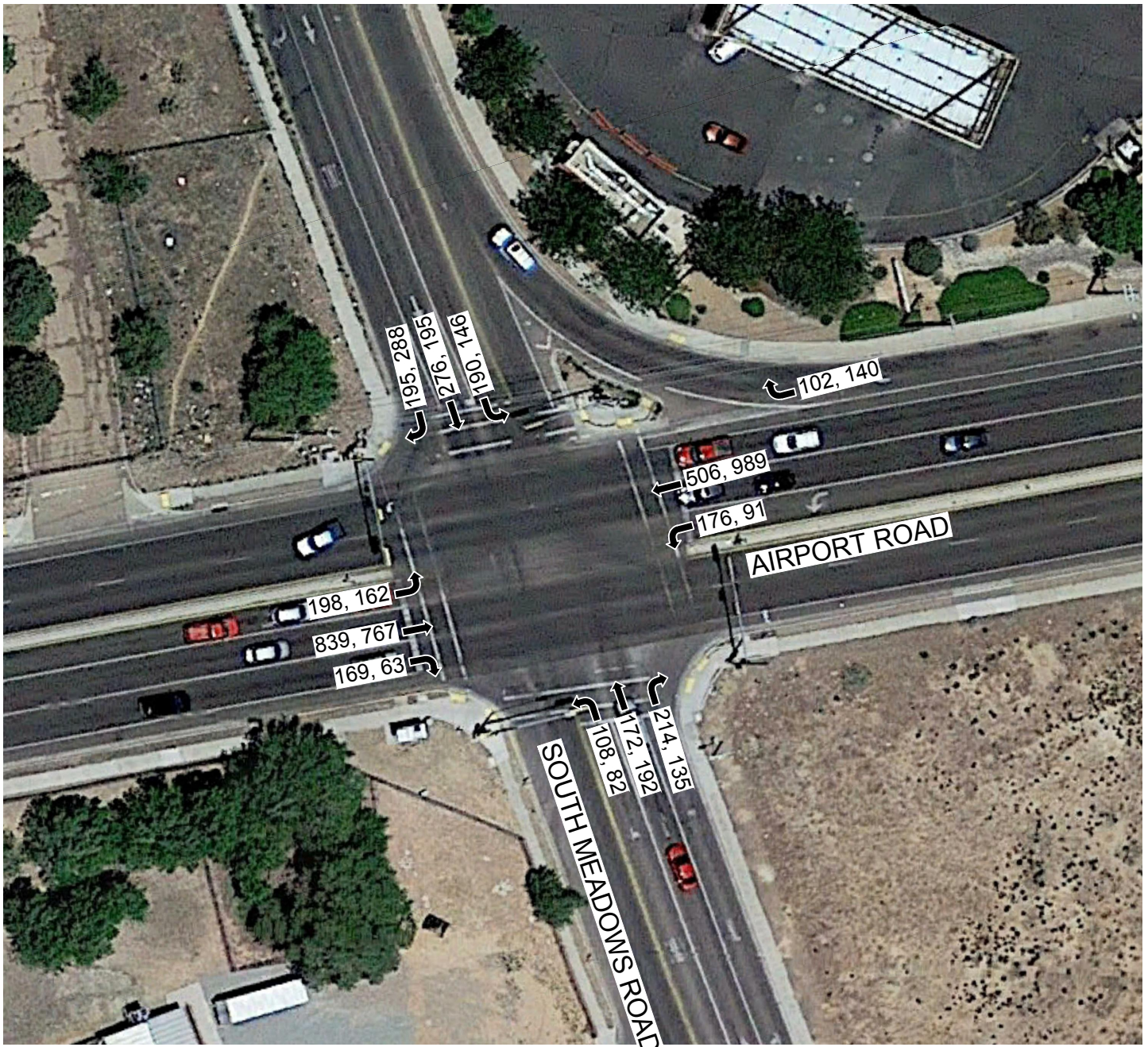
**Signature:** Regina Wheeler  
Regina Wheeler (Aug 25, 2024 2:05 MDT)

**Email:** rawheeler@santafenm.gov

**Signature:** *Heather Lamboy*

**Email:** hllamboy@ci.santa-fe.nm.us

**APPENDIX A**  
**TRAFFIC COUNTS**



**PEAK HOURS FOR TRAFFIC COUNT  
DATED Sept 16, 2021 (Thursday)**

AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM



SCALE: 1" = 50'

**LEGEND**

DENOTES PEAK HOUR TRAFFIC VOLUME AM, PM      11, 23

DENOTES MOVEMENT      ←

**EXISTING TRAFFIC VOLUMES  
AIRPORT ROAD  
/ SOUTH MEADOWS ROAD**



PEAK HOURS FOR TRAFFIC COUNT  
DATED Sept 30, 2021 (Thursday)

AM	PM
7:45 AM to 8:45 AM	5:00 PM to 6:00 PM



LEGEND

DENOTES PEAK HOUR  
TRAFFIC VOLUME 11, 23  
AM, PM

DENOTES MOVEMENT ←



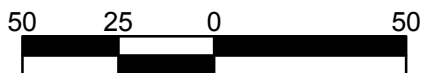
SCALE: 1" = 50'

EXISTING TRAFFIC  
VOLUMES  
SOUTH MEADOWS ROAD  
/PRIMO COLORES STREET



PEAK HOURS FOR TRAFFIC COUNT  
DATED Sept 30, 2021 (Thursday)

AM	PM
7:30 AM to 8:30 AM	5:00 PM to 6:00 PM



SCALE: 1" = 50'

LEGEND

— DENOTES PEAK HOUR  
TRAFFIC VOLUME 11, 23  
AM, PM

← DENOTES MOVEMENT

EXISTING TRAFFIC  
VOLUMES

SOUTH MEADOWS ROAD  
/ GALLERIA GRANDE STREET



PEAK HOURS FOR TRAFFIC COUNT  
DATED Sept 28, 2021 (Tuesday)

AM	PM
7:30 AM to 8:30 AM	4:45 PM to 5:45 PM



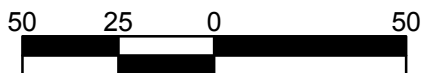
LEGEND

DENOTES PEAK HOUR  
TRAFFIC VOLUME 11, 23  
AM, PM

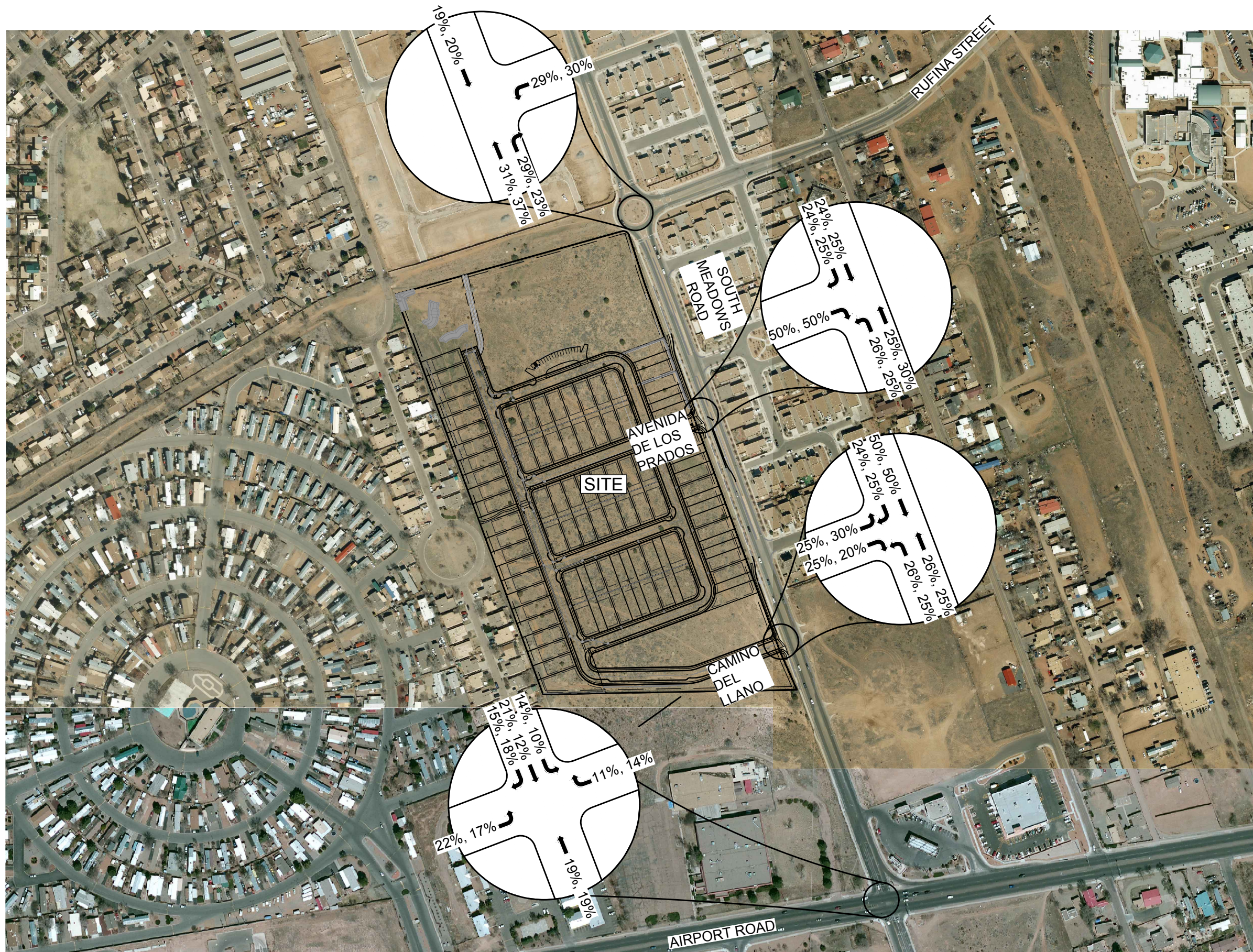
DENOTES MOVEMENT ←

EXISTING TRAFFIC  
VOLUMES

SOUTH MEADOWS ROAD  
/ COLORES DEL REY STREET



SCALE: 1" = 50'

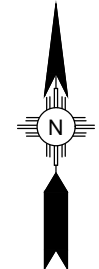


**LEGEND**

DENOTES PERCENTAGE OF TRAFFIC AM, PM 11%, 11%

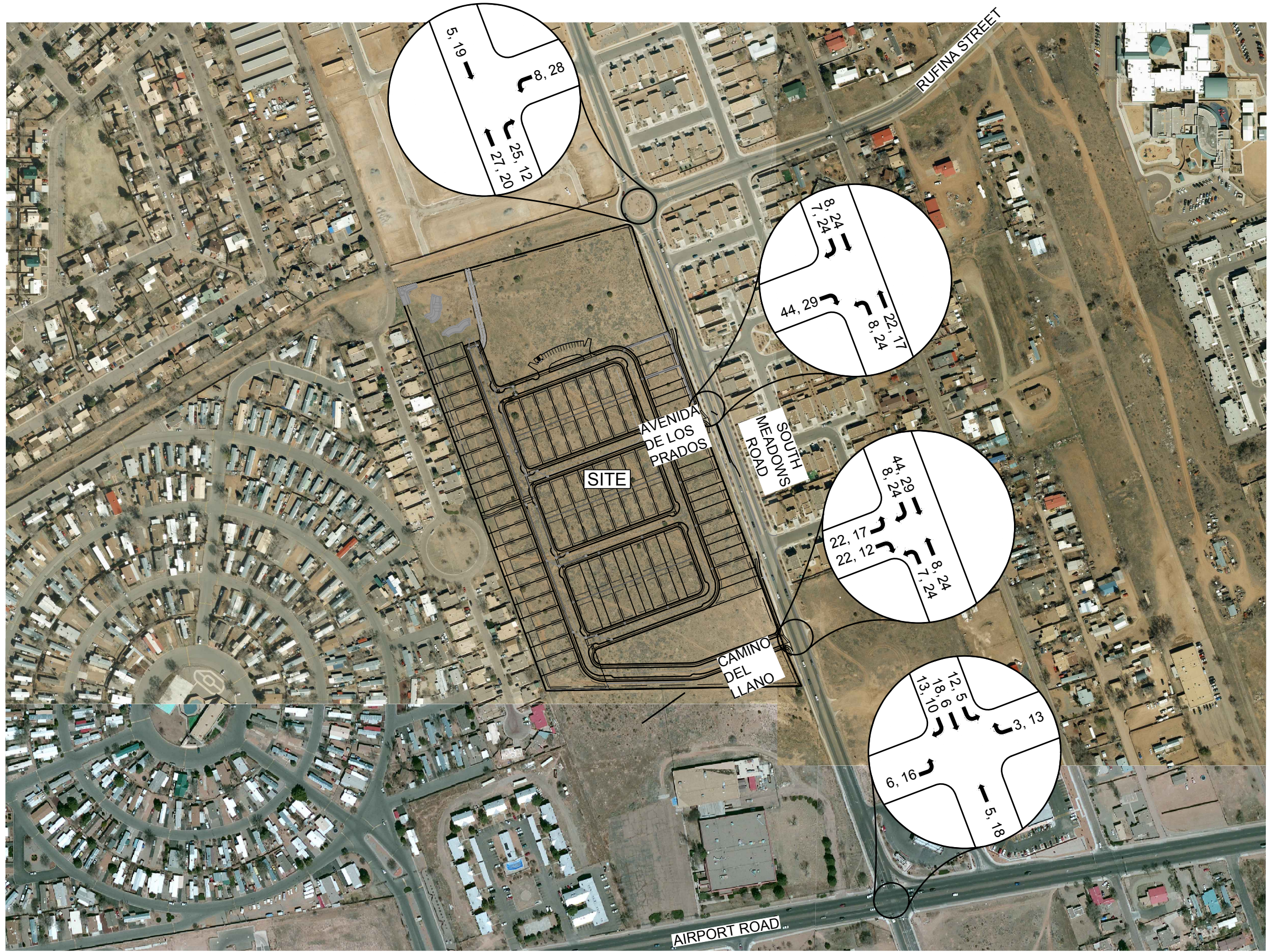
DENOTES MOVEMENT ←

REFERENCE:  
CITY OF SANTA FE INTERNET MAPPING SITE  
GEOCORTEX INTERNET MAPPING  
2019 AERIAL PHOTOGRAPHY



SCALE: 1" = 300'

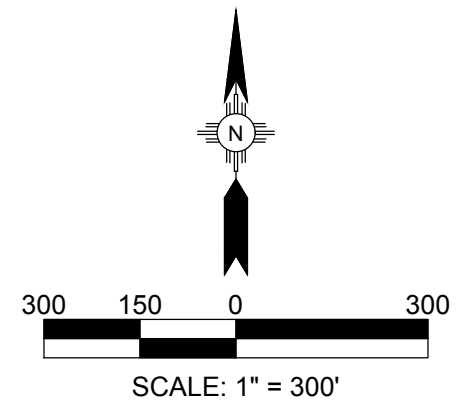
**DIRECTIONS OF APPROACH AND RETURN**



**LEGEND**  
 DENOTES SITE GENERATED TRAFFIC AM, PM 11, 11

DENOTES MOVEMENT

REFERENCE:  
 CITY OF SANTA FE INTERNET MAPPING SITE  
 GEOCORTEX INTERNET MAPPING  
 2019 AERIAL PHOTOGRAPHY



**SITE GENERATED TRAFFIC**

**South Meadows Road & Entrance South (Camino del Llano)**

**AM Peak Hour**

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Entrance South			South Meadows Road			South Meadows Road					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>Existing 2021</b>	PHF 0.95	0	0	0	0	0	0	0	472			661	
<b>Existing 2024 (3 Years)</b>		0	0	0	0	0	0	0	486	0	0	681	0
<b>Village at 599</b>									6			22	
<b>South Meadows Apartments</b>									7			13	
<b>Casa Azul</b>									40			33	
<b>No Build Year 2030 (6 Years)</b>		0	0	0	0	0	0	0	569	0	0	791	0
<b>Developed Residential Component</b>													
Percentage Vehicles Entering									26.0%	26.0%			24.0%
Vehicles Entering	29								8	8			7
Percentage Vehicles Exiting		25.0%		25.0%								50.0%	
Vehicles Exiting	88	22		22								44	
<b>Developed</b>		22	0	22	0	0	0	8	577	0	0	835	7
<b>No Build Horizon Year 2040 (16 Years)</b>		0	0	0	0	0	0	0	623	0	0	867	0
<b>Developed Horizon Year</b>													
Site generated traffic		22	0	22	0	0	0	8	8	0	0	44	7
<b>Developed Horizon Year</b>		22	0	22	0	0	0	8	631	0	0	911	7
*Increased at a rate of 1% per year.													

**PM Peak Hour**

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Entrance South			South Meadows Road			South Meadows Road					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>Existing 2021</b>	PHF 0.97	0	0	0	0	0	0	0	494	0	0	629	0
<b>Existing 2024 (3 Years)</b>		0	0	0	0	0	0	0	509	0	0	648	0
<b>Village at 599</b>									25			13	
<b>South Meadows Apartments</b>									15			15	
<b>Casa Azul</b>									26			32	
<b>No Build Year 2030 (6 Years)</b>		0	0	0	0	0	0	0	606	0	0	748	0
<b>Developed Residential Component</b>													
Percentage Vehicles Entering									25.0%	25.0%			25.0%
Vehicles Entering	96								24	24			24
Percentage Vehicles Exiting		30.0%		20.0%								50.0%	
Vehicles Exiting	58	17		12								29	
<b>Developed</b>		17	0	12	0	0	0	24	630	0	0	777	24
<b>No Build Horizon Year 2040 (16 Years)</b>		0	0	0	0	0	0	0	663	0	0	820	0
<b>Developed Horizon Year</b>													
Site generated traffic		17	0	12	0	0	0	24	24	0	0	29	24
<b>Developed Horizon Year</b>		17	0	12	0	0	0	24	687	0	0	849	24
*Increased at a rate of 1% per year.													

**South Meadows Road & Housing Entrance North (Avenida de los Prados)**

**AM Peak Hour**

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Housing Entrance North			South Meadows Road			South Meadows Road					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>Existing 2021</b>	PHF 0.92	0	0	0	0	0	0	0	443	0	0	608	0
<b>Existing 2024 (3 Years)</b>		0	0	0	0	0	0	0	456	0	0	626	0
<b>Village at 599</b>									6			22	
<b>South Meadows Apartments</b>									7			13	
<b>Casa Azul</b>									40			33	
<b>No Build Year 2030 (6 Years)</b>		0	0	0	0	0	0	0	538	0	0	733	0
<b>Developed Residential Component</b>													
Percentage Vehicles Entering								26.0%				24.0%	24.0%
Vehicles Entering	29							8				7	7
Percentage Vehicles Exiting				50.0%					25.0%				
Vehicles Exiting	88			44					22				
<b>Developed</b>		0	0	44	0	0	0	8	560	0	0	740	7
<b>No Build Horizon Year 2040 (16 Years)</b>		0	0	0	0	0	0	0	588	0	0	803	0
<b>Developed Horizon Year</b>													
Site generated traffic		0	0	44	0	0	0	8	22	0	0	7	7
<b>Developed Horizon Year</b>		0	0	44	0	0	0	8	610	0	0	809	7
*Increased at a rate of 1% per year.													

**PM Peak Hour**

	Site Generated Traffic	Eastbound			Westbound			Northbound			Southbound		
		Housing Entrance North			South Meadows Road			South Meadows Road					
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>Existing 2021</b>	PHF 0.9	0	0	0	0	0	0	0	479	0	0	573	0
<b>Existing 2024 (3 Years)</b>		0	0	0	0	0	0	0	494	0	0	590	0
<b>Village at 599</b>									25			13	
<b>South Meadows Apartments</b>									15			15	
<b>Casa Azul</b>									26			32	
<b>No Build Year 2030 (6 Years)</b>		0	0	0	0	0	0	0	590	0	0	687	0
<b>Developed Residential Component</b>													
Percentage Vehicles Entering								25.0%				25.0%	25.0%
Vehicles Entering	96							24				24	24
Percentage Vehicles Exiting				50.0%					30.0%				
Vehicles Exiting	58			29					17				
<b>Developed</b>		0	0	29	0	0	0	24	607	0	0	711	24
<b>No Build Horizon Year 2040 (16 Years)</b>		0	0	0	0	0	0	0	645	0	0	752	0
<b>Developed Horizon Year</b>													
Site generated traffic		0	0	29	0	0	0	24	17	0	0	24	24
<b>Developed Horizon Year</b>		0	0	29	0	0	0	24	662	0	0	776	24
*Increased at a rate of 1% per year.													

**APPENDIX B**  
**TRIP GENERATION CALCULATIONS**

PROJECT DETAILS

Project Name:	REVISED SOUTH MEADOWS DEVELOPMENT	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	michael gomez	Clients Name:	
Date:	9/20/2024	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM PEAK	3	1	0		29	88	117
Scenario - 2	PM PEAK	3	1	1		96	58	154

**Scenario - 1**

Scenario Name: AM PEAK

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

**VEHICLE TRIPS BEFORE REDUCTION**

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not Close Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	77	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN) $T = 0.31(X) + 22.85$	11 24%	36 76%	47
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	58	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG) $\ln(T) = 0.91\ln(X) + 0.12$	11 25%	34 75%	45
220(1) - Multifamily Housing (Low-Rise) - Close Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	65	Weekday, Peak Hour of Adjacent Street Traffic,	Average 0.38	7 29%	18 71%	25

**VEHICLE TO PERSON TRIP CONVERSION**

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
210 - Single-Family Detached Housing	100	100	1	1	25	75
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	100	100	1	1	29	71

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	11	36	0	0	11	36
	47		0		47	
210 - Single-Family Detached Housing	11	34	0	0	11	34
	45		0		45	
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	7	18	0	0	7	18
	25		0		25	

**NEW VEHICLE TRIPS**

Land Use	New Vehicle Trips		
	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	11	36	47
210 - Single-Family Detached Housing	11	34	45
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	7	18	25

**RESULTS**

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	29	88	117
External Vehicle Trips	29	88	117
New Vehicle Trips	29	88	117

**Scenario - 2**

Scenario Name: PM PEAK

User Group:

Dev. phase: 1

No. of Years to Project 1

Traffic: 1

Analyst Note:

Warning:

**VEHICLE TRIPS BEFORE REDUCTION**

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not Close Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	77	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN) $T = 0.43(X) + 20.55$	34 63%	20 37%	54
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	58	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG) $\ln(T) = -0.94\ln(X) + 0.27$	38 63%	22 37%	60
220(1) - Multifamily Housing (Low-Rise) - Close Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	65	Weekday, Peak Hour of Adjacent Street Traffic,	Average 0.61	24 60%	16 40%	40

**VEHICLE TO PERSON TRIP CONVERSION**

**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	63	37
210 - Single-Family Detached Housing	100	100	1	1	63	37
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	100	100	1	1	60	40

**ESTIMATED BASELINE SITE PERSON TRIPS:**

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	34	20	0	0	34	20
	54		0		54	
210 - Single-Family Detached Housing	38	22	0	0	38	22
	60		0		60	
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	24	16	0	0	24	16
	40		0		40	

**NEW VEHICLE TRIPS**

Land Use	New Vehicle Trips		
	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	34	20	54
210 - Single-Family Detached Housing	38	22	60
220(1) - Multifamily Housing (Low-Rise) - Close to Rail Transit	24	16	40

**RESULTS**

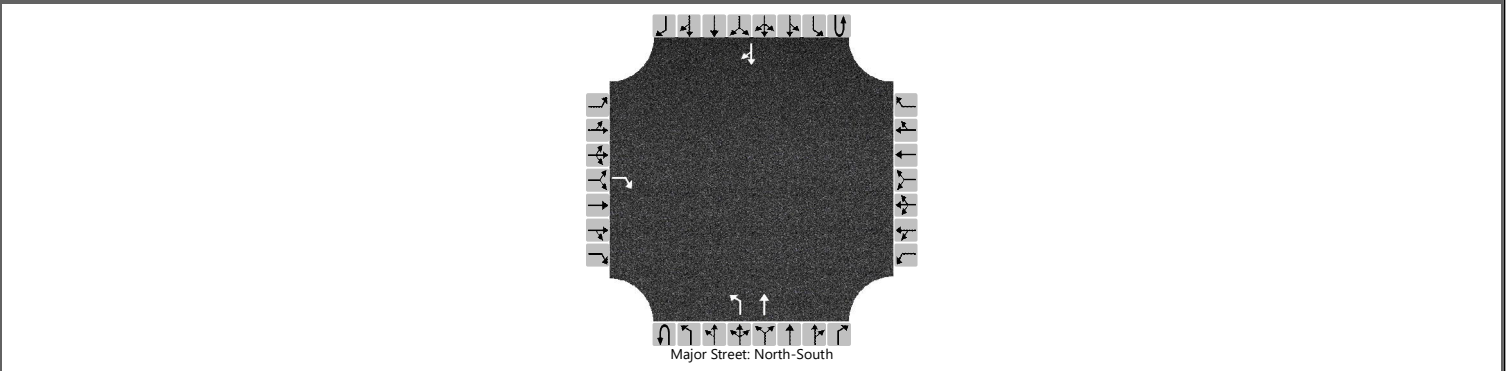
Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	96	58	154
External Vehicle Trips	96	58	154
New Vehicle Trips	96	58	154

**APPENDIX C**  
**IMPLEMENTATION YEAR – 2030 CALCULATIONS**

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	SOUTH MEADOWS / AVE DE LOS PRADOS				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	9/19/2024	East/West Street	AVENIDA DE LOS PRADOS				
Analysis Year	2030	North/South Street	SOUTH MEADOWS ROAD				
Time Analyzed	AM PEAK	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration				R						L	T					TR
Volume (veh/h)				44						8	560				740	7
Percent Heavy Vehicles (%)				1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No															
Median Type   Storage	Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2									4.1				
Critical Headway (sec)				6.31									4.11				
Base Follow-Up Headway (sec)				3.3									2.2				
Follow-Up Headway (sec)				3.31									2.21				

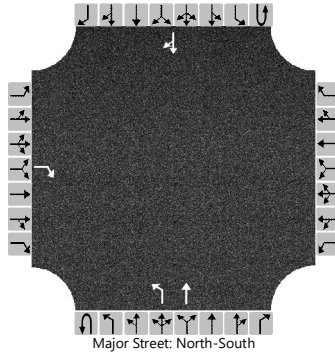
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				48									9				
Capacity, c (veh/h)				374									819				
v/c Ratio				0.13									0.01				
95% Queue Length, Q <sub>95</sub> (veh)				0.4									0.0				
95% Queue Length, Q <sub>95</sub> (ft)				10.1									0.0				
Control Delay (s/veh)				16.0									9.4				
Level of Service (LOS)				C									A				
Approach Delay (s/veh)	16.0								0.1								
Approach LOS	C								A								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / AVE DE LOS PRADOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	AVENIDA DE LOS PRADOS		
Analysis Year	2030			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration				R						L	T					TR
Volume (veh/h)				29						24	607				711	24
Percent Heavy Vehicles (%)				1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No															
Median Type   Storage	Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2									4.1				
Critical Headway (sec)				6.31									4.11				
Base Follow-Up Headway (sec)				3.3									2.2				
Follow-Up Headway (sec)				3.31									2.21				

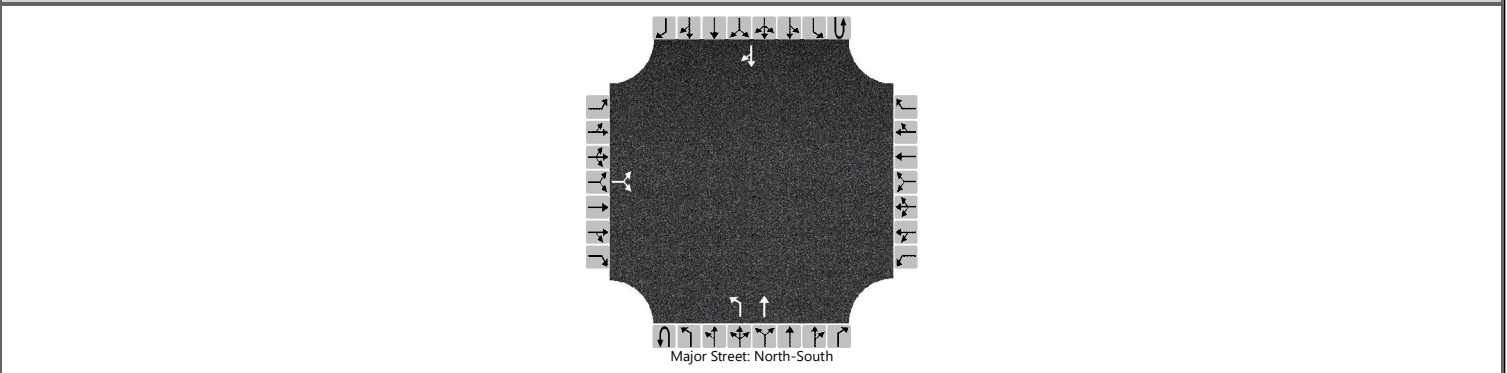
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				32									26				
Capacity, c (veh/h)				385									828				
v/c Ratio				0.08									0.03				
95% Queue Length, Q <sub>95</sub> (veh)				0.3									0.1				
95% Queue Length, Q <sub>95</sub> (ft)				7.6									2.5				
Control Delay (s/veh)				15.2									9.5				
Level of Service (LOS)				C									A				
Approach Delay (s/veh)	15.2												0.4				
Approach LOS	C												A				

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / CAMINO DEL LLANO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	CAMINO DEL LLANO		
Analysis Year	2030			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		22		22						8	577				835	7
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized																
Median Type   Storage					Left Only								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

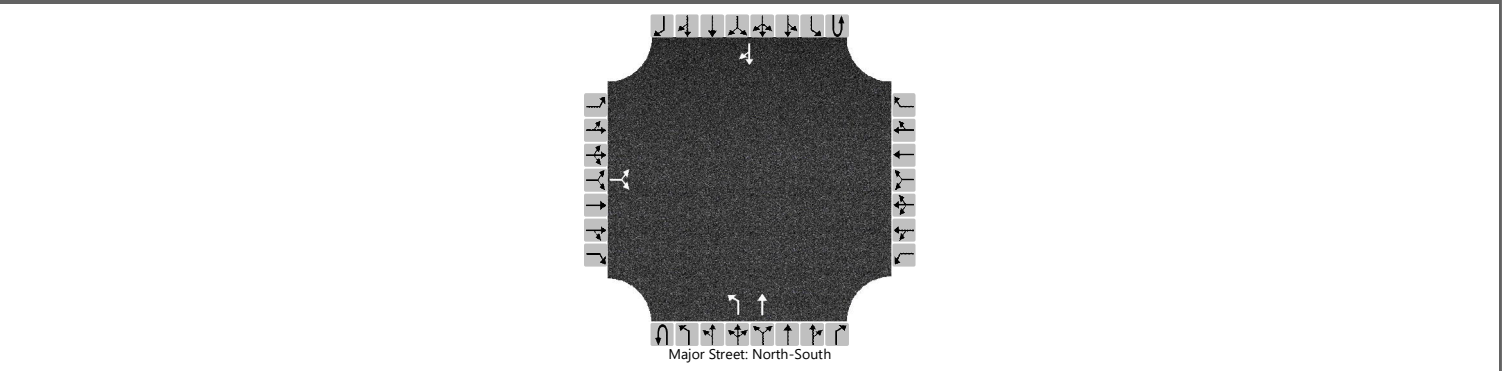
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46							8						
Capacity, c (veh/h)			291							768						
v/c Ratio			0.16							0.01						
95% Queue Length, Q <sub>95</sub> (veh)			0.6							0.0						
95% Queue Length, Q <sub>95</sub> (ft)			15.1							0.0						
Control Delay (s/veh)			19.7							9.7						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	19.7								0.1							
Approach LOS	C								A							

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / CAMINO DEL LLANO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	CAMINO DEL LLANO		
Analysis Year	2030			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L	T					TR	
Volume (veh/h)		17		12						24	630				777	24	
Percent Heavy Vehicles (%)		1		1						1							
Proportion Time Blocked																	
Percent Grade (%)		1															
Right Turn Channelized																	
Median Type   Storage					Left Only								1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

## Delay, Queue Length, and Level of Service

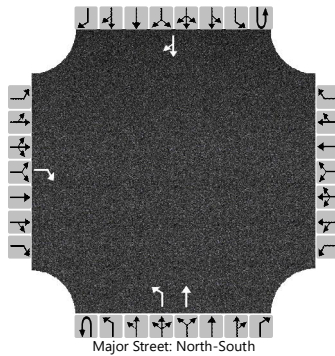
Flow Rate, v (veh/h)			30							25							
Capacity, c (veh/h)			292							809							
v/c Ratio			0.10							0.03							
95% Queue Length, Q <sub>95</sub> (veh)			0.3							0.1							
95% Queue Length, Q <sub>95</sub> (ft)			7.6							2.5							
Control Delay (s/veh)			18.7							9.6							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		18.7								0.4							
Approach LOS		C								A							

**APPENDIX D**  
**HORIZON YEAR – 2040 CALCULATIONS**

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / AVE DE LOS PRADOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	AVENIDA DE LOS PRADOS		
Analysis Year	2040			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration				R						L	T					TR
Volume (veh/h)				44						8	610				809	7
Percent Heavy Vehicles (%)				1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No															
Median Type   Storage	Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2									4.1				
Critical Headway (sec)				6.31									4.11				
Base Follow-Up Headway (sec)				3.3									2.2				
Follow-Up Headway (sec)				3.31									2.21				

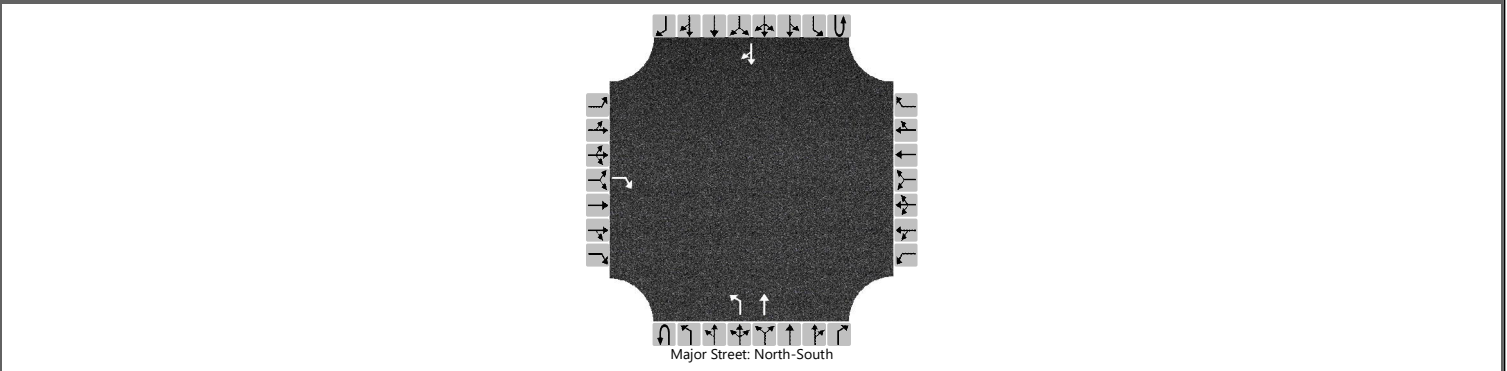
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				48									9				
Capacity, c (veh/h)				338									768				
v/c Ratio				0.14									0.01				
95% Queue Length, Q <sub>95</sub> (veh)				0.5									0.0				
95% Queue Length, Q <sub>95</sub> (ft)				12.6									0.0				
Control Delay (s/veh)				17.4									9.7				
Level of Service (LOS)				C									A				
Approach Delay (s/veh)	17.4												0.1				
Approach LOS	C												A				

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / AVE DE LOS PRADOS		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	AVENIDA DE LOS PRADOS		
Analysis Year	2040			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	PM PEAK			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration				R						L	T					TR
Volume (veh/h)				29						24	662				776	24
Percent Heavy Vehicles (%)				1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized	No															
Median Type   Storage	Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)				6.2									4.1				
Critical Headway (sec)				6.31									4.11				
Base Follow-Up Headway (sec)				3.3									2.2				
Follow-Up Headway (sec)				3.31									2.21				

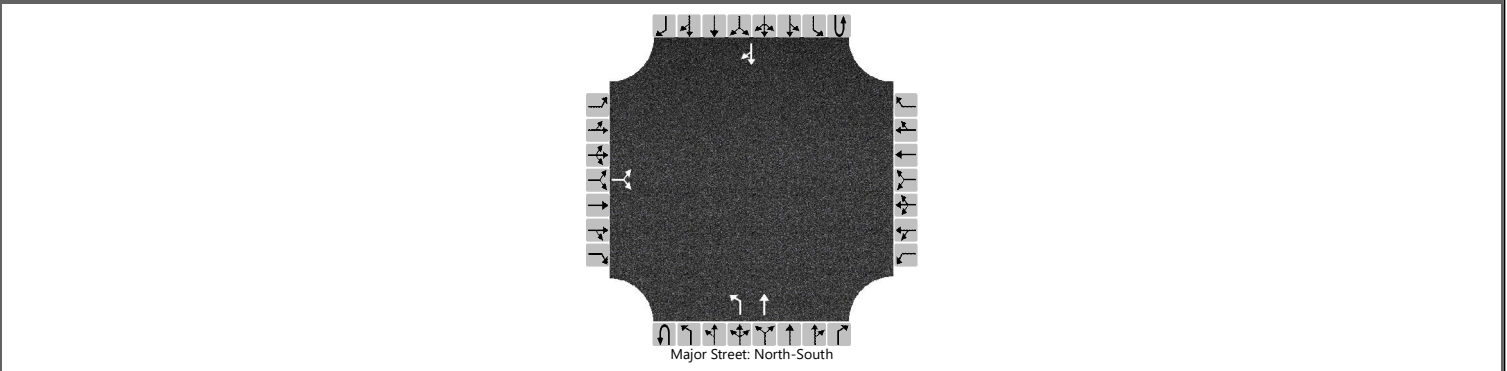
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				32									26				
Capacity, c (veh/h)				350									779				
v/c Ratio				0.09									0.03				
95% Queue Length, Q <sub>95</sub> (veh)				0.3									0.1				
95% Queue Length, Q <sub>95</sub> (ft)				7.6									2.5				
Control Delay (s/veh)				16.3									9.8				
Level of Service (LOS)				C									A				
Approach Delay (s/veh)	16.3								0.3								
Approach LOS	C								A								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC			Intersection	SOUTH MEADOWS / CAMINO DEL LLANO		
Agency/Co.	SANTA FE ENGINEERING			Jurisdiction	CITY OF SANTA FE		
Date Performed	9/19/2024			East/West Street	CAMINO DEL LLANO		
Analysis Year	2040			North/South Street	SOUTH MEADOWS ROAD		
Time Analyzed	AM PEAK			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	BUILD NO RIGHT TURN LANE						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		22		22						8	631				911	7
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)	1															
Right Turn Channelized																
Median Type   Storage					Left Only								1			

## Critical and Follow-up Headways

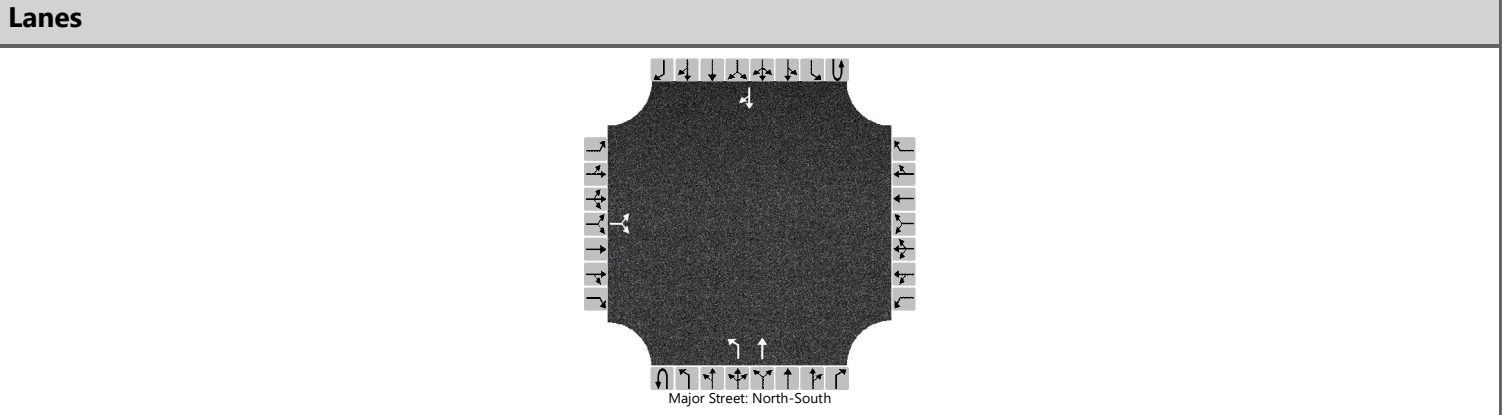
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46							8						
Capacity, c (veh/h)			261							717						
v/c Ratio			0.18							0.01						
95% Queue Length, Q <sub>95</sub> (veh)			0.6							0.0						
95% Queue Length, Q <sub>95</sub> (ft)			15.1							0.0						
Control Delay (s/veh)			21.7							10.1						
Level of Service (LOS)			C							B						
Approach Delay (s/veh)	21.7								0.1							
Approach LOS	C								A							

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	CPC	Intersection	SOUTH MEADOWS / CAMINO DEL LLANO				
Agency/Co.	SANTA FE ENGINEERING	Jurisdiction	CITY OF SANTA FE				
Date Performed	9/19/2024	East/West Street	CAMINO DEL LLANO				
Analysis Year	2040	North/South Street	SOUTH MEADOWS ROAD				
Time Analyzed	PM PEAK	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	BUILD NO RIGHT TURN LANE						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		17		12						24	687				849	24
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		1														
Right Turn Channelized																
Median Type   Storage					Left Only								1			

**Critical and Follow-up Headways**

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.61		6.31						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)			30							25							
Capacity, c (veh/h)			264							759							
v/c Ratio			0.11							0.03							
95% Queue Length, Q <sub>95</sub> (veh)			0.4							0.1							
95% Queue Length, Q <sub>95</sub> (ft)			10.1							2.5							
Control Delay (s/veh)			20.4							9.9							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		20.4								0.3							
Approach LOS		C								A							

# Development Review Team (DRT) Comment Form

Date: March 29, 2024

DRT Member: Leroy N. Pacheco, PE (Public Works Agent)

Dept/Div: Mike R. Dalmolin, PE (Public Works, Traffic Operations)

Case No.: Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff, AICP

Mike Dalmolin, PE, Dee Beingessner, PE and I met this AM to discuss Mike’s review of the developer’s streetlight plan. It is incomplete; however this design element of the plan is a work in progress, and need not hold up the progression of the developer’s proposal as it moves through the DRT process to Planning Commission’s approval. The Final DRT sign off on an approved development plan will require the streetlight plan to be acceptable by the City Land Use Engineer.

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant Response**:
1. Lighting analysis should consider the following: full streetlight coverage on South Meadows; and the options for either full coverage within the subdivision compared to partial coverage at key intersections where pedestrians and motorists may conflict.	DRT Signature Sheet prior to Building Permit	
2. An option for pedestrian sidewalk lighting (solar lighting options preferred) should also be considered.	DRT Signature Sheet prior to Building Permit	

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Streetlight analysis is incomplete. The analysis should include the segment of South Meadows that fronts the entire subdivision, and also the areas of streets highlighted in the attached incomplete analysis that was submitted.	DRT Signature Sheet prior to Building Permit	
2.		

*\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*


The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. City Streetlight Standards for Development (attached)

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)



**From:** WHEELER, REGINA A. rawheeler@santafenm.gov   
**Subject:** RE: New Development Roadway Lighting Guidelines - Dalkia Energy Solutions  
**Date:** March 14, 2023 at 11:21 AM  
**To:** Leroy Pacheco engineer@leroypacheco.com, Matt O'Brien matt.obrien@dalkiasolutions.com, BEINGESSNER, DEE dabeingessner@santafenm.gov  
**Cc:** WOLFENBARGER, JEANNE A. jawolfenbarger@santafenm.gov, LERMA, JOSE N. jnlerma@santafenm.gov, cheyenne.ernst@dalkiasolutions.com, audra.gallegos@wilsonco.com, MOORE, MARGARET mmoore@santafenm.gov, KLUCK, JASON M. jmkluck@santafenm.gov

This looks like a good process adjustment to meet if everyone likes it.

Ultimately the Traffic Engineering and Operations Supervisor will sign, so Jeanne will sign until that person joins, probably end of April.

Regina

---

**From:** Leroy Nicholas Pacheco, PE <Engineer@leroypacheco.com>  
**Sent:** Tuesday, March 14, 2023 10:44 AM  
**To:** Matt O'Brien <matt.obrien@dalkiasolutions.com>; WHEELER, REGINA A. <rawheeler@santafenm.gov>; BEINGESSNER, DEE <dabeingessner@santafenm.gov>  
**Cc:** WOLFENBARGER, JEANNE A. <jawolfenbarger@santafenm.gov>; LERMA, JOSE N. <jnlerma@santafenm.gov>; cheyenne.ernst@dalkiasolutions.com; audra.gallegos@wilsonco.com; MOORE, MARGARET <mmoore@santafenm.gov>; KLUCK, JASON M. <jmkluck@santafenm.gov>  
**Subject:** New Development Roadway Lighting Guidelines - Dalkia Energy Solutions

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Regina

I will send the attached streetlighting submittal requirements to 2 pending developers with new subdivisions (Las Soleras - Keystone; and Paseo de Vistas) and inform them of this new submittal/review protocol for streetlights. I suggest the DRT-Technical Review signature sheet be revised to include a signature line for streetlights (example attached). I assume Jeanne Wolfenbarger will sign on behalf of PWD once she receives Dalkia Energy Solutions comments/approval.

Thanks,

**Leroy Nicholas Pacheco, PE**  
**Email:** [engineer@leroypacheco.com](mailto:engineer@leroypacheco.com)  
**Phone:** 505-423-4068

Sent with [Proton Mail](#) secure email.

----- Original Message -----

On Wednesday, March 8th, 2023 at 3:11 PM, Matt O'Brien <[matt.obrien@dalkiasolutions.com](mailto:matt.obrien@dalkiasolutions.com)> wrote:

Good afternoon,



# City of Santa Fe New Development Roadway Lighting Guidelines



## SUMMARY

- Roadway luminaires must meet the following requirements:

Roadway Type	Correlated Color Temperature (Kelvin)	Input Wattage Range (W)	Nominal Lumen Output (lumen) +/- 10%	Minimum Color Rendering Index	IES Distribution	Visual Comfort Refractor	IES TM-15 Backlight, Uplight, and Glare Rating		
							B	U	G
Residential	2700K	28-45	4,000	70	Type 2	Required	1	0	1
Local/Collector	3000K	90-100	8,900	70	Type 2 or Type 3	Required	2	0	2
Major	3000K	190-200	20,000	70	Type 2 or Type 3	Not required	3	0	3

Luminaires must be fitted with a Ubiqvia Ubicell control. Full specifications are in Appendix B.

- Pole and arm composition varies by area in the City of Santa Fe. To expedite approval, seek recommendations based on proposed construction location from the City's street lighting maintenance provider, Dalkia Energy Solutions.
- Submit a package with the following components
  - Plans indicating the location, type, and height of both building and ground mounted luminaires; and
  - Specification sheets for proposed luminaires, arms, poles, foundations, supports, shielding devices, and smart controls; and
  - Photometric data: provide photometric showing footcandles on the ground or luminaire .ies files with .dwg of proposed layouts. (Examples included in Appendix A)

Submit package to City Traffic Engineer and the City's street lighting maintenance provider, Dalkia Energy Solutions. A response will be provided within five business days.

Jeanne Wolfenbarger <jawolfenbarger@santafenm.gov>

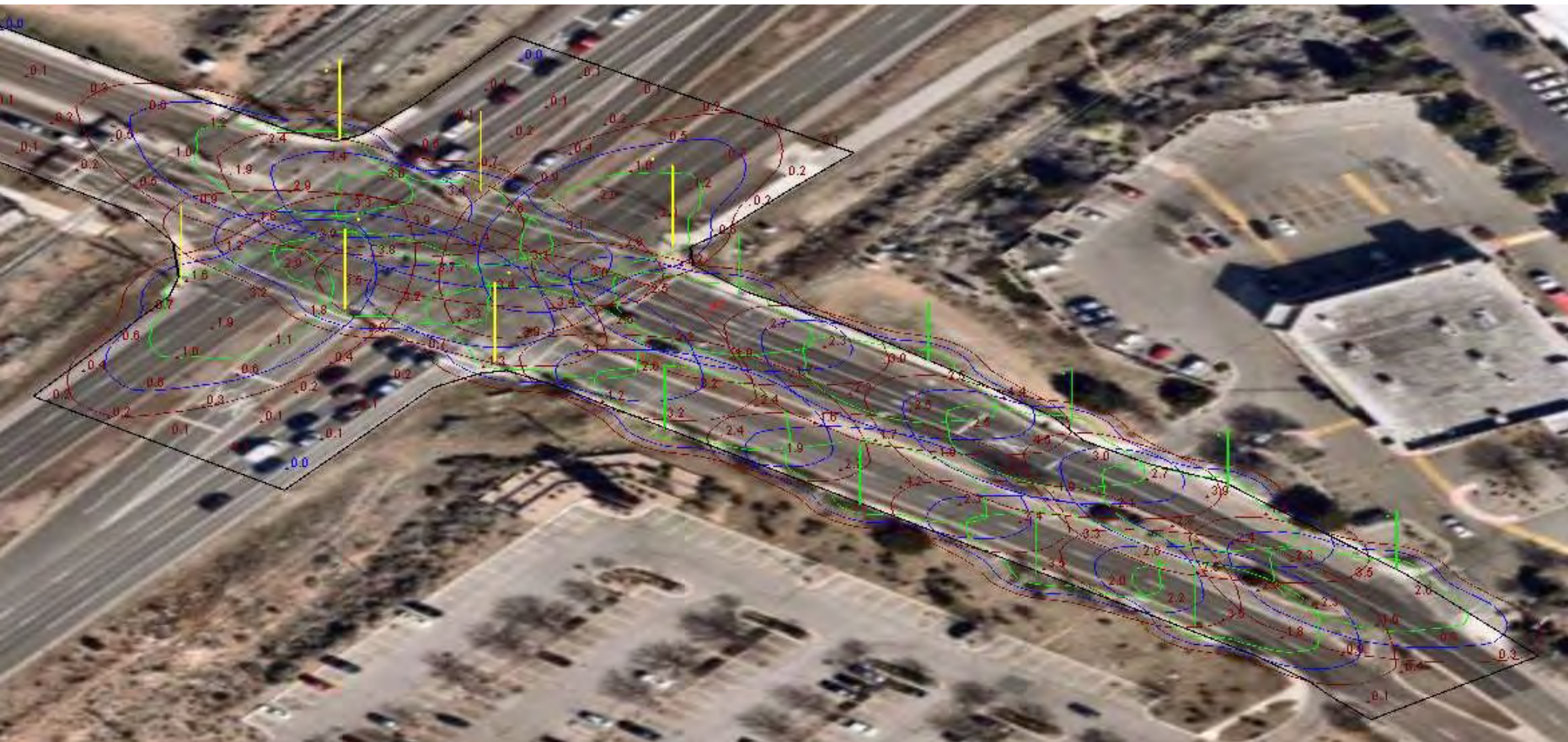
Matt O'Brien <matt.obrien@dalkiasolutions.com>



## Appendix A:

# EXAMPLE ROADWAY PHOTOMETRICS





Current View



## Appendix B:

# COMMUNITY-GUIDED SMART STREET LIGHTING DESIGN SPECIFICATIONS



City of Santa Fe  
 Department of Public Works  
 Community-Guided Smart Street Lighting Design Specifications

The City of Santa Fe seeks to convert its existing street lighting assets to smart LED technology in order to “reduce light pollution, reduce or prevent glare, reduce or prevent light trespass, conserve energy, promote a sense of safety and security, and ensure aesthetically appropriate outdoor lighting in keeping with the character of Santa Fe.” - (City of Santa Fe Ord. No. 2011-37 § 10)

Following the Community-Guided Design phase outlined in its Global Management Contract with Dalkia, the Department of Public Works is recommending to the Governing Body the smart lighting design summarized in the below table and described with detailed specifications in the following pages.

Roadway Type	Correlated Color Temperature (Kelvin)	Input Wattage Range (W)	Nominal Lumen Output (lumen) +/- 10%	Minimum Color Rendering Index	IES Distribution	Visual Comfort Refractor	IES TM-15 Backlight, Uplight, and Glare Rating		
							B	U	G
Residential	2700K	28-45	4,000	70	Type 2	Required	1	0	1
Local/Collector	3000K	90-100	8,900	70	Type 2 or Type 3	Required	2	0	2
Major	3000K	190-200	20,000	70	Type 2 or Type 3	Not required	3	0	3

Roadway Type	Number of Fixtures	Percentage of Total
Residential	3,137	58%
Local/Collector	1,578	29%
Major	697	13%

In order to develop this Community-Guided Smart Lighting Design Plan, Dalkia worked with multiple stakeholders, including PNM, and compiled various sets of data; evaluated various products and performed a comprehensive set of photometric analyses; gathered community feedback from multiple channels; and combined all analyses into this recommendation. The final plan is designed to be actionable and to provide results in line with the Sustainable Santa Fe 25-Year Plan and the City of Santa Fe’s expectations. The City of Santa Fe and Dalkia will work together to develop a dimming strategy to further increase energy savings and dark-sky protection, aligned with dark-sky best practices.



City of Santa Fe  
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Part A: STREET LIGHTING LIGHT EMITTING DIODE (LED) LUMINAIRE SPECIFICATIONS

1.0 REFERENCES

The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by their basic designation only. Versions listed shall be superseded by updated versions as they become available.

1.1 American National Standards Institute (ANSI)

- A. C136.2 (Most current), American National Standard for Roadway and Area Lighting Equipment—Luminaire Voltage Classification
- B. C136.10-2010 (Most current), American National Standard for Roadway and Area Lighting Equipment Locking-Type Photocontrol Devices and Mating Receptacle Physical and Electrical Interchangeability and Testing
- C. C136.15-2011 (Most current), American National Standard for Roadway and Area Lighting Equipment Luminaire Field Identification
- D. C136.25-2009 (Most current), American National Standard for Roadway and Area Lighting Equipment Ingress Protection (Resistance to Dust, Solid Objects and Moisture) for Luminaire Enclosures
- E. C136.31-2010 (Most current), American National Standard for Roadway Lighting Equipment – Luminaire Vibration.
- F. C136.41

1.2 American Society for Testing and Materials International (ASTM)

- A. B117-09 (Most current), Standard Practice for Operating Salt Spray (Fog) Apparatus
- B. D1654-08 (Most current), Standard Test Method for Evaluation of Painted or Coated Specimens Subjected to Corrosive Environments
- C. D523-08 (Most current), Standard Test Method for Specular Gloss
- D. G154-06 (Most current), Standard Practice for Operating Fluorescent Light Apparatus for UV Exposure of Nonmetallic Materials

1.3 Council of the European Union (EC)

- A. RoHS Directive 2002/95/EC, on the restriction of the use of certain hazardous substances in electrical and electronic equipment

1.4 Illuminating Engineering Society of North America (IESNA or IES)

- A. DG-4-03 (Most current), Design Guide for Roadway Lighting Maintenance
- B. HB-10-11 (Most current), IES Lighting Handbook, 10th Edition
- C. LM-50-99 (Most current), IESNA Guide for Photometric Measurement of Roadway Lighting Installations
- D. LM-61-06 (Most current), IESNA Approved Guide for Identifying Operating Factors Influencing Measured Vs. Predicted Performance for Installed Outdoor High Intensity Discharge (HID) Luminaires
- E. LM-79-08 (Most current), IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products
- F. LM-80-08 (Most current), IESNA Approved Method for Measuring Lumen Maintenance of LED Light Sources
- G. RP-8-18 (Most current), ANSI / IESNA American National Standard Practice for Roadway Lighting



## City of Santa Fe

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#### Community-Guided Smart Street Lighting Design Specifications

- H. RP-16-10 (Most current), ANSI/IES Nomenclature and Definitions for Illuminating Engineering
- I. TM-3-95 (Most current), A Discussion of Appendix E - "Classification of Luminaire Lighting Distribution," from ANSI/IESNA RP-8-83
- J. TM-15-11 (Most current), Luminaire Classification System for Outdoor Luminaires
- K. TM-21-11 (Most current), Projecting Long Term Lumen Maintenance of LED Light Sources
- 1.5 National Electrical Manufacturers Association (NEMA)
  - A. ANSI/NEMA/ANSI C78.377-2008 (or latest), American National Standard for the Chromaticity of Solid State Lighting Products
- 1.6 National Fire Protection Association (NFPA)
  - A. 70 – National Electrical Code (NEC)
- 1.7 Underwriters Laboratories (UL)
  - A. 1449, Surge Protective Devices
  - B. 1598, Luminaires.
  - C. 8750, Light Emitting Diode (LED) Equipment for Use in Lighting Products LED Roadway Specification
- 1.8 CSA
  - 1. 1598, Luminaires

#### 2.0 GENERAL CONSTRUCTION

- 2.1 Shall be compliant with CSA C22.2 No. 250.0-08 – UL 1598 Harmonized Std.
- 2.2 Luminaire housing to be fabricated from die cast aluminum low copper content alloy.
  - A. Luminaire housing to act as passive heat sink for LED Array.
  - B. Housing to be designed in such a manner that debris build-up within "heat-fin" structure will not significantly impact lamp lumen depreciation (LLD).
  - C. Luminaire finish and casting to be tested to ASTM B117 salt fog, and must maintain a scribe creepage rating of 8 per ASTM D1654 after 5000 hours.
  - D. Access to electrical compartment shall be tool-less by means of a thumb screw.
  - E. Tool-less access should accommodate user wearing electrical gloves.
- 2.3 LED light engine
  - A. Shall be IP66 rated (provide 0% uplight and restrict backlight to within sidewalk depth).
  - B. Lens shall be created from borosilicate glass.
- 2.4 Luminaire Attachment
  - A. Luminaire shall be able to attach to 1 1/4" and/or 2" IPS schedule 40 mast arms (1 5/8" to 2 3/8" OD).
  - B. Luminaire shall be designed to be able to tilt +/- 5 degrees from horizontal.
  - C. Luminaire shall be designed to withstand 3G vibration testing prescribed in ANSI C136.31.
  - D. Luminaire shall include internal integral leveling bubble to assist in the installation.
- 2.5 Luminaire Markings
  - A. Shall have external wattage label affixed on underside of luminaire to be seen from ground per ANSI C136.15.
  - B. Luminaire shall have internal label indicating manufacturer's name, product name, input voltage and date of manufacture.
- 2.6 Wildlife shield shall be a cast in feature (not a separate component).



## City of Santa Fe

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#### Community-Guided Smart Street Lighting Design Specifications

##### 3.0 ELECTRICAL

- 3.1 All electrical components shall be terminated through the use of quick disconnect couplings.
- A. There shall not be any wire nuts supplied in the luminaire
  - B. All luminaires shall be equipped with a 3 station tunnel style terminal block for terminating supply wire.
    - 1. Terminal block shall accommodate up to 6 AWG conductors.
    - 2. For ease of installation, the terminal block shall be positioned in such a manner that supply wires do not need to be bent or re-routed around components to make electrical termination.
  - C. Luminaire shall provide means to protect LED driver and LED lighting array from electrical transients caused by electrical storms or capacitor switching by means of surge protection device.
    - 1. Surge Protection Device (SPD) shall be UL1449 recognized.
    - 2. SPD shall be 3 wire and provide both common and differential mode protection.
    - 3. SPD must have an inductive filter circuit that reduces the amount of energy passed thru to electronics during a surge event.
    - 4. Surge protection device shall be rated to protect the luminaire up to 10kV/5kA combination wave surges in accordance with ANSI C136.2 (Most Current).
    - 5. Surge protection shall be thermally fused.
    - 6. Failure mode of surge protection is to leave luminaire off.
  - D. LED Driver shall meet the following minimum requirements
    - 1. LED Driver shall have a minimum power factor of 90% at full load.
    - 2. LED Driver THD shall be less than 20% at full load.
    - 3. LED Driver shall comply with the requirements of UL, CSA, FCC47 subpart 15
    - 4. LED Driver maximum case temperature shall not be exceeded when luminaire is operating in a 40C ambient.
    - 5. LED Driver shall be RoHS compliant
    - 6. LED Driver shall have ingress protection rating IP66.
  - E. Photocontrol receptacle shall comply with ANSI C136.10 for standard 7 PIN configurations. When using smart controls receptacle shall comply with ANSI C136.41.

##### 4.0 LIFE

- 4.1 Component rated life shall be a minimum of 20 years (or 100,000 hours) when operating in a continuous 25C ambient.
- 4.2 The design life of the LED array (based on LM80/TM21) shall be defined as L80 at 98,000 hours operation in an ambient of 25C.

##### 5.0 WARRANTY

- 5.1 Luminaire shall be warranted to be free from manufacturing defects for a minimum period of 10 years.

##### 6.0 LED LUMINAIRE PERFORMANCE

- 6.1 Residential Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 2700 Kelvin CCT.
  - B. Luminaire input wattage shall be between 28 watts and 45 watts.



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- C. Luminaire nominal lumen output shall be between 4000 lumens and 5000 lumens.
  - D. Minimum Color Rendering Index (CRI) shall be 70.
  - E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II Distribution.
  - F. Luminaire shall have a maximum BUG rating per IES TM-15 of B1-U0-G1.
  - G. Product shall have a visual comfort glare reduction refractor.
- 6.2 Local/Collector Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 3000 Kelvin CCT.
  - B. Luminaire input wattage shall be between 90 watts and 120 watts.
  - C. Luminaire nominal lumen output shall be between 8000 lumens and 12000 lumens.
  - D. Minimum Color Rendering Index (CRI) shall be 70.
  - E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II or Type III Distribution.
  - F. Luminaire shall have a maximum BUG rating per IES TM-15 of B2-U0-G2.
  - G. Product shall have a visual comfort glare reduction refractor.
- 6.3 Major Roadway LED Luminaires
- A. Correlated Color Temperature (CCT) shall be nominally rated at 3000 Kelvin CCT.
  - B. Luminaire input wattage shall be between 190 watts and 260 watts.
  - C. Luminaire nominal lumen output shall be between 20000 lumens and 24000 lumens.
  - D. Minimum Color Rendering Index (CRI) shall be 70.
  - E. Luminaire shall have a distribution pattern consistent with IES RP-8-18 Type II or Type III Distribution.
  - F. Luminaire shall have a BUG rating per IES TM-15 of B3-U0-G3.
  - G. Product shall be Design Lights Consortium (DLC) qualified.



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Part 2: SMART CONTROLS

One of the use-cases for smart controls technology on the city's street lighting infrastructure is dimming capability. Dimming control will allow luminaires to be adjusted as an additional mechanism to increase energy savings and dark-sky protection.

7.0 Smart Node Technology

- 7.1 Node shall have twist-lock controller compatibility with 3, 5 or 7 pin NEMA socket receptacle.
- 7.2 Node shall utilize AES 128/256-bit encryption in its communication security.
- 7.3 Node shall function with a 0-10V, DALI or DALI2 driver and will provide a dimming circuit with a range of 0% to 100%.
- 7.4 Node shall have a single SKU to handle both low voltage and high voltage.
- 7.5 Node shall have a minimum of 10KV/5KA power surge protection and a single power supply range for 90V to 506V line voltage.
- 7.6 Node shall have a minimum IP66 rating to withstand harsh weather conditions with a -30C to +70C (-22F to +158F) operating temperature range.
- 7.7 Node shall utilize LTE CAT-1 cellular communication per module and provide advanced lighting and IoT functions and services to include, but not limited to, Tilt, Scheduling, Dynamic Dimming, Asset Management, GPS, Outage Notification, Traffic Trends, Beaconing, and Utility Grade Power Metering accuracy of ANSI C12.20 Class + or - 0.5.
- 7.8 Node must have a 10-year warranty and include 10 years of Software as a Service and connectivity.



## Appendix C:

# EXISTING CITY EQUIPMENT SPECIFICATIONS SHEETS



# LUMINAIRE SPECIFICATIONS SHEETS



Consistent with LEED® goals & Green Globes™ criteria for light pollution reduction

# Autobahn Series ATBS Roadway & Security Lighting

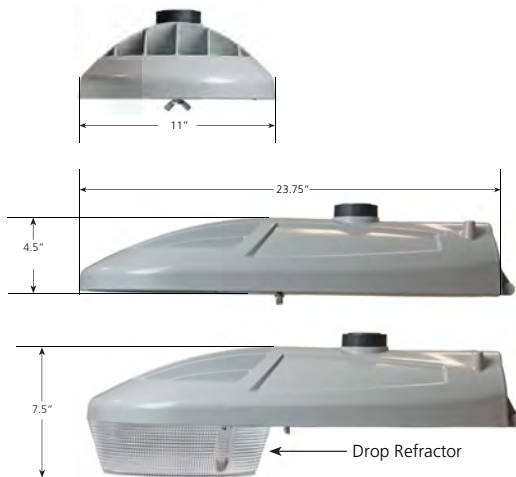
## PRODUCT OVERVIEW



### Applications:

- Residential streets
- Parking lots
- General security lighting

### DIMENSIONS



Effective Projected Area (EPA) The EPA for the ATBS is 0.3 sq. ft.,  
Approx. Wt. = 12 lbs. (5 kg)

### STANDARDS

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](http://www.designlights.org/QPL) to confirm which versions are qualified.

Color temperatures of  $\leq 3000\text{K}$  must be specified for International Dark-Sky Association certification.

Rated for  $-40^{\circ}\text{C}$  to  $40^{\circ}\text{C}$  ambient

CSA Certified to U.S. and Canadian standards

Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

**Note:** Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

### Features:

#### OPTICAL

**Same Light:** Performance is comparable to 100W – 200W HPS and up to 175W Mercury Vapor roadway and security lighting luminaires.

**White Light:** Correlated color temperature - 4000K, 70 CRI minimum, 3000K, 70 CRI minimum or optional 5000K, 70 CRI minimum.

IP66 rated borosilicate glass optics ensure longevity and minimize dirt depreciation. Unique IP66 rated LED light engines provide 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available distributions are Type II, III, and V roadway distributions. When used with the optional acrylic refractor the unit provides approximately 10% uplight and increased vertical foot-candles

#### ELECTRICAL

**Expected Life:** LED light engines are rated  $>100,000$  hours at  $25^{\circ}\text{C}$ , L70. Electronic driver has an expected life of 100,000 hours at a  $25^{\circ}\text{C}$  ambient.

**Lower Energy:** Saves an expected 40-60% over comparable HID luminaires.

Standard surge protection is 20kV/10kA "Extreme Level" per ANSI C136.2. An optional MOV pack provides 10kV/5kA "Enhanced Level".

#### MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. The 2 – bolt clamping mechanism provides 3G vibration rating per ANSI C136.31.

The Wildlife shield is cast into the housing (not a separate piece).

#### CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacles optionally available.

Premium solid state locking-style photocontrol – PCSS (10 year rated life) Extreme long life solid state locking-style photocontrol – PCL1 (20 year rated life)

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

# Autobahn Series ATBS

## Roadway & Security Lighting

### ORDERING INFORMATION

Series	Performance Packages	Voltage	Optics
<b>ATBS</b> Autobahn LED Roadway & Security	<b>P10</b> 5,500 lumens <b>P20</b> 6,800 lumens <b>P30</b> 8,300 lumens <b>P40</b> 9,400 lumens <b>P50</b> 10,800 lumens <b>P60</b> <sup>4</sup> 11,850 lumens	<b>MVOLT</b> Multi-volt, 120-277V <b>347</b> 347V <b>480</b> 480V	<b>R2</b> Roadway Type II <b>R3</b> Roadway Type III <b>R5</b> Roadway Type V <b>D3</b> Type III, Drop Refractor included <b>D5</b> Type V, Drop Refractor included

### Options

#### Color Temperature (CCT)

<b>(Blank)</b>	4000K CCT, 70 CRI Min.
<b>3K</b>	3000K CCT, 70 CRI Min.
<b>5K</b>	5000K CCT, 70 CRI Min.

#### Paint

<b>Blank</b>	Gray (Standard)
<b>BK</b>	Black
<b>WH</b>	White
<b>BZ</b>	Bronze

#### Surge Protection

<b>Blank</b>	Standard 20kV/10kA SPD
<b>MP</b>	MOV Pack 10kV/5kA

#### Misc.

<b>HS</b>	House Side Shield
<b>NL</b>	NEMA Label
<b>XL</b>	Not CSA Certified
<b>VR</b> <sup>3</sup>	Visual Comfort Optic

<b>UMR-XX</b>	8" Horizontal Arm for Round Pole, Painted to match Fixture
<b>UMS-XX</b>	8" Horizontal Arm for Square Pole, Painted to match Fixture
<b>UMR-GALV</b>	8" Horizontal Arm for Round Pole, Painted to match Fixture
<b>UMS-GALV</b>	8" Horizontal Arm for Square Pole, Painted to match Fixture

#### Controls

<b>(Blank)</b>	3 Pin NEMA Photocontrol Receptacle
<b>NR</b> <sup>1</sup>	No Photocontrol Receptacle
<b>DM</b> <sup>2</sup>	0V-10V Dimmable Driver
<b>P7</b>	7 Pin Photocontrol Receptacle (dimmmable driver included)
<b>PCSS</b> <sup>1</sup>	DTL DSS Photocontrol
<b>PCL1</b> <sup>1</sup>	DTL DLL Photocontrol 120-277V
<b>AO</b>	Field Adjustable Output
<b>SH</b>	Shorting Cap

#### Packages

<b>(Blank)</b>	Standard Pack
<b>JP</b>	Job Pack (54/pallet)

#### Install Packages

<b>PKGS</b>	DTL DSS Photocontrol
<b>PKGL</b>	DTL DLL Photocontrol

Packages ship with selected photocontrol, 24", 1 1/4" diameter arm, 5' of prewire and mounting hardware

#### Accessories

<b>ATBSREF</b>	Drop Refractor for field installation
<b>ATBSHSS</b>	House Side Shield for field installation
<b>ATBSLTS</b>	Light Trespass Shield for field installation
<b>ATBS LOUVER KIT</b>	Louver Kit for field installation
<b>ATBSVR-XX</b>	Visual Comfort Refractor and painted skirt for field installation

#### Notes

1. Not available with Install Packages.
2. Not available with AO option.
3. Not available with D3 or D5 option.
4. Not available with 347V and 480V supply voltage options.



AEL Headquarters, 3825 Columbus Road, Granville, OH 43023  
www.americanelectriclighting.com

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ATBS

Rev 1.0 February 2023

**Warranty** Five-year limited warranty. Complete warranty terms located at:

[www.acuitybrands.com/support/customer-support/terms-and-conditions](http://www.acuitybrands.com/support/customer-support/terms-and-conditions)

Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

*Please contact your sales representative for the latest product information.*

# Autobahn Series ATBS

## Roadway & Security Lighting

### PERFORMANCE PACKAGE

#### ATBS

Performance Package	Distribution	Input Watts	3K (3000K CCT, 70 CRI)					4K/5K (4000K/5000K CCT, 70 CRI)					LLD @ 25°C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	50k Hours	75k Hours	100k Hours
P10	R2	40	5,360	134	1	0	2	5,577	139	1	0	2	0.92	0.89	0.85
	R3		5,287	132	1	0	1	5,524	138	1	0	1			
	R5		5,576	139	3	0	1	5,758	144	3	0	1			
	D3		4,963	124	1	3	3	5,163	129	1	3	3			
	D5		5,372	134	2	3	3	5,590	140	2	3	3			
P20	R2	50	6,707	134	1	0	2	6,809	136	1	0	2	0.92	0.89	0.85
	R3		6,687	134	2	0	2	6,760	135	2	0	2			
	R5		6,926	139	3	0	1	7,108	142	3	0	1			
	D3		6,496	130	2	3	4	6,244	125	1	3	4			
	D5		7,032	141	3	4	4	7,317	146	3	4	4			
P30	R2	60	8,092	135	2	0	2	8,067	134	1	0	1	0.92	0.89	0.85
	R3		7,971	133	2	0	2	8,328	139	2	0	2			
	R5		8,470	141	3	0	2	8,760	146	3	0	2			
	D3		7,491	125	2	3	4	7,795	130	2	3	4			
	D5		8,110	135	3	4	4	8,438	141	3	4	4			
P40	R2	70	9,138	131	2	0	2	9,533	136	2	0	2	0.92	0.89	0.85
	R3		9,136	131	2	0	2	9,355	134	2	0	2			
	R5		9,868	141	3	0	2	9,710	139	3	0	2			
	D3		8,460	121	2	3	4	8,802	126	2	3	5			
	D5		9,158	131	3	4	5	9,529	136	3	4	5			
P50	R2	82	10,628	130	2	0	3	10,829	132	2	0	3	0.92	0.89	0.85
	R3		10,624	130	2	0	2	10,826	132	2	0	2			
	R5		11,450	140	4	0	2	11,181	136	4	0	2			
	D3		10,143	124	2	4	5	10,553	129	2	4	5			
	D5		10,651	130	3	4	5	11,082	135	3	4	5			
P60	R2	92	11,050	120	2	0	3	11,848	129	2	0	3	0.92	0.89	0.85
	R3		10,911	119	2	0	2	11,862	129	2	0	2			
	R5		12,199	133	4	0	2	12,756	139	4	0	2			
	D3		10,230	111	2	4	5	10,644	116	2	4	5			
	D5		11,074	120	3	4	5	11,523	125	3	4	5			

#### ATBS with VR

Performance Package	Distribution	Input Watts	3K (3000K CCT, 70 CRI)					4K/5K (4000K/5000K CCT, 70 CRI)					LLD @ 25°C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	50k Hours	75k Hours	100k Hours
P10	R2 with VR	40	4,450	111	1	0	1	4,561	114	1	0	1	0.92	0.89	0.85
	R3 with VR		4,273	107	1	0	1	4,605	115	1	0	1			
	R5 with VR		4,539	113	2	0	1	4,679	117	2	0	1			
P20	R2 with VR	50	5,491	110	1	0	1	5,550	111	1	0	1	0.92	0.89	0.85
	R3 with VR		5,379	108	1	0	1	5,582	112	2	0	1			
	R5 with VR		5,647	113	2	0	1	5,692	114	2	0	1			
P30	R2 with VR	60	6,479	108	2	0	1	6,530	109	2	0	1	0.92	0.89	0.85
	R3 with VR		6,400	107	2	0	1	6,564	109	2	0	1			
	R5 with VR		6,703	112	3	0	1	6,693	112	2	0	1			
P40	R2 with VR	70	7,307	104	2	0	1	7,561	108	2	0	1	0.92	0.89	0.85
	R3 with VR		7,347	105	2	0	1	7,638	109	2	0	1			
	R5 with VR		7,693	110	3	0	1	7,749	111	3	0	1			
P50	R2 with VR	82	8,552	104	2	0	2	8,711	106	2	0	2	0.92	0.89	0.85
	R3 with VR		8,494	104	2	0	1	8,814	107	2	0	1			
	R5 with VR		8,895	108	3	0	1	8,911	109	3	0	1			
P60	R2 with VR	92	8,989	98	2	0	2	9,815	107	2	0	2	0.92	0.89	0.85
	R3 with VR		8,899	97	2	0	1	9,857	107	2	0	2			
	R5 with VR		9,309	101	3	0	1	10,256	111	3	0	1			

Note: Individual fixture performance may vary. Specifications subject to change without notice.



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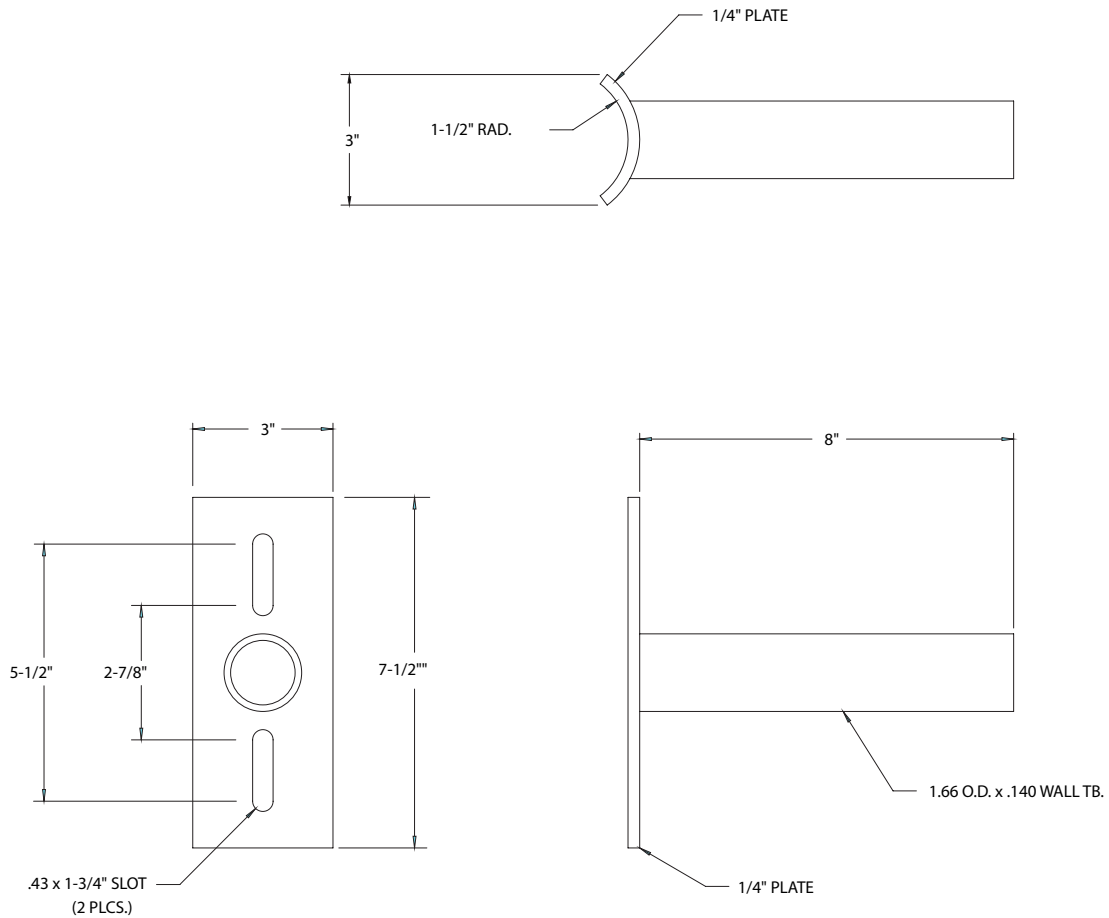
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# Autobahn Series ATBS

## Roadway & Security Lighting

### UMR POLE ADAPTOR

RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER



### UMS POLE ADAPTOR



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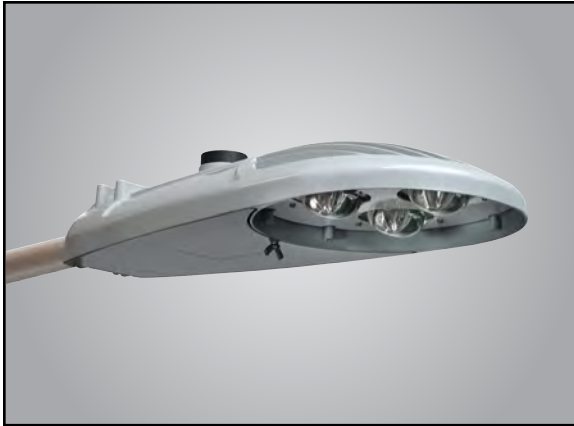
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Consistent with LEED® goals  
& Green Globes™ criteria  
for light pollution reduction

# Autobahn Series ATBM Roadway

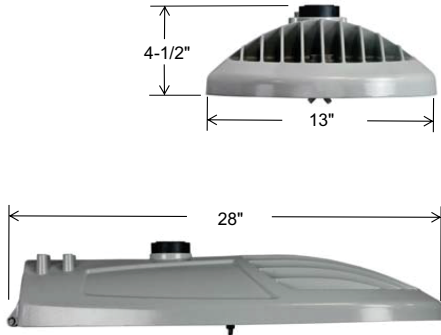
## PRODUCT OVERVIEW



### Applications:

- Residential streets
- Parking lots
- High speed roadways

### DIMENSIONS



Effective Projected Area (EPA)  
The EPA for the ATBM is 0.3 sq. ft.,  
Approx. Wt. = 21 lbs. (9.5 kg)

### STANDARDS

Color temperatures of  $\leq 3000\text{K}$  must be specified for International Dark-Sky Association certification.

Rated for  $-40^{\circ}\text{C}$  to  $40^{\circ}\text{C}$  ambient

CSA Certified to U.S. and Canadian standards

Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

### Features:

#### OPTICAL

Same Light: Performance is comparable to 150W – 250W HPS

White Light: Correlated color temperature - 4000K, 70 CRI minimum, 3000K, 70 CRI minimum or optional 5000K, 70 CRI minimum.

IP66 rated borosilicate glass optics ensure longevity and minimize dirt depreciation. Unique IP66 rated LED light engines provide 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available distributions are Type II, III, IV, & V roadway distributions.

DualOptix™ visual comfort option is also available for all distributions.

#### ELECTRICAL

Expected Life: LED light engines are rated  $>100,000$  hours at  $25^{\circ}\text{C}$ , L70.

Electronic driver has an expected life of 100,000 hours at a  $25^{\circ}\text{C}$  ambient.

Lower Energy: Saves an expected 40-60% over comparable HID luminaires.

Robust Surge Protection: Standard surge protection is 20kV/10kA "Extreme Level" per ANSI C136.2. An optional MOV pack provides 10kV/5kA "Enhanced Level."

#### MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. The 2 – bolt and optional 4 bolt clamping mechanism provide 3G vibration rating per ANSI C136.31.

The Wildlife shield is cast into the housing (not a separate piece).

#### CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacle optionally available.

Premium solid state locking-style photocontrol – PCSS (10 year rated life) Extreme long life solid state locking-style photocontrol – PCL1 (20 year rated life).

Extreme long life solid state locking-style photocontrol with on demand remote on/off control - PCCC (15 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

# Autobahn Series ATBM

## Roadway

### ORDERING INFORMATION

Series	Performance Packages	Voltage	Optics	Mounting
<b>ATBM</b> Autobahn LED Roadway	<b>P05</b> 9,700 lumens <b>P10</b> 11,000 lumens <b>P20</b> 12,800 lumens <b>P30</b> 15,500 lumens <b>P40</b> 17,400 lumens <b>P50</b> 18,700 lumens <b>P60</b> 20,000 lumens <b>P70</b> 21,500 lumens	<b>MVOLT</b> Multi-volt, 120-277V <b>347</b> 347V <b>480</b> 480V	<b>R2</b> Roadway Type II <b>R3</b> Roadway Type III <b>R4</b> Roadway Type IV <b>R5</b> Roadway Type V	<b>(Blank)</b> 2 Bolt Mounting <b>4B</b> 4 Bolt Mounting

Options
---------

#### Color Temperature (CCT)

<b>(Blank)</b>	4000K CCT, 70 CRI Min.
<b>3K</b>	3000K CCT, 70 CRI Min.
<b>5K</b>	5000K CCT, 70 CRI Min.

#### Paint

<b>(Blank)</b>	Gray
<b>BK</b>	Black
<b>BZ</b>	Bronze
<b>DDB</b>	Dark Bronze
<b>GI</b>	Graphite
<b>WH</b>	White

#### Surge Protection

<b>(Blank)</b>	Standard 20kV/10kA SPD
<b>MP</b>	MOV Pack

#### Miscellaneous Options

<b>HSS</b>	House Side Shield
<b>NL</b>	NEMA Label Indicating Wattage
<b>XL</b>	Not CSA Certified – No Terminal Block Cover
<b>VR<sup>5</sup></b>	Dual Optix visual comfort
<b>UMR-XX</b>	8" Horizontal Arm for Round Pole, Painted to match Fixture
<b>UMS-XX</b>	8" Horizontal Arm for Square Pole, Painted to match Fixture
<b>UMR-GALV</b>	8" Horizontal Arm for Round Pole, Galvanized
<b>UMS-GALV</b>	8" Horizontal Arm for Square Pole, Galvanized

#### Control Options

<b>(Blank)</b>	3 Pin NEMA Photocontrol Receptacle
<b>P7</b>	7 Pin Photocontrol Receptacle (dimmable driver included) <sup>1</sup>
<b>NR</b>	No Photocontrol Receptacle
<b>AO</b>	Field Adjustable Output <sup>3</sup>
<b>DM</b>	0-10V Dimmable Driver <sup>2</sup>
<b>PCSS</b>	Solid-State Lighting Photocontrol <sup>4</sup>
<b>PCLL</b>	Solid-State Long Life Photocontrol
<b>PCCC</b>	Solid-State Long Life Photocontrol with remote control on/off <sup>4</sup>
<b>SH</b>	Shorting Cap

#### Packages

<b>(Blank)</b>	Standard Pack
<b>JP</b>	Job Pack (36/pallet)

#### Accessories

<b>ATBMHSS</b>	House Side Shield
<b>ATBMLTS</b>	Light Trespass Shield
<b>RKATBMMVOLTSPD</b>	ATBM Acuity SPD, MVOLT
<b>RKATBMHVSPD</b>	ATBM Acuity SPD, 347/480V
<b>RKATBMMVOLTMP</b>	ATBM MOV Pack, MVOLT
<b>RKATBMHVMP</b>	ATBM MOV Pack, 347/480V

#### Notes:

- 1 Dimmable Driver included. Not available with DM or NR.
- 2 Controls by others. Not available with P7 or AO.
- 3 Not available with DM.
- 4 MVOLT only.
- 5 VR option does not provide zero upright performance.



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Rev 1.0 February 2023

ATBM

# Autobahn Series ATBM

## Roadway

### PERFORMANCE PACKAGE

Performance Package	Distribution	Input Watts	3K (3000K CCT, 70 CRI)					4K/5K (4000K/5000K CCT, 70 CRI)					LLD @ 25°C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	25k Hours	75k Hours	100k Hours
P05	R2	68	9,396	138	1	0	2	9,718	143	1	0	2	0.93	0.86	0.83
	R3		9,366	138	1	0	3	9,688	142	1	0	3			
	R4		9,030	133	1	0	3	9,340	137	1	0	3			
	R5		10,334	152	3	0	2	10,689	157	3	0	2			
P10	R2	81	10,635	131	2	0	3	11,299	139	2	0	3	0.93	0.86	0.83
	R3		10,675	132	2	0	3	11,302	140	2	0	3			
	R4		10,391	128	2	0	4	10,994	136	2	0	4			
	R5		11,504	142	3	0	2	12,086	149	3	0	2			
P20	R2	94	12,073	128	2	0	3	12,874	137	2	0	3	0.93	0.86	0.83
	R3		12,065	128	2	0	3	12,818	136	2	0	3			
	R4		11,946	127	2	0	4	12,525	133	2	0	4			
	R5		13,085	139	4	0	2	13,776	147	4	0	2			
P30	R2	118	14,637	124	2	0	3	15,514	131	2	0	3	0.93	0.86	0.83
	R3		14,631	124	2	0	3	15,452	131	2	0	3			
	R4		14,317	121	2	0	4	15,151	128	2	0	5			
	R5		15,775	134	4	0	2	16,685	141	4	0	2			
P40	R2	135	16,233	120	2	0	3	17,493	130	2	0	3	0.93	0.86	0.83
	R3		16,402	121	2	0	3	17,367	129	2	0	3			
	R4		15,911	118	2	0	5	17,008	126	2	0	5			
	R5		17,507	130	4	0	2	18,595	138	4	0	2			
P50	R2	152	17,541	115	2	0	3	18,748	123	2	0	3	0.93	0.86	0.83
	R3		17,677	116	2	0	4	18,712	123	2	0	4			
	R4		17,154	113	2	0	5	18,246	120	2	0	5			
	R5		19,008	125	4	0	2	20,088	132	4	0	2			
P60	R2	168	18,770	112	2	0	3	20,095	120	3	0	3	0.93	0.86	0.83
	R3		18,830	112	2	0	4	20,094	120	3	0	4			
	R4		18,369	109	2	0	5	19,648	117	2	0	5			
	R5		20,350	121	4	0	2	21,505	128	4	0	2			
P70	R2	190	20,190	106	3	0	3	21,565	114	3	0	3	0.93	0.86	0.83
	R3		20,142	106	3	0	4	21,504	113	3	0	4			
	R4		19,660	103	2	0	5	21,024	111	3	0	5			
	R5		21,988	116	4	0	2	23,076	121	4	0	2			

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ATBM

# Autobahn Series ATBM

## Roadway

### PERFORMANCE PACKAGE

ATBM with DualOptix	Distribution	Input Watts	3000K					4000K/5000K					LDD @ 25°C		
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	50k Hours	75k Hours	100k Hours
P05	R2 with VR	68	8,323	122	2	3	3	8,609	127	2	3	3	0.93	0.86	0.83
	R3 with VR		8,296	122	2	3	3	8,581	126	2	3	3			
	R4 with VR		7,998	118	2	3	4	8,273	122	2	3	4			
	R5 with VR		9,154	135	3	3	3	9,468	139	3	3	3			
P10	R2 with VR	81	9,421	116	2	3	3	10,009	124	2	3	3	0.93	0.86	0.83
	R3 with VR		9,456	117	2	3	4	10,012	124	2	3	4			
	R4 with VR		9,204	114	2	3	4	9,738	120	2	3	4			
	R5 with VR		10,191	126	3	3	3	10,706	132	3	3	3			
P20	R2 with VR	94	10,694	114	2	3	4	11,404	121	2	3	4	0.93	0.86	0.83
	R3 with VR		10,687	114	2	3	4	11,354	121	2	3	4			
	R4 with VR		10,581	113	2	3	5	11,094	118	2	3	5			
	R5 with VR		11,591	123	3	3	3	12,203	130	3	3	3			
P30	R2 with VR	118	12,966	110	2	3	4	13,742	116	2	3	4	0.93	0.86	0.83
	R3 with VR		12,960	110	2	3	4	13,687	116	2	3	5			
	R4 with VR		12,681	107	2	3	5	13,420	114	2	3	5			
	R5 with VR		13,974	118	3	3	3	14,780	125	3	3	3			
P40	R2 with VR	135	14,379	107	2	3	4	15,495	115	3	3	5	0.93	0.86	0.83
	R3 with VR		14,529	108	2	3	5	15,384	114	3	3	5			
	R4 with VR		14,093	104	2	3	5	15,066	112	3	3	5			
	R5 with VR		15,508	115	3	3	3	16,471	122	4	3	3			
P50	R2 with VR	152	15,538	102	3	3	5	16,607	109	3	3	5	0.93	0.86	0.83
	R3 with VR		15,658	103	3	3	5	16,575	109	3	3	5			
	R4 with VR		15,195	100	3	3	5	16,162	106	3	3	5			
	R5 with VR		16,837	111	4	3	3	17,794	117	4	3	4			
P60	R2 with VR	168	16,626	99	3	3	5	17,800	106	3	3	5	0.93	0.86	0.83
	R3 with VR		16,679	99	3	3	5	17,799	106	3	3	5			
	R4 with VR		16,271	97	3	3	5	17,404	104	3	3	5			
	R5 with VR		18,026	107	4	3	4	19,049	113	4	3	4			
P70	R2 with VR	190	17,884	94	3	3	5	19,102	101	3	3	5	0.93	0.86	0.83
	R3 with VR		17,842	94	3	3	5	19,048	100	3	3	5			
	R4 with VR		17,415	92	3	3	5	18,623	98	3	3	5			
	R5 with VR		19,477	103	4	3	4	20,440	108	4	3	4			



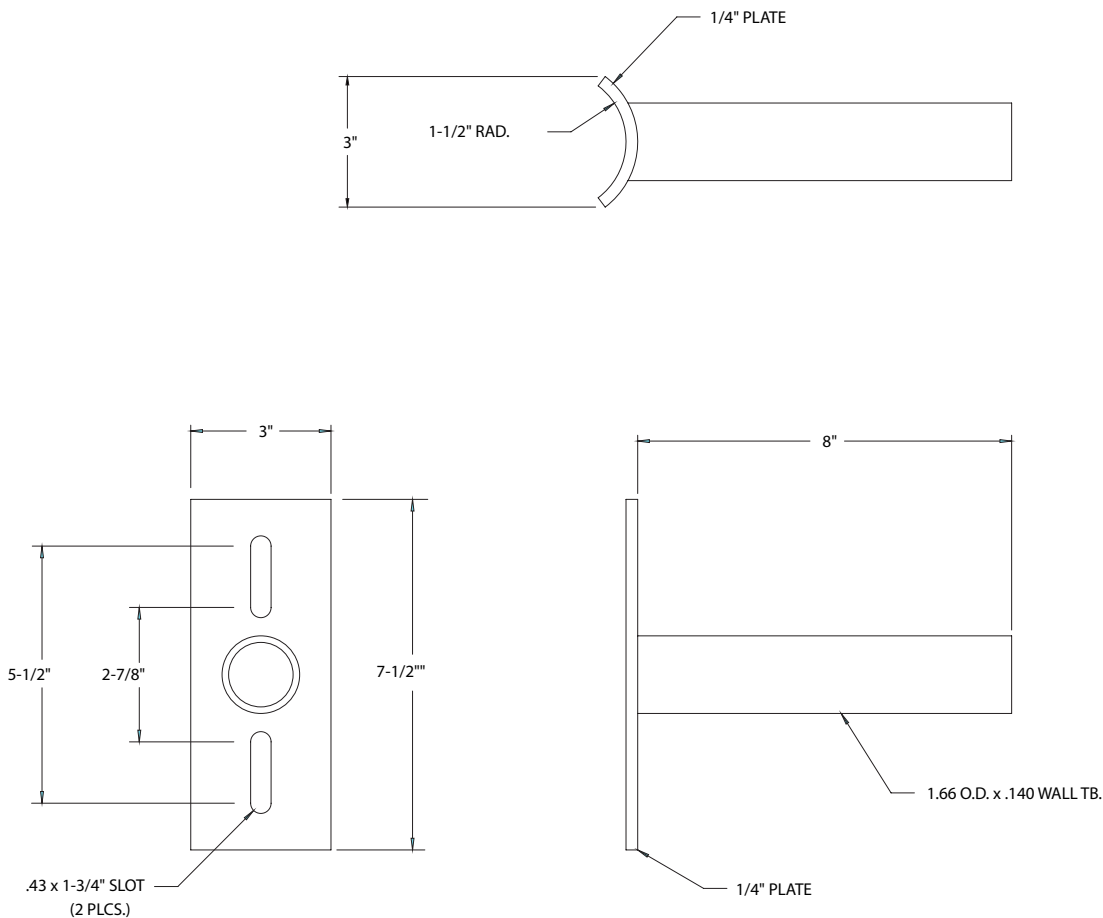
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## UMR POLE ADAPTOR

RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER



## UMS POLE ADAPTOR



# SMART CONTROL SPECIFICATIONS SHEETS

# Ubicell Model 2.0 Smart Streetlight Controller



## Specifications

Lamp Interface	LED, CF and HID
Lamp Power	960W@480V, 554W@277V, 480W@240V, 240W@120V
On/Off	Photocell control, software programmable
Dimming Controls	PWM, 0-10V, DALI, DALI2
Dimming Range	DIM 1 - 0-10V PWM, ability to detect stray voltage but prohibits external sensor use DIM 2 - 0-10V PWM, ability to hardwire an external sensor, but prohibits the ability to detect stray voltage DIM 3 - DALI enabled, ability to hardwire an external sensor, plus the ability to detect stray voltage
External Sensor Interface	DALI/DALI 2
Communication Module	LTE CAT-1
Location Based Services	GPS, WiFi traffic movement, Bluetooth info beacons
OTA Updates	Yes
Security	AES 128/256-bit encryption
Voltage Detection	Real-time detection of "energized" metal poles
Power Surge Protection	10KV/5KA
Power Supply	90V to 506V (50/60Hz)
Average Power Consumption	1W
IP Ratings	IP66
Impact Rating	IK07
Operating Temperature Range	-30C to +70C
Dimensions	Diameter: 82.5mm (3.25 in) Height: 98mm (3.86 in)
Weight	290 grams
Network Protocol	IPV4 and IPV6 network compliant

## Utility Power Metering

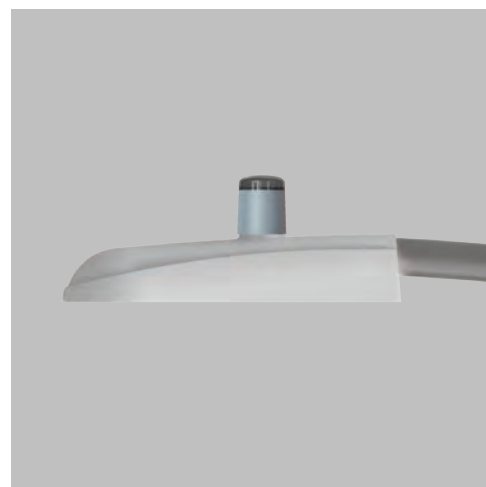
Accuracy	ANSI C12.20 Class 0.5
Accuracy Verification	Infrared pulse
Line Voltage	90V to 506V (50/60Hz)
Line Voltage Accuracy	+/- 0.5%
Current Accuracy	+/- 0.5%
Power	Active/reactive/power factor
Energy Consumption	kWh
Sag & Swell Detection	Yes
On/Off Cycles	Cycle count and cycle variation (fault detection)
Running Hour	0-10 years

## Programmable Parameters

- Customer device management
- Scheduling controls
- Alert thresholds
- Sunrise/sunset offsets
- Tilt detection
- Vibration detection
- Voltage detection
- Power detection
- Photocell levels
- Luminaire fault detection
- Power loss after power failure
- Network communication failure
- Wireless network configuration

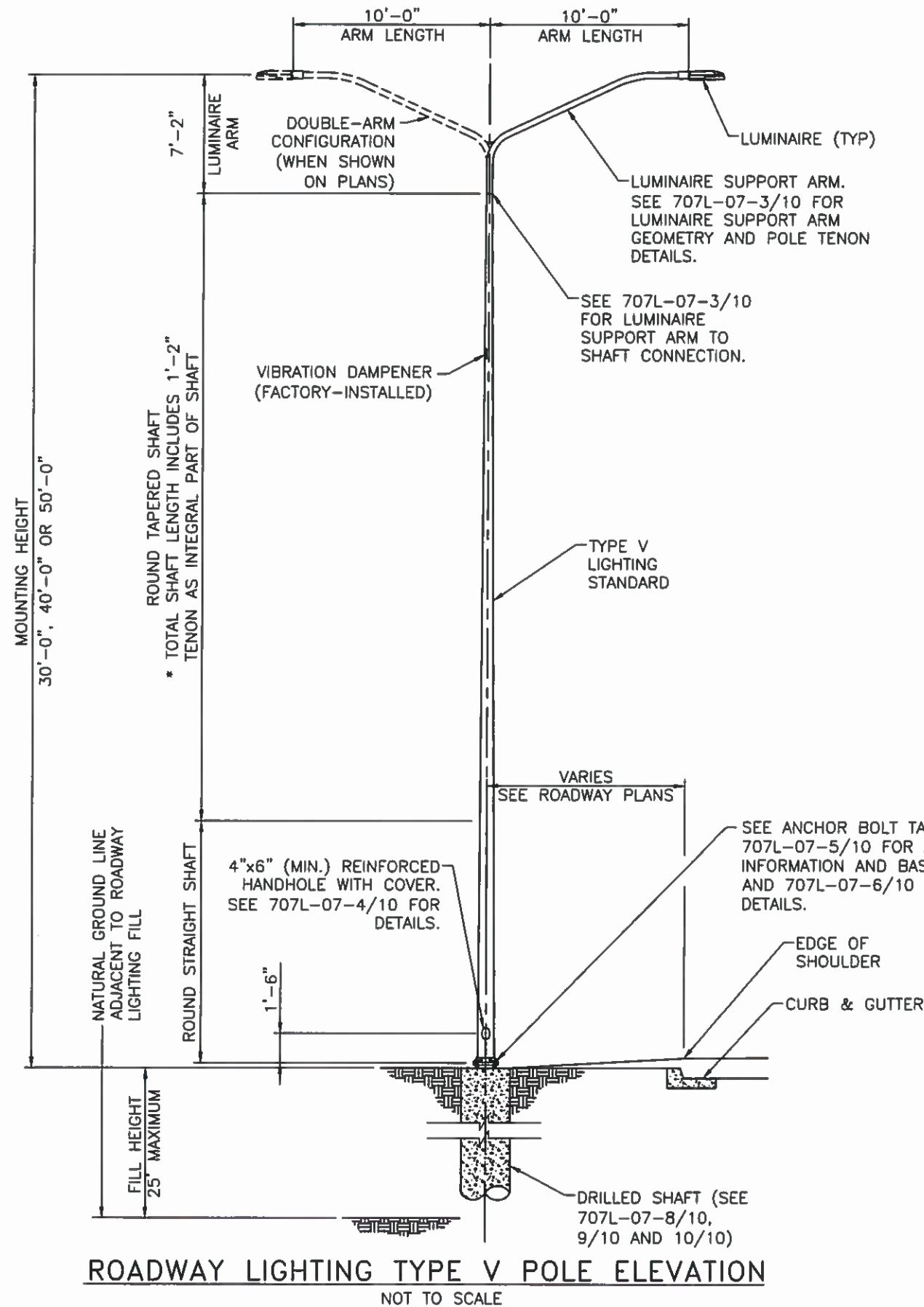
## Warranty

- 5-Year Warranty
- 10-Year Optional Warranty





# POLE AND ARM SPECIFICATIONS SHEETS



MOUNTING HEIGHT	ARM CONFIGURATION	MAX TAPERED SHAFT LENGTH	TOTAL SHAFT LENGTH*	OUTSIDE DIAMETER (IN)		MIN SHAFT SECTION THICKNESS (IN)
				BOTTOM	TOP	
30'-0"	SINGLE	22'-7"	24'-0"	8.00	4.50	0.156
	DOUBLE					0.219
40'-0"	SINGLE	30'-0"	34'-0"	8.00	4.50	0.25
	DOUBLE					0.375
50'-0"	SINGLE	39'-6"	44'-0"	10.00	4.50	0.25
	DOUBLE					0.375

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

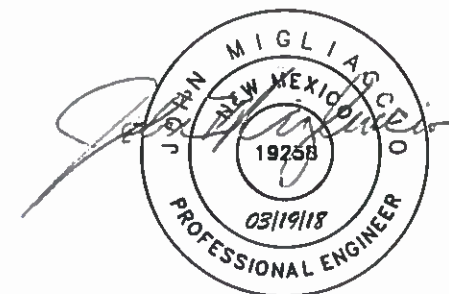
DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

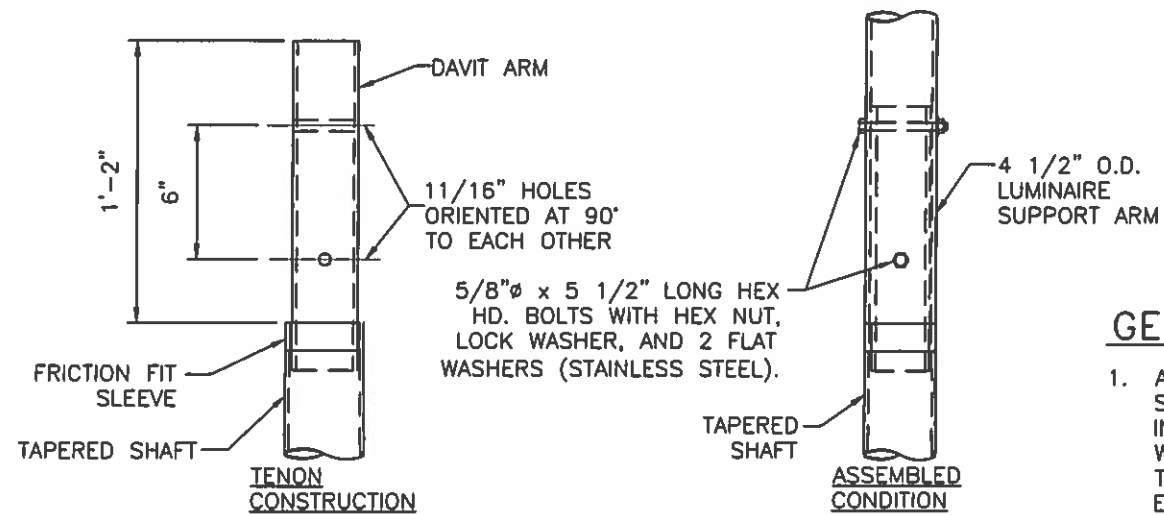
NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING

ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V

POLE ELEVATION AND DIMENSIONS



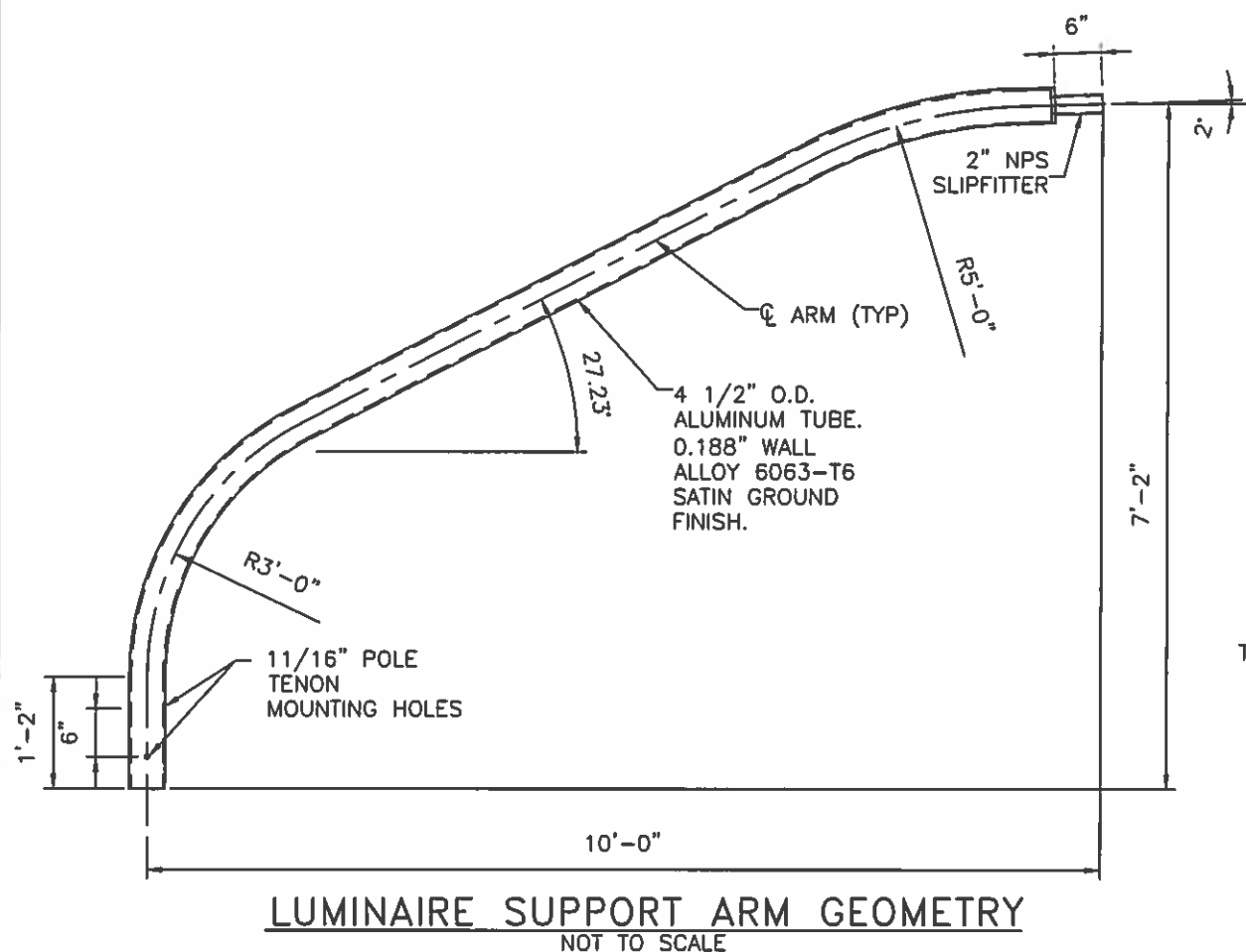
*John Migliacchio*



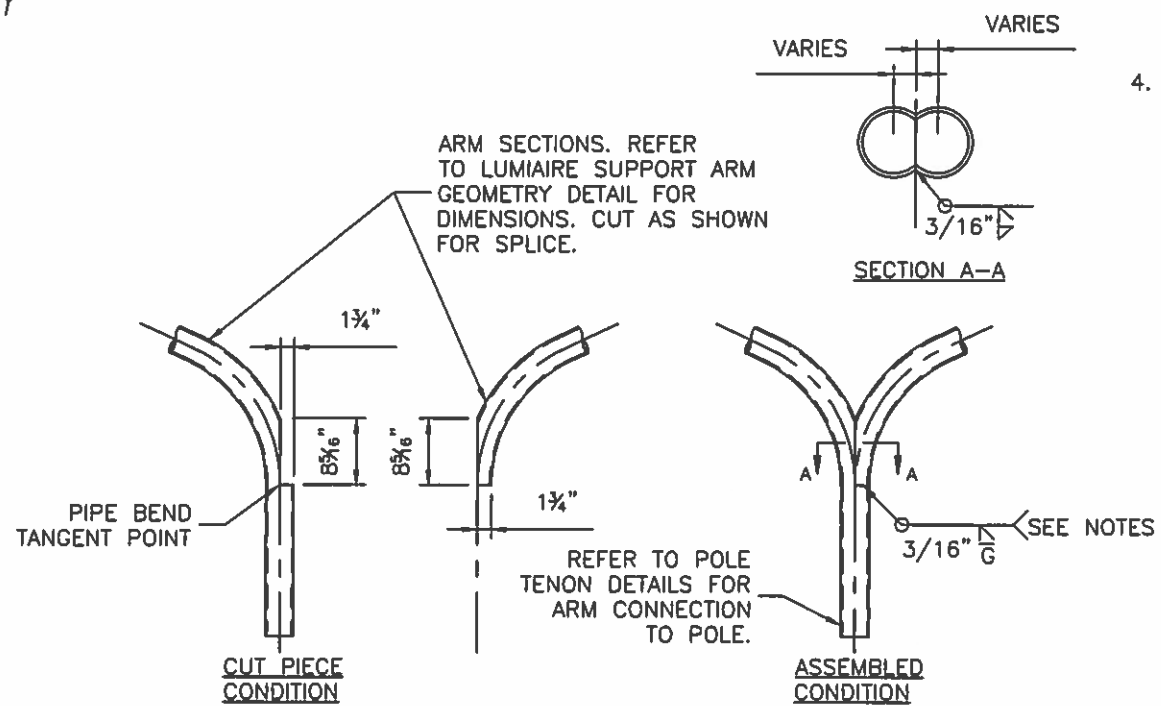
**POLE TENON DETAILS**  
NOT TO SCALE

**GENERAL NOTES**

1. ARM BOTTOM CONNECTIONS AS WELL AS TOP SLIPFITTER CONNECTIONS SHALL BE FREE OF INTERNAL AND EXTERNAL OBSTRUCTIONS WHICH WOULD DAMAGE OR INTERFERE WITH WIRES OR THE PROPER OPERATION OF ANY OTHER ELECTRICAL COMPONENT.
2. ARM MEMBERS MAY TAPER FROM 4 1/2" DIAMETER AT BASE, AT FABRICATOR'S OPTION.
3. HORIZONTAL WELD AT DOUBLE-ARM SPLICE MAY A SQUARE GROOVE WELD WITH BACKING RING, AT FABRICATOR'S OPTION.
4. IF ARM CONNECTION DETAILS OTHER THAN THOSE DEPICTED HEREIN ARE PROPOSED, THE DESIGN SHALL ENSURE THAT THE CONNECTION DEVELOPS THE STRENGTH OF THE 4 1/2" DIAMETER MEMBER. DIMENSIONS OF ALTERNATE CONNECTIONS SHALL BE GENERALLY CONSISTENT WITH THE DIMENSIONS HEREIN.



**LUMINAIRE SUPPORT ARM GEOMETRY**  
NOT TO SCALE



**DOUBLE ARM SPLICE DETAILS**  
NOT TO SCALE

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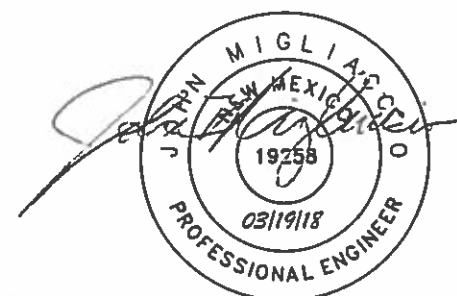
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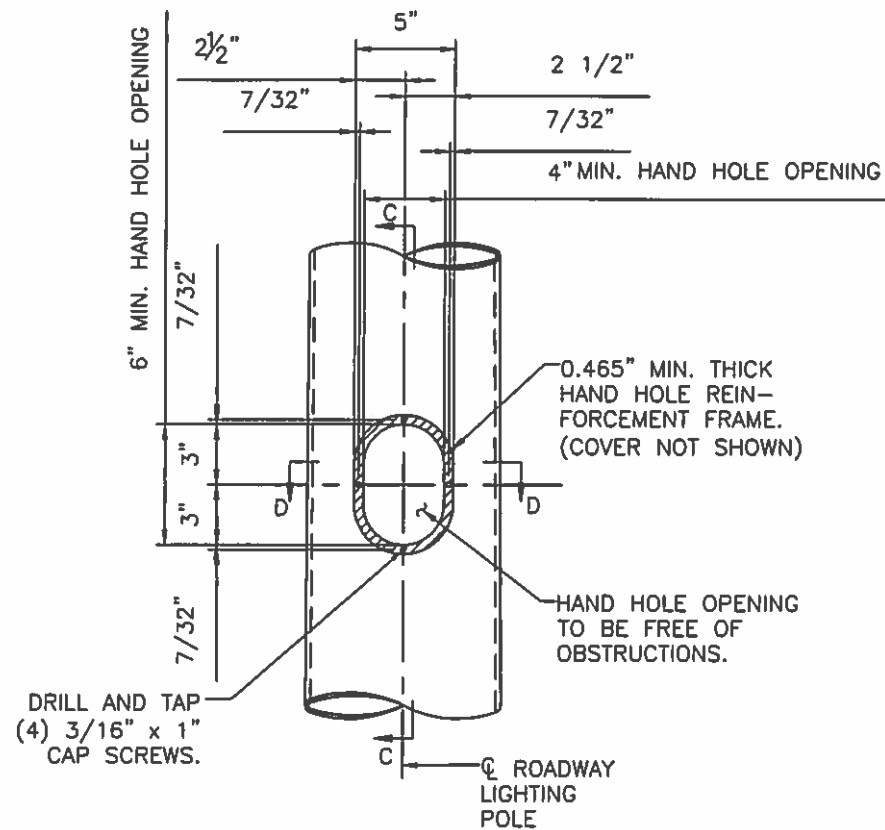
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STANDARD DRAWING

ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V

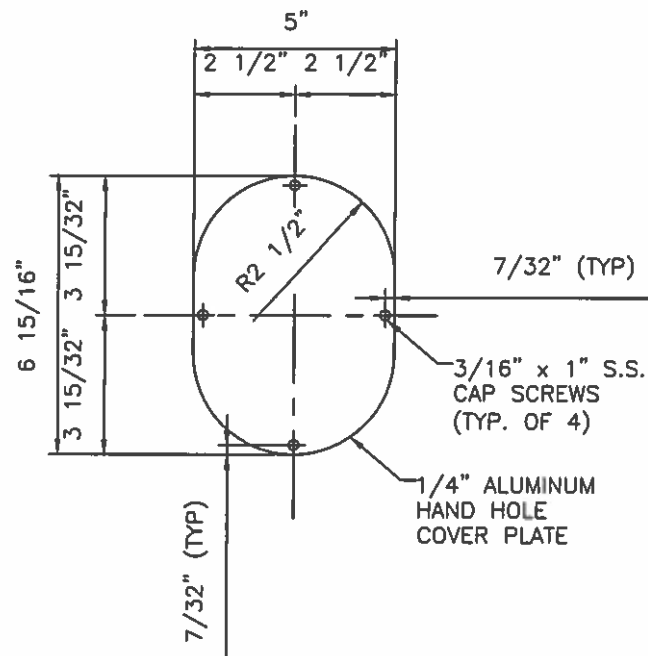
ARM AND TENON DETAILS



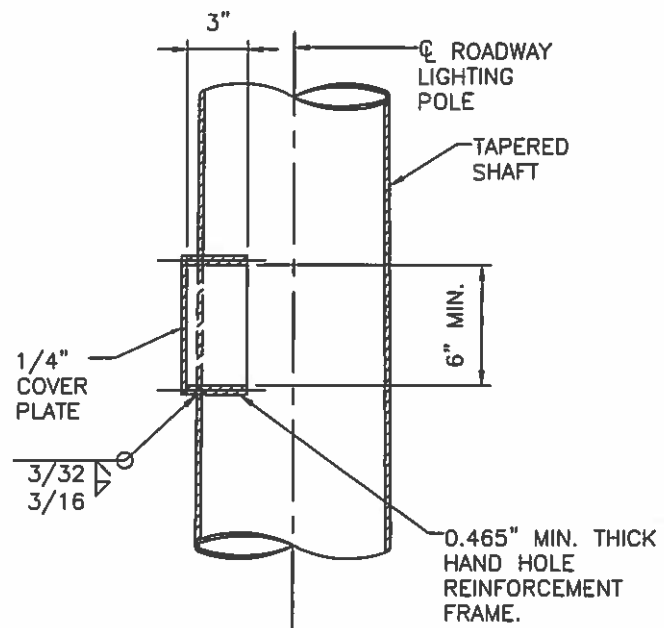
*Kathy Cress* DATE: 3/22/18



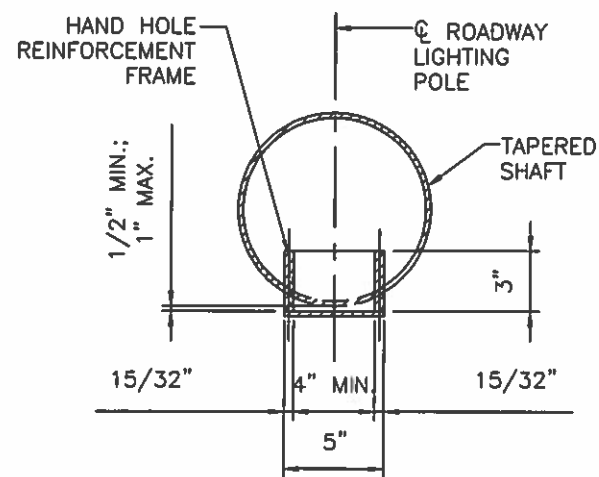
**HAND HOLE DETAIL**  
NOT TO SCALE



**HAND HOLE COVER**  
NOT TO SCALE



**SECTION C-C**  
NOT TO SCALE



**SECTION D-D**  
NOT TO SCALE

**GENERAL NOTES**

- HANDHOLES SHALL BE FREE OF INTERNAL AND EXTERNAL OBSTRUCTIONS WHICH WOULD DAMAGE OR INTERFERE WITH WIRES OR THE PROPER OPERATION OF ANY OTHER ELECTRICAL COMPONENT.
- HAND HOLE COVER SHALL BE FABRICATED FROM 1/4", ALLOY 6063-T6 PLATE OR MAY BE HINGED WITH A SUITABLE METHOD OF CLOSURE AS APPROVED BY THE PROJECT MANAGER.
- HAND HOLE REINFORCEMENT FRAME SHALL BE FABRICATED FROM 15/32" (MIN) WALL TUBING, CAST ALLOY 356-T6.
- COORDINATE LOCATIONS OF HOLES FOR CAP SCREWS IN HAND HOLE COVER PLATES WITH CONSTRUCTION OF HAND HOLE REINFORCING FRAME. TAPPED HOLES SHALL BE CENTERED IN REINFORCING FRAME RING.
- HAND HOLES SHALL BE ORIENTED DOWNSTREAM OF ONCOMING TRAFFIC.
- IF HAND HOLE FABRICATION DETAILS OTHER THAN THOSE DEPICTED HEREIN ARE PROPOSED, THE DESIGN SHALL ENSURE THAT SUCH HAND HOLE REINFORCEMENT SHALL STRENGTHEN POLE SHAFT SECTION TO THAT OF A SHAFT FABRICATED WITHOUT A HANDHOLE. DIMENSIONS OF ALTERNATE HAND HOLES FABRICATIONS SHALL BE GENERALLY CONSISTENT WITH THE DIMENSIONS HEREIN.

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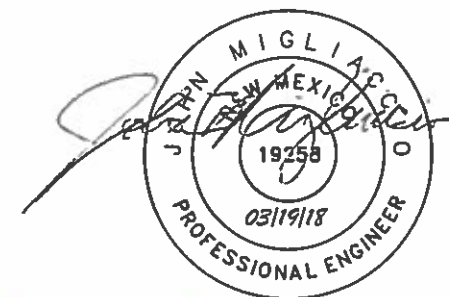
DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING

ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V

HAND HOLE DETAILS



### ANCHOR BOLT TABLE

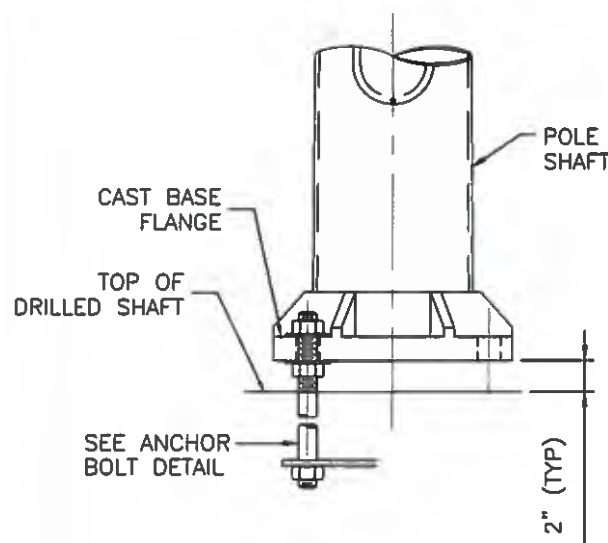
MOUNTING HEIGHT	BOLT DIAMETER	NUMBER OF BOLTS	SLOTTED HOLE SIZE	BOLT CIRCLE DIAMETER	BOLT TEMPLATE		BASE PLATE OPENING	BASE PLATE	
					O.D.	I.D.		"A"	"C"
(FT)	(IN)		(IN x IN)	(IN)	(IN)	(IN)	(IN)	(IN)	(IN)
50	1.0	4	1.25 x 2.25	15.0	18.0	12.0	7.0	16.0	1.0
40	1.0	4	1.25 x 2.25	11.5	14.5	8.5	6.0	14.0	1.0
30	1.0	4	1.25 x 2.25	11.5	14.5	8.5	5.0	14.0	1.0

### BASE WELD TABLE

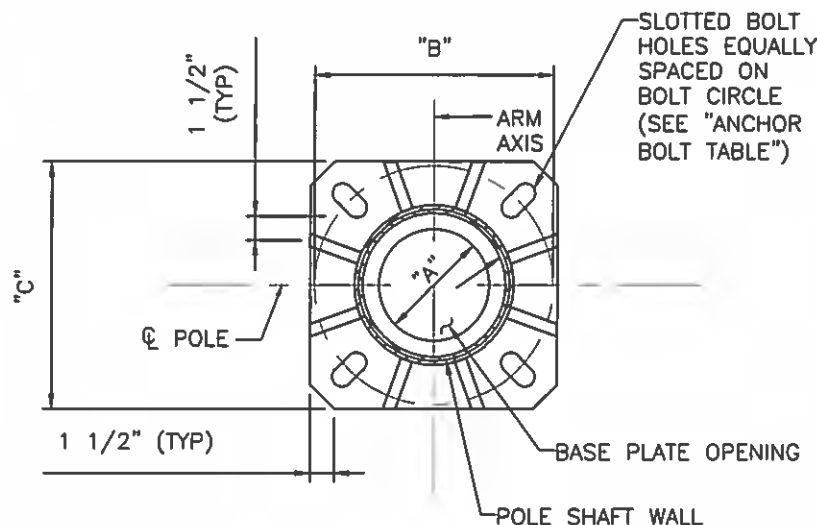
MOUNTING HEIGHT	WELD SIZE (SINGLE ARM)	WELD SIZE (DOUBLE ARM)
50	5/16	3/8
40	5/16	3/8
30	1/4	1/4

### GENERAL NOTES

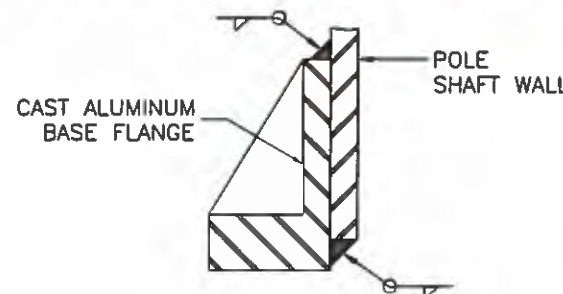
- REFER TO STANDARD DRAWING 707L-07-6/10 FOR BREAKAWAY POLE BASE SYSTEM DETAILS AND REQUIREMENTS.
- INSTALL DIRECT-MOUNT BASE ONLY WHEN SPECIFIED. REFER TO PLANS FOR DIRECT-MOUNT OR BREAKAWAY BASE REQUIREMENT.
- ALUMINUM BASE FLANGE SHALL BE CAST FROM ALUMINUM ALLOY 356 T6, CONFORMING TO ASTM B 108. BASE FLANGE SHALL ACCOMMODATE FOUR ANCHOR BOLTS AS SHOWN, AND SHALL BE CAPABLE OF DEVELOPING THE FULL MOMENT, SHEAR, AND TORSIONAL STRENGTHS OF THE ALUMINUM POLE SHAFTS. BASE FLANGE SHALL ACCOMMODATE POLE SHAFT OUTSIDE DIAMETER, OR POLE SHAFT DIAMETER MAY BE INCREASED TO BE COMPATIBLE WITH BASE FLANGE.
- ANCHOR BOLTS AND BOLT CIRCLE DIMENSIONS FOR THE ALUMINUM POLE SHALL ACCOMMODATE THE PROVIDED CAST BASE FLANGE. ANCHOR BOLT SIZES SHOWN SHALL BE CONSIDERED A MINIMUM.
- ANCHOR BOLT PROJECTION LENGTHS AND TOTAL LENGTHS SHOWN IN STANDARD DRAWINGS 707L-07-9/10 AND 10/10 APPLY TO DIRECT-MOUNT BASE CONDITION. ADJUST ACCORDINGLY FOR BREAKAWAY BASE CONDITION.
- WHEN BREAKAWAY COUPLINGS ARE SPECIFIED, THREAD UNC OF ANCHOR BOLTS SHALL MATCH THAT OF THE COUPLINGS.



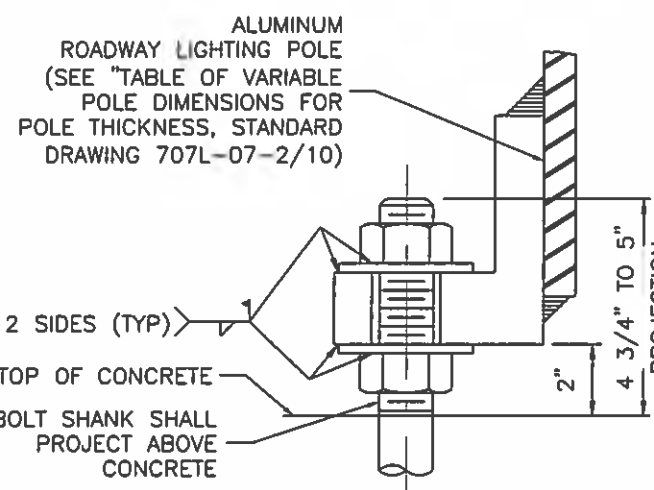
**POLE BASE ELEVATION**  
NOT TO SCALE



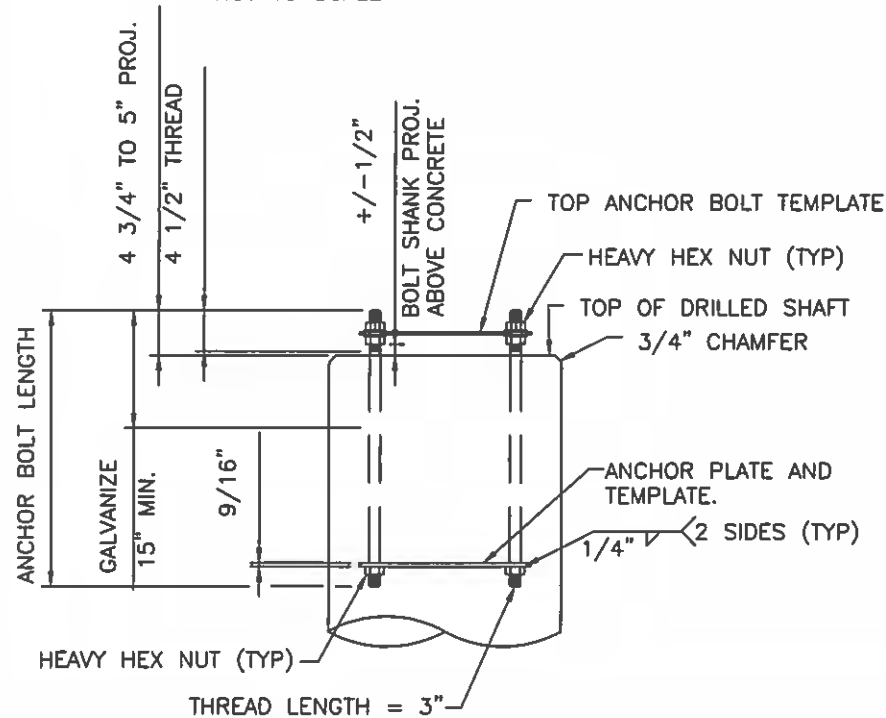
**POLE BASE PLAN**  
NOT TO SCALE



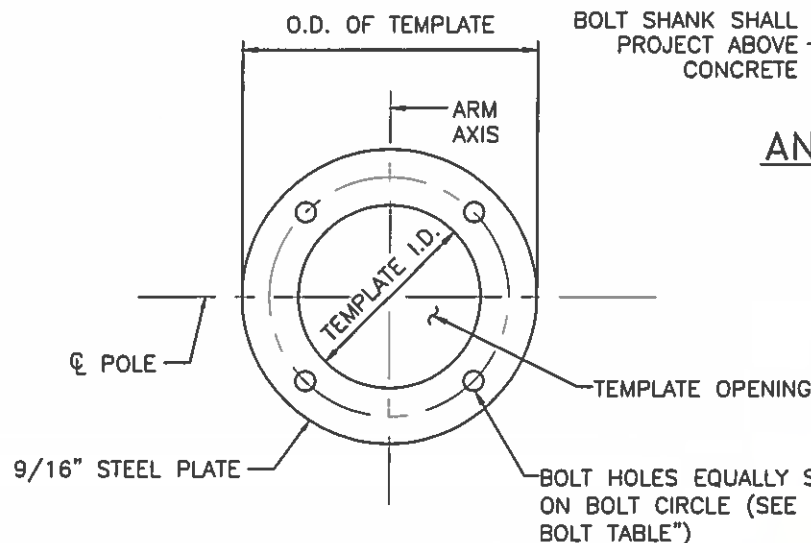
**BASE WELD DETAIL**  
NOT TO SCALE



**ANCHOR BOLT DETAIL**  
NOT TO SCALE



**ANCHOR BOLT ASSEMBLY**  
NOT TO SCALE  
(SEE ANCHOR BOLT TABLE)



**ANCHOR BOLT AND ANCHOR PLATE TEMPLATE**  
NOT TO SCALE

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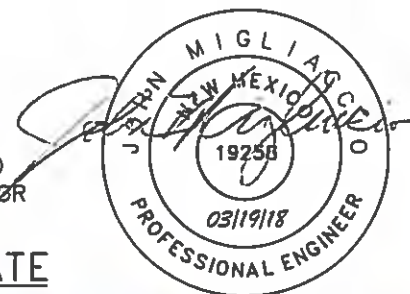
DATE	BY	DESCRIPTION

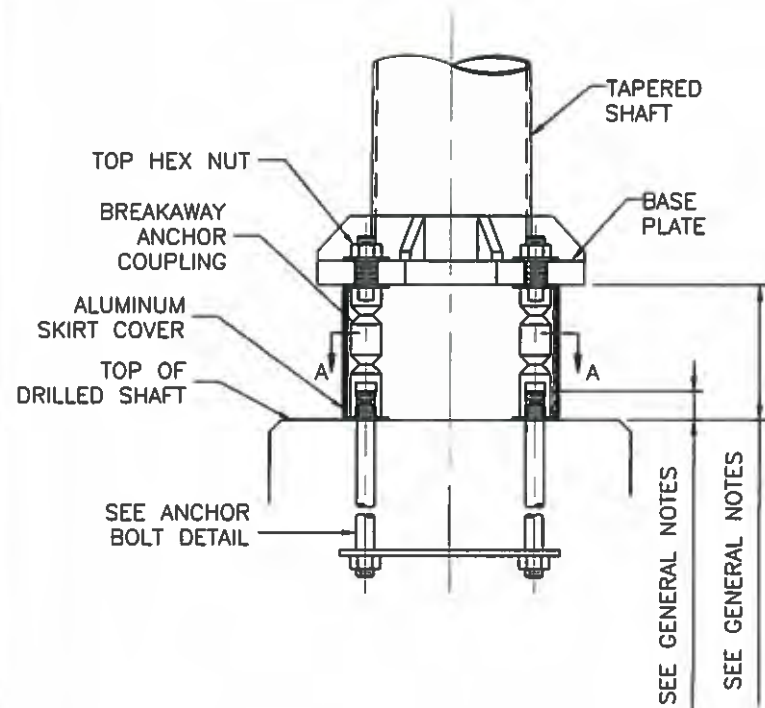
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING

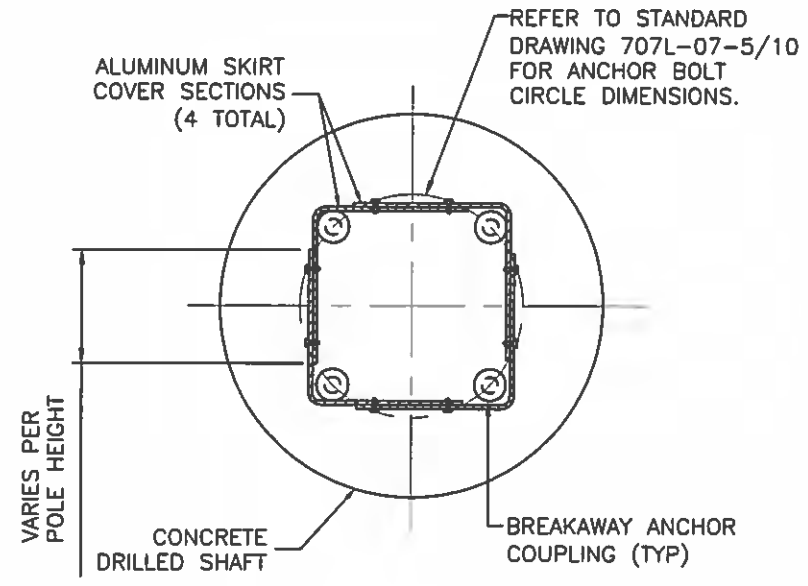
ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V

BASE PLATE & ANCHOR BOLT DETAILS

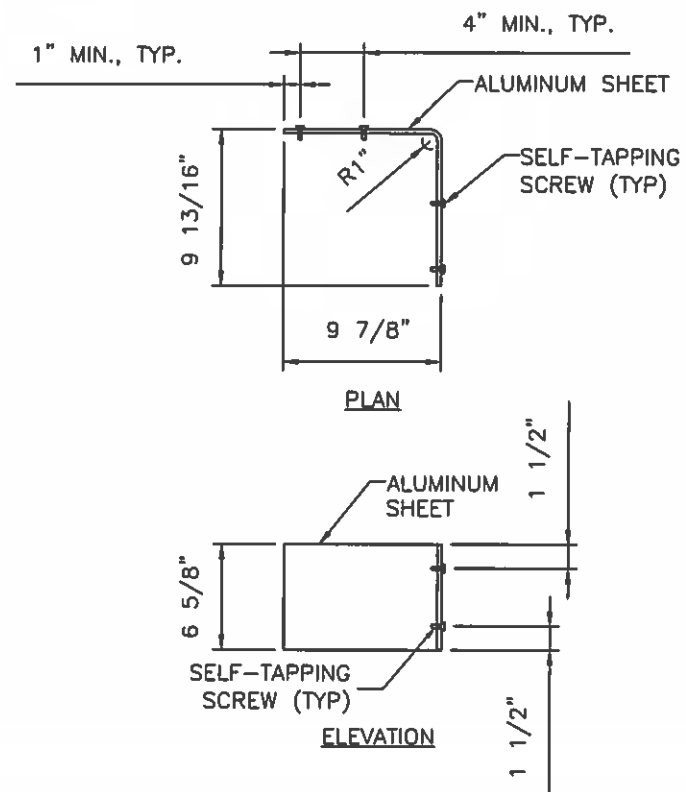




**BREAKAWAY POLE  
BASE ELEVATION**  
NOT TO SCALE



**SECTION A-A:  
BREAKAWAY BASE SECTION**  
NOT TO SCALE



**SKIRT COVER DIMENSIONS**  
NOT TO SCALE

**GENERAL NOTES**

1. REFER TO STANDARD DRAWING 707L-07-5/10 FOR BASE PLATE AND ADDITIONAL ANCHOR BOLT DETAILS AND REQUIREMENTS.
2. SKIRT COVER SHALL BE FABRICATED FROM 1/16" SHEET ALUMINUM ALLOY 3003H14.
3. WHEN BREAKAWAY BASES ARE SPECIFIED, EACH LIGHT POLE SHALL BE FURNISHED WITH FOUR (4) SKIRT COVER SECTIONS AND SIXTEEN (16) SCREWS.
4. THE INTENDED USE OF THE SKIRT COVER IS TO ENCLOSE THE VOID UNDER POLES WITH BREAKAWAY SUPPORT COUPLINGS.
5. SCREWS SHALL BE SELF-TAPPING #10 x 5/8" STAINLESS STEEL.
6. BREAKAWAY SUPPORT COUPLINGS SHALL MEET THE REQUIREMENTS IN NCHRP REPORT 350, AND THE REQUIREMENTS IN 2015 (1st EDITION) AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SECTION 12.
7. WHEN BREAKAWAY BASES ARE SPECIFIED, EACH LIGHT POLE SHALL BE FURNISHED WITH FOUR (4) COUPLING SYSTEMS, COMPLETE WITH COUPLINGS, THREADED STUDS, WASHERS, NUTS, AND SHIMS.
8. BREAKAWAY ASSEMBLY DIMENSIONS VARY PER MANUFACTURER. INSTALL ANCHOR BOLT PROJECTIONS AND BASE PLATE OFFSETS IN ACCORDANCE WITH SPECIFIC BREAKAWAY ASSEMBLY MANUFACTURER'S SPECIFICATIONS.
9. ALTERNATE DESIGNS OF BREAKAWAY ASSEMBLIES MAY BE APPROVED BY THE PROJECT MANAGER, PROVIDED THEY MEET THE REQUIREMENTS HEREIN. WHEN ALTERNATE BREAKAWAY SYSTEMS ARE UTILIZED, IT SHALL BE THE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE COMPATIBLE SKIRT COVERS, AND MAKE NECESSARY ADJUSTMENTS TO ANCHOR BOLT PROJECTIONS.
10. CERTIFICATION OF BOTH BREAKAWAY AND STRUCTURAL ADEQUACY, DESIGN CALCULATIONS AND/OR TEST DATA OF PRODUCTION SAMPLES TO SUPPORT CERTIFICATION SHALL BE PROVIDED FOR BREAKAWAY SYSTEMS.

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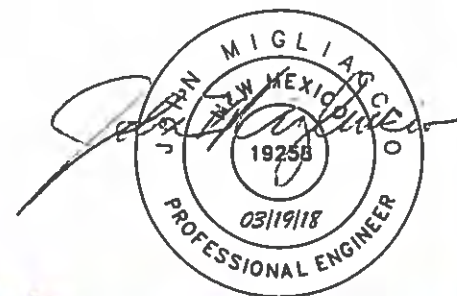
DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

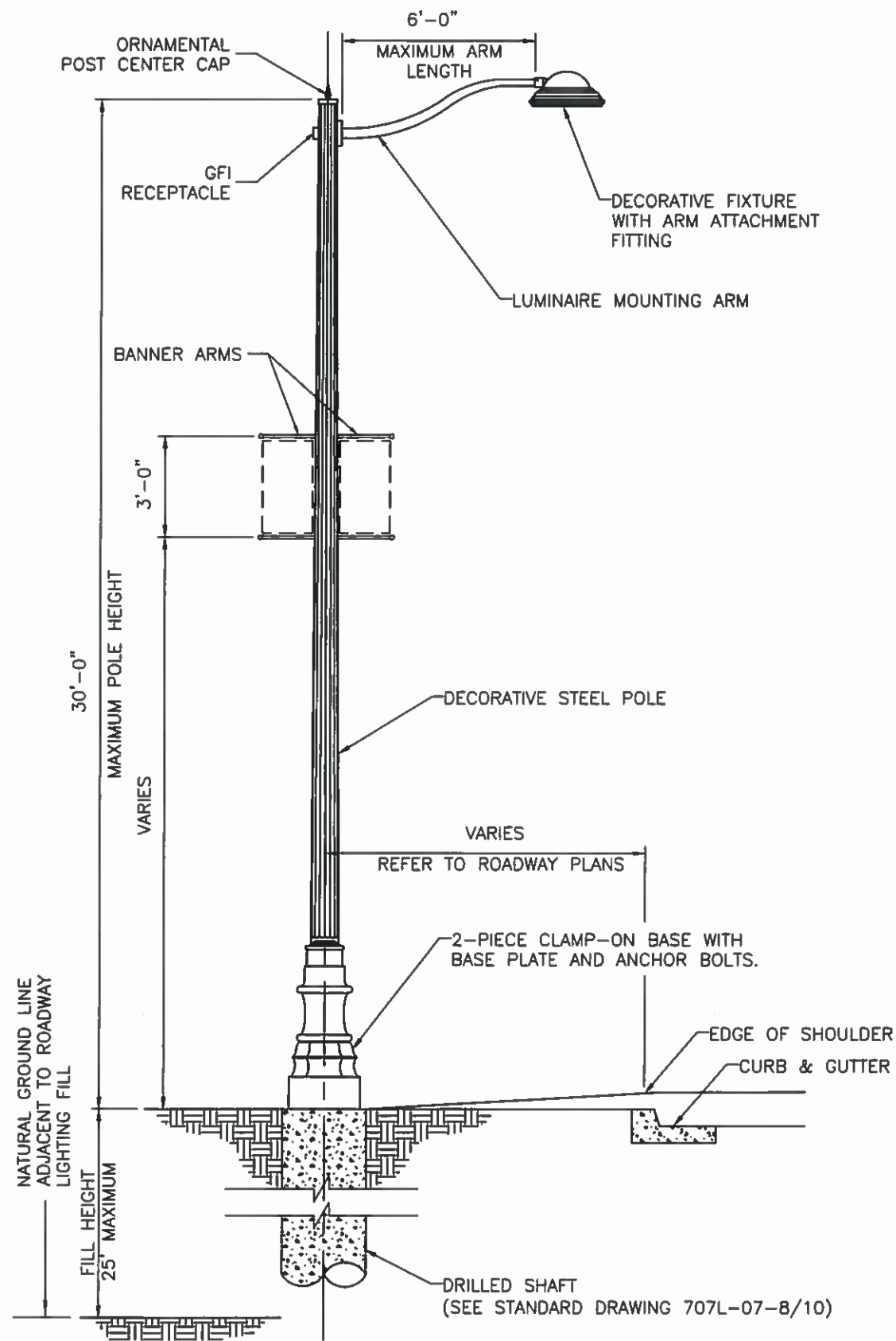
**NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING**

**ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V**

**BREAKAWAY BASE DETAILS**



*Tatley Cwell* DATE: 3/22/18



**30' DECORATIVE ROADWAY LIGHTING  
OPTION ELEVATION**  
NOT TO SCALE

**GENERAL NOTES**

- REFER TO STANDARD DRAWING 707L-07-1/10 FOR GENERAL DESIGN CRITERIA, WORKMANSHIP REQUIREMENTS, AND SUBMITTAL REQUIREMENTS.
- SHOP DRAWINGS FOR ORNAMENTAL LIGHT ASSEMBLIES SHALL BE PROVIDED TO THE NMDOT PROJECT MANAGER FOR APPROVAL, PRIOR TO FABRICATION AND CONSTRUCTION. SHOP DRAWINGS SHALL DEPICT ALL FEATURES AND OPTIONS CALLED FOR IN THE CONTRACT DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
  - A. POLE MODEL
  - B. POLE HEIGHT
  - C. POLE SHAFT MATERIAL
  - D. POLE SHAFT STYLE
  - E. POST CAP STYLE
  - F. ARM MODEL
  - G. ARM LENGTH
  - H. ARM MATERIAL
  - I. ARM STYLE
  - J. LUMINAIRE FIXTURE MODEL
  - K. LUMINAIRE FITTING MOUNT METHOD
  - L. WATTAGE
  - M. LIGHT SOURCE TYPE
  - N. VOLTAGE
  - O. LUMINAIRE LENS TYPE
  - P. OPTICS TYPE
  - Q. DECORATIVE BASE STYLE
  - R. ACCESS DOOR LOCATION AND SIZE
  - S. BASE PLATE
  - T. ANCHOR BOLTS
  - U. FOUNDATION LOADINGS
  - V. GROUND FAULT INTERRUPTER LOCATION
  - W. BANNER ARM LOCATIONS
  - X. FINISHES
- FOR ALL STRUCTURAL COMPONENTS PROVIDED BY THE ORNAMENTAL LIGHTING MANUFACTURER, CERTIFICATION OF STRUCTURAL ADEQUACY AND DESIGN CALCULATIONS TO SUPPORT CERTIFICATION SHALL BE PROVIDED.
- THE POLE AND BASE ASSEMBLY SHALL BE PROVIDED WITH ONE ACCESS DOOR FOR WIRING AND MECHANICALLY SECURED WITH TWO, TAMPER-PROOF STAINLESS STEEL SCREWS OR OTHER APPROVED METHOD. ACCESS DOOR SHALL BE LOCATED OPPOSITE FROM THE STREET-FACING SIDE OF THE POLE.
- THE 30' DECORATIVE ROADWAY LIGHTING OPTION ELEVATION SHOWN ON THIS STANDARD DRAWING IS A SCHEMATIC REPRESENTATION OF POSSIBLE FEATURES IN THE ASSEMBLY. ACTUAL OPTIONS, FEATURES, AND COMPONENTS SHALL BE SELECTED BY NMDOT ON A PROJECT BASIS AND WILL BE SPECIFIED IN THE ROADWAY PLANS.

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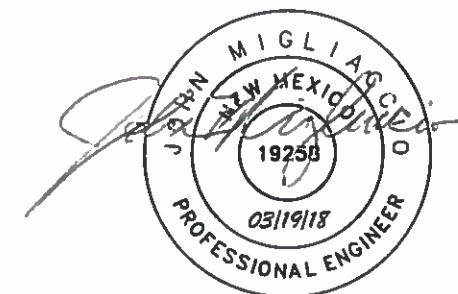
DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING

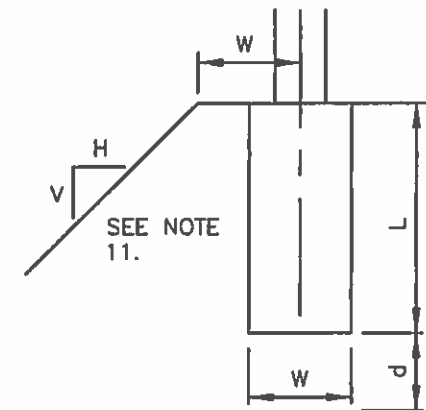
ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V

DECORATIVE LIGHTING DETAILS



**FOUNDATION NOTES:**

1. DRILLED SHAFT FOUNDATIONS SHALL CONFORM TO SECTION 502 AND SPREAD FOOTING FOUNDATIONS SHALL CONFORM TO SECTION 511 OF THE LATEST EDITION OF THE NEW MEXICO STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION. FOUNDATIONS SHALL BE COMPLETED AT LEAST 7 DAYS BEFORE ERECTING LIGHTING STRUCTURES ON THE FOUNDATIONS.
2. ALUMINUM ROADWAY LIGHTING SUPPORT STRUCTURES TYPE V FOR THE 30 FT, 40 FT, AND 50 FT CASES, AND ASSOCIATED FOUNDATIONS, ARE DESIGNED TO CONFORM TO 2015 (1ST EDITION) AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. STEEL DECORATIVE (ORNAMENTAL) LIGHTING, AND ASSOCIATED FOUNDATIONS, IS DESIGNED TO CONFORM TO 2009 (5TH EDITION) AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
3. ALL CONCRETE FOR DRILLED SHAFT FOUNDATIONS SHALL BE CLASS G,  $f'c = 3000$  PSI. ALL CONCRETE FOR SPREAD FOOTING FOUNDATIONS SHALL BE CLASS A,  $f'c = 3000$  PSI. CONCRETE SHALL CONFORM TO SECTION 510 - PORTLAND CEMENT CONCRETE. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED  $\frac{1}{4}$ " UNLESS OTHERWISE NOTED.
4. REINFORCING STEEL (REBAR) SHALL CONFORM TO SECTION 540 - STEEL REINFORCEMENT AASHTO M 31 (ASTM A615), GRADE 60. DIMENSIONS REFER TO THE CENTERLINE OF THE BAR. ALL REINFORCING STEEL SHALL BE NON-EPOXY UNLESS OTHERWISE NOTED.
5. ANCHOR BOLTS SHALL CONFORM TO AASHTO M 314 (ASTM F1554 GRADE 55). PROVIDE A HEX NUT, LEVELING NUT AND 2 WASHERS TOP AND BOTTOM OF EACH BOLT. ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THE FOUNDATIONS.
6. PROVIDE BOLT TEMPLATE FOR CAST-IN-PLACE INSTALLATION OF ANCHOR BOLTS. COORDINATE TEMPLATE REQUIREMENTS WITH BOLT CIRCLE DIAMETER, BOLT DIAMETER, AND DRILLED SHAFT DIAMETER FOR PLACEMENT AND FIT. TAKE PROPER CARE TO ALIGN FOUNDATION BOLT PATTERN WITH THE BASE PLATE PATTERN THAT RESULTS IN CORRECT CENTERLINE ALIGNMENT OF SUPPORT STRUCTURE WITH BOLT PATTERN.
7. PRIOR TO ERECTION OF POSTS, EXCAVATION CREATED FOR FOUNDATION CONSTRUCTION SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 210 OF THE LATEST EDITION OF THE NEW MEXICO STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION WITH MATERIAL EQUIVALENT TO THE SURROUNDING SOIL. FOUNDATION CONCRETE SHALL HAVE REACHED A MINIMUM STRENGTH OF 2200 PSI PRIOR TO BACKFILLING. BACKFILL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
8. FOUNDATION DESIGN IS FOR THE ROADWAY LIGHTING SUPPORT STRUCTURES STANDARD DIAMETERS. IF A LARGER DIAMETER IS FURNISHED, THE CONTRACTOR SHALL BUILD A LARGER FOUNDATION AS DETERMINED NECESSARY BY THE PROJECT MANAGER AND NO ADDITIONAL PAYMENT OR COMPENSATION SHALL BE MADE.
9. DRILLED SHAFT DESIGN CONSIDERED PARAMETERS FOR COHESIVE AND NON-COHESIVE SOILS AS WELL AS ROCK. SHOULD SITE OR SOIL CONDITIONS POSE UNIQUE CHALLENGES, CONSULT WITH THE STATE GEOTECHNICAL ENGINEER FOR ANY REMEDIAL MEASURES BEFORE PLACEMENT OF THE FOUNDATION.
10. DRILLED SHAFT FOUNDATION DEPTH MUST BE INCREASED IF INSTALLED ON OR NEAR (WITHIN A SHAFT DIAMETER OF) A GROUND SLOPE. IF GROUND SLOPES MINIMALLY DOWN NO MORE THAN 2 FEET AND THEN BACK UP WITHIN  $\frac{1}{2}$  FOUNDATION DEPTH, AS IN A DRAINAGE DITCH, TREAT AS IF LEVEL. SEE FOUNDATION DETAIL FOR SLOPING GROUND, THIS SHEET.
11. FINISHED GRADE FOR ALL FOUNDATIONS SHALL BE PER THE CONTRACT DOCUMENTS. THE TOP OF STANDARD FOUNDATIONS SHALL BE FLUSH WITH ADJACENT SIDEWALK OR PAVED AREAS WHEN PRESENT AND SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT.
12. FOR BASE PLATE AND ANCHOR BOLT DETAILS, SEE 707L-07-5/10.



SLOPE	d
3H:1V	0
2H:1V	0.5W
1.5H:1V	1.0W

d = INCREASE IN FOUNDATION DEPTH AND REBAR LENGTH DUE TO SLOPE

**FOUNDATION DETAIL FOR SLOPING GROUND**

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NO.	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

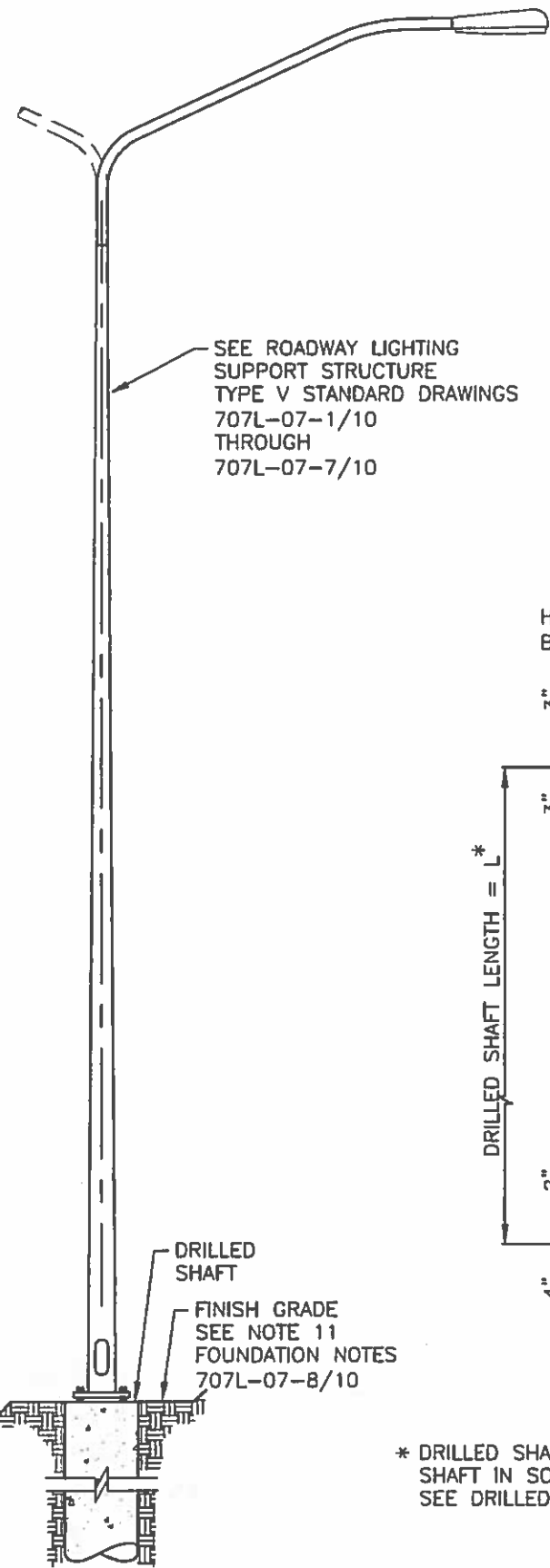
**NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING**

**ROADWAY LIGHTING SUPPORT STRUCTURES TYPE V**

**FOUNDATION GENERAL NOTES**

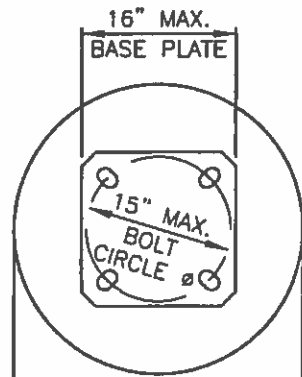


APPROVED FOR USE ON NMDOT PROJECTS: *Kathy Will* DATE: 11/17/17

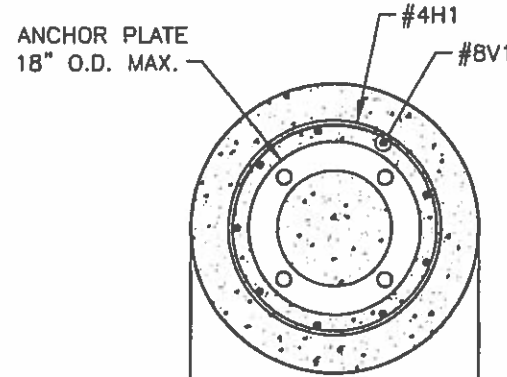


**ROADWAY LIGHTING  
POLE ELEVATION**  
NOT TO SCALE

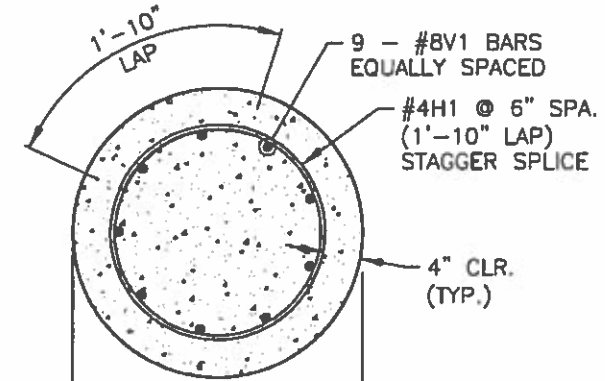
DESIGNED BY: ADA DRAWN BY: DLH CHECKED BY: NJB



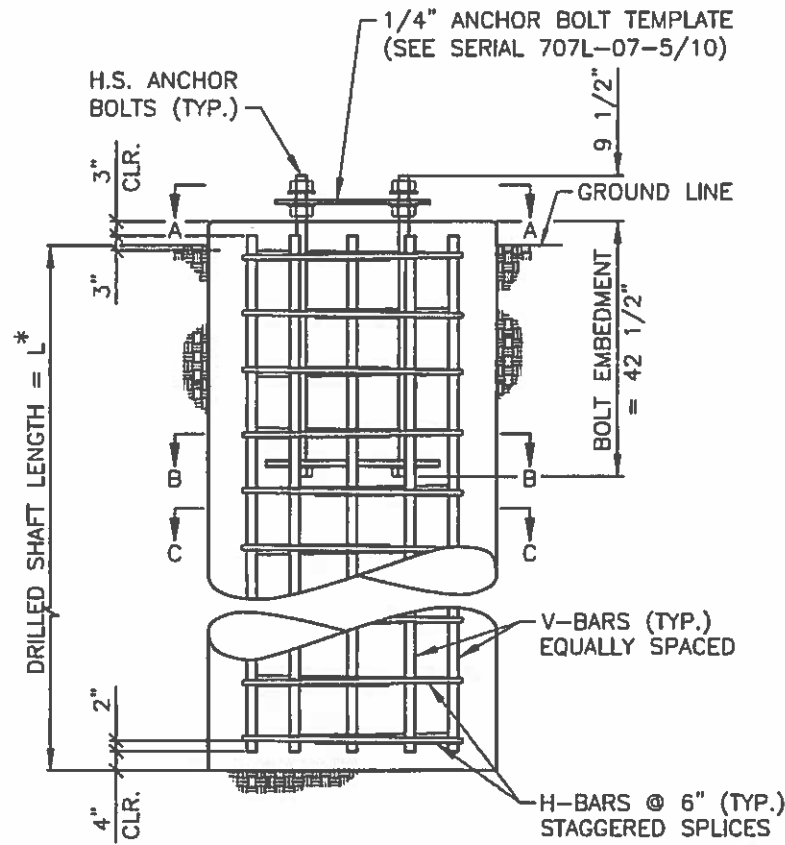
30" SHAFT DIAMETER  
**SECTION A-A**  
NOT TO SCALE



30" SHAFT DIAMETER  
**SECTION B-B**  
NOT TO SCALE



30" SHAFT DIAMETER  
**SECTION C-C**  
NOT TO SCALE



**FOUNDATION ELEVATION**  
NOT TO SCALE

\* DRILLED SHAFT LENGTH IS MEASURED AS LENGTH OF SHAFT IN SOIL OR ROCK AS APPLICABLE. SEE DRILLED SHAFT LENGTHS TABLE FOR LENGTH.

**DRILLED SHAFT LENGTHS**

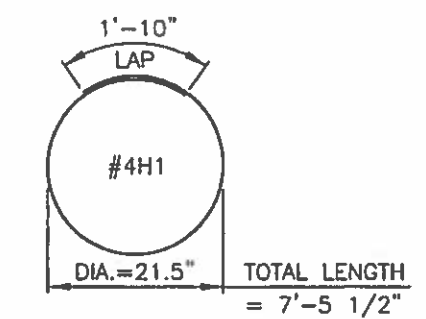
SEE NOTE 9 FOUNDATION NOTES 707-07-8/10

POLE HEIGHT (ft)	DRILLED SHAFT LENGTH (ft)
50	8.5
30 ORNAMENTAL	7.0
40	7.5
30	6.0

**ANCHOR BOLTS**

POLE HEIGHT (ft)	POLE DIAMETER O.D. (in)	BOLT DIAMETER (in)	BOLT LENGTH (in)	NUMBER OF BOLTS	BOLT CIRCLE DIAMETER (in)
50	10	1.000	52	4	15
40	9	1.000	52	4	11.5
30	8	1.000	52	4	11.5

**REINFORCING SCHEDULE**



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NO	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

**NEW MEXICO  
DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWING**

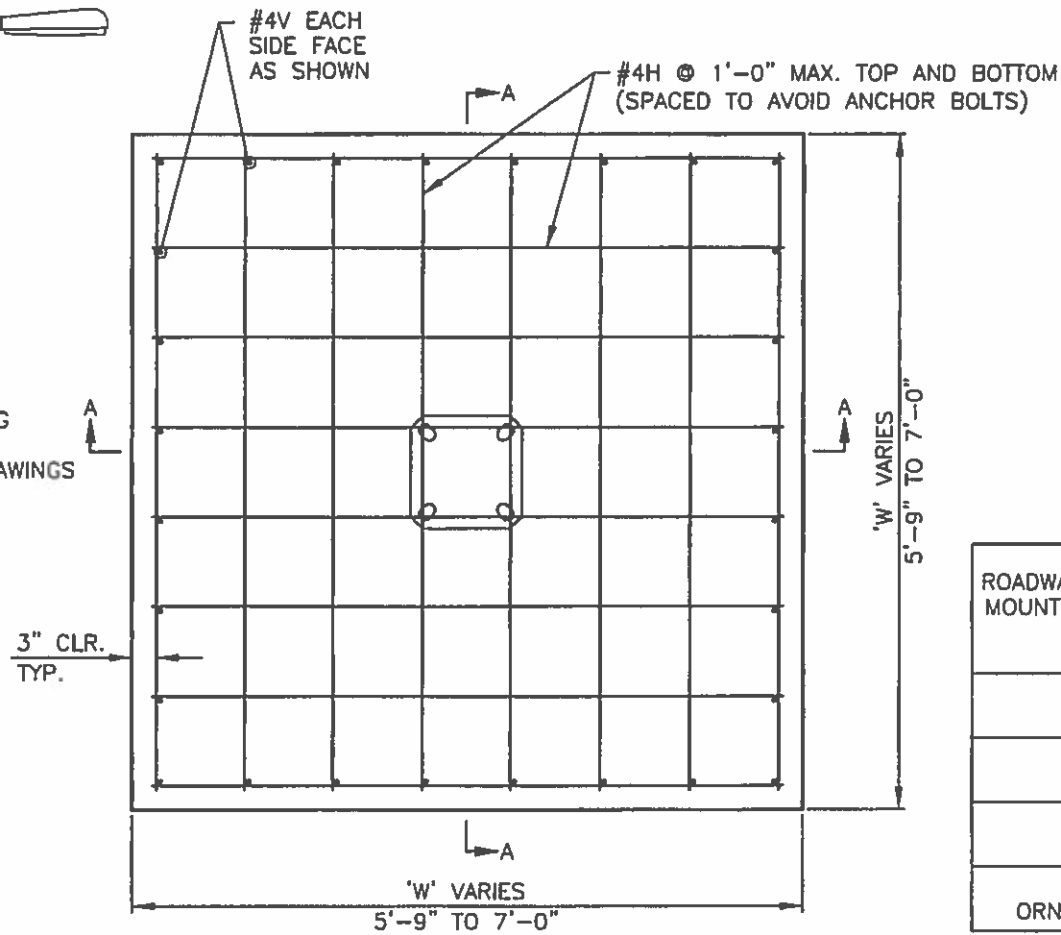
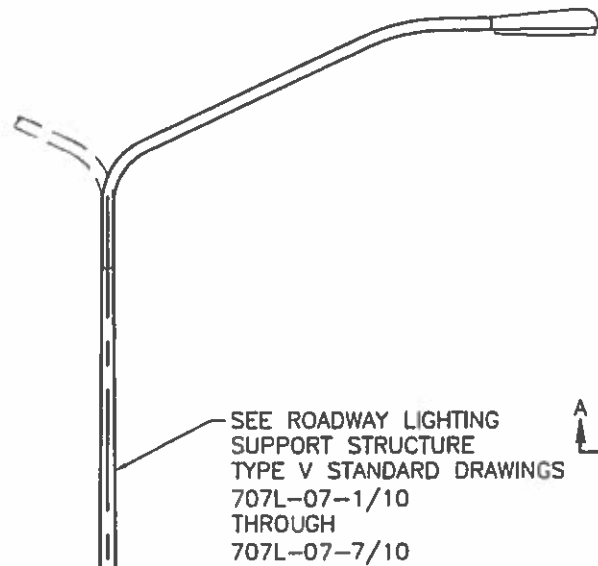
**ROADWAY LIGHTING  
SUPPORT STRUCTURES  
TYPE V**

**DRILLED SHAFT DETAILS**



APPROVED FOR USE ON NMDOT PROJECTS: *Kathy Cull* DATE: 11/17/17

707L-07-9/10

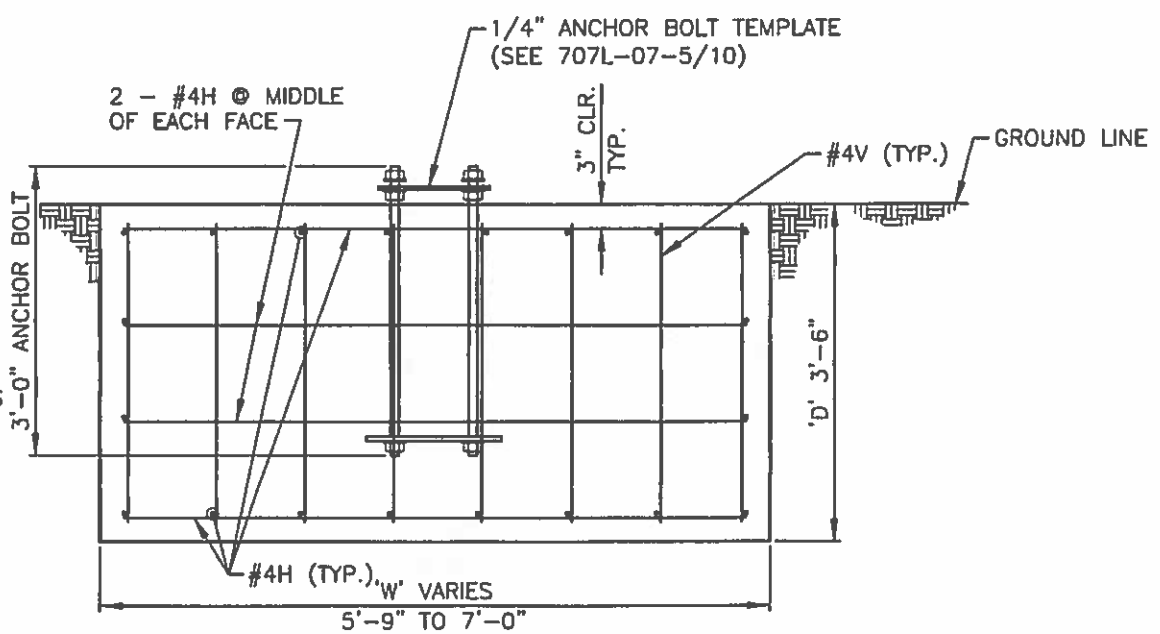


**PLAN VIEW OF SPREAD FOOTING**  
NOT TO SCALE

**DESIGN DATA:**

DESIGN STRENGTH:  
 CONCRETE:  $f_c' = 3000$  PSI @ 28 DAYS = NMDOT CLASS "A" CONCRETE.  
 REINFORCING STEEL:  $f_y = 60$  KSI  
 ALLOWABLE SOIL BEARING PRESSURE: 1.0 T/SQ. FT.

ROADWAY LIGHTING MOUNTING HEIGHT (ft)	SQUARE FOOTING WIDTH 'W' (ft)	SQUARE FOOTING DEPTH 'D' (ft)	REINFORCING SCHEDULE				ESTIMATED QUANTITIES	
			MARK	SIZE	LENGTH	NO. REQ'D	CONCRETE CLASS "A" (cu. yd.)	BARS (lbs)
50	7.00	3.50	#4V	#4	3'-0"	28	6.4	230
			#4H	#4	6'-6"	40		
40	6.50	3.50	#4V	#4	3'-0"	24	5.5	193
			#4H	#4	6'-0"	36		
30	5.75	3.50	#4V	#4	3'-0"	20	4.3	153
			#4H	#4	5'-3"	32		
30 ORNAMENTAL	6.75	3.50	#4V	#4	3'-0"	24	5.9	199
			#4H	#4	6'-3"	36		



**SECTION A-A**  
NOT TO SCALE

**ROADWAY LIGHTING POLE ELEVATION**  
NOT TO SCALE

DESIGNED BY: ADA DRAWN BY: DLH CHECKED BY: NJB

THIS STANDARD DRAWING IS FOR USE ON NMDOT PROJECTS. OTHERS WHO USE THE NMDOT STANDARD DRAWINGS DO SO AT THEIR OWN RISK. STANDARD DRAWINGS THAT ARE APPLICABLE TO A SPECIFIC PROJECT WILL BE IDENTIFIED ON THE PROJECT PLANS BUT WILL NOT BE PHYSICALLY INCLUDED IN THOSE PLANS. THE DESIGNER WHO SPECIFIES A STANDARD DRAWING ACCEPTS THE RESPONSIBILITY OF DETERMINING THEIR APPLICABILITY.

NO.	DATE	BY	DESCRIPTION



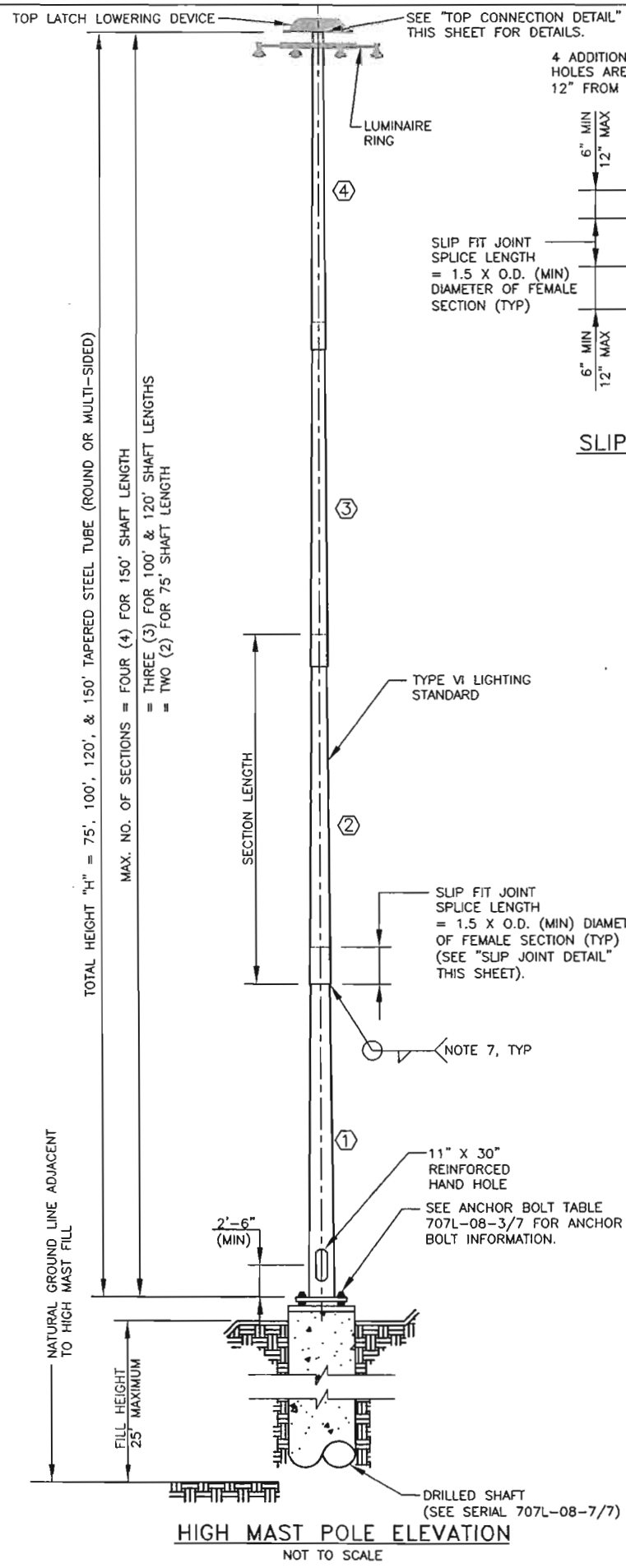
REVISIONS (OR CHANGE NOTICES)

**NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING**

ROADWAY LIGHTING SUPPORT STRUCTURES TYPE V

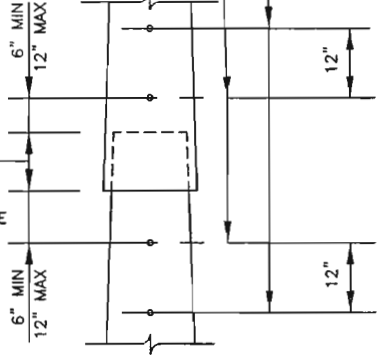
SPREAD FOOTING DETAILS

APPROVED FOR USE ON NMDOT PROJECTS: *Kathy Cull* DATE: 11/17/17



4 ADDITIONAL 1" DIA. HOLES ARE PERMISSIBLE 12" FROM ASSEMBLY HOLES.

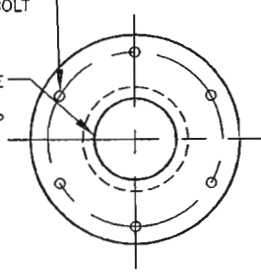
4 PERMISSIBLE 1" DIA. ASSEMBLY HOLES 180° APART. (TYP EACH SPLICE)



**SLIP JOINT DETAIL**  
NOT TO SCALE

7/8" DIA. HOLES EQUALLY SPACED ON 15" DIA. BOLT CIRCLE.

SEE "TABLE OF VARIABLE POLE DIMENSIONS" FOR POLE DIAMETER FOR TOP SECTION

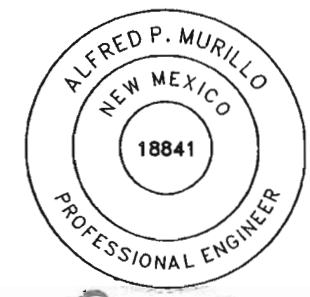


**TOP CONNECTION DETAIL**  
NOT TO SCALE

TABLE OF VARIABLE POLE DIMENSIONS							
TOTAL HEIGHT "H"	SECTION	SECTION LENGTH	SPLICE LENGTH	RATE OF TAPER	OUTSIDE DIAMETER		SECTION THICKNESS
					BOTTOM	TOP	
(FT)		(FT)	(IN)	(IN/FT)	(IN)	(IN)	(IN)
150	1	40.00	33.00	0.14	26.000	20.400	0.3750
	2	39.50	26.00	0.14	21.410	15.880	0.3125
	3	39.42	18.00	0.14	16.683	11.165	0.2500
	4	37.50	0.00	0.14	11.853	6.603	0.2391
120	1	42.00	26.00	0.14	22.000	16.120	0.2500
	2	41.33	18.00	0.14	16.902	11.115	0.2391
	3	40.33	0.00	0.14	11.700	6.054	0.1875
100	1	32.00	25.00	0.14	20.000	15.520	0.1875
	2	31.67	19.00	0.14	16.187	11.753	0.1875
	3	40.00	0.00	0.14	12.350	6.750	0.1875
75	1	38.92	20.00	0.14	18.000	12.551	0.1875
	2	37.75	0.00	0.14	13.160	7.875	0.1875

**GENERAL NOTES:**

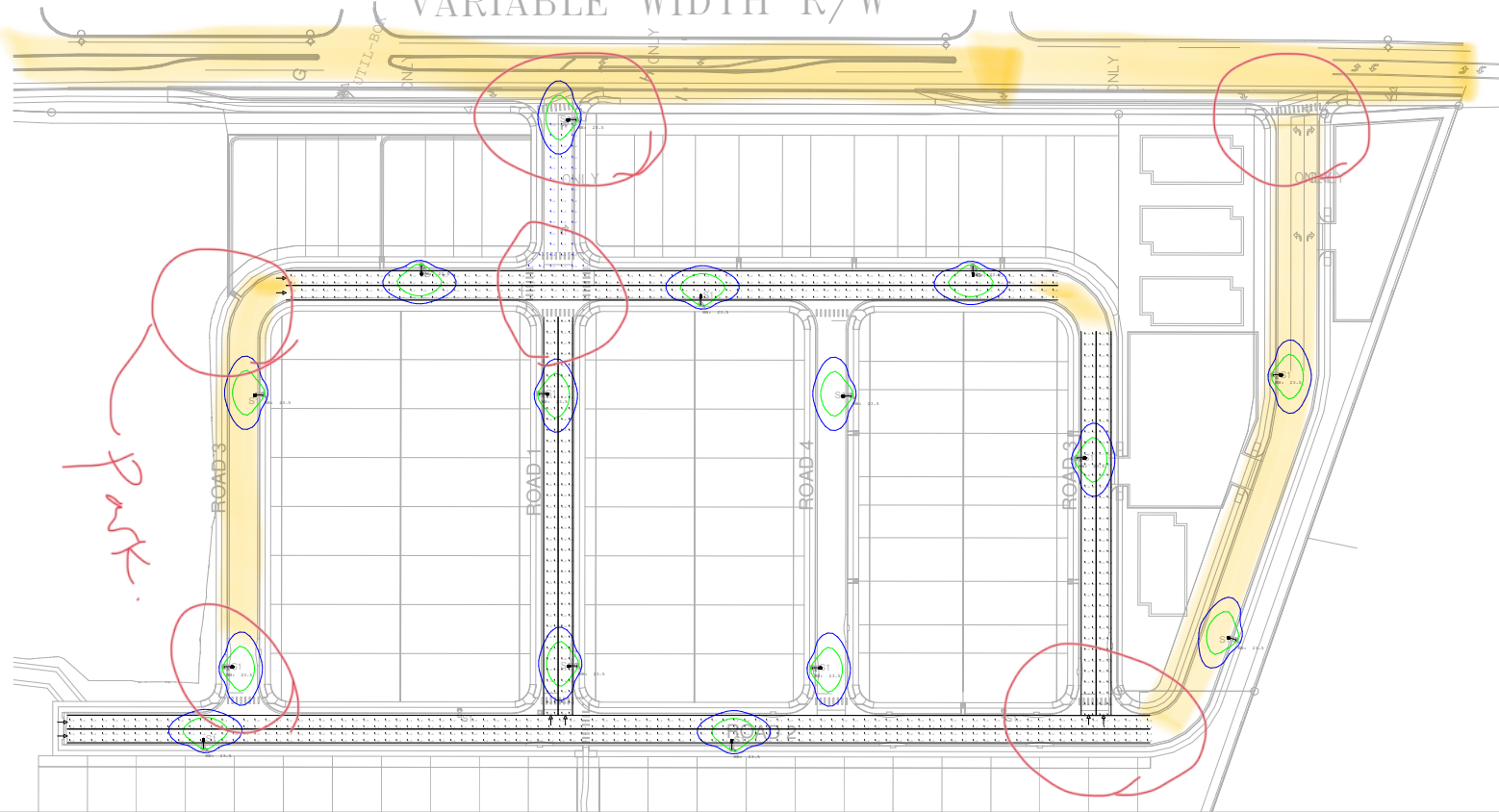
- DESIGN CONFORMS TO 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, WITH REVISIONS UP TO AND INCLUDING 2006 INTERIMS.
- DESIGN CRITERIA:  
 RECURRENCE INTERVAL = 50 YRS  
 SERVICE LIFE = 50 YRS  
 DESIGN WIND SPEED = 90 MPH  
 GUST EFFECT FACTOR = 1.14  
 FATIGUE CATEGORY I  
 MATERIALS (POLES AND HAND HOLES): 55,000 PSI MINIMUM YIELD  
 MAXIMUM NUMBER OF LUMINAIRES IS EIGHT (8). MAXIMUM WEIGHT OF EACH LUMINAIRE IS 85 LBS, WITH A PROJECTED AREA OF 3.4 FT<sup>2</sup>.  
 MAXIMUM ALLOWABLE DEFLECTION = 9% OF POLE HEIGHT.
- WORKMANSHIP AND MATERIALS SHALL CONFORM TO NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION CURRENT EDITION. CONTRACTOR SHALL CONTACT NMDOT FOR APPROVED PRODUCTS LISTING.
- POLES SHALL CONSIST OF ROUND TELESCOPING SECTIONS, TAPERED AT A RATE OF 0.14"/FOOT. MULTI-SIDED SECTIONS WILL BE PERMITTED AS AN ALTERNATE DESIGN. SEE NOTE 9 FOR REQUIREMENTS.
- MATERIALS:  
 A. POLES SHALL BE STEEL OF 50 KSI MINIMUM YIELD STRENGTH AFTER FABRICATION.  
 B. BASE PLATES AND ANCHOR BOLT TEMPLATES SHALL BE PER AASHTO M-183 (ASTM A-36).  
 C. HARDWARE AND ANCHOR BOLTS SHALL BE PER AASHTO M-314 (ASTM F-1554), GR. 55. EACH BOLT SHALL BE SUPPLIED WITH A MINIMUM OF THREE HEAVY HEX NUTS AND TWO FLAT WASHERS. STEEL BOLT TEMPLATES SHALL BE SUPPLIED WITH ANCHOR BOLTS. NUTS SHALL BE ASTM A-563. WASHERS SHALL BE ASTM A-436.  
 D. PRELOAD BOLTS BASED ON BOLT TYPE AND DIAMETER. PROVIDE LOCKING ADHESIVE (ND INDUSTRIES, NYLOCK, LOCKTITE, OR APPROVED EQUAL).
- GALVANIZING:  
 A. POLES AND PLATES SHALL BE GALVANIZED PER AASHTO M-111-94 (ASTM A-123).  
 B. HARDWARE AND ANCHOR BOLTS SHALL BE HOT-DIPPED GALVANIZED PER AASHTO M-232 M (ASTM A-153).
- WELDS:  
 ALL FABRICATORS SHALL BE CERTIFIED UNDER NMDOT SPECIFICATION SECTION 541.3 "CERTIFICATION OF STEEL FABRICATORS", AND SHALL CONFORM TO THE LATEST EDITION OF THE STRUCTURAL WELDING CODE (ANSI/AWS D1.1) AND SHALL CONFORM TO SECTION 707 "SIGNAL AND LIGHTING STANDARDS" OF THE CURRENT NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS OR MEET THE DATA SHOWN ON THESE DRAWINGS.  
 FILLET WELD AT BOTTOM OF SLIP FIT JOINT SHALL BE MINIMUM SIZE PER AWS D1.1.
- THE CONTRACTOR/FABRICATOR SHALL FURNISH EIGHT SETS OF SHOP DRAWINGS OF ALL HIGH MAST LUMINAIRE SUPPORT STRUCTURE COMPONENTS FOR THE TYPE VI LIGHTING STANDARD TO THE STATE BRIDGE ENGINEER FOR APPROVAL. SHOP DRAWINGS SHALL COVER ALL MECHANISMS/PARTS REQUIRED FOR THE INSTALLATION. THE CONTRACTOR SHALL FURNISH AN APPROPRIATE CERTIFICATION OF COMPLIANCE WITH ALL DESIGN REQUIREMENTS. THE CONTRACTOR'S CERTIFICATION SHALL APPEAR ON THE DRAWINGS. THE CONTRACTOR MUST RECEIVE WRITTEN APPROVAL OF THE SHOP DRAWINGS FROM THE ENGINEER PRIOR TO BEGINNING FABRICATION OR ASSEMBLY OF PARTS.
- THE INFORMATION AND DETAILS PROVIDED FOR POLES, ANCHOR BOLTS, HAND HOLE, AND FOUNDATIONS IN THESE STANDARDS ARE MINIMUM REQUIREMENTS. DESIGN AND DETAILS FOR ALTERNATE DESIGNS AND ALL OTHER LUMINAIRE SUPPORT STRUCTURE COMPONENTS SUCH AS TOP CONNECTION PLATE, SPECIFIC REQUIREMENTS FOR HAND HOLES TO ACCOMMODATE EXTERNAL WINCH, HEADFRAME ASSEMBLY, LUMINAIRE RING ASSEMBLY, AND TOP LATCH LOWERING DEVICE SHALL BE PROVIDED BY CONTRACTOR/FABRICATOR IN COMPLIANCE WITH AASHTO SPECIFICATIONS REFERENCED IN NOTE 1 AND ALL OTHER GOVERNING ELECTRICAL AND MECHANICAL SPECIFICATIONS.
- THE TOP CONNECTION DETAIL MAY BE REVISED TO COMPLY WITH THE REQUIREMENTS OF THE TOP LATCH LOWERING DEVICE SYSTEM. THE REVISED TOP CONNECTION DETAIL SHALL BE SUBMITTED TO NMDOT FOR REVIEW AND APPROVAL AS PART OF THE DESIGN FOR THE TOP LATCH LOWERING DEVICE SYSTEM.
- ALL TYPE VI STANDARDS SHALL BE EQUIPPED WITH AN INTERNAL MOTOR ASSEMBLY WITH 20' REMOTE CONTROL FOR THE LOWERING DEVICE. LOWERING DEVICES SHALL BE TOP LATCH AS APPROVED BY LIGHTING DESIGN ENGINEER. THE INTERNAL MOTOR ASSEMBLY AND LOWERING DEVICE WILL BE SUBSIDIARY TO THE HIGH MAST POLE PAY ITEM.
- THE LOWERING DEVICE, LIGHTING FIXTURES AND POLES SHALL BE MANUFACTURED AND TESTED AS AN INTEGRATED SYSTEM AND BE PROVIDED AND WARRANTED BY THE MANUFACTURER.
- FACTORY REPRESENTATIVE SHALL PROVIDE ONE DAY TRAINING AND VIDEO TAPE ON OPERATING THE LOWERING DEVICE SYSTEM FOR THE LOCAL MAINTAINING AGENCY AND LOCAL POWER COMPANY. THIS TRAINING SHALL BE APPROXIMATELY ONE-HALF IN THE CLASSROOM AND ONE-HALF IN THE FIELD.
- APPROXIMATELY 90 DAYS AFTER INSTALLATION, A FACTORY REPRESENTATIVE SHALL RETURN TO THE PROJECT SITE TO ADJUST THE LOWERING DEVICE CABLES AND LATCHING MECHANISMS. THE CONTRACTOR SHALL COORDINATE WITH THE NMDOT LIGHTING ENGINEER, THE LOCAL MAINTENANCE AGENCY, AND THE LOCAL POWER COMPANY TO BE PRESENT WHILE THE ADJUSTMENTS ARE MADE.
- DURING THE ERECTION OF THE HIGH MAST LIGHTING POLES AND LOWERING DEVICES, A FACTORY REPRESENTATIVE SHALL BE PRESENT TO ENSURE CORRECT ERECTION.
- CONTRACTOR SHALL PROVIDE COPIES OF ALL HIGH MAST LIGHTING SYSTEM TECHNICAL DATA, CALCULATIONS, SHOP DRAWINGS, AND LUMINAIRE TYPE INFORMATION TO THE LOCAL MAINTAINING AGENCY AND THE LOCAL POWER COMPANY.
- THE DESIGN PROVIDED FOR THIS STANDARD MUST BE RE-EVALUATED FOR POLES LOCATED IN ELEVATED REGIONS AND POLES LOCATED IN SPECIAL WIND REGIONS EXCEEDING THE DESIGN CRITERIA PROVIDED IN THESE STANDARDS.
- CONTRACTOR/POLE FABRICATOR SHALL SUBMIT GROUNDING DETAILS FOR REVIEW AND APPROVAL.
- ALL DESIGNS SUBMITTED FOR APPROVAL MUST BE SIGNED AND SEALED BY A LICENSED ENGINEER IN THE STATE OF NEW MEXICO.



*Alfred P. Murillo*  
12-15-08

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
<b>NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING</b>			
<b>HIGH MAST LUMINAIRE SUPPORT STRUCTURES TYPE VI</b>			
DESIGNED BY NB/MS DRAWN BY CCS CHECKED BY APM			
<b>707L-08-1/7</b>			

# SOUTH MEADOWS VARIABLE WIDTH R/W



Scale: 1 inch= 50 Ft.

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
North Entry	Illuminance	Fc	0.27	1.9	0.0	N.A.	N.A.
Road 1 (typ) Illum	Illuminance	Fc	0.44	2.0	0.0	N.A.	N.A.
Road 1 (typ) Luminance	Luminance	Cd/Sq.m	0.25	0.77	0.00	N.A.	N.A.
Road 1 (typ) Veil Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.
Road 2 Illum	Illuminance	Fc	0.18	2.0	0.0	N.A.	N.A.
Road 2 Luminance	Luminance	Cd/Sq.m	0.11	0.82	0.00	N.A.	N.A.
Road 2 Veil Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.
Road 3 (east) Illum	Illuminance	Fc	0.23	1.9	0.0	N.A.	N.A.
Road 3 (east) Luminance	Luminance	Cd/Sq.m	0.14	0.78	0.00	N.A.	N.A.
Road 3 (east) Veil Lum	Veiling Luminance	Cd/Sq.m	0.00	0.0	0.0	N.A.	N.A.
Road 3 (north) Illum	Illuminance	Fc	0.34	2.0	0.0	N.A.	N.A.
Road 3 (north) Luminance	Luminance	Cd/Sq.m	0.21	0.81	0.00	N.A.	N.A.
Road 3 (north) Veil Lum	Veiling Luminance	Cd/Sq.m	0.01	0.1	0.0	N.A.	N.A.

### Safety Disclaimer Roadway

This design does not conform to current IESNA RP-8-18 levels based for the IES classification of roadway classification & pedestrian activity. Acuity Brands will not be responsible for any potential safety issues that may arise due to noncompliance of these minimal levels.  
\*Reference current IESNA RP-8-18 for appropriate design levels and uniformity.

### General Notes - Roadway

- 1.) Readings shown are based on a total LLF of as shown at grade. Data references the extrapolated performance projections in a 25c ambient based on 10,000 hrs of LED testing (per IESNA LM-80-08 and projected per IESNA TM-21-11).
- 2.) Design intent for compliance with RP-8-18 based on these parameters:
  - i. Road Class - Residential
  - ii. Pedestrian Activity - Low
- 3.) Please refer to the "luminaire locations" for mounting heights.
- 4.) Product information can be obtained at [www.Holophane.com](http://www.Holophane.com) or through your local agent.
- 5.) Calculations do not account for topography and possible obstructions such as existing old growth trees or foliage.

Luminaire Schedule		Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
→	15	A		Single		ATBS P10 XXXXX R2 27K VR	Simulation from ATBS P10 XXXXX R2 30K VR	0.780	4451	38.4	576



DISCLAIMER: This document is a conceptual illustration for informational purposes only. It is not intended to be used for construction or other purposes. The manufacturer of the lighting fixtures shown in this document is not responsible for the design or installation of the lighting system. The manufacturer of the lighting fixtures shown in this document is not responsible for the design or installation of the lighting system. The manufacturer of the lighting fixtures shown in this document is not responsible for the design or installation of the lighting system. The manufacturer of the lighting fixtures shown in this document is not responsible for the design or installation of the lighting system.

Drawn By: Robert Cunningham  
 Checked By:  
 Date: 2/22/2024  
 Scale: As Shown  
 Filename: 258919-1 A1.AGI

Los Prados Subdivision-  
Santa Fe, NM

# Development Review Team (DRT) Comment Form

Date: April 3, 2024

DRT Member: Stan Holland, P.E.

Dept/Div: Utilities/Wastewater Division

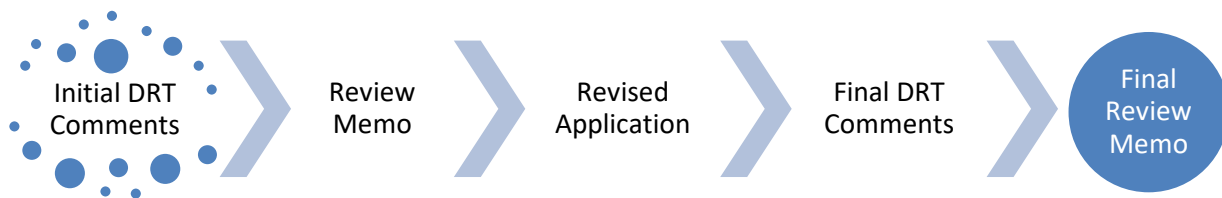
Case No.: Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff, AICP

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## DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



## Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant Response**:
1. Need to add a new sheet 4-11A which shows all the landscaping trees and the 20 foot wide sewer easement without all the soil types so that we can see the proximity of the trees to be planted in relation to the sewer easement boundary without all the other clutter	<i>Prior to Recordation</i>	
2. Show the location and the horizontal distances between the water, sewer, and stormwater sewer in the typical roadway sections for the 50- and 60-foot ROW	<i>Prior to Recordation</i>	
3. Show the distances between the water, sewer and stormwater pipes in the P&P sheets	<i>Prior to Recordation</i>	
4.		
5.		
6.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1.		
2.		
3.		
4.		

*\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

# Development Review Team (DRT) Comment Form

Date: 3/28/24

DRT Member: Clinton Peterson

Dept/Div: Public Utilities/Water Division

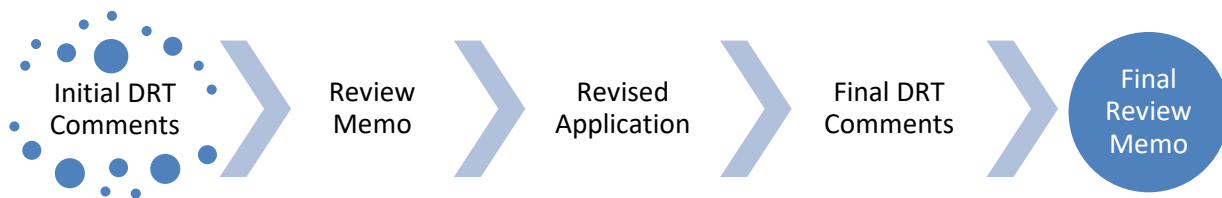
Case No.: Case #2024-7998: Los Prados: Phase 1 - Preliminary Subdivision Plat

Case Planner: Janice Biletnikoff, AICP

---

## DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



## Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	Must be completed by:	Applicant Response**:
1. An approved Water Plan will be required for all new public water infrastructure and fire services.	Prior to Public Hearing	
2. An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services	Prior to building permit approval	
3. Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	At the time of development	
4. A separate irrigation meter will be required for commercial lots if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service.	At the time of development	
5. Each lot shall be served by separate water service at the time of development	At the time of development	
6.		

Technical Corrections:	Must be completed by:	Applicant Response**:
1. Technical comments on the new public water infrastructure will be provided to the engineer via the water plan review.	Prior to Water Plan approval	
2.		
3.		
4.		

*\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
- 2.

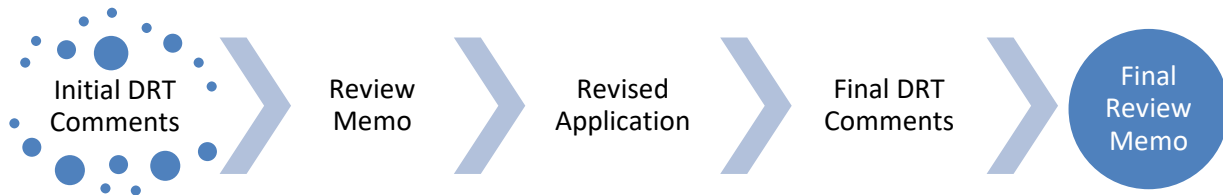
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

# Development Review Team (DRT) Comment Form

DRT Review Schedule – 9-12+ weeks\*

*Initial DRT Comments* are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.

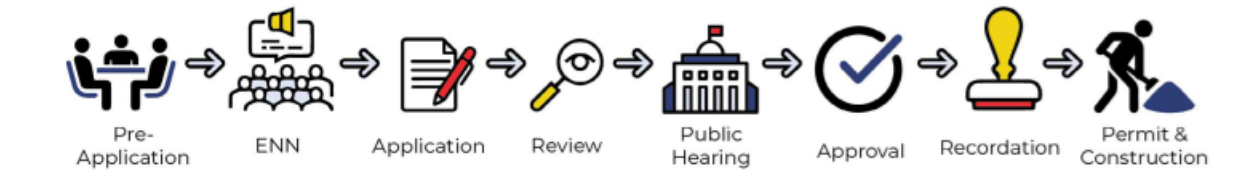


Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the “Must be completed by” column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

- a. *Prior to Public Hearing* – these conditions/technical corrections must be addressed before the case may move forward to the public hearing phase of the Development Review Process.
- b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
- c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
- d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



\*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Date: May 27, 2025

DRT Member: Alan G. Hook

Dept/Div: Public Utilities/Water Division – Water Resources

Case No.: 2024-7998

Case Planner: Rebekah Clouser

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**Conditions of Approval and Technical Corrections Tables**

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

<b>Conditions of Approval:</b>	<b>Must be completed by:</b>	<b>Applicant response**:</b>
1. An approved Development Water Budget (DWB), including irrigation water demand, and a 9.8% contingency per SFCC 14-8.13(E)(1) will be required. A technical evaluation request for a Development Water Budget needs to be submitted to the City Water Division for review.	Prior to Recordation of Final Subdivision Plat submittal with the Interim Water Division Director's signature of approval.	
2. An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure or fire services.	Prior to Recordation of Final Subdivision Plat submittal.	
3. Each lot shall be served by a separate water service at the time of development.	Prior to building permit approval.	
4. A separate irrigation meter(s) will be required given the total landscaped area is greater than 1,000 square feet. An approved backflow prevention device shall also be installed beyond the meter on any new irrigation service	During construction	

<b>Technical Corrections:</b>	<b>Must be completed by:</b>	<b>Applicant response**:</b>
1.		
2.		
3.		
4.		

\*\*The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. If the approved, final Development Water Budget requires water rights to offset the expected water demand, then *water rights proposed to be transferred to the city's water system for dedication to a development shall be tendered to the city not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body.*

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

**LOS PRADOS SUBDIVISION  
WATER BUDGET  
March 26, 2025**

97	LOTS	
0.15	AFY	PER LOT <6,000 SF
0.17	AFY	PER LOT 6,000 - 10,890 SF
0.25	AFY	PER LOT >10,890 SF

48	MARKET LOTS <6,000 SF	7.20	AFY
1	MARKET LOT 6,000 - 10,890 SF	0.17	AFY
19	SFHP LOTS <6,000 SF	2.85	AFY
29	LOW PRICED DWELLING UNITS <6,000 SF	4.35	AFY
97	<i>SUBTOTAL DOMESTIC WATER BUDGET</i>	14.57	AFY

*COMMON AREA IRRIGATION (Average of Years 1-3)* 0.08 AFY

<b>TOTAL WATER BUDGET</b>	<b>14.65</b>	<b>AFY</b>
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SFHP LOTS <6,000 SF	2.85	AFY
LOW PRICED DWELLING UNITS <6,000 SF	4.35	AFY

*SUBTOTAL AFFORDABLE LOTS* 7.20 AFY

<b>DEVELOPMENT WATER BUDGET - MARKET LOTS &amp; IRRIGATION</b>	<b>7.24</b>	<b>AFY</b>
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9.8% LINE LOSS CONTINGENCY 0.71 AFY

<b>TOTAL WATER DEMAND OFFSET</b>	<b>7.95</b>	<b>AFY</b>
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<b>LANDSCAPE IRRIGATION BUDGET</b>				
	<b>GPW</b>	<b>GPY</b>	<b>AFY</b>	
YEAR 1	687	37,801	0.12	
YEAR 2	687	37,801	0.12	
YEAR 3	0.0	0.0	0.00	
<i>3 YEAR AVERAGE IRRIGATION BUDGET</i>	<i>458.0</i>	<i>25200.7</i>	<i>0.08</i>	

## Los Brios Subdivision Water Budget per Lot Submittal 4/5/22

<b>Lot #</b>	<b>Lot Size</b>	<b>Water Budget</b>	<b>Market or Affordable</b>	<b>Lot Size in acres</b>
2	5,625	0.15 afy	AFFORDABLE	0.13
5	5,584	0.15 afy	AFFORDABLE	0.13
15	5,375	0.15 afy	AFFORDABLE	0.12
31	5,375	0.15 afy	AFFORDABLE	0.12
35	5,375	0.15 afy	AFFORDABLE	0.12
40	5,375	0.15 afy	AFFORDABLE	0.12

0.15	AFY	PER LOT <6,000 SF
0.17	AFY	PER LOT 6,000 - 10,890 SF

# Los Brios Subdivision Water Budget per Lot Submittal 4/5/22

<b>Lot #</b>	<b>Lot Size</b>	<b>Water Budget</b>	<b>Market or Affordable</b>	<b>Lot Size in acres</b>
5	5,584	0.15 afy	AFFORDABLE	0.13
14	5,710	0.15 afy	AFFORDABLE	0.13
16	5,280	0.15 afy	AFFORDABLE	0.12
31	5,375	0.17 afy	AFFORDABLE	0.12
35	5,375	0.17 afy	AFFORDABLE	0.12
40	5,375	0.17 afy	AFFORDABLE	0.12

<b>Open Space Tract</b>	<b>SF</b>	<b>Acre</b>
A	8,711	0.20
B	3,307	0.08
C	29,977	0.69
D	12,250	0.28
E	99,094	2.27
F	2,874	0.07
G	40,087	0.92
Los Brios North Landscape Strip	19,990	0.46
Los Brios South Landscape Strip	23,889	0.55
Total	240,179	5.51
Site Area		17.15
Provided Open Space		5.51
Required open space 30%		5.15
Developed		1.44
Undeveloped		4.07
Required Open Space		30%
Provided Open Space		32%
Developed Open Space		8%

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**Compatibility Report for 9\_Water Budget\_12.09.24.xls**  
**Run on 3/26/2025 15:38**

If the workbook is saved in an earlier file format or opened in an earlier version of Microsoft Excel, the listed features will not be available.

**Minor loss of fidelity**

**# of occurrences**

Some data in this workbook is filtered by more than two criteria. Rows that are hidden by the filter will remain hidden, but the filter itself will not display correctly in earlier versions of Excel.

2

[REVISED LOT  
DETAIL!'A4:E60](#)  
[Original LOT  
DETAIL!'A4:E60](#)

## Version

Excel 97-2003

Excel 97-2003